



Corporate Communications Directorate

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MUMBAI

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HC rejects Leela arbitration plea in AAI land dispute

Urvi Mahajani

MUMBAI

In a key ruling on public land lease disputes, the Bombay High Court has upheld the Airports Authority of India's (AAI) right to evict HLV Limited (formerly Hotel Leela Venture Limited) from three plots near the Chhatrapati Shivaji Maharaj International Airport. On June 9, Justice Somasekhar Sundaresan dis-

missed multiple petitions filed by HLV, which runs The Leela Mumbai hotel, and held that the land in question qualifies as "public premises" under the AAI Act, 1994. The court further noted that, as per the lease agreements, disputes over eviction and recovery of dues are excluded from arbitration.

"The arbitration agreements executed between AAI and Leela, which are con-

The court observed that the land in question qualifies as 'public premises' under AAI Act, 1994

tained in the lease deeds, do not cover within their ambit the subject matter of eviction of unauthorised occupation... and recovery of associated rent and damages." Justice

Sundaresan ruled. He added that the parties had "explicitly agreed to the position that the land leased to Leela would constitute public premises."

The case centred around three lease deeds: Two executed in 1983 for 9,000 square metres each for a hotel and a flight kitchen (which expired in 2012), and a third executed in 1996 for 11,000 square metres for a new hotel wing (expired in March 2024).

In 2017, AAI initiated eviction proceedings, prompting HLV to seek court intervention. HLV's counsel, senior advocate Rafique Dada, argued that the entire dispute ought to be referred to arbitration and that the land was part of a joint development with private land, losing its character as "public premises."

AAI, represented by senior advocate Ashutosh Kumbhakoni, countered that

the parties had consciously agreed that eviction matters were outside the arbitration framework.

The court agreed, noting that "eviction and recovery of lease rentals from public premises being outside the scope of arbitration, whether some other legislation is utilised is of no consequence to the core issue."

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Air safety in Mumbai a matter of major concern, says ex-ATC

S Balakrishnan

MUMBAI

The horrendous crash of an Air India Dreamliner in Ahmedabad on Thursday focuses attention on the safety of hundreds of flights landing and taking off from Mumbai airport daily. A one person who has taken it upon herself to ensure air safety in Mumbai is a former air traffic controller (ATC) and air safety officer (ASO) herself.

A self-effacing woman, S Mangala, 56, was posted in Mumbai by the Airport Authority of India (AAI). Files from builders seeking permission for their projects coming up in the flight path used to come to her clearance. She went strictly by the book and rejected several applications since the grant of NOC would majorly compromise flight safety.

"My conscience did not permit me to approve their projects, because tomorrow if an airplane crashes into one of these towers, I would feel terribly guilty. In any case, there are clear air safety rules and I went strictly by them," she said.

However, the builders went to New Delhi and got her orders superseded. That was when Mangala decided to be a whistle-blower to expose the "serious violations of Air Safety Rules" by the Ministry of Civil Aviation (MCA) in general and the AAI in particular. She filed an intervention application in 2014 in a public interest litigation initiated in the Bombay High Court by a Kochi-based advocate. Here we reproduce an interview conducted by the FPJ in March 2023. Excerpts:

What prompted you to start the fight for flight safety?

A childhood incident was responsible for it. I was only 17



Plane flying over slums near Kurla

Vijay Gohil

years old, studying in Neyveli in Tamil Nadu. My elder brother, an NDA graduate whom I hero worshipped, was an air force navigator on AN32 transport aircraft. Once when I returned home from school, I found him crying like a child on our mother's lap. He was sad that some of his colleagues were killed in an accident at Ludhiana. It was a nine aircraft formation and he was in aircraft number 3. Aircraft number 6 and 7 collided during the final approach of landing. The year was 1983-84. That scene at my home left a deep impression on me. I subsequently cleared the exams to become an ATC; a job that I regarded as a mission aimed at flight safety. Many of the air accidents could have been avoided if necessary precautions had been taken.

My repeated warnings from 2012 onwards about latent dangerous conditions at Mumbai airport's main Runway 09/27 and Calicut airport were ignored by the authorities. The same latent



S Mangala

dangerous conditions at Calicut airport's runway resulted in an accident on August 7, 2020, in which 19 innocent passengers and the two pilots were killed. The accident was blamed on pilot error. The pilots are dead and cannot defend themselves.

You have been accused of violating the organisational chain of command in AAI.

Air safety does not need any celebratory protocol. If your immediate superior does not respond to your warnings, then you are at liberty to approach the higher ups. The safety of lakhs of passengers is at stake. It should not be compromised on bureaucratic red tape.

What specific air safety issues did you take up?

With respect to Mumbai, air safety violations are in four categories: unsafe runway conditions, violations of rules framed by international civil aviation safety organisation, AAI and the DGCA, tall

buildings within a 20km radius of the airport and non-reporting of air safety incidents to me by Mumbai ATC. More than 85% of accidents take place during take-off or landing when the reaction time for the pilot is very less.

How many buildings are violating air safety norms in Mumbai?

An AAI / MIAL obstacle survey in 2010-11 revealed 439 obstacles on the take-off and landing paths alone. In between buildings were not considered. Apparently, the 2020 survey revealed 1,140 obstacles in the narrow take-off and landing funnels. In 2014, a PIL was filed by a lawyer in Bombay High Court on this issue and in 2018 I was permitted to file a fresh petition. The matter is still pending.

Is it true that you were sacked by the AAI?

The HC judgment permitting me to file a petition was passed on April 6, 2018, and 10 days after that I was dismissed by the AAI. I have challenged my illegal dismissal. I am certain I will win because my fight is for air safety.

The rot starts at the top of the aviation ladder

There is a version of Murphy's law which says that "if there is a possibility of several things going wrong, the one that will cause the most damage will be the one to go wrong".

The fiery end to Air India flight AI71 at Ahmedabad, Gujarat, on June 12, 2025, just after its departure for London Gatwick, is a rude wake-up call – one that has been sounded for several years. But the Ministry of Civil Aviation (MoCA), the judiciary, the statutory body the Directorate General of Civil Aviation (DGCA), the Airports Authority of India (AAI) and all airlines in India have been turning a blind eye to the need to ensuring stringent training and safety standards. Sound bites such as the one about India being the fastest growing aviation system have all come to nothing due to years of corruption and political manipulation in the system. A major failure in India is the complete lack of accountability. Other than pilots being blamed, no one else has been held accountable. The rot starts at the top of the aviation ladder.

Downward slide

After every major crash, beginning with the Indian Airlines Airbus A320 crash (IC605) in Bangalore on February 14, 1990, followed by an Alliance Air Boeing 737 crash (CD7412) at Patna on July 17, 2000, an Air India Express crash (IX-812) in Mangaluru on May 22, 2010 and another Air India Express crash at Kozhikode (IX1344) on August 7, 2020, the aviation authorities have been lulled into complacency. The crash of the Air India Boeing 787 at Ahmedabad is another accident in the chain. Meanwhile, the same set of people continue to be at their desks even as safety and training have been on a downward slide over the years. The lack of accountability and the inaction have cost the lives of hundreds of passengers.

Take the case of the Union Minister of Civil Aviation. After every crash, the first statement made is to defend the safety standards of airports in India even when there are blatant violations of International Civil Aviation Organization (ICAO) standards. It is no exaggeration to say that accident investigators are picked and chosen on the basis of who will toe the line and place the blame squarely on pilots. There have been violations in the Ahmedabad accident. We have had the DGCA issuing a statement that is in clear violation of ICAO standards – naming the pilots who were involved in the crash. No other country would mention the names of the crew even in the final report. We need professionals to head the DGCA and the AAI, and not bureaucrats and persons who seek publicity in these crucial



Captain A. (Mohan) Ranganathan

is a former airline instructor pilot and aviation safety adviser. He is also a former member of the Civil Aviation Safety Advisory Council (CASAC), India

The air crash in Ahmedabad is a wake-up call, and aviation officials and airlines in India need to ensure stringent training and safe flight operations

organisations and positions. India has one of the weakest judicial systems as far as aviation safety is concerned. After the crash in Mangaluru, a public interest litigation was filed that listed irrefutable data and safety violations by the MoCA, the DGCA, the AAI and Air India. A Bench of the Supreme Court of India swept this aside by passing on the case file to the MoCA to check whether this was a valid case.

This was a move that hammered the last nail in the coffin of aviation safety. Apart from the last crash, at Kozhikode, there have been so many accidents and serious incidents, but things carry on without any accountability. The loss of over 300 lives in Ahmedabad (the passengers and also local residents) should shake the people in the system who are in slumber. Even the Pakistan Supreme Court comes down very hard on its aviation regulator and airlines.

Reading the visual evidence

The video recordings and images of the Ahmedabad accident that are out on social media are the only sources of information available at this moment. The take-off captured on CCTV at Ahmedabad airport has led to more information. There is much speculation about the flaps of the aircraft not having been configured for take-off. All modern Boeing aircraft, which includes the Boeing 787, have take-off configuration warnings and no pilot would attempt a take-off if all conditions are not met. There is also much commentary floating around about this flight having taken off from an intersection. Data from a leading flight data provider clearly shows that the crew used the full length of the runway, from the beginning. The initial part of the CCTV footage from the airport clearly shows the growth of a fair amount of grass along the sides of the runway. The southwest monsoon has arrived, but monsoon preparation mandates the mowing of grass at airports to less than three inches before the rains arrive. This will aid in reducing insects and worms which would otherwise attract bird life. Ahmedabad has a history of bird menace in the airport area.

The initial take-off acceleration of the Air India plane appears normal until lift off. Going by the statement of the sole passenger/survivor and also a video grab quoting a person during a television interview, a loud thud has been reported about 30 seconds after lift off. It is quite possible that birds flying close to the runway in search of worms and insects may have got sucked into the powerful aircraft engines and caused a compressor stall at the point of rotation. The lift off and initial climb appear shallow before the nose is raised high. But the climb rate is very

shallow due to possible partial thrust loss as a result of bird ingestion in both engines. Thereafter, the nose is raised and the aircraft appears to descend slowly with a high nose angle. The aircraft appears to have stalled and the impact on the building with the tail section intact, points to a stall. The Digital Flight Data Recorder and Cockpit Voice Recorder will give us the clear picture.

The second reason that may have caused the partial thrust loss could be Foreign Object Damage such as what happened to the Air France Concorde flight (AF4590) on July 25, 2000 while on a flight from Charles De Gaulle airport in Paris to New York. The crash was caused by a metallic strip that had fallen from a flight that had taken off minutes earlier. It was lying on the runway and punctured the wheel of the Air France plane. Fragments from the exploding tyre hit the fuel tank, causing a leak and fire. All lives were lost with some fatalities on the ground. It would be worthwhile checking whether something similar happened to the Air India flight. The most intriguing part of the video is of the aircraft's landing gear extended throughout the climb till the final moments. If there had been bird ingestions in both engines, the loud noise may have been due to a compressor stall, which could have created what is called the startle effect.

The DGCA's statement which mentions the names of the pilots and their experience levels, also says that the captain was line training captain. Was this a training flight? And was the copilot at the controls? In such a situation, the change of controls and the partial loss of thrust could have been overwhelming and may have been a reason for the crew to miss landing gear retraction. If the gears had been raised, the drag would have not been present and the aircraft would have had a better climb gradient to clear the obstacles on the ground.

Focus areas in the investigation

With global aviation bodies such as the National Transportation Safety Board from the United States, and the Air Accidents Investigation Branch from the United Kingdom now a part of the crash investigation, the officials should also look at obstacles in the take-off funnel. The building which the aircraft crashed into was multi-storied (one plus five floors, according to a report). Having a seventy-foot structure so close to the take-off path should be investigated. This should also be a lesson for authorities in India not to issue no objection certifications for construction activity by caving in to political pressure.

Whether we will learn lessons from this tragedy is the big question.

KNI Airport: ADDA restricts high-rise buildings after DGCA ban



KANCHAN SIDDIQUI
DURGAPUR, 12 JUNE

In light of increasing urbanisation on farmlands surrounding the Kazi Nazrul Islam Airport, the West Burdwan district authorities, in collaboration with the country's pioneering Aerotropolis project, have initiated a month-wise survey to identify and address potentially hazardous constructions that violate height restrictions laid down by the Directorate General of Civil Aviation (DGCA).

Following calibration trials, the DGCA granted final approval for flight operations at the airport on 24 April 2015. In 2017, the statutory aviation authority directed the Asansol Durgapur Development Authority (ADDA), a state-backed urban infrastructure body, to ensure that no plans for high-rise buildings above 160 feet are approved, in order to prevent potential obstructions to aircraft operations.

Although the Aerotropolis project covers 913 hectares, civil construction has been proliferating across an additional 1,500 hectares around

the airport's take-off funnel zone. Currently, at least a dozen 12-storey buildings are under construction within 1,500 metres of the runway.

Construction regulations near airports primarily focus on height restrictions to ensure aviation safety. The Airports Authority of India (AAI) enforces these regulations around airport zones. The AAI permits limited construction within 150 to 500 metres of the runway. Specifically, a building may be one metre tall for every seven metres of distance from the runway. For take-off and landing paths, this ratio is one metre of building height for every 20 metres of distance. Buildings within 660 to 810 metres from the runway ends are restricted to a maximum height of 12 metres, as per DGCA warnings.

"This is referred to as the restriction zone within the funnel area of flight operations, which includes a 30-degree angular exposed surface on either side of the taxiway arms," explained an AAI aviation expert. In 2017, the DGCA stipulated that any building exceeding 30 metres

in height within 30 kilometres of an aerodrome must obtain prior permission from the authority. The statute further warns that structures breaching height restrictions may be demolished under the Aircraft (Demolition of Obstruction) Rules, 1994. It also recommended that planning authorities use zoning maps to indicate permissible building heights in areas surrounding airports.

"We are conducting monthly inspection surveys in coordination with the district administration to prevent any violations of the DGCA norms. Detailed inspection reports are regularly submitted and recorded with the district magistrate's office," said Kailash Mondal, director of KNI Airport. He added: "We have not yet received any complaints from pilots regarding obstructions."

Kabi Dutta, chairman of the Asansol Durgapur Development Authority, stated: "Since receiving the DGCA's guidelines and stipulations, we have strictly enforced restrictions on high-rise buildings along the airspace corridor."

BIAL in talks to raise about \$1.1 billion in bonds

Tenor for the privately issued bonds could go up to 15 years

BLOOMBERG



Bangalore International Airport Ltd. in India is in advanced talks to raise about Rs 9,000 crore (\$1.1 billion) by issuing local currency bonds, seeking to refinance an existing debt and fund expansion projects, according to people familiar with the matter.

The airport operator, which is partially owned by Canada-based Fairfax Financial Holdings Ltd., is in discussions with a group of large investors including the State Bank of India, ICICI Bank Ltd. and Axis Bank Ltd., said the people, who asked not to be identified because the information is private. The company, known locally as BIAL, runs India's third largest airport in the city of Bengaluru.

The tenor for the privately issued bonds could go up to 15 years, said the people. The

initially proposed coupon is 8.15%, but it could be lower as negotiations continue, particularly after the Reserve Bank of India slashed the benchmark rate by 50 basis points, they said. Terms are not yet finalised.

The fund-raising effort reflects India's growing focus on building and upgrading airports, a priority for Prime Minister Narendra Modi as he looks to accelerate growth for one of the world's fastest-developing economies. BIAL's airport has capacity to handle 51.5 million passengers per year, according to a report by Crisil Ratings, the local arm of S&P Global Ratings.

Indian airports will incur a cumulative capital expenditure of over 600 billion rupees in the three years through fiscal 2027, up 12% from the amount spent during the

three-year period between 2022 to 2024, according to Crisil Ratings.

The bonds would be unlisted, which is not very common in India as most primary bond sales are conducted through auctions on electronic bidding platforms on stock exchanges, the people said. Since the borrower is an unlisted company, it would find it cumbersome to meet certain parameters to list the bond in the exchange, said two of the people.

BIAL declined to comment. Axis Bank, ICICI Bank and State Bank of India didn't immediately reply to requests for comment.

ICRA, the local arm of Moody's Ratings, rated BIAL with a triple-A grade. "The rating considers the healthy improvement in scale of operations," it said in a note.

Iran airspace closure hits ops at IGI airport

Jignasa Sinha and Aheli Das

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NEW DELHI: Dozens of flights were delayed, diverted, or cancelled as Israeli air strikes prompted a temporary shut down of airspace over Iran, stranding hundreds of passengers at Delhi's Indira Gandhi International (IGI) Airport and elsewhere.

Air India confirmed it had delayed or diverted several flights. "Due to the emerging situation in Iran, several of our flights were either delayed or returned to their origin after take-off," the airline said in a statement.

As per FlightRadar24.com, over 350 flights were delayed to Delhi's IGI Airport on Friday with an average delay time of 26 minutes.

According to airport officials, at least 25 flights were either cancelled, returned to origin, or delayed in the early hours of Friday.

An airport official said "Around 17 flights were cancelled — this includes mid-air

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returns, ground return, arrival flight cancellation, departure flights cancellation. Eight other flights were diverted to other stations due to air space issues."

At IGI's Terminal 3, confusion and anxiety played out in long waits. Arun Negi, 33, from Uttarakhand, was en route to London with his wife and four-year-old daughter when their Air India flight was first delayed, then abruptly cancelled.

"We boarded at 6am, waited in the plane for over an hour. Around 7.30am, they told us the flight was cancelled and we should deboard and claim refunds. The staff had no clarity

on rescheduling. I live and work in London—this trip was essential. Now we're stuck, looking for a hotel and booking new flights," said Negi.

Outside the arrivals gate, Rajendra Singh, 67, kept glancing at the flight information board. "My daughter Sarbjit is flying in from Milan. Her flight's two hours late. It left Italy, but still hasn't landed. Someone told me the flight would be diverted to Dubai but nobody is sure," he said.

Shree Ram Pandit, a retired teacher from Jharkhand, had come to receive his wife, Sush-eela, returning from Chicago. "She left the US last night and was supposed to land by 2pm. She called me once in the morning saying the plane was diverted to Riyadh after the pilot made a mid-air announcement. Since then, her phone's off and I don't know where she is. We were to catch a flight home today. Now I don't know where to stay in Delhi."

Many were re-routed via Gulf airports including Sharjah, Dubai, and Riyadh.

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THE TIMES OF INDIA

DELHI

14 JUNE 2025

West Asia crisis hits ops at IGI, runway closure to add to woes

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New Delhi: As the Israeli defence forces struck Iran, leading to the closure of the airspace over large part of West Asia, several flights bound for that region were cancelled, delayed or diverted. This impacted flight operations between India and Europe. While it is still unclear when operations through West Asia will resume, a double whammy looms for Delhi, which will shut down one of its four runways at IGI International Airport for upgradation from Sunday, until Sept 15, impacting over 200 flights daily.

IGIA officials said that while there were no issues with domestic or international travel to other regions like Southeast Asia, and that flight operations for Ahmedabad—where the crash of a London-bound flight on Thursday killed 245 people—resumed, they were unclear when operations through West Asia would resume. They added that flights were being delayed as they were being rerouted while many were being cancelled.

Officials said at least 17 international flights were cancelled and eight Air India flights were diverted. Of these, two were air return flights, two ground return, six arrivals were cancelled, seven departures were cancelled, and eight Air India flights were diverted. Air return flights are called off after they take off while the ground return are those that are boarded and scheduled to take off.

According to website Flight Radar, over 350 flights were delayed at IGIA on Friday with an average delay of 26 minutes. An advisory issued by the Delhi airport authority on X stated, "Due to evolving airspace conditions over Iran,



Hoax forces AI flight to return to Phuket

New Delhi: "FU. Bomb all." This message written on a tissue paper inside the lavatory of Air India's Phuket-Delhi flight with over 160 people on board triggered a security alert, leading the Airbus A320 to return to origin on Friday, Phuket International Airport in Thailand said AI 379 returned after the bomb threat was found in the lavatory. AI sources said a security alert led to the aircraft returning to Phuket. AI 379 took off from Phuket at 9.15am and returned there at 11.38am, as per flight tracing sites. Subsequent checks showed that the threat was hoax and the flight was later cleared to leave for its destination at 4.28pm (all timings local). Indian carriers received hoax threats for almost 1,000 flights last year.

Iraq and the neighbouring region, some flight schedules have been impacted. Passengers are advised to contact their respective airlines for the latest updates regarding their flights. We strongly urge all passengers to rely only on official sources for accurate and up-to-date information.

After giving out details about the affected flights, Air India said, "We regret the inconvenience caused to our passengers due to this unforeseen disruption and are making every effort to minimise it, including providing accommodation for passengers. Refunds on cancellation or complimentary re-scheduling are also being offered

to guests who opt for it. Alternative arrangements are being made to fly passengers to their destinations."

An IndiGo advisory stated, "Due to airspace closure over Iran and nearby regions, some flight routes may be impacted, potentially causing longer travel times or cancellations. Please check your flight status on our website or app before heading to the airport."

Meanwhile, the upgradation of runway 28/10 from June 15 to Sept 15 will lead to the rescheduling of 86 flights and the cancellation of 114 daily. Earlier, the runway was closed in April and May, resulting in delays of hundreds of flights daily.

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THE TIMES OF INDIA

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Stories From Modern Cockpits

Forgotten after every plane crash is the terrifying complexity of pilots' jobs. Their work involves precision, pressure & unpredictability. Their lives are often defined by fatigue, anxiety, even depression. Then there's aircraft reliability & airport congestion

Manoj Hathi



FORMER Boeing 747-400 & Airbus 360 pilot with 18,400 flying hrs

Every air tragedy brings the role of pilots into sharp focus. Never, though, is there enough appreciation of what a pilot's job entails – it's a terrifyingly complex interplay between human expertise, technology and split-second decision-making.

The path to the airline cockpit is among the most rigorous professional journeys. Commercial pilots accumulate between 1,500 and 4,000 flight hours

before joining major carriers, but the learning never stops. Regulations mandate comprehensive recurrent training every six to twelve months, recognising that aviation tech evolves constantly and human performance requires consistent reinforcement. Far from the glamorous image often portrayed, a pilot's life is a gruelling blend of precision, pressure, and unpredictability – a profession where margin for error is razor-thin, and the stakes nothing less than human lives.

During simulator sessions, pilots face multiple system failures, severe weather scenarios, and medical emergencies – often combined to test their ability to prioritise and execute under extreme pressure. These aren't theoretical exercises but based on real incidents where quick thinking meant the difference between tragedy and survival. But in real life, a pilot can be called on to handle unimaginable situations well beyond the scope of simulator training.

In 1983, I was commander on Boeing 747 with Air India when a most surreal accident occurred. A fully loaded Boeing 737-300 started the take-off run and began rotation (pulling the yoke back to lift off) late and shallow in the hot April weather. Near the runway's end it struck a lorry piled high with cotton bales, then hit high-tension electric wire and crashed – 55 died, 63 survived. The final probe report cited the captain's delayed rotation and the ground team's failure to regulate traffic on the highway during flight hours, as probable causes.

The report described the moment this way: "The pilot got disoriented on noticing the lorry and did not react for 2 seconds and thereafter commenced a fast over-rotation." From a pilot's viewpoint, there is no 'fast over-rotation'. It's a panicked pull on the yoke, two seconds too late. Every pilot knows, rotate on schedule, a tool we practise extensively but one minor slip and it was the end of the road for 55 lives.

Then there are heroes who played right into those crucial seconds. Consider Captain Liu Chuanjian of

Sichuan Airlines, who in 2018 saved 119 lives when his Airbus A319's cockpit windscreen exploded at 32,000 feet. Operating in -40°C, he manually steered the plane to safety.

Another case was that of Captain Tammie Jo Shults. She successfully emergency-landed Southwest Flight 1380 after an uncontained engine failure, saving 148 lives through exceptional airmanship. What went wrong? An engine fan blade on the Boeing 737 failed and flying debris hit the left side of the fuselage and a window, the damage causing the plane to decompress. A passenger was partially sucked through the damaged window and later pronounced dead at the hospital.

Behind the professional veneer lies a troubling reality. Research has shown that despite being rostered for only

maintain manual flying skills they rarely use while managing complex automated systems that can fail unexpectedly.

Aircraft reliability adds another layer of complexity. Boeing 737 MAX, grounded globally after two fatal crashes in 2018 and 2019 – Lion Air Flight 610 and Ethiopian Airlines Flight 302 that killed 346 people due to a flawed Maneuvering Characteristics Augmentation System (MCAS) – remains a cautionary tale. Even after its return in late 2020, pilots have expressed lingering distrust in online forums, often debating the adequacy of retraining and reliability of Boeing's fixes.

The Ahmedabad crash has reignited scrutiny of Boeing's safety record, particularly after a 2024 Alaska Airlines incident involving a door plug blowout on a 737 MAX 9. These events place additional pressure on pilots who must remain hyper-vigilant.

Airport congestion compounds challenges. Major hubs like Delhi and Mumbai are notorious for their crowded skies, where pilots often find themselves in holding patterns, circling at 30,000 feet while awaiting a landing slot. This not only burns precious fuel but also increases risk of runway incursions – near-misses that can turn deadly. In 2018, an Air India Airbus A320 narrowly escaped disaster in Maldives after landing on an under-construction runway due to a communication error. Such incidents highlight the chaotic environment pilots navigate, where a single misstep by ground staff or air traffic control can force split-second decisions with catastrophic consequences.

When we rush to assign blame after aviation accidents, we must remember the thousands of successful flights completed daily by professionals who've committed themselves to bringing people safely home. Their expertise, built through years of training and maintained through constant vigilance, represents one of modern society's most remarkable professional achievements.

The aviation industry must continue addressing systemic issues – whether in aircraft design, airport management, or scheduling practices – to support these professionals who keep our skies safe. Theirs is a job where heroism is not an exception but a daily expectation, performed under pressures most can scarcely imagine.

Understanding this reality is essential to appreciating both the complexity of aviation safety and the extraordinary dedication of those who make commercial flight possible. The cockpit may be invisible to most passengers, but within it lies a world where precision, pressure, and professionalism intersect at every moment of every flight.

The writer served as Air India's director, operations & director, air safety



PHOTO BY ROYAL CANADIAN MOUNTED POLICE

60-62% of legally allowed duty hours, 78% of pilots report severe fatigue, 22% significant depression, and 12% anxiety symptoms. The profession's demands extend beyond the cockpit. Irregular schedules disrupt circadian rhythms, creating chronic fatigue that compounds over years. The mental toll is rarely discussed.

Pilots undergo simulator training that mimics emergencies, but these simulations also ingrain a constant awareness of worst-case scenarios. Pre-flight stresses must be set aside the moment they step into the cockpit. Many pilots report sleepless nights following turbulent flights or near-misses, endlessly replaying their decisions. The psychological burden is immense.

Unlike most professions where mistakes might cost money or inconvenience, pilot errors can cost lives. This weight affects sleep, relationships, and mental health in ways the travelling public never considers.

Modern aviation presents a unique paradox. Today's aircraft are marvels of automation, yet this sophistication creates new challenges. Pilots must



Corporate Communications Directorate

THE ASIAN AGE

DELHI

14 JUNE 2025

Boeing Dreamliner under DGCA heat

New Delhi, June 13: Aviation watchdog DGCA on Friday ordered enhanced safety inspection of Air India's Boeing 787 Dreamliner fleet powered by GENx engines, a day after 241 people onboard died in the plane crash in Ahmedabad.

The enhanced DGCA inspection will include checks of various systems and a review of take-off parameters of the Boeing 787 Dreamliner aircraft of Air India, owned by Tata Group.

Air India's fleet includes 26 Boeing 787-8 aircraft and 7 Boeing 787-9 planes.

Meanwhile, US aircraft engine maker GE Aerospace, in a statement, said it continues to work closely with the appropriate regulatory and investigative agencies.

The Directorate General of Civil Aviation (DGCA) has directed Air India to carry out additional maintenance actions on its Boeing 787-8 and 787-9 planes equipped with Genx engines with immediate effect.

These actions will be car-

ried out in coordination with the DGCA regional offices concerned.

With effect from January 15, the regulator has ordered various one-time checks of the Boeing 787 planes, including inspection of fuel parameter monitoring and associated system checks.

Inspection of cabin air compressor and associated systems, electronic engine control system test, engine fuel driven actuator-operational test, and oil system checks have also been ordered. Besides, the DGCA has directed to carry out a serviceability check of the hydraulic system and review of take-off parameters.

According to an order issued by the DGCA, flight control inspection has to be introduced in transit inspection till further notice.

Also, DGCA has said there should be "closure of maintenance actions based upon the review of repetitive snags during the last 15 days on B787-8/9 aircraft at the earliest". — PTI



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

AMAR UJALA

DELHI

14 JUNE 2025

भारत-चीन के बीच जल्द शुरू होगी सीधी हवाई सेवा, वीजा मिलना भी होगा आसान

विदेश सचिव व चीनी उप विदेश मंत्री के बीच बैठक में बनी सहमति, नदियों पर भी साझा करेंगे डाटा

अमर उजाला ब्यूरो

नई दिल्ली। भारत और चीन के बीच सीधी हवाई सेवा जल्द ही बहाल हो सकती है। साथ ही दोनों देशों के बीच वीजा प्रक्रिया को आसान बनाने और अंतरराष्ट्रीय नदियों पर डाटा साझा करने जैसे अहम कदमों पर भी सहमति बनी है।

विदेश सचिव विक्रम मिश्री और चीन के उप विदेश मंत्री सुन वेइदोंग के बीच शुक्रवार को हुई बैठक में द्विपक्षीय संबंधों को और प्रगाढ़ बनाने पर भी सहमति बनी। वेइदोंग दो दिवसीय भारत यात्रा पर बृहस्पतिवार को नई दिल्ली पहुंचे थे। बैठक में दोनों देशों ने सीधी उड़ान को फिर से शुरू करने की प्रक्रिया को तेजी से पूरा करने पर सहमति जताई है। नए हवाई सेवा समझौते को जल्द ही अंतिम रूप दिया जाएगा। वर्ष 2020 में पूर्वी लद्दाख में गलवान में दोनों देशों की सेनाओं के बीच हुए खूनी संघर्ष के बाद द्विपक्षीय और कूटनीतिक रिश्तों में तनाव आ गया था। कोविड महामारी और संघर्ष के चलते दोनों देशों के बीच सीधी हवाई सेवा बंद कर दी गई थी। इसके अलावा सीमा पर तनाव के माहौल के बीच दोनों देशों ने व्यापार के क्षेत्र में भी एक दूसरे के खिलाफ कदम उठाए थे।



विक्रम मिश्री



सुन वेइदोंग

भविष्य में सहयोग के नए अवसर

मंत्रालय ने कहा कि इस तरह की बैठकें दोनों देशों के बीच संवाद को मजबूत करती हैं और भविष्य में सहयोग के नए अवसर देती हैं। भारत और चीन के बीच बेहतर संबंध न केवल दोनों देशों, बल्कि पूरे क्षेत्र के लिए फायदेमंद होंगे। वहीं चीनी विदेश मंत्रालय के अनुसार, बैठक में सुन ने कहा कि दोनों पक्षों को विवादों और मतभेदों को उचित तरीके से संभालना चाहिए तथा अंतरराष्ट्रीय और क्षेत्रीय शांति तथा स्थिरता बनाए रखने में संयुक्त रूप से रचनात्मक भूमिका निभानी चाहिए।

वीजा प्रक्रिया बनाई जाएगी आसान

मंत्रालय ने कहा कि दोनों देशों ने लोगों के हितों को ध्यान में रखते हुए संबंधों को स्थिर और प्रगाढ़ बनाने पर सहमति जताई। इसके तहत वीजा प्रक्रिया को आसान बनाने, मॉडिया और थिंक टैंक्स के बीच आदान-प्रदान बढ़ाने के लिए भी व्यावहारिक कदम उठाने पर रजामंदी हुई।

- आर्थिक और व्यापार संबंधी मुद्दों को हल करने पर भी रजामंदी बनी : मंत्रालय ने कहा कि दोनों देशों ने आर्थिक और व्यापार संबंधों में मुद्दों पर भी बात की। इसमें बाजार पहुंच और गैर टैरिफ बाधाएं भी शामिल हैं। दोनों पक्षों ने इन मुद्दों को हल करने के लिए कार्यात्मक संवाद शुरू करने पर भी सहमति जताई।
- अन्य क्षेत्रों में भी सहयोग करेंगे दोनों देश : दोनों देश अन्य क्षेत्रों में सहयोग और विश्वास बहाली पर भी राजी हुए। दोनों पक्ष 2025 में अपने राजनयिक संबंधों की 75वीं वर्षगांठ मना रहे हैं। इसके लिए सांस्कृतिक और जनकेंद्रित गतिविधियों को बढ़ाने पर भी सहमति बनी।



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एअर इंडिया एक्सप्रेस के विमान में यात्रियों को तीन बार बैठाया-उतारा, हंगामा

जयपुर। एअर इंडिया एक्सप्रेस के एक विमान में तकनीकी खामी पर यात्रियों ने जमकर हंगामा किया। यह घटना राजस्थान के जयपुर एयरपोर्ट पर हुई। विमान में यात्रियों को तीन बार बैठाया गया और फिर उतार दिया गया। तकनीकी खामी से विमान उड़ान नहीं भर सका। इसके बाद एयरलाइंस ने उड़ान रद्द कर दी। एअर इंडिया एक्सप्रेस के विमान आईएमबस 2749 को शुक्रवार को सुबह 11:30 बजे जयपुर से बंगलूरु के लिए उड़ान भरना था। उड़ान में देरी हुई तो एयरलाइंस ने घोषणा की, विमान दोपहर 3 बजे उड़ान भरेगा, लेकिन इसे फिर एक बार टालकर शाम 5 बजे कर दिया गया। इस तरह विमान में तीन बार यात्रियों को बैठाया। अंत में एयरलाइंस कर्मियों ने इंजन में तकनीकी दिक्कत का हवाला देते हुए उड़ान रद्द कर दी। एजेसी

एकमात्र जीवित बचे यात्री विश्वास ने बयां किया खौफनाक मंजर

आंखों के सामने लोगों को दम तोड़ते देखा, दरवाजा टूटा था इसलिए बचा

अहमदाबाद। विमान हादसे में बचे एकमात्र यात्री विश्वास कुमार रमेश को अब तक अपने जिंदा बचने पर भरोसा नहीं हो रहा है। फिलहाल अस्पताल में भर्ती विश्वास ने शुक्रवार को मीडिया से बातचीत में पूरे खौफनाक मंजर को बयां किया। विश्वास ने बताया कि उनका बचना किसी चमत्कार से कम नहीं है। उन्होंने अपनी आंखों के सामने लोगों को मरते देखा। एकबारगी तो उन्हें यही लगा था कि मरने वाले हैं। लेकिन मलबे के बीच नजर आई थोड़ी-सी जगह बच निकलने का रास्ता बन गई। विश्वास ने कहा, मुझे खुद भरोसा नहीं होता कि मैं कैसे बाहर जिंदा निकला। क्योंकि कुछ समय के लिए तो मुझे यही लगा कि अब मरने वाला हूं। जब मेरी आंख खुली तब अहसास हुआ मैं जिंदा हूं। उन्होंने बताया, टेक ऑफ के एक मिनट बाद ही ऐसा लगा था कि प्लेन रुक गया है। कुछ ही सेकंड में स्पीड के साथ प्लेन इमारत से जा टकराया। मूल रूप से गुजरात से सटे तटीय शहर दीव के रहने वाले रमेश ने बताया कि बोइंग 787 ड्रीमलाइनर में उनकी सीट 11ए बाई ओर एक आपातकालीन निकास द्वार के करीब थी। उन्होंने कहा, सौभाग्य से मैं विमान के उस हिस्से में बैठा था जो हादसे के बाद छात्रावास परिसर के भूतल पर गिरा। जब मैंने देखा कि विमान का दरवाजे का कुछ

आपातकालीन निकास के पास थी सीट...जरा-सी जगह दिखी और निकलने का रास्ता बन गया

खुशकिस्मत था, मेरी ओर दीवार नहीं थी



ब्रिटिश नागरिक विश्वास ने कहा, मुझे लगता है कि अन्य लोग बच नहीं पाए क्योंकि उस तरफ (छात्रावास) एक दीवार थी। मुझे अभी तक विश्वास नहीं हो रहा है कि मैं दुर्घटना में कैसे बच गया क्योंकि मैंने लोगों को अपनी आंखों के सामने मरते देखा था। उन्होंने कहा, मेरी तरफ प्लेन का हिस्सा दीवार से सटा नहीं था। इसलिए निकलने का रास्ता मिल

गया। लेकिन दुर्घटना के बाद विमान में आग लगने से मेरा बायां हाथ जल गया। मैं विमान से बाहर निकला और फिर एक एम्बुलेंस मुझे अस्पताल ले आई।

हिस्सा टूटा हुआ है तो मुझे लगा कि थोड़ी कोशिश करके बाहर निकल सकता हूं। आखिरकार, मैंने अपनी सीट बेल्ट खोली और विमान से बाहर आने में सफल रहा। एक दिन पहले सामने आए एक वीडियो में विश्वास विमान से बाहर निकल सड़क पर चलते दिखाई दिए थे। एजेंसी



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विमानन विशेषज्ञ ने हादसे के संभावित कारण गिनाए

फलैप सेटिंग में गड़बड़ी से विमान ने लिफ्ट खो दी : कैप्टन स्टीव

अहमदाबाद में एअर इंडिया का बोइंग-787 विमान उड़ान भरते ही दुर्घटनाग्रस्त हो गया था। विमानन विशेषज्ञ व अनुभवी पायलट कैप्टन स्टीव ने इस हादसे के तीन संभावित कारण बताए हैं। कैप्टन स्टीव बोइंग-777 जैसे बड़े विमान उड़ा चुके हैं।

पहली संभावना...दोनों इंजन एकसाथ हुए हॉ फेल

कैप्टन स्टीव ने पहली संभावना दोनों इंजन के एक साथ फेल होना बताया। इसका मतलब यह हादसा लिफ्ट लॉस यानी विमान के पंखों से पर्याप्त हवा न मिलने की वजह से हुआ हो सकता है। स्टीव के मुताबिक विमान में पर्याप्त बल नहीं था, जो उसे ऊपर की ओर उठाए रख सके। अगर ऐसा हुआ होगा तो या तो विमान किसी बड़े पक्षियों के झुंड से टकराया होगा, जिससे दोनों इंजन खराब हो गए होंगे, या ईंधन में कुछ गड़बड़ रही होगी। हालांकि स्टीव को थोड़े कमजोर लगती है, क्योंकि हादसे के फुटेज में न तो किसी पक्षी के टकराने की झलक मिली और न ही किसी इंजन से आग या धुआं दिखा।

टेक ऑफ से पहले फलैप्स को खोलना भूल गए पायलट



कैप्टन स्टीव

दूसरी संभावना हो सकती है कि विमान के टेकऑफ से पहले कुछ विशेष तकनीकी सेटिंग्स की जरूरत होती है। उन्हीं में से एक है फलैप्स को नीचे करना। फलैप्स विमान के पंखों के वे हिस्से होते हैं, जो टेकऑफ के दौरान लिफ्ट बढ़ाते हैं, ताकि विमान आराम से उड़ सके। कैप्टन स्टीव के मुताबिक अगर पायलट फलैप्स लगाना भूल गए हों, तो विमान उठेगा जरूर, पर हवा में टिक नहीं पाएगा। लेकिन इस संभावना में भी दिक्कत है। 787 जैसे विमान में अगर फलैप्स सेट नहीं होते, तो कॉकपिट में जोर-जोर से अलार्म बजने लगते हैं और स्क्रीन पर वार्निंग भी आती है। इसलिए किन्ना फलैप्स के टेकऑफ असंभव लगता है, क्योंकि दो बार डिजिटल चेकलिस्ट पर पायलट को अलर्ट मिलते हैं।

पायलट ने गलती से गियर की जगह फलैप्स उठा दिए हों

तीसरी संभावना के अनुसार हो सकता है कि पायलट ने गलती से गलत लीवर खींच दिया हो। विमान जैसे ही टेकऑफ करता है, को-पायलट कहता है पॉजिटिव रेट, यानी विमान हवा में उठ चुका है। फिर मुख्य पायलट कहता है गियर अप, यानी लैंडिंग गियर को अंदर खींच लो। हो सकता है, को-पायलट ने गलती से गियर की बजाय फलैप्स वाला हैंडल खींच दिया हो। इसका मतलब, विमान से जो हिस्से हट गए, जो उसे हवा में टिकाए रखते हैं। अब विमान के नीचे लैंडिंग गियर अभी भी बाहर थे, जो हवा में बहुत रफ़्तक पैदा करते हैं और ऊपर से फलैप्स भी बंद हो गए। ऐसे में विमान का हवा में टिके रहना नामुमकिन हो जाता है। यही वजह हो सकती है कि विमान कुछ सेकंड बाद अचानक अपनी ऊंचाई खोने लगा। पायलट ने शायद पूरे ताकत से इंजन चलाया, लेकिन तब तक बहुत देर हो चुकी थी।

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ड्रीमलाइनर दुनिया के सबसे भरोसेमंद विमानों में तकनीकी चूक को अप्रत्याशित मान रहे विशेषज्ञ

अमर उजाला नेटवर्क

नई दिल्ली। अहमदाबाद में बोइंग ड्रीमलाइनर 787-8 हादसे ने उड़्डयन विशेषज्ञों को चौंका दिया है। जिस विमान को दुनिया का सबसे भरोसेमंद, सुरक्षित, आधुनिक और उन्नत माना जाता है, इसलिए इसमें तकनीकी चूक अप्रत्याशित मानी जा रही है। विशेषज्ञ इसे गंभीरता से देख रहे हैं।

ड्रीमलाइनर को इसके कार्बन कंपोजिट बॉडी, उन्नत एवियोनिक्स, ऑटोमैटिक फ्लाइट कंट्रोलस और ईंधन को कम खपत के लिए जाना जाता है। बोइंग की ओर से निर्मित ड्रीमलाइनर 787 सीरीज के विमानों को खासतौर से लंबी दूरी की उड़ानों के लिए डिज़ाइन किया गया है और इसके सुरक्षा रिकॉर्ड को अब तक काफी अच्छा माना गया है। इनमें 787-8, 787-9 और 787-10 जैसे संस्करण शामिल हैं, जो ईंधन दक्षता, यात्री सुविधा



दुनिया की प्रमुख एयरलाइंस कर रहीं हैं उपयोग : ड्रीमलाइनर 787 विमानों का उपयोग अमेरिका, यूरोप, खाड़ी और एशिया की दर्जनों प्रमुख एयरलाइंस कर रही हैं। जापान की ऑल निप्पोन एयरवेज (एनए) इसकी पहली उपयोगकर्ता रही है। इसके बाद जापान एयरलाइंस, ब्रिटिश एयरवेज, यूपनाइटेड एयरलाइंस, अमेरिकन एयरलाइंस, एयर फ्रांस, कतर एयरवेज, एतिहाद एयरवेज, एमीरेट्स और सैटेम एयरलाइंस जैसे कई नाम इन विमानों को अंतरमहाद्वीपीय उड़ानों में इस्तेमाल कर रहे हैं।

के मानकों पर खरे उतरते हैं। यह विमान तकनीकी रूप से इतना उन्नत है कि इसे उड़्डयन इतिहास की बड़ी

उपलब्धियों में गिना जाता है। यात्रियों को बेहतर उड़ान अनुभव देने के साथ-साथ ये विमान परिचालन लागत

एअर इंडिया के पास 26 विमान

भारत में ड्रीमलाइनर 787 विमान का परिचालन मुख्य रूप से एअर इंडिया की ओर से किया जा रहा है। उसके पास इस समय 787-8 मॉडल के 26 विमान हैं, जिनका उपयोग दिल्ली, मुंबई और बंगलुरु से न्यूयॉर्क, टोरंटो, लंदन, मेलबर्न, सिडनी, दुबई और यूरोपीय शहरों तक सीधी उड़ानों के लिए किया जा रहा है। एअर इंडिया की अंतरराष्ट्रीय उपस्थिति को मजबूती देने में इन विमानों की अहम भूमिका है।

कम करने में भी मददगार साबित हो रहे हैं। इस समय दुनिया भर में 1148 ड्रीमलाइनर उड़ान भर रहे हैं।

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विमान हादसा : बीमा कंपनियों को चुकाने पड़ सकते हैं 1,000 करोड़ के दावे

बन सकता है नया रिकॉर्ड : विमान उद्योग के सालाना प्रीमियम से ज्यादा भुगतान करना पड़ सकता है कंपनियों को

नई दिल्ली। अहमदाबाद में एअर इंडिया बोइंग 787 ड्रीमलाइनर विमान के दुर्घटनाग्रस्त होने से भारत का सबसे महंगा विमान बीमा दावा सामने आया है। इसमें बीमा कंपनियों को 1,000 करोड़ रुपये से अधिक के दावे का भुगतान करना पड़ सकता है जो देश के विमान क्षेत्र के कुल वार्षिक प्रीमियम से भी अधिक है। विमान की कीमत 7.5 से 8.5 करोड़ डॉलर यानी 645 से 731 करोड़ रुपये के बीच होने का अनुमान है।

हालांकि, विश्लेषकों का मानना है कि विमान की उम्र कम थी, इसलिए दावा थोड़ा कम हो सकता है, लेकिन 263 से अधिक की मौत और हवाई अड्डे के पास जमीन पर भारी नुकसान हुआ है। इससे देनदारी और बढ़ सकती है। एअर इंडिया ने 20 अरब डॉलर के विमान कार्यक्रम के जरिये अपने बड़े का बीमा कराया है। बीमा से संबंधित दावा टाटा समूह की टाटा एआईजी अन्य घरेलू बीमा कंपनियों के साथ जोखिम का हिस्सा वहन करती है।



दरअसल, इस तरह की दुर्घटना में रि-इंश्योरेंस होता है। इसका नेतृत्व एआईजी सहित एक वैश्विक संघ करता है। इस संघ में न्यू इंडिया एश्योरेंस और जीआईसी-री जैसी सरकारी कंपनियां भी शामिल हैं। विश्लेषकों के मुताबिक, इस हादसे में एयरलाइंस के पुर्जों और उपकरणों सहित विमान का वर्तमान मूल्यांकन किया जाएगा। 2013 में एअर इंडिया को ड्रीमलाइनर

मिला था। 2021 में लगभग 11.5 करोड़ डॉलर में इसका बीमा किया गया था। चाहे क्षति आंशिक हो या पूर्ण, नुकसान की भरपाई एयरलाइन द्वारा घोषित मूल्य के आधार पर की जाएगी। देनदारी और दावों के और भी ज्यादा होने की उम्मीद है। इसमें देनदारी का आंकड़ा लाखों डॉलर तक पहुंच सकता है। 1999 के मॉन्ट्रियल कन्वेंशन के तहत यात्रियों को

विदेशी बीमा कंपनियों को करना होगा ज्यादा भुगतान

दावे का पैमाना और जटिलता विमान बीमा की बदलती प्रकृति को दर्शाती है। बोइंग 787 जैसे बड़े वाणिज्यिक विमानों के लिए बीमा कवरेज पर्याप्त है और वैश्विक स्तर पर संरचित है। एअर इंडिया का विमान कार्यक्रम अपने आकार के अन्य कार्यक्रमों की तरह वैश्विक बाजारों में पुनर्बिमाकृत है।

■ कोई भी एक बीमा कंपनी संपूर्ण जोखिम वहन नहीं करती है। अधिकांश जोखिम विदेशी रि-इंश्योरेंस कंपनियों द्वारा किया जाता है। ऐसे में भारतीय बीमा कंपनियों का कुल घाटा विमान के अधिकतम दस फीसदी तक सीमित रहेगा।

मुआवजे की गणना विशेष निकासी अधिकार (एसडीआर) में की जाती है। इसका वर्तमान मूल्य 1,28,821 एसडीआर या प्रति यात्री लगभग 1,71,000 डॉलर है। बीमा के तहत तीसरे पक्ष की संपत्ति को नुकसान पहुंचाने का भी दावा होगा। ऐसे में अहमदाबाद के वीजी मेडिकल से लेकर अन्य जो भी संपत्तियों का नुकसान हुआ है, वह भी इसके दायरे में आ जाएगा। ब्यूरो

एलआईसी व बजाज आलियांज की मृतकों के परिजनों के लिए दावा प्रक्रिया आसान

भारतीय जीवन बीमा निगम (एलआईसी) ने एअर इंडिया विमान दुर्घटना के पीड़ितों के लिए दावा निपटान प्रक्रिया को आसान बना दिया है। इससे संबंधित परिजनों को बीमा रकम जल्द और आसानी से मिल सकेगी। निगम ने कहा, कई रियायतें भी दी जाएंगी। मृत्यु प्रमाण पत्र के बदले पॉलिसीधारक की मृत्यु के सरकारी रिकॉर्ड में कोई भी सबूत या केंद्र/राज्य सरकार/एयरलाइन अधिकारियों द्वारा भुगतान किए गए किसी भी मुआवजे को मृत्यु के प्रमाण के रूप में स्वीकार किया जाएगा। यह सुनिश्चित करने के लिए सभी प्रयास किए जाएंगे कि दावेदारों तक पहुंचा जाए और प्रभावित परिवारों को दावों का शीघ्र निपटान किया जाए।

■ बजाज आलियांज लाइफ इंश्योरेंस ने भी अपने ग्राहकों के लिए मृत्यु और विकलांगता दावों के प्रसंस्करण को प्राथमिकता देने के लिए एक विशेष दावा निपटान डेस्क की स्थापना की है। इसके तहत न्यूनतम दस्तावेजीकरण प्रक्रिया होगी जिसे पॉलिसी धारकों के संबंधितों को देना होगा।

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एअर इंडिया ने 16 लंबी दूरी की उड़ानों को डायवर्ट किया

मुंबई। इस्राइल के ईरान पर हमले और बाद में ईरान के अपना हवाई क्षेत्र बंद करने के चलते एअर इंडिया ने अपनी 16 लंबी दूरी की उड़ानों को डायवर्ट कर दिया। एयरलाइन ने यात्रा परामर्श में कहा कि प्रभावित यात्रियों को उनके गंतव्य तक पहुंचाने के लिए उड़ानों की व्यवस्था की जा रही है। इस्राइल ने शुक्रवार को ईरान की राजधानी तेहरान पर हमला किया। राइजिंग लाइन नामक सैन्य अभियान में इस्राइल ने ईरान के परमाणु संयंत्रों, बैलिस्टिक मिसाइल फैक्टरी और सैन्य कमांडरों को



निशाना बनाया। इसके बाद ईरान ने एहतियातन अपने हवाई क्षेत्र को पूरी तरह बंद कर दिया। साथ ही इराक और इस्राइल ने भी अपने-अपने हवाई क्षेत्र अस्थायी रूप से बंद कर दिए। एअर इंडिया ने कहा कि ईरान में उत्पन्न स्थिति और हवाई क्षेत्र को बंद किए जाने तथा यात्रियों की सुरक्षा को ध्यान में रखते हुए एअर इंडिया की कुछ उड़ानों का मार्ग परिवर्तित किया जा रहा है या उन्हें वापस उनके मूल स्थान पर भेजा जा रहा है। हालांकि इस प्रयास में यात्रियों को असुविधा हुई। ब्यूरो/एजेसी



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इन विमानों के मार्ग में किया परिवर्तन

एअर इंडिया ने कहा कि उड़ान संख्या एआई130 लंदन हीथ्रो-मुंबई को वियना, एआई102 न्यूयॉर्क-नई दिल्ली को शारजाह, एआई116 न्यूयॉर्क-मुंबई को जेद्दा, एआई2018 लंदन हीथ्रो-दिल्ली को मुंबई की ओर मोड़ा गया है, जबकि एआई129 मुंबई-लंदन हीथ्रो और एआई119 मुंबई-न्यूयॉर्क को मुंबई वापस भेजा गया है। एयरलाइन ने कहा कि दिल्ली से वाशिंगटन जाने वाली एअर इंडिया की उड़ान संख्या एआई103 को दिल्ली वापस भेजा गया। वहीं एआई106 नेवार्क-दिल्ली को वियना की ओर मोड़ा गया है।

■ इसके अलावा एआई188 वैक्वर-दिल्ली को जेद्दा, एआई101 दिल्ली-न्यूयॉर्क को फ्रैंकफर्ट/मिलान, एआई126 शिकागो-दिल्ली को जेद्दा, एआई132 लंदन-बंगलूरु को शारजाह, एआई2016 लंदन-दिल्ली को वियना, एआई104 वाशिंगटन-दिल्ली को वियना, एआई190 टोरंटो-दिल्ली को फ्रैंकफर्ट की ओर मोड़ा गया है। वहीं एआई189 दिल्ली-टोरंटो उड़ान को वापस दिल्ली भेजा गया है।

विमानन कंपनी ने जताया खेद

एअर इंडिया ने यात्रियों से असुविधा के लिए खेद जताया और कहा कि उन्हें वैकल्पिक उड़ानों के जरिये उनके गंतव्यों तक पहुंचाया जा रहा है। कंपनी ने कहा, जिन यात्रियों की उड़ानें प्रभावित हुई हैं, उन्हें मुफ्त में पुनः यात्रा तय करने या पूरी राशि वापसी का विकल्प दिया जा रहा है। प्रभावित यात्रियों के लिए रहने व्यवस्था भी की जा रही है।

■ इंडिगो ने भी सोशल मीडिया पोस्ट में कहा कि ईरान और आसपास के हवाई क्षेत्र बंद होने के कारण कुछ उड़ानों के मार्ग प्रभावित हो सकते हैं।

हवाई क्षेत्र बंद होने से उड़ानें प्रभावित

दिल्ली एयरपोर्ट ने एक्स पर एक पोस्ट में कहा कि इस्राइल के हमले के बाद ईरान, इराक के अपने हवाई क्षेत्रों को बंद करने से देश में उड़ान सेवाओं पर असर पड़ा है। यात्रियों से अनुरोध है कि वे अपनी उड़ानों के बारे में नवीनतम अपडेट के लिए संबंधित एयरलाइंस से संपर्क करें।

■ रूस बोला र
हमला अकारण
मॉस्को। रूस ने
ईरान पर हमले
को अकारण
बताते हुए
इस्राइली हवाई
हमलों की कड़ी
निंदा की और क्षे
में तनाव के
खतरनाक स्तर
पर बढ़ने को
लेकर चिंता
जताई। हमलों में
प्रमुख सैन्य
कमांडर और
परमाणु वैज्ञानिक
मारे गए। एजेसी

ईरान के शीर्ष कमांडरों के बिना दुनिया बेहतर जगह

इस्राइली रक्षा बलों (आईडीएफ) ने कहा, ईरानी सशस्त्र बलों के चीफ ऑफ स्टाफ, आईआरजीसी के कमांडर और ईरान के आपातकालीन कमान के कमांडर सभी को 200 से अधिक लड़ाकू विमानों ने मार गिराया है। ये तीनों क्रूर हत्यारे हैं जिनके हाथों पर अंतरराष्ट्रीय खून के धब्बे हैं। उनके बिना दुनिया एक बेहतर जगह है।



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

AMAR UJALA

DELHI

14 JUNE 2025

लंदन जा रहे विमान को 3 घंटे तक हवा में रखा

इससे पहले लंदन जा रहा एअर इंडिया के एक विमान को तीन घंटे तक हवा में रहने के बाद वापस मुंबई में लैंड कराया गया। समाचार एजेंसी पीटीआई में फ्लाइटरडार24 के आंकड़ों का हवाला देते हुए बताया कि यह फ्लाइट मुंबई से लंदन जा रही थी, जिसने सुबह 5.39 बजे उड़ान भरी थी। एअर इंडिया ने एक बयान में कहा कि ईरान में स्थिति और उसके एअरस्पेस बंद होने के कारण कई विमानों का मार्ग या तो परिवर्तित किया जा रहा है या फिर विमानों को वापस मूल स्थान पर लैंड कराया जा रहा है। बता दें कि पिछले वर्ष भारतीय विमानन कंपनियों और हवाईअड्डों पर बम की धमकियों की बाढ़ आई थी। एजेंसी



Corporate Communications Directorate

AMAR UJALA

DELHI

14 JUNE 2025

बम की धमकी के बाद एयर इंडिया के विमान की आपात लैंडिंग

बैकॉक। अहमदाबाद में एअर इंडिया का विमान दुर्घटनाग्रस्त होने के अगले दिन फुकेट से नई दिल्ली आ रही उड़ान संख्या एआई 379 में बम की धमकी के बाद विमान की आपात लैंडिंग कराई गई।

विमान के टेक ऑफ के कुछ ही देर बाद वापस फुकेट इंटरनेशनल एयरपोर्ट पर आपात लैंडिंग कराई गई। विमान में 156 यात्री सवार थे, सभी को सुरक्षित उतारा गया और विमान की सघन जांच की गई।

एअर इंडिया की फुकेट-नई दिल्ली उड़ान में सवार थे 156 यात्री, 3 संदिग्धों से पूछताछ

फ्लाइट ट्रेकर फ्लाइटरेडार24 के अनुसार, विमान ने शक्रवार सुबह फुकेट हवाई अड्डे से नई दिल्ली के लिए उड़ान भरी, लेकिन अंडमान सागर के चारों ओर एक चक्कर लगाते हुए दक्षिणी थाई द्वीप पर वापस उतर गया। हवाई अड्डा प्राधिकार ने सोशल मीडिया

पोस्ट में बताया कि उसने बम धमकी प्रोटोकॉल का पालन किया गया। फुकेट एयरपोर्ट के जनरल मैनेजर मोनचाई तानोडे ने कहा, यह घटना तब हुई जब विमान के उड़ान भरने के बाद उसके शौचालय में बम की धमकी वाला संदेश मिला। पुलिस ने संदिग्धों को पूछताछ के लिए हिरासत में लिया, लेकिन यह पता नहीं चल पाया कि नोट किसने लिखा था। सभी संदिग्धों को पूछताछ के बाद छोड़ दिया गया है।

DGCA orders safety checks of Boeing 787s

Rohit Vaid
New Delhi

The Directorate-General of Civil Aviation (DGCA) has ordered "enhanced inspections" of Boeing 787-8 and 787-9 aircraft following the crash on Thursday in Ahmedabad of Air India's London-bound 787 Dreamliner flight.

businessline first reported on Thursday that the DGCA was exploring the possibility of having all the Boeing 787s in service checked before any further flight operations.

On Friday, the regulator directed Air India to conduct enhanced safety inspections on its Boeing 787-8 and 787-9 aircraft fleet, equipped with GenX engines. The DGCA also mandated additional maintenance actions to ensure airworthiness and safety of the fleet.

As per the DGCA order, effective June 15, Air India will conduct one-time checks before departure from India, including inspections of fuel parameter monitoring, cabin air compressor, electronic engine control, engine fuel-driven actuator and hydraulic system, as well as a review of take-off parameters.

Further, Air India will implement 'flight control inspections' during transit un-



Air India is required to review and address recurring snags on its B787-8 or -9 aircraft reported over the last 15 days VJAY SONELI

til further notice and carry out power assurance checks within two weeks. Additionally, the airline is required to review and address recurring snags on its B787-8 and -9 aircraft reported in the last 15 days.

"The report of the checks is to be submitted to the DGCA for review," the regulator's order said.

BLACK BOX RECOVERED

The investigators from the Aircraft Accident Investigation Bureau (AAIB), with assistance from the Gujarat government, recovered the 'black box' from the roof of a building at the crash site.

"The DFDR (Digital Flight Data Recorder) has been recovered from a rooftop," sources said.

Corporate Communications Directorate

BUSINESS LINE

DELHI

14 JUNE 2025

Iran airspace closure: India's airlines look to reroute, make technical stops in Gulf region

Rohit Vaid
New Delhi

Indian airlines are actively looking at making new technical stops in the Gulf region — either in the UAE or Saudi Arabia — for refuelling flights to Europe due to the situation emerging from the Israel-Iran conflict, industry sources told *businessline*.

These new technical stops have been necessitated by Iran closing its airspace in the wake of Israeli strikes. The latest development, coupled with the closure of Pakistan's airspace, has complicated route planning for airlines.

TECHNICAL STOP

"A technical stop in the Gulf region is one of the options under consideration," the



ROUTE CHAOS. Planes parked at Chhatrapati Shivaji Maharaj International Airport as Iran closed its airspace, amid escalating tensions with Israel. Iraq, too, has shut its airspace ANI

industry sources said. "A few flights can still fly directly to Europe from certain airports in western India. However, direct flights from North India will either need to refuel at a domestic airport located in the western region or make a technical stop in West Asia," said another source.

On Friday, Indian airlines had to divert or reroute several flights post Iran's airspace closure. Air India said that the decision was taken as a precautionary measure to reroute or return flights that would have normally flown over Iranian airspace.

Affected flights include those on routes between In-

dia and North America, Europe and West Asia. Some of the diverted flights will land in cities such as Vienna, Sharjah, Jeddah and Frankfurt, while others are returning to their origin.

Air India stated that several diverted flights included AI130 (London Heathrow to Mumbai), which was rerouted to Vienna; AI102 (New York to Delhi) diverted to Sharjah; AI116 (New York to Mumbai) redirected to Jeddah; and AI2018 (London Heathrow to Delhi) diverted to Mumbai.

IndiGo said that Delhi-Istanbul and Mumbai-Istanbul flights were running behind schedule and would be rerouted.

The situation remains uncertain, with Iraq too closing its airspace amid the escalating tensions.

Corporate Communications Directorate

BUSINESS LINE

DELHI

14 JUNE 2025

Air India crash cuts short many lives in their prime

Avinash Nair
Ahmedabad

Heer and Dheer Bakshi, British nationals in their mid-twenties who travelled from London to meet their grandmother in Ahmedabad, were among the 241 passengers killed when a Gatwick-bound Air India flight crashed seconds after taking off from the Ahmedabad airport on Thursday.

"The two sisters were returning to London. They were my sister's only children. Now both are gone," said a heartbroken Kartik Vasavda, uncle of the two sisters who accompanied the parents to provide DNA samples at the Ahmedabad Civil Hospital on Friday. One of the sisters was a fashion designer, and the other was employed with a software firm in the UK.

A few meters from the DNA sample-collection room, a resident of Naroda locality, Gunvanti Robert



RESCUE MISSION. NDRF team on rescue and search operations at the crash site on Friday. VJAY SONEJI

Christian, was sobbing inconsolably outside the post-mortem room.

"My nephew Lawrence Daniel Christian was on the flight. He was studying in the UK and had come to attend the final rites of his father, who passed away following heart attack in Ahmedabad. Before he travelled, we had tried to convince him that we would show him the final rites on a video call. But Lawrence did not agree and

flew down to Ahmedabad on June 1," said Gunvanti Christian.

Black and white-coloured 'Dead Body Vans' were lined up outside the post-mortem room. On Friday, hospital authorities released six bodies, whose faces were intact and could be identified. Though the Gujarat government has been silent on the exact number of casualties even 24 hours after the incident, official sources told *businessline*

that the number of the dead was expected to exceed 250, which was confirmed by Air India.

CASUALTY ON GROUND

On a concrete bench outside the post-mortem room, Kalpesh Parekh sat wailing. "They are not allowing me to see my brother's body," he said, crying out for his 15-year-old brother, who ran a tea stall with his mother near the SRP Camp at Meghanin-

agar, where the plane crashed. The crash destroyed the tea stall, killed his brother and left his mother severely burnt.

NARROW ESCAPE

Residents of Meghaninagar recounted tales of horror from Thursday afternoon. Vijay Singal (25), who lives in a Gujarat Housing Board apartment 500 m from the crash site, said, "I was leaving for work after lunch when I heard a loud explosion. When I reached the spot, I saw a lot of local people trying to help those who had been burnt."

Another resident, Rahul Patni (23), who drives an auto rickshaw for a living, recounted how completely charred bodies were pulled out of the wreckage. "My house is just 600 m from the accident site and if the plane had flown a few meters more, it would have crashed into a densely populated zone, killing thousands."



Corporate Communications Directorate

BUSINESS LINE

DELHI

14 JUNE 2025

Air India may see a temporary dip in bookings post crash, say agents

Aneesh Phadnis
New Delhi

Air India may see a temporary dip in bookings as anxious customers put off their travel plans following the Ahmedabad air crash on Thursday, travel firms said.

"There will be some anxiety among travellers until the accident investigation is completed.

"We are seeing a dip in forward bookings on Air India as some customers are postponing travel. This is natural after a tragic accident," said Jyoti Mayal, former President of the Travel Agents Association of India.

Mayal, however, sees a temporary impact on air travel demand. "By nature Indians are resilient, and we don't see a long-term impact on travel," she said.

"For a few days there will

The ongoing tensions between Iran and Israel are also likely to affect air travel

be negative sentiment about India, but it will subside with time.

Air India is run by the Tata Group, and it is a brand that Indian consumers trust, so we don't see a long term impact," added Madhav Oza, Director, Blue Star Air Travel Services.

A London-bound Air India Boeing 787 crashed in Ahmedabad on Thursday killing 229 passengers and 12 crew members. The aircraft's flight data recorder was recovered on Friday afternoon.

The civil aviation regulator has also ordered en-

hanced checks on Air India's Boeing 787 aircraft. While the regulatory action will help enhance customer confidence, ongoing tensions between Iran and Israel are also likely to affect air travel.

On Thursday, Air India flight to/from Europe and US either diverted or turned back to their base following the closure of Iranian airspace.

A bomb scare on an Air India's Phuket-Delhi flight on Thursday also added to the tensions.

FLIGHT DIVERSION

Thomas Cook said it is working with its airline partners on rescheduled/diverted flights and is supporting customers via central tour management team.

"We are closely monitoring the situation to keep our business and leisure customers updated," a spokesperson said.

200+ die in Air India plane crash

* Flight was bound for London's Gatwick Airport * Police say plane crashed on doctors' hostel



Pics 1, 5 & 6: Debris of Air India Flight AI71 seen at the crash site, in Ahmedabad on Thursday; **Pic 2:** Rescue efforts are underway at the crash site; **3:** Family members of Former Gujarat Chief Minister Vijay Rupani pray; **4:** A family member cries upon hearing the news of her brother who died in the crash

Crash just after take-off

The crash occurred just after the plane took off, television channels reported. One channel showed the plane taking off over a residential area and then disappearing from the screen before a huge jet of fire can be seen rising into the sky from beyond the houses. "My sister-in-law was going to London. Within an hour, I got news that the plane had crashed," Poonam Patel, a relative of one of the passengers, told news agency ANI at the government hospital in Ahmedabad.

Ramila, the mother of a student at the medical college, told ANI her son had gone to the hostel for his lunch break when the plane crashed. "My son is safe, and I have spoken to him. He jumped from the second floor, so he suffered some injuries," she said. According to air traffic control at Ahmedabad Airport, the aircraft departed at 1:39 p.m. (0809 GMT) from runway 23. It gave a Mayday call, signalling an emergency, but thereafter there was no response from the aircraft.

—Reuters

More than 200 people were killed when an Air India plane bound for London with 242 people on board crashed minutes after taking off from the western city of Ahmedabad on Thursday, authorities said, in the world's worst aviation disaster in a decade.

At least one person is known to have survived, police said, and the man told Indian media how he had heard a loud noise shortly after take-off.

The plane came down in a residential area, crashing onto a medical college hostel outside the airport during lunch hour. It was headed for Gatwick Airport, south of the British capital.

City police chief GS Malik told Reuters that 204 bodies had been recovered from the crash site. Vidhi Chaudhary, another senior police officer, said police found one survivor who was in seat 11A, adding that there could be more survivors in hospital.

"Thirty seconds after take-off, there was a loud noise and then the plane crashed," 40-year-old Ramesh Viswashkumar told the Hindustan Times, which showed a boarding pass for seat 11A in that name online.

"It all happened so quickly," he told the paper from his hospital bed.

"When I got up, there were bodies all around me. I was scared. I stood up and ran. There were pieces of the plane all around me," he said. "Someone grabbed hold of me and put me in an ambulance and brought me to the hospital." He said that his brother Ajay was seated in a different row on the plane. "I can't find him anymore. Please help me find him," he said.

Police chief Malik said the bodies recovered could include both passengers and people killed on the ground. Federal minister CR Patil said the dead included Vijay Rupani, the former chief minister of Gujarat. "There are also chances that the death toll will go up. More than

50 injured are in hospitals at present." Relatives had been asked to give DNA samples to identify the dead.

News channels said the plane crashed on top of the dining area of state-run BJ Medical College hostel, killing many medical students as well.

The passengers included 217 adults, 11 children and two infants, a source told Reuters. Of them, 169 were Indian nationals, 53 were Britons, seven Portuguese, and one Canadian, Air India said.

At a glance

Goodbye India...

While a pall of gloom pervades through the nation over the devastating plane crash, a video

of two British citizens preparing to return home via the doomed flight AI-171 has taken the social media by storm.

The video of two Britons namely Jamie Meek, a Lon-

don-based Yoga enthusiast and Fiongal Greenlaw-Meek has gone viral. This is said to be their last Instagram post before heading to London via the ill-fated Boeing 787-

8 Dreamliner plane. In the video, the duo could be seen waving 'goodbye India' and also reminiscing about the good time they spent while holidaying here. — IANS

Celebrating Ashadhi Ekadashi Since 2005 An Evening of Abhangs 'BOLAVA VITTHAL'

॥ पंचम निषाद ॥



Prathamesh Laghate
Mugdha Vaishampayan
Anand Bhate

Friday **27** June 2025 | 6:30 pm

At Chowdhia Memorial Auditorium

DGCA orders safety drill for A-I 787 fleet

PM chairs review meeting in Ahmedabad a day after crash

DEEPAK PATEL
New Delhi, 13 June

A day after the crash of Air India Boeing 787-8 Dreamliner AI-171 in Ahmedabad, that claimed 241 lives on board and at least 24 on the ground, the Directorate General of Civil Aviation (DGCA) ordered an immediate "enhanced safety inspection" of the airline's entire Boeing 787-8 and 787-9 fleet. This includes series of checks before any departure, starting this Sunday.

Besides the regulatory step taken on Friday, there were significant developments that may fast track the probe into one of the worst aviation disasters. The cockpit voice recorder and flight data recorder, collectively known as the black box, were recovered Friday afternoon, hours after Prime Minister Narendra Modi visited the crash site and chaired a high-level review meeting.

The top executives of the company, which is at the centre of the crisis, were at ground zero as well. That included Air India CEO & MD Campbell Wilson, who visited the crash site. Turn to Page 6 ▶

Related reports

P6 ▶

A-I must conduct detailed review of take-off performance data: DGCA

Tata Sons Chairman N Chandrasekaran, who had reached Ahmedabad on the day of the crash, briefed the CEOs of some of the group companies on Friday. He also sent out a note to the employees, saying it was the darkest hour in the history of the Tata group. Chandrasekaran promised full transparency on the probe, that will be conducted by a high-level committee.

Even as the detailed investigation could take several months, an early report could be expected within weeks, sources said.

Responding to speculation, US transportation secretary Sean Duffy, speaking at a press conference in Washington DC on Friday, said it "would be way too premature" to consider grounding the Boeing 787 fleet.

The crash of the London-bound Dreamliner seconds after its take-off from Ahmedabad on Thursday afternoon had left a lone survivor — Vishwash Kumar Ramesh, an India born British national — among the 242 on board.

The Aircraft Accident Investigation Bureau (AAIB) recovered the black box within 28 hours of the crash from the

accident site in Ahmedabad, civil aviation minister Ram Mohan Naidu stated on X. "This marks an important step forward in the investigation. This will significantly aid the inquiry into the incident," he added.

DGCA order details

In a directive issued on Friday, the DGCA ordered Air India to carry out a fresh round of intensive checks across its entire Boeing 787-8 and 787-9 fleet with GEnx engines. These inspections are to begin from Sunday onwards.

The directive called for a series of specific checks before each flight's departure from India, including inspection of fuel parameter monitoring systems, cabin air compressors, and electronic engine control (EEC) units. The fuel parameter system ensures correct fuel flow to the engines and monitors discrepancies, while the cabin air compressor is responsible for cabin pressurisation and ventilation. Electronic Engine Control (EEC) system tests are required to verify engine health and response.

The directive also mandated operational testing of the engine's fuel-driven actuator and oil systems, both of which are essential for regulating engine components and ensuring proper lubrication and cooling.

Air India operates a fleet of 34 Boeing 787 aircraft (also called Dreamliner), including both the 787-8 and 787-9 variants, one of which was involved in the crash, according to aviation analytics firm Cirium. The airline has placed firm orders for 20 more Dreamliners, with options for an additional 24. Overall, Air India's total fleet stands at 190 aircraft, with an average age of 8.4 years. Globally, there are 1,148 Boeing 787s currently in service, with an average age of 7.5 years, Cirium stated.

The DGCA on Friday also directed that the hydraulic system — which powers critical functions such as the landing gear, braking system, and flight control surfaces like flaps and rudders — be thoroughly checked to ensure it is fully operational. Additionally, Air India must conduct a detailed review of take-off performance data to detect any

anomalies in engine output, aircraft weight calculations, or environmental factors that could compromise safe departure. The DGCA also ordered that flight control inspections be included in all transit checks — routine inspections conducted between an aircraft's arrival and its next departure — to ensure no issues are overlooked during quick turn-arounds at airports.

Power assurance checks, which confirm that engines are delivering adequate thrust, must be completed within two weeks. Additionally, Air India has been asked to address and resolve all repetitive technical snags observed over the past 15 days.

All inspection reports will be submitted to the DGCA for review, and regional offices of the regulator have been tasked with ensuring compliance.

The crash aftermath

As technical scrutiny intensified, PM Modi met the injured as well as the lone survivor in hospital. He also met the family of former Gujarat Chief Minister Vijay Rupani, who was among the

deceased.

"We are all devastated by the air tragedy in Ahmedabad. The loss of so many lives in such a sudden and heartbreaking manner is beyond words. Condolences to all the bereaved families. We understand their pain and also know that the void left behind will be felt for years to come. Om Shanti," the Prime Minister wrote on X.

The Air India CEO, in a video message, said that an advanced team of nearly 100 caregivers and 40 engineering staff had arrived in Ahmedabad. Air India is in the process of sending many more caregivers to Ahmedabad while setting up several friends and relatives assistance centres in Ahmedabad, Mumbai, Delhi and London Gatwick airports, he said.

Meanwhile, other countries are stepping up their act on air safety. Among others, Japan is tightening the oversight of Boeing 787 operations in the wake of the Air India tragedy. On Friday, the country's transport ministry announced that it had instructed Japanese carriers to inspect their Boeing 787 aircraft.



PM Narendra Modi with Gujarat CM Bhupendra Patel (left) and Civil Aviation Minister Ram Mohan Naidu (extreme right) at the site of the A-I plane crash in Ahmedabad

Corporate Communications Directorate

BUSINESS STANDARD

DELHI

14 JUNE 2025

More airspace curbs for Indian airlines

Air India reroutes 16 flights; IndiGo warns of delays, cancellations after Israel's offensive against Iran

DEEPAK PATEL
New Delhi, 13 June

International operations of Indian airlines were thrown into disarray after Iran, Iraq, Jordan, and Israel closed their airspace on Friday, dealing a severe blow to carriers already grappling with the ongoing airspace ban in Pakistan.

These restrictions have narrowed west-bound corridors drastically, forcing significant detours, delays, cancellations, and flight recalls, particularly affecting routes to Europe and North America.

The Iranian closure came in response to Israel's large-scale military offensive — Operation Rising Lion — targeting nuclear and defense installations across Iran. Iran sealed its airspace, citing security concerns. Iraq, Jordan, and Israel followed suit, escalating the disruption.

For Indian airlines, the detour requirements have become significantly longer, leading to increased fuel costs, tight crew rotations, and additional logistical complications. On Friday, IndiGo — India's largest airline — issued a public advisory noting that some of its services may experience longer flight times or cancellations due to airspace closures over Iran and nearby regions. "Please check your flight status on our website or app before heading to the airport," the airline said on X.

The situation was far more acute for Air India, which had to recall or reroute at least



Flight diversions as seen on the website of Flightradar24 on Friday. Iranian airspace curbs disrupted several transatlantic and European routes. Among the affected was AI130 from London Heathrow to Mumbai, which was diverted to Vienna

16 international flights, less than 24 hours after suffering one of the deadliest aviation disasters in Indian history.

The fatal crash of AI171 flight in Ahmedabad on Thursday killed 241 passengers and crew and left just one survivor, deepening the airline's ongoing crisis.

Air India confirmed on X that multiple transatlantic and Europe-bound flights were impacted. Flight AI130 from London Heathrow to Mumbai was diverted to

Vienna, while AI102 from New York to Delhi landed in Sharjah. Another New York service, AI116 to Mumbai, was rerouted to Jeddah. Flight AI2018 from London to Delhi had to be brought down in Mumbai, and AI-106 from Newark to Delhi was diverted to Vienna.

Outbound flights faced equally serious complications. AI29 from Mumbai to London and AI119 from Mumbai to New York both returned to Mumbai. From Delhi,

AI103 to Washington DC and AI189 to Toronto were recalled after departure. Meanwhile, AI188 from Vancouver to Delhi was sent to Jeddah, and AI101 from Delhi to New York was rerouted to either Frankfurt or Milan depending on prevailing airspace conditions.

AI126 from Chicago to Delhi also had to land in Jeddah. Flight AI132 from London to Bengaluru was diverted to Sharjah. Two other flights — AI2016 from London and AI104 from Washington to Delhi — were both rerouted to Vienna. AI190 from Toronto to Delhi was diverted to Frankfurt.

The airline expressed regret for the inconvenience and said passengers on affected flights were being offered complimentary rescheduling or full refunds. "Alternative arrangements are being made to fly passengers to their destinations," the airline said, adding that it was providing hotel accommodation where necessary to minimise disruption.

The unfolding airspace crisis has compounded Air India's challenges in the wake of Thursday's crash. The ill-fated flight AI171, operated by a Boeing 787-8 Dreamliner, had taken off from Ahmedabad en route to London but crashed within seconds. The aircraft, bearing registration VT-ANB, burst into flames on impact, claiming lives of nearly everyone onboard. Among the 242 occupants — comprising 230 passengers, ten cabin crew members, and two pilots — only one passenger survived.



Corporate Communications Directorate

DESHBANDHU

DELHI

14 JUNE 2025

एयर इंडिया समेत सभी कंपनियां अपने विमानों की जांच कराएं : प्रवीण खंडेलवाल

नई दिल्ली। भारतीय जनता पार्टी के लोकसभा सांसद प्रवीण खंडेलवाल ने गुजरात के अहमदाबाद में हुए विमान हादसे पर शुक्रवार को दुख जताया। उन्होंने कहा कि सरकार मामले की जांच शुरू कर चुकी है और जल्द ही हादसे के कारणों का पता चलेगा। प्रवीण खंडेलवाल ने कहा कि अहमदाबाद में जो विमान हादसा हुआ, वह बहुत दर्दनाक है। सभी शोक संतप्त परिवारों के प्रति मैं अपनी तरफ से संवेदना प्रकट करता हूँ। घटना की जांच शुरू हो चुकी है। इससे पता चलेगा कि आखिर कौन सी ऐसी वजह थी कि एक निश्चित ऊंचाई के बाद विमान ऊपर नहीं जा सका। उन्होंने कहा कि घटना के बाद भारत सरकार की तरफ से त्वरित कार्रवाई हुई। गृह मंत्री अमित शाह स्वयं घटनास्थल पर गए थे। नागरिक उड्डयन मंत्री भी गए थे। प्रधानमंत्री भी शुक्रवार सुबह गए थे।

Corporate Communications Directorate

DESHBANDHU

DELHI

14 JUNE 2025

इजरायल-ईरान तनाव के बीच एयर इंडिया ने कई उड़ानों के रूट किए डायवर्ट

■ क्षेत्र में तनाव व एयरस्पेस को लेकर अनिश्चितताओं के बाद जारी की गई एडवाइजरी

नई दिल्ली, 13 जून (एजेंसियां)। एयर इंडिया ने शुक्रवार को कहा कि ईरान में मौजूदा स्थिति को देखते हुए अमेरिका, ब्रिटेन और कनाडा जाने वाली अंतरराष्ट्रीय उड़ानों के रूट डायवर्ट किए जा रहे हैं और कुछ फ्लाइट्स को वापस भेजा जा रहा है। ईरान और इजरायल के बीच बढ़ते तनाव और क्षेत्र में एयरस्पेस को लेकर अनिश्चितताओं के बाद यह एडवाइजरी जारी की गई।

एयर इंडिया ने एक बयान में कहा कि ईरान में मौजूदा स्थिति के कारण वहां के हवाई क्षेत्र को बंद करने और हमारे यात्रियों की सुरक्षा को ध्यान में रखते हुए, एयर इंडिया की उड़ानों का मार्ग बदला जा रहा है या उन्हें वापस भेजा जा रहा है।

एयर इंडिया ने प्रभावित उड़ानों की जानकारी साझा करते हुए बताया कि कौन-सी उड़ानों का रूट बदला गया है और कौन-सी उड़ानें वापस लौट रही हैं।

एआई130 - लंदन हीथ्रो-मुंबई (वियना की ओर परिवर्तित), एआई102 - न्यूयॉर्क-दिल्ली (शारजाह की ओर परिवर्तित), एआई116 - न्यूयॉर्क-मुंबई (जेद्दा की ओर परिवर्तित), एआई2018-लंदन हीथ्रो-दिल्ली (मुंबई की ओर परिवर्तित गया, एआई129 - मुंबई-लंदन हीथ्रो (मुंबई वापस लौट रही है), एआई119 - मुंबई-न्यूयॉर्क



(मुंबई वापस लौट रही है), एआई103 - दिल्ली-वाशिंगटन (दिल्ली वापस लौट रही है), एआई106 - नेवार्क-दिल्ली (दिल्ली वापस लौट रही है), एआई188 - वैंकूवर-दिल्ली (जेद्दाह की ओर परिवर्तित), एआई101 - दिल्ली-न्यूयॉर्क (फ्रैंकफर्ट/मिलान की ओर परिवर्तित), एआई126 - शिकागो-दिल्ली (जेद्दाह की ओर परिवर्तित), एआई132 - लंदन हीथ्रो-बेंगलुरु (शारजाह की ओर परिवर्तित), एआई2016 - लंदन हीथ्रो-दिल्ली (वियना की ओर परिवर्तित), एआई104 - वाशिंगटन-दिल्ली (वियना की ओर परिवर्तित), एआई190 - टोरंटो-दिल्ली (फ्रैंकफर्ट की ओर परिवर्तित), और एआई189 - दिल्ली-टोरंटो (दिल्ली वापस लौट रही है)।

एयरलाइन ने कहा कि इस अप्रत्याशित व्यवधान के कारण यात्रियों को हुई असुविधा के लिए एयर इंडिया को

विमान दुर्घटना के पीड़ितों के दावों के निपटान में मिलेगी राहत : एलआईसी

मुंबई। सरकारी जीवन बीमा कंपनी भारतीय जीवन बीमा निगम (एलआईसी) ने कल अहमदाबाद में एयर इंडिया के एआई 171 विमान के दुर्घटना के पीड़ितों के लिए छूट की घोषणा करते हुये शुक्रवार को कहा कि एलआईसी प्रभावित लोगों की सहायता करने के लिए प्रतिबद्ध है तथा वित्तीय राहत प्रदान करने के वास्ते दावों के निपटान में तेजी लायी जाएगी। एलआईसी ने बयान में विमान दुर्घटना में लोगों के निधन पर गहरा दुख व्यक्त किया है। उसने पॉलिसियों के दावेदारों की कठिनाइयों को कम करने के लिए कई रियायतों की घोषणा की है और कहा है कि पॉलिसियों के दावेदारों की कठिनाइयों को कम करने के लिए मृत्यु प्रमाण-पत्र के स्थान पर, विमान दुर्घटना के कारण पॉलिसीधारक की मृत्यु के सरकारी अभिलेखों में कोई भी साक्ष्य या केंद्र/राज्य सरकार/एयरलाइन प्राधिकरणों द्वारा भुगतान किया गया कोई भी मुआवजा मृत्यु के प्रमाण के रूप में स्वीकार किया जाएगा।



खेद है और कंपनी यात्रियों के लिए आवास उपलब्ध करवाने के भी हर संभव प्रयास कर रही है।

Plane with 242 on board crashes

● London-bound Air India Dreamliner plunges into medical college ● Chances of saving anyone slim: Shah

Tragedy hits Ahmedabad

SATISH JHA
AHMEDABAD, DHNS

In one of the worst aviation disasters in recent times, a London-bound Air India flight carrying 242 passengers and crew crashed into a medical college within a minute of taking off from the Sardar Vallabhbhai Patel International Airport in Ahmedabad on Thursday afternoon.

One male flier, 40-year-old Vishwas Kumar Ramesh, miraculously survived in the crash that claimed the lives of a "majority of the passengers".

FLIGHT TO DISASTER

But the death toll could be over 300 as the Boeing 787-8 Dreamliner plunged into the government-run BJ Medical College and staff quarters and exploded into a massive fireball.

At least five medical students have been killed in the horrific tragedy, which is said to be the first such crash involving the Dreamliner aircraft.

Union Home Minister Amit Shah, who rushed to the city, told the media that death count would be given only after conducting the DNA test of the family of the passengers. He also said that "temperature soared to such high level in the

plane because of the burning fuel that chances of saving anyone was slim".

The plane had 169 Indian nationals, 53 Britons, seven Portuguese and one passenger from Canada on board and heading to Gatwick airport. A source privy to the development at the airport said that the crash happened "prima facie due to complete failure of the engine".

Among the dead was Gujarat's former chief minister and senior BJP leader Vijay Rupani. He was on his way to meet his wife, Anjali, in London. Union Jal Shakti minister and Gujarat BJP president CR Patil confirmed the death of Rupani.

Deputy Commissioner of Police Kanan Desai was quoted as saying by PTI that "265 bodies have reached the civil hospital". But a government source said 284 bodies had been recovered by 7 pm.

"Rescue teams have also recovered a number of body parts. We have started DNA sample collection to identify the bodies. It is going to take at least three days to ascertain the identities," the source added.

In a statement, Air India said "the flight AI-171 from Ahmedabad to London Gatwick, was involved in an accident today after take-off".

Hundreds of firefighters, NDRF, Central Industrial Security Force, Army and police personnel rushed to the spot to



The rear side of the Air India Boeing 787 Dreamliner plane following its crash; (R) rescue personnel outside one of the buildings that was hit by the aircraft. REUTERS/PTI



douse the fire.

The flight, loaded with fuel for the long journey, crashed into the roof of the canteen and hostel buildings of BJ Medical College.

"I was in my office when I heard a loud noise. I came out running and saw the aircraft crashing into these buildings. Initially, I couldn't understand what was happening. It was scary," said Ashutosh Pandey, an eyewitness whose office is located close to the crash site.

► Crash, Page 8

Medical students among dead

Crash, from Page 1

The three buildings which were hit by the aircraft were blackened by the fire.

DH spoke to multiple sources, including police officials at the crash site, who claimed they saw a number of dead bodies. "We picked up at least 40 to 50 dead bodies and put them into ambulances. It was a horrible site. We didn't see anyone alive," said two army officials who emerged from the site.

The US National Transportation Safety Board said it would lead a team of US investigators travelling to India to help in the investigation.

The Directorate General of Civil Aviation (DGCA), the country's aviation regulator, in a statement said that the aircraft, AI171, lost contact with air traffic control (ATC) shortly after relaying a distress call and went down just beyond the airport perimeter.

"The flight took off at 1:39 PM IST (08:09 UTC) from Runway 23. Shortly after takeoff, the pilots issued a "MAYDAY" distress call to air traffic control. However, no further communication was received before the plane plummeted to the ground. Aircraft immediately after departure from Runway 23, fell on the ground outside the airport perimeter. Heavy black smoke was seen coming from the accident site," it said.

Tata Group, which owns Air India, announced that it "will provide Rs 1 crore to the families of each person who has lost their life".

CRISIS IN THE SKIES: Dreamliner plunges outside airport perimeter after distress call

‘Mayday’ call, no response, then crash

SHEMIN JOY
NEW DELHI, DHNS

Mayday, Mayday, Mayday, pilots of Air India's ill-fated Dreamliner aircraft headed to London screamed to the Air Traffic Controllers within a minute of it taking off for London from Ahmedabad.

The efforts of the ATCs to reach the pilots, Captain Sumeet Sabharwal and First Officer Clive Kundar, did not fructify and within minutes the Boeing-787 aircraft crashed outside the airport perimeter.

First introduced in the 1920s, a ‘Mayday’ call is a standard protocol used globally and it is said ‘Mayday, Mayday, Mayday’ thrice in a row to ensure that the message is heard by the responders. The term is derived from the French ‘m’aider’, which means ‘help me’.

The Directorate General of Civil Aviation (DGCA) said in a statement the flight crashed immediately after the take-off at 1:39 pm.

The flight had 242 people, including 10 cabin crew, on board. Of the passengers, around 100 were women while around 20 were children, including three infants.

“As per ATC, the aircraft departed from Ahmadabad at 1339 IST (0809



Rescue operation underway after an Air India plane crashed near Ahmedabad airport on Thursday. PTI

UTC) from runway 23. It gave a MAYDAY Call to ATC, but thereafter no response was given by the aircraft to the calls made by ATC. Aircraft, immediately after departure from runway 23, fell on the ground outside the airport perimeter. Heavy black

smoke was seen coming from the accident site,” the DGCA said.

Captain Sabharwal is an experienced pilot with around 8,200 hours of flying experience while the co-pilot had 1,100 hours of flying experience.

Immediately after the incident, PM Narendra Modi spoke to Civil Aviation Minister Rammohan Naidu. The PM has directed the minister to ensure all necessary support is extended immediately and asked to be kept regularly up-

dated on the situation. All relevant agencies are on high alert, and coordinated efforts are underway, the Ministry of Civil Aviation said.

Officials said Naidu was in Vijayawada attending the first anniversary events of the NDA government

when the incident took place.

“Treating the incident with utmost urgency, the minister cut short his engagements. He is in constant contact with officials to ensure swift, coordinated response and support,” they said.

Engine failure, bird hit? Experts weigh in on possible causes

Higher chances of Dreamliner facing tech snag soon after takeoff

MRITYUNJAY BOSE
MUMBAI, DHNS

Human error, technical failure, bird strikes, inadequate maintenance and sudden extreme weather conditions are common causes of aviation mishaps, according to pilots and experts, who caution that speculating on the cause of the Dreamliner crash at this stage would be mere guesswork until the Black Box is deciphered.

However, based on currently available videos, they suggested that the likelihood of a technical issue occurring soon after takeoff from Sardar Vallabhbhai Patel International Airport (SVPIA) is higher than other possible causes.

From initial reports, Captain Summeet Sabharwal, flying with co-pilot First Officer Clive Kunder, who was at the helm of the Boeing 787 Dreamliner, issued a Mayday call to Air Traffic Control (ATC) shortly after takeoff.

The Directorate General of Civil Aviation (DGCA) and the Aircraft Accident Investigation Bureau (AAIB), both operating under the Ministry of Civil Aviation (MoCA), have launched investigations into one of India's worst-ever civil aviation disasters.

"Bird strikes can occur at any time — around airports or even at high altitudes during flight — and can lead to engine seizure. At this



The London-bound Air India plane taking off from the Ahmedabad airport and moments later crashing. PTI

stage, it can't be completely ruled out, as the aircraft was seen flying over a housing locality where bird activity is possible," said a pilot with extensive experience in helicopters and fixed-wing aircraft. "A bird can be sucked into the engine, damage the fan blades, and cause engine failure," he added.

Regarding the weather over Ahmedabad and elsewhere in Gujarat during the day, experts see no concerns.

"The weather was pretty okay," they said, adding that updrafts and downdrafts do not appear to be the cause.

"The aircraft caught fire and emitted smoke only after the crash, ruling out the possibility of a mid-air explosion at this stage," civil aviation experts said.

"From multiple available visuals, it appears there was an issue during liftoff — it was just sinking," a veteran pilot said, noting that this occurred when the aircraft was at full thrust. "The liftoff did not

happen properly, indicating a possible engine issue. It nosedived and crashed onto the top of a building," a former pilot added, pointing out that the Dreamliner is a twin-engine aircraft.

"It is a top-of-the-line airplane, and both engines encountering problems raises questions," he said.

Asked about human error, the experts said that it was difficult to say anything at this stage.

Power loss?

Robert A Clifford, founder and senior partner of Clifford Law Offices in Chicago and lead counsel in the Boeing 737 MAX8 crash in Ethiopia six years ago that claimed 157 lives, said, "Review of available video and eyewitness accounts indicates some form of power or flight control loss. Government investigators should have flight data recorder and cockpit voice recorder information within a couple of days, which will provide vital information to uncover the cause of this tragedy."



AI disaster is first fatal Boeing 787 accident

- The Boeing 787 Dreamliner is one of the most advanced jets in service and experts say it has a generally strong safety record, with no previous fatal accidents
- The 787-8 aircraft involved in Thursday's accident was delivered in 2014 and is the smallest of three variants
- The twin-engine 787 comes with a choice of two types of engine, supplied by GE Aerospace or Britain's Rolls-Royce. The engines on the crashed plane were supplied by GE
- Boeing has sold more than 2,500 787s, including 47 to Air India. It has delivered 1,189 jets to airlines or lessors, but has been beset in recent years by production delays
- The 787 first flew in 2011 and entered service in the same year after development delays. Its creation marked a breakthrough in design, promising 20% greater fuel efficiency
- Its size, range and efficiency made it ideal for opening new routes, bypassing hubs served by jumbos such as the Boeing 747 and Airbus A380

Corporate Communications Directorate

DECCAN HERALD

BANGALORE

13 JUNE 2025

AERO DRIVE

The growth engine that propelled India to take flight

MUMBAI, AFP

Air India's London-bound flight 171, which crashed on Thursday, was a Boeing 787-8 Dreamliner, part of India's push to expand its aviation sector.

Its economic growth has made India and its 1.4 billion people the world's fourth-largest air market—domestic and international—with the International Air Transport Association (IATA) projecting it to become the third-biggest within the decade.

Prime Minister Narendra Modi has made the air sector's development a priority since coming to power in 2014.

Modi, who has said he wants to "bring air travel to the common people", began a plan in 2016 to boost air links between small towns and megacities. "A common man who travels in slippers should also be seen in the aircraft — this is my dream," Modi was quoted as saying by the aviation ministry at the time.



An IndiGo Airlines Airbus A320 aircraft.

REUTERS FILE

Air India, the country's former national carrier, was taken over by the Tata Group in 2022. The sprawling salt-to-software conglomerate has since sought to turn around the airline by ordering new aircraft and upgrading its existing fleet.

The airline currently operates a fleet of over 190 planes, according to the latest available data on its website, including 58 Boeing aircraft. Over the last two years, it has placed

orders for 570 new aircraft.

In September 2024, Air India kicked off a \$400 million refit programme to revamp 67 legacy aircraft in its fleet.

The airline's global network spans 31 countries across five continents, connecting India with destinations in North America, Europe, and the Asia Pacific. The airline says it operates about 5,000 flights a week "to and from 49 destinations within India and 43 destinations outside India".

Domestic air passengers have more than doubled in the past decade, according to government figures, as Indian airlines quickly ramp up their fleets.

This has partly helped the number of airports more than double in the past decade, from 74 in 2014 to 157 in 2024, according to ministry figures.

The government is pouring in millions of dollars and promising to increase the number of airports to between 350 and 400 by 2047, the centenary of India's independence.

दुर्घटनाग्रस्त विमान का ब्लैक बाक्स मिला, अब हर उड़ान से पहले ड्रीमलाइनर की होगी गहन जांच

जागरण न्यूज नेटवर्क, अहमदाबाद: एअर इंडिया के गुरुवार को दुर्घटनाग्रस्त हुए बोइंग 787-8 ड्रीमलाइनर विमान का ब्लैक बाक्स मिला गया है। इसके विश्लेषण से दुर्घटना के कारणों का पता लगाया जा सकेगा। वहीं, विमानन नियामक डीजीसीए ने एअर इंडिया के बोइंग ड्रीमलाइनर विमानों की हर उड़ान से पहले गहन जांच का आदेश दिया है। उधर, गुरुवार को दुर्घटना के बाद 265 लोगों के शव सिविल अस्पताल में लाए गए थे। अभी तक मृतकों की पहचान के लिए पूर्व मुख्यमंत्री विजय रूपाणी की बहन सहित कुल 215 स्वजन के डीएनए सैंपल लिए जा चुके हैं, जिसकी रिपोर्ट आने में अभी 48 घंटे और लग सकते हैं। वहीं, छह उन लोगों के शव स्वजन को सौंपे जा चुके हैं, जिनके चेहरे पहचान के योग्य थे।

नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने शुक्रवार को एअर इंडिया को आदेश जारी कर कहा कि 15 जून, 2025 के बाद बोइंग-787 के आठ और नौ माडलों के विमानों की हर उड़ान से पहले गहन जांच

के आठ और नौ माडलों के विमानों की हर उड़ान से पहले छह बिंदुवार जांच करनी होगी। इन विमानों का उड़ान के दौरान फ्लाइट कंट्रोल इंस्पेक्शन किया जाएगा और हर पखवाड़े में उनकी हर छोटी-बड़ी दिक्कतों को दूर करके डीजीसीए को रिपोर्ट सौंपनी होगी। डीजीसीए ने जिन बिंदुओं की जांच उड़ान से पहले पूरी करने का आदेश दिया है, वे सामान्य उड़ान प्रक्रिया के अतिरिक्त हैं। यह पहला मौका है, जब बोइंग ड्रीमलाइनर विमानों के लिए किसी देश में इस तरह की जांच का आदेश दिया गया है।

डीजीसीए ने एअर इंडिया को बोइंग ड्रीमलाइनर विमानों को लेकर चार स्तरों पर कदम उठाने को कहा है। पहले स्तर में हर उड़ान से पहले छह तकनीकी जांच करने की बात है। इसमें ईंधन पैरामीटर मॉनिटरिंग की जांच, कैबिन एयर प्रेशर व इससे जुड़े सिस्टम की जांच, इलेक्ट्रॉनिक इंजन कंट्रोल सिस्टम की जांच, इंजन फ्यूल की आपरेशनल जांच व आयल सिस्टम की जांच करना, हाइड्रोलिक सिस्टम की जांच और उड़ान भरने से संबंधित पैरामीटर को देखना शामिल है। इनमें से कुछ जांच सामान्य तौर पर हर उड़ान से पहले की जाती हैं। यह भी कहा गया है

- एअर इंडिया को डीजीसीए का आदेश, आठ व नौ श्रेणी माडल के विमानों की चार स्तरों पर होगी परख
- सामान्य उड़ान प्रक्रिया से अतिरिक्त हैं ये जांच, हर दिक्कत दूर कर डीजीसीए को भेजनी होगी रिपोर्ट
- किसी भी देश में बोइंग ड्रीमलाइनर विमानों के लिए इस तरह की जांच का यह पहला आदेश
- एएआइवी ने शुरू की जांच, एनआइए और अन्य केंद्रीय एजेंसियों ने किया दुर्घटनास्थल का दौरा
- हादसे में जान गंवाने वालों की पहचान के लिए अब तक लिए जा चुके हैं 215 स्वजन के डीएनए सैंपल
- गुजरात के पूर्व मुख्यमंत्री विजय रूपाणी की बहन ने भी दिया सैंपल, छह के शव स्वजन को सौंपे गए



अहमदाबाद में एअर इंडिया के विमान के मलबे से गुजरात एटीएस ने डिजिटल वीडियो रिकार्डर बरामद किया ● एएनआइ

हाटलाइन नंबर : एअर इंडिया ने हाटलाइन नंबर-1800 5691 444 स्थापित किया है। भारत से बाहर रहने वाले लोग +91 8062779200 पर काल कर सकते हैं।

घटनास्थल पर पहुंचे पीएम, कहा-वर्षों तक इस हादसे का दर्द महसूस होगा, घायलों से भी मिले



अहमदाबाद में दुर्घटनास्थल का जायजा लेते प्रधानमंत्री नरेन्द्र मोदी ● एएनआइ

प्रधानमंत्री नरेन्द्र मोदी ने भी शुक्रवार को दुर्घटनास्थल का दौरा किया और यहां 20 तक मिनट रहे। बाद में उन्होंने सिविल अस्पताल में उपचाराधीन हादसे में एकमात्र जीवित बचे 40 वर्षीय भारतीय मूल के ब्रिटिश नागरिक विश्वास कुमार रमेश का हालचाल जाना और हादसे के बारे में जानने का प्रयास किया। उन्होंने अन्य घायलों का भी हालचाल लिया और डॉक्टरों से बात की। सिविल अस्पताल में 13 मेडिकल छात्रों समेत 30 से अधिक लोग

उपचाराधीन हैं। प्रधानमंत्री ने एयरपोर्ट पर गुजरात के पूर्व सीएम विजय रूपाणी के निधन पर दुख जताया और उनकी पत्नी अंजली से मिलकर ढाढस बंधाया। रूपाणी के पुत्र ऋषभ लंदन में हैं। उनके आने के बाद ही रूपाणी का अंतिम संस्कार होगा। पीएम ने कहा कि इस हादसे से हम सब दुखी है। वर्षों तक इसका दर्द महसूस होगा। इससे पहले एयरपोर्ट पर एक उच्चस्तरीय समीक्षा बैठक कर हादसे के बारे में जानकारी ली। **संबंधित >> पेज 11**

विदेश की जांच टीमों भी पहुंचीं

एअर इंडिया की मूल शेयरधारक टाटा समूह के चेयरमैन एन. चंद्रशेखरन ने सहयोगियों को पत्र लिखकर बताया कि हादसे की जांच के लिए अमेरिका और ब्रिटेन की टीमों भी अहमदाबाद पहुंच गई हैं। अमेरिका की फेडरल एविएशन एडमिनिस्ट्रेशन (एफएए) ने कहा-जांच भारतीय टीम ही करेगी,

एअर इंडिया के अध्यक्ष एन. चंद्रशेखरन ने कहा-जांच भारतीय टीम ही करेगी, एफएए तकनीकी सहयोग देगा। ड्रीमलाइनर के लिए इंजन बनाने वाली कंपनी जीई एरोस्पेस ने भी कहा है कि वह जांच में पूरी मदद करेगी। नागरिक उड्डयन मंत्री राम मोहन नायडू ने बताया कि भारत सरकार जांच के लिए उच्चस्तरीय समिति गठित कर रही है।

कई पहलुओं से हो रही जांच

समाचार एजेंसी रायटर ने सूत्रों के हवाले से बताया कि एअर इंडिया और भारत सरकार दुर्घटना के कई पहलुओं की जांच कर रही है। इनमें इंजन थ्रस्ट, फ्लैप्स से जुड़े मुद्दे और उड़ान भरने के बाद लैंडिंग गियर तयों खुला रहा और कुछ ही क्षणों में विमान वयों नीचे आ गया, शामिल हैं। जांच में यह भी देखा जा रहा है कि रखरखाव के मुद्दों सहित एअर इंडिया की गलती थी या नहीं।

कि इन विमानों की हर उड़ान में फ्लाइट कंट्रोल इंस्पेक्शन हो। यह जांच-पड़ताल की एक विस्तृत प्रक्रिया है। इसमें सुनिश्चित किया जाता है कि विमान उड़ान भरने लायक है। हर दो हफ्ते में पावर एश्योरेंस परीक्षण कराने का भी आदेश दिया गया है। इससे पता चलेगा कि विमान के इंजन पूरी

शक्ति से काम कर रहे हैं या नहीं। काकापिट वाइस रिकार्डर की जानकारी नहीं : नागरिक उड्डयन मंत्री राम मोहन नायडू ने बताया कि मंत्रालय के तहत आने वाले विमान दुर्घटना जांच ब्यूरो (एएआइबी) ने जांच शुरू कर दी है। ब्यूरो ने बताया कि विमान का ब्लैक बाक्स बीजे मेडिकल कॉलेज के हास्टल

की छत से बरामद हो गया है। यह विमान की टेल में होता है। इसके विश्लेषण से पता चलेगा कि दुर्घटना कैसे हुई। ब्लैक बाक्स एक छोटा उपकरण होता है, जो उड़ान के दौरान जानकारीयां रिकार्ड करता है। अपने नाम के विपरीत यह चमकीले नारंगी रंग का होता है।

आखिर अहमदाबाद में क्या गलत हुआ



मार्क डी. मार्टिन

सही जांच एवं राहतों से ही रातने आणा कि एअर इंडिया का विमान क्यों गिरा? इसके जिम्मेदार लोगों की जवाबदेही तय हो, ताकि फिर कभी ऐसी तबाही न दिखे

अहमदाबाद से लंदन जा रही एअर इंडिया की उड़ान एआइ 171 टेक ऑफ होने के चंद सेकंडों में ही घराशायी हो गई। विमान में यात्रियों और चालक दल को मिलाकर कुल 242 लोग सवार थे, जिनमें से केवल एक ही यात्री बच सका। विमान के रिहायशी इलाके में गिरने के कारण कई और लोग उसकी चपेट में आ गए। हाल के समय में यह सबसे खतरनाक विमान हादसा है। चूंकि मरने वालों में भारत के अलावा, ब्रिटिश, पुर्तगाली और कनाडाई नागरिक भी शामिल हैं, इसलिए जांच-पड़ताल का दायरा व्यापक होने वाला है। यूनाइटेड किंगडम सिविल एविएशन अथॉरिटी, फेडरल एविएशन एडमिनिस्ट्रेशन, यूरोपियन एविएशन सेफ्टी एजेंसी, ट्रांसपोर्ट कनाडा और नेशनल ट्रांसपोर्टेशन सेफ्टी बोर्ड यानी एनटीएसबी जैसी एजेंसियां इस हादसे की जांच में सक्रिय दिखेंगी। विमान निर्माता बोइंग, डीजीसीए और एविएशन इन्वेस्टिगेशन ब्यूरो की भी इसमें भूमिका

रहेगी। चूंकि यह बोइंग के विमान 787-8 ड्रीमलाइनर श्रृंखला का पहला ऐसा विमान है, जो हवा में हादसे का शिकार हुआ, इसलिए उसकी जांच के निष्कर्ष पर सभी की निगाहें टिकी रहेंगी।

सरकारी स्वामित्व से अब टाटा समूह के नियंत्रण में आने के बाद एअर इंडिया के किसी विमान के साथ पहली बार ऐसा हादसा हुआ है। लगातार घाटा उठाने, सेवा, गुणवत्ता एवं मानकों के साथ समझौते और कर्मचारी संघों के खराब रवैये के चलते लोग सरकार से निरंतर सवाल करते आ रहे थे कि वह इसे क्यों ढो रही है। इस सबके बावजूद तथ्य यह है कि सरकारी स्वामित्व के दौरान एअर इंडिया किसी हादसे का शिकार नहीं हुई, सिवाय तबके, जब जून 1985 में उसका विमान-कनिष्क वैश्विक आतंकवाद का शिकार बना था। कनाडा से भारत आ रही एअर इंडिया की फ्लाइट 182 को खालिस्तानी आतंकियों ने बम विस्फोट करके आसमान में ही उड़ा दिया था। विमान में विस्फोट के कारण उसमें सवार सभी 329 लोग मारे गए थे। विमान का मलबा आयरलैंड के समीप अटलांटिक महासागर में गिरा था।

उम्मीद यह थी कि निजी स्वामित्व में एअर इंडिया का प्रदर्शन और सुधरेगा, लेकिन हकीकत यह है कि निजी कंपनी बनने के बाद सुरक्षा मानकों के उल्लंघन में एअर इंडिया सबसे ऊपर रही है और उसे डीजीसीए द्वारा लगाया गया वित्तीय हर्जाना भरना पड़ा। यह स्थिति प्रशिक्षण की गुणवत्ता में कमी, चालक दल की दक्षता में अभाव, रखरखाव से जुड़ी लापरवाहियों और लचर गुणवत्ता नियंत्रण के कारण निर्मित हुई। एअर इंडिया के ब्रेडे में 95 प्रतिशत विमान



अपनेत रणार्ण

औसतन 18 से 20 साल पुराने हैं तो देर-सबेर विश्वसनीयता और गुणवत्ता के मोर्चे पर गिरावट के संकेत मिलने ही थे। अहमदाबाद में हमें यही देखने को मिला। सवाल उठ रहे हैं कि क्या इस विमान हादसे की गंभीरता को कम किया जा सकता था? लगता है कि विमान को इंजन से पर्याप्त पावर नहीं मिल पाई, जिससे वह पूरी उड़ान नहीं भर पाया या उड़ान जारी नहीं रख सका। यही पहलू बहुराष्ट्रीय जांचकर्ताओं के लिए मूल मुद्दा होना चाहिए, क्योंकि इंजन मॉटेनेंस, डिजिटल इंजन कंट्रोल सिस्टम से लेकर 600 फीट पर एकाएक पावर सप्लाई खत्म होने की जांच की जाएगी।

हादसे की पड़ताल के साथ ही जवाबदेही सुनिश्चित किया जाना भी आवश्यक है। अब एअर इंडिया का स्वामित्व सरकारी नहीं, बल्कि टाटा समूह और सिंगापुर एयरलाइंस के पास है। यह प्रबंधन को और जवाबदेह बनाए जाने का एकदम सही समय है। इसमें किसी जुगाड़ वाली कामचलाऊ व्यवस्था के बजाय स्थायी उपायों पर ध्यान दिया जाए। जांच में चाहे जो निष्कर्ष निकले,

उन पर तत्काल अमल करना होगा। इन निष्कर्षों पर विश्व को भी ध्यान देना होगा। यदि रखरखाव से जुड़ी कमियां या लचर मॉटेनेंस ढांचे की गलती सामने आती है तो उसे तत्काल सुधारा जाए। इन कमियों ने कंपनी को असें से जकड़ा हुआ है। अगर विमानों का बेड़ा पुराना पड़ रहा है तो उसे बदला जाए। कंपनी नए विमानों की आवक से पहले अपना समूचा तंत्र सुधारे।

हमें कई चीजें ठीक करनी होंगी। भारत में दिल्ली, मुंबई, हैदराबाद, कोलकाता और बेंगलुरु समेत तमाम अन्य एयरपोर्ट की लोकेशन चिंता का विषय है। आपात स्थिति में जोखिम कहीं ज्यादा बढ़ जाता है। हर भारतीय हवाई अड्डा आधुनिक शहरीकरण से घिरा हुआ है। उनके आसपास आवासीय अपार्टमेंट, कार्यालय, कालेज, अस्पताल और माल आदि हैं। इसके चलते हवाई अड्डों के आसपास खाली जगह नहीं बची। इमरजेंसी लैंडिंग की स्थिति में खाली पड़ी जमीन के चलते विमान तक सहायता पहुंचाने में आसानी होती है। यदि नीची उड़ान में इंजन फेल हो

जाए तो पायलट विमान संभाल सकता है और दुर्घटना से बच सकता है। अभी तो ऐसा होने की शून्य संभावना है। देश को अपने सभी हवाई अड्डों की लोकेशन पर पुनर्विचार करना चाहिए। हवाई अड्डों को घनी शहरी बस्तियों से दूर स्थानांतरित करने की योजना बनानी चाहिए। यह एक लंबी, धीमी और कष्टकारी प्रक्रिया होगी, लेकिन इसे करना आवश्यक है।

दस नियामकीय संस्थाएं, बोइंग कंपनी और करीब पांच देशों की सरकारों की अहमदाबाद हवाई हादसे पर निगाह होगी। यह हवाई हादसा अहमदाबाद यानी गुजरात के दिल में हुआ है। यह पीएम मोदी का गृह प्रदेश है। मुझे लगता है कि हमें निष्पक्ष, तटस्थ एवं स्वतंत्र जांच और कोर्ट आफ इन्क्वायरी देखने को मिलेगी। दुनिया जानना चाहती है कि अहमदाबाद में एअर इंडिया के बोइंग 787-8 ड्रीमलाइनर विमान के साथ क्या गलत हुआ? सही जांच और साक्ष्य ही यह इंगित करने के मुख्य आधार होंगे कि क्या गलत हुआ? जो लोग इस हादसे के लिए जिम्मेदार हों, उन्हें जवाबदेह ठहराने के साथ कानूनी तौर पर कठघरे में खड़ा किया जाना चाहिए, ताकि हम फिर कभी ऐसी तबाही न देखें। विश्व, भारत, एअर इंडिया, हवाई अड्डों और सुरक्षा नियामकों के पास बहुत काम है। उम्मीद है कि भारत सरकार और प्रधानमंत्री मोदी सख्त कदम उठाएंगे और दुनिया के लिए उदाहरण बन सकने वाले मानक स्थापित करेंगे।

(लेखक विमानन सुरक्षा एवं सल्लाहकार फर्म 'मार्टिन कंसल्टिंग' के संस्थापक एवं सीईओ हैं)

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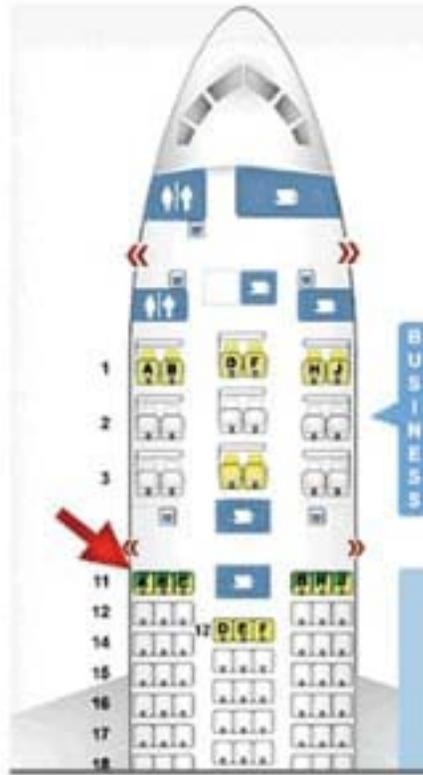
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विमान में सीट 11 ए सबसे सुरक्षित होने पर एकमत नहीं हैं विशेषज्ञ

नई दिल्ली, प्रेटर: अहमदाबाद विमान हादसे में 242 में से सिर्फ एक ही यात्री बचा और वो इकोनमी क्लास की सीट नंबर 11ए पर बैठा था। 45 वर्षीय विश्वास कुमार रमेश के दरवाजे से बच निकलने की घटना ने इस बात पर अटकलें लगाई हैं कि क्या उसकी सीट 11ए सबसे सुरक्षित है। विमान विशेषज्ञों का कहना है कि विमान दुर्घटना में 11ए सीट पर बैठा यात्री जरूर बच गया, लेकिन इसका मतलब ये नहीं कि यही सीट हमेशा सेफ रहेगी। यह एक इत्तेफाक हो सकता है।

अमेरिका स्थित गैर लाभकारी संस्था फ्लाइट सेफ्टी फाउंडेशन के निदेशक मिशेल फाक्स ने कहा कि प्रत्येक दुर्घटना अलग होती है और सीट की स्थिति के आधार पर जीवित रहने की संभावना का



अनुमान लगाना असंभव है। निकास द्वार के बगल में बैठने से दुर्घटना से बचने में मदद मिल सकती है,

- विशेषज्ञों ने कहा, हर हादसा अलग होता, सीट की स्थिति के आधार पर बचने की संभावना का अनुमान लगाना असंभव
- उड़ान की शुरुआत में सुरक्षा ब्रीफिंग पर ध्यान देना बचने की संभावना का अच्छा तरीका
- निकास द्वार के बगल में बैठने से दुर्घटना से बचने में मदद मिल सकती है, लेकिन यह हमेशा 11ए नहीं होगा
- कुछ विशेषज्ञों का सुझाव है कि विमान में विंग सेक्शन ज्यादा सुरक्षित होता है

लेकिन यह हमेशा 11ए नहीं होगा क्योंकि विमान में दर्जनों अलग-अलग सीट संरचना होती हैं। सिडनी

स्थित एवला एविप्रेशन कंसल्टिंग के अध्यक्ष रान बार्टश ने कहा कि इस विशेष मामले में चूंकि यात्री आपातकालीन निकास द्वार के बगल में बैठा था, इसलिए वह स्पष्ट रूप से उस दिन की सबसे सुरक्षित सीट थी। लेकिन यह हमेशा 11ए नहीं होता है।

यह बोइंग 787 ड्रीमलाइनर के सीट संरचना में सिर्फ 11ए है। 1971 से अब तक हुए विमान दुर्घटनाओं पर 2007 में किए गए पापुलर मैकेनिक्स अध्ययन में पाया गया कि विमान के पिछले हिस्से में बैठे यात्रियों के बचने की संभावना ज्यादा थी। कुछ विशेषज्ञों का सुझाव है कि विंग सेक्शन ज्यादा सुरक्षित होता है। विश्वास कुमार की तरह निकास द्वार के बगल में बैठने से आपको विमान से बाहर निकलने वाले पहले लोगों में से एक होने का

अवसर मिलता है, हालांकि दुर्घटना के बाद कुछ निकास द्वार काम नहीं करते हैं।

उन्होंने कहा कि विमान का जो हिस्सा हास्टल के ग्राउंड फ्लोर पर गिरा, वो हिस्सा वही था जिस सीट पर विश्वास बैठे थे और उनके आसपास थोड़ा खुला स्थान मिला, जिससे वो बाहर निकल पाए, जबकि बाकी लोगों की तरफ शायद दीवारें या रुकावटें थीं, इसलिए वे बाहर नहीं निकल सके। विशेषज्ञों का कहना है कि उड़ान की शुरुआत में सुरक्षा ब्रीफिंग पर ध्यान देना चाहिए, जिसे अक्सर रूटीन के तौर पर अनदेखा कर दिया जाता है। आपके बचने की संभावनाओं को बेहतर बनाने का सबसे अच्छा तरीका है। विशेषज्ञों के अनुसार किसी सीट को सबसे सुरक्षित मानना कभी भी उचित नहीं है।



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उड़ानें प्रभावित, एअर इंडिया ने भी बदले मार्ग

जेएनएन, नई दिल्ली: इजरायल के ईरान पर हमले के बाद शुक्रवार को दुनिया भर की उड़ानों पर गहरा असर पड़ा। हवाई क्षेत्र बंद होने से बड़ी संख्या में उड़ानें डायवर्ट या रद्द की जा रही हैं। यूरोप की अब तक करीब 1800 उड़ानें प्रभावित हुई हैं। जबकि एअर इंडिया की लंबी दूरी की 16 उड़ानों का मार्ग बदल दिया गया।

प्रेट्र के अनुसार, एअर इंडिया ने यात्रा परामर्श में कहा कि यात्रियों को उनके गंतव्य तक पहुंचाने के लिए उड़ानों की व्यवस्था की जा रही है। ईरान में उभरते हालात, उसके बाद उसके हवाई क्षेत्र को बंद करने और हमारे यात्रियों की सुरक्षा के मद्देनजर कुछ उड़ानों का मार्ग बदला जा रहा है या वे अपने मूल स्थान पर लौट रही हैं।



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टाटा समूह के चेयरमैन का भावुक संदेश, विमान दुर्घटना पर बातचीत पारदर्शी होगी

मुंबई, प्रेट्र : टाटा समूह के चेयरमैन एन चंद्रशेखरन ने शुक्रवार को कहा कि भले ही यह कठिन समय हो, लेकिन समूह अपनी जिम्मेदारियों और सही कार्य करने से पीछे नहीं हटेगा। एअर इंडिया का स्वामित्व रखने वाला समूह विमान दुर्घटना पर अपनी बातचीत में पारदर्शी रहेगा। इस समय चारों ओर बहुत सारी अटकलें हैं। कुछ सही हो सकती हैं, कुछ गलत भी। मैं धैर्य रखने का आग्रह करना चाहता हूँ। यह नियमित उड़ान आपदा में क्यों बदली, इसे समझने में जांचकर्ता हमारी मदद करेंगे। जब हम तथ्यों की पुष्टि कर लेंगे, तो इसकी जानकारी देने में पारदर्शी होंगे।

कर्मचारियों को भेजे भावुक संदेश में उन्होंने कहा कि जब टाटा संस ने एअर इंडिया का अधिग्रहण किया था, तो यात्रियों की सुरक्षा सुनिश्चित करना सबसे बड़ी प्राथमिकता थी। इससे कोई समझौता नहीं किया गया। यह संदेश एअर



एन चंद्रशेखरन • फाइल फोटो

- कहा, इस समय बहुत सारी अटकलें हैं, कुछ सही हो सकती हैं कुछ गलत
- धैर्य रखें, हम सभी तथ्यों की पुष्टि करने के बाद इसकी जानकारी देंगे

मृतकों के स्वजन को देंगे एक-एक करोड़ : टाटा ग्रुप

मुंबई, प्रेट्र : एअर इंडिया की मूल कंपनी टाटा ग्रुप ने अहमदाबाद विमान दुर्घटना में जान गंवाने वाले लोगों के परिवारों को एक-एक करोड़ रुपये मुआवजा देने की फिर घोषणा की है। घायलों के चिकित्सा खर्चों को भी वहन किया जाएगा।

एअर इंडिया के एक्स हैडल पर पर संदेश में एयरलाइन के एमडी और सीईओ कैपबेल विल्सन ने कहा, एयरलाइन ने अहमदाबाद में 100 देखभालकर्ताओं को भेजा है। 242 यात्रियों और चालक दल में से 241 इस घटना में मारे गए।

इंडिया के लंदन जाने वाले विमान के दुर्घटनाग्रस्त होने के एक दिन बाद आया है। उन्होंने कहा कि यह बहुत मुश्किल क्षण है। हम सदमे में हैं। यह टाटा समूह के इतिहास का सबसे काला दिन है।

पीड़ितों के लिए राहत प्रयासों में पूर्ण सहयोग करेंगे : एशिया के सबसे अमीर व्यक्ति मुकेश अंबानी ने एअर इंडिया विमान दुर्घटना के पीड़ितों के लिए राहत कार्यों में पूर्ण सहयोग की पेशकश की है।

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विमान हादसे के बाद इजरायल-ईरान युद्ध में घिरा घरेलू एविएशन सेक्टर

जागरण ब्यूरो, नई दिल्ली : गुरुवार का दिन अगर भारतीय एविएशन सेक्टर के लिए गर्मों का पहाड़ लेकर आया था तो शुक्रवार का दिन भी खासा परेशानियों वाला रहा। इजरायल-ईरान युद्ध ने भारत से यूरोप और अमेरिका को जाने वाली उड़ानों के लिए काफी मुश्किलें पैदा कीं। इजरायल और ईरान के हवाई क्षेत्रों के बंद होने की वजह से दुनियाभर की दर्जनों एयरलाइनों की सैकड़ों उड़ानों पर असर पड़ने की सूचना है। एअर इंडिया की कई उड़ानों पर असर पड़ा है।

हजारों यात्रियों के लंदन, दुबई, अबु धाबी, रियाद, फ्रैंकफर्ट जैसे हवाई अड्डों पर फंसे होने की सूचना है। अगर ईरान और इजरायल आगे भी एक-दूसरे पर हमला करते हैं तो यह स्थिति और बिगड़ सकती है। दूसरी तरफ एअर इंडिया की थाइलैंड से नई दिल्ली आने वाली एक उड़ान

- भारतीय विमानन कंपनियों को भुगतना पड़ सकता खामियाजा
- विशेषज्ञों ने कहा, किराये में 10-20% की हो सकती है वृद्धि

को बम की सूचना होने की वजह से आपातकालीन परिस्थितियों में फुकेट में उतारना पड़ा। भारत का नागरिक उड्डयन क्षेत्र दुनिया में सबसे तेज गति से विकास करने वाला सेक्टर है। 15 प्रतिशत की सालाना रफ्तार से बढ़ने वाला यह उद्योग अभी विश्व में तीसरे स्थान पर है। अगर ईरान व इजरायल के बीच स्थिति ज्यादा बिगड़ती है तो ईरान के हवाई क्षेत्र से दूरी बनाने की वजह से मुंबई या अहमदाबाद या नई दिल्ली से यूरोप जाने वाली उड़ानों को उत्तरी अफ्रीका के पास से गुजरना होगा। सामान्य किराये में 10-20% की वृद्धि हो सकती है।

ड्रीमलाइनर के साथ बैटरी की समस्या का सामना भी हो चुका

बोइंग का 787 ड्रीमलाइनर विमान पिछले 14 वर्ष से दुनिया की कई प्रमुख एयरलाइंस के बेड़े में है और यह पहली बार दुर्घटना का शिकार हुआ है। आइए जानते हैं भारतीय एयरलाइंस के साथ ड्रीमलाइनर के रिश्तों और अब तक के सफर के बारे में।

एअर इंडिया ने रोका था बेड़े का परिचालन

कुछ वर्ष पहले अमेरिकी निगरानी संस्था फेडरल एविएशन एडमिनिस्ट्रेशन (एफएए) ने कुछ समस्याओं के कारण ड्रीमलाइनर की डिलीवरी रोक दी थी। भारत की बात करें तो एअर इंडिया को 2013 में बैटरी में दिक्कत के कारण ड्रीमलाइनर को लेकर कुछ समस्याओं का सामना करना पड़ा था। तत्कालीन सरकारी स्वामित्व वाली एअर इंडिया को भी ड्रीमलाइनर के बेड़े की उड़ानों को कुछ समय के लिए रोकना पड़ा था। उस समय एयरलाइंस के पास ऐसे छह विमान थे।

41,000

घंटे से अधिक की उड़ान भर चुका था केश हुआ बोइंग 787-8 विमान

11.5 वर्ष से परिचालन में था ड्रीमलाइनर

1,148 बोइंग वैरिएंट सेवा में दुनिया भर में

7.5 औसत आयु है बोइंग विमानों की
स्रोत: प्रेट्र

भारतीय एयरलाइंस से रिश्ता

एअर इंडिया और इंडिगो एयरलाइंस बी 787 विमान आपरेट कर रहे हैं। एअर इंडिया के बेड़े में 34 बी787 में से 27 बी787-8 पुराने विमान हैं। जुलाई में पहले बी787-8 को रेट्रोफिट के लिए भेजा जाएगा।

20 अतिरिक्त विमानों का आर्डर

एअर इंडिया अपने बेड़े और विदेशी नेटवर्क का विस्तार कर रही है। उसने 20 अतिरिक्त बी787 विमानों का आर्डर दे रखा और उसके पास 24 अतिरिक्त विमान मंगाने का विकल्प है।

ड्रीमलाइनर के तीन माडल

ड्रीमलाइनर के तीन माडल 787-8, 787-9 और 787-10 हैं। 787-8 माडल की रेंज 13,530 किलोमीटर है। लंबाई 57 मीटर, ऊंचाई 17 मीटर और विंगस्पैन 60 मीटर है।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

14 JUNE 2025

दुर्घटनाग्रस्त विमान के 70% यात्री अपनी सीटों पर मिले

अहमदाबाद, रायटर : एअर इंडिया का लंदन जा रहा विमान एआइ-171 गुरुवार को अहमदाबाद में उड़ान भरने के लगभग 30 सेकेंड के भीतर रिहायशी इलाके में स्थित मेडिकल कालेज के हास्टल पर दुर्घटनाग्रस्त हो गया। घटनास्थल पर सबसे पहले पहुंचे एक व्यक्ति ने बताया कि लगभग 70 प्रतिशत यात्री अपनी सीटों पर ही पाए गए और उनमें से

अधिकांश ने सीट बेल्ट बांध रखी थीं।

एक व्यक्ति ने बताया, 'विमान के दुर्घटनाग्रस्त होते ही ऐसा लगा जैसे भूंकप आ गया हो। हम तुरंत दुर्घटनास्थल की ओर भागे। आसपास के और लोग भी वहां जमा हो गए थे।' दुर्घटनास्थल पर क्रेन अब जले हुए पेड़ों को हटाने का काम कर रही हैं। हवा में जेट ईंधन की बदबू आ रही है।

Flight Diversions, Safety Woes Spark Sky Scare among Flyers

Travel cos see surge in queries related to rescheduling trips, aircraft models amid Iran-Israel tensions, Ahmedabad plane crash

Anumeha Chaturvedi

New Delhi: The fatal Boeing 787 Dreamliner crash in Ahmedabad, a bomb scare causing emergency landing of a Phuket-Delhi flight, and

several flight diversions due to Iranian airspace closure after Israel attack... An unprecedented wave of disruptions in two days has spooked Indian air travellers, with many seeking to reschedule their trips in the near term, travel companies say.

Many business and leisure travellers have taken to social media for queries and rescheduling requests. On Friday, Air India diverted or recalled at least 16 flights on transatlantic and European routes as Iran closed its airspace after Israel laun-

ched an attack targeting its nuclear and military sites. The flights included the AI130 London Heathrow-Mumbai flight that was being diverted to Vienna and the AI102 New York-Delhi flight that was being diverted to Sharjah. In a statement, Air India also stated the AI103 Delhi-Washington flight was returning to Delhi, the AI188 Vancouver-Delhi flight was diverting to Jeddah, and the AI132 London Heathrow-Bengaluru flight was being diverted to Sharjah.

The Tata Group airline said alternative arrangements are being made to fly passengers to their destinations, noting that it is providing accommodation where needed to minimise disruption. This comes just a day after the crash

of an Air India flight in Ahmedabad that killed at least 265 people. Many travellers are posting queries and concerns on social media. "I have a flight to London tomorrow AI129 from Mumbai to London. Can you please let me know if the flight will go ahead or not? Please let me know," one Karan Awasthi posted on X tagging Air India. In a subsequent post a few hours later, he said: "What the hell! Can't you reply to genuine concerns?"

Another user, Jenny claimed that flight AI130, which was diverted to Vienna, was heading to Milan instead. "My husband is onboard. No food provided. No clear updates. What's going on?" she wrote.

Another user, Jenny claimed that flight AI130, which was diverted to Vienna, was heading to Milan instead. "My husband is onboard. No food provided. No clear updates. What's going on?" she wrote.

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'Planning Tours to become Complex'

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Ravi Gosain, president of Indian Association of Tour Operators (IATO), said the uncertainty around airspace closures, flight delays and rerouting will likely remain prevalent for the foreseeable future due to the Israel-Iran conflict, making planning and executing trips more "complex".

"We also heard about a flight from Phuket to Delhi being diverted due to a bomb threat. Incidents like these, combined with the ongoing geopolitical tensions, create a ripple effect across the global travel ecosystem," Gosain said. "If instability around geopolitical tensions persists, the long-term effects on consumer confidence and global mobility could be significant," he warned.

Travel agencies said they are busy fielding queries and rescheduling requests from people scheduled to travel in the coming few days, with many also raising concerns about the safety of Boeing aircraft following media reports.

"Customers are asking for model numbers and aircraft details of flights following Thursday's crash. Even we don't have the details at times and have to research on these," said Kapil Jain, cofounder and CEO of Fly Divine Travels.

Panic in the Air

Concerns over aircraft safety, geopolitical tensions trigger panic among business & leisure travellers

Many Indians are considering short-haul domestic journeys

TRAVEL AGENCIES SEE A RISE IN RESCHEDULING REQUESTS FROM CUSTOMERS FOLLOWING UNSCHEDULED LAYOVERS, OVERNIGHT DELAYS



Platforms working with airline partners, on-ground tour managers on diverted routes

Some airlines are making alternative arrangements to fly passengers to their destinations, offering accommodation

Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

14 JUNE 2025

Airline, which operates 437 aircraft, has to renew insurance next month, at a time of rising geopolitical risks and safety concerns

IndiGo in for a Crash Course in Surge in Insurance Costs

Shilpy Sinha

Mumbai: IndiGo airlines, the country's largest carrier by fleet and market share, may see a surge in aviation insurance cost when it renews its policy next month, likely driven by increased geopolitical risks and decline in reinsurance capacity after the Air India plane crash.

As of March, IndiGo was operating a fleet of 437 aircraft, primarily narrow-body Airbus A320 and A321 models, each insured for a hull value of \$30-45 million. It has a total insurance cover of around \$20 billion for its 437 aircraft, with an annual premium estimated between \$14 million and \$15 million, according to insurance industry sources.

On the liability side, a narrow-body aircraft is typically covered up to \$750 million, while wide-body aircraft are insured for as much as \$1 billion.

Last year, IndiGo's risk was placed in the Indian insurance market with New India Assurance as the lead underwriter, supported by multiple domestic insurers, including ICICI Lombard. The policy was heavily reinsured in the London market, where global capacity providers continue to dominate the aviation war and liability space. The Air India plane crash in Ahmedabad on Thursday could



SAFETY COVER

IndiGo has a total insurance cover of around \$20 billion for its 437 aircraft, with an annual premium of \$14-\$15 m

result in hull and liability claims of \$120-\$200 million, becoming one of the costliest aviation insurance payouts involving an Indian carrier, according to industry sources. They said global reinsurance markets could harden due to mounting liability claims.

"Such losses, generally, affect multiple reinsurers, as airline fleet policies are often placed on facultative basis involving several participants, and since the liability

claims take time to quantify, it is currently difficult to assess the impact of the incident on future pricing," said N Ramaswamy chairperson and managing director of GIC Re.

"With regards to the liability losses to Air India under their aviation all risk policy, while the basic compensation will be governed by Montreal Convention, the range will greatly vary, depending upon the nationality of the passengers as well as future court rulings," said Amit Agarwal chief executive officer and managing director of Howden Insurance Brokers India.

Another factor that could influence aviation premium is the geopolitical situation. For instance, on Friday, several Air India international flights were diverted after Iran closed its airspace following an attack by Israel.

War risk rates are likely to rise when airspace becomes restricted and conflict zones expand. Generally, aviation war covers have a seven-day cancellation clause. If tensions escalate in the war zones, insurers can issue a seven-day notice of cancellation. After seven days, unless withdrawn, the policy ceases to provide cover for affected regions.

During the India-Pakistan conflict last month, insurers had issued notices to general aviation operators. The notices were later withdrawn as the situation stabilised.

Over 200 Air India Staff Sent to Sites for Support Work

Forum Gandhi

Ahmedabad: Air India and its parent Tata Sons have quickly mobilised support systems to help affected families and ensure on-ground coordination for emergency work following Thursday's tragic plane crash.

Tata Sons chairman N Chandrasekaran described the incident as "one of the darkest days in the Tata Group's history."

"Words are no consolation right now, but my thoughts are with the families and loved ones of the people who died and were injured in the crash. We are here for them," he said in a note to employees, reviewed by ET.

The chairman stressed that the company is fully committed to understanding what went wrong. "We want to understand what happened. We don't know right now, but we will," he said, adding that investigative teams from India, the UK, and the US have already arrived in Ahmedabad to probe the crash.

"They have our full cooperation, and we will be completely transparent about the findings," he said.

Air India, along with Tata Sons, has deployed a "core team" and an "angel team" at all key sites, including the crash site, hospitals, and the DNA identification centre, "to assist with on-ground coordination and provide support to the affected families," a person familiar with the matter said.

More than 200 Air India employees have been mobilised across these locations to "ensure seamless assistance" to families and coordinate emergency work, another person said.

A third person said, "The airline has also arranged five hotels, including Tata group properties, to house



the families and next of kin, providing them with immediate care and logistical support, completely free of cost."

A 'CORE TEAM' AND AN 'ANGEL TEAM' HAVE BEEN SENT TO EVERY LOCATION TO ASSIST WITH ON-GROUND SUPPORT

The Tata Group's hospitality arm IHCL has Taj, Ginger and Vivanta hotels in Ahmedabad.

The Tata Group, Chandrasekaran said in his note to employees, takes its responsibility to society seriously.

"That includes being open about what occurred yesterday."

He urged patience and cautioned against jumping to conclusions while the investigation is still underway. "There is plenty of speculation all around us. Some of it may be right, some of it may be wrong. I want to urge patience," he said.

Chandrasekaran reminded employees that when Tata took over Air India, safety of passengers was the group's top priority. "There was no compromise on it," he said. "We built this group on trust and care. It is a difficult moment, but we will not retreat from our responsibilities, from doing what is right. We will carry this loss. We will not forget."

DAY AFTER TRAGEDY

Regulator Orders Extensive Checks on AI's 787 Fleet

Black box recovered, marks important step forward in investigation: Minister

Arindam Majumder

New Delhi: The Directorate General of Civil Aviation (DGCA) ordered enhanced inspections of Air India's Boeing 787s, following Thursday's crash in Ahmedabad that killed 241 people on board. The scrutiny will be extensive and include a one-time check of take-off parameters, reviewing technical snags on these aircraft in the past 15 days and resolving any recurring problems. Air India has a fleet of 33 Dreamliners, the oldest of which was acquired in 2012. The plane that went down entered service in 2014.

A person aware of the development said that the extra maintenance checks were ordered because preliminary investigations have pointed to the possibility of faults with the plane or a human error, and not a universal issue with Boeing 787s or the GENx engines that powered the plane.

Separately, Boeing told operators in a service bulletin they don't need to take any additional measures for safe operations of the aircraft.

But the person cited above cautioned that no conclusion



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can be drawn until a thorough investigation has been completed. Planes have many redundancies to prevent a single problem from leading to a calamity. As a result, crashes are typically caused by multiple failures and early hypotheses are often ruled out during lengthy, technical crash investigations.

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CRASH WON'T HIT SECTOR >> SEE EDIT

Search On for Cockpit Voice Recorder

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The Air India Boeing 787-8 with 242 people on board bound for London Gatwick began losing height seconds after take-off and crashed over a residential area in Ahmedabad killing all but one person.

US transportation secretary Sean Duffy said in Washington DC that it "would be way too premature" to consider grounding the Boeing 787 fleet.

"Any faults that could have contributed to the accident of the aircraft causation should be eliminated," said Amit Singh, founder of Safety Matters Foundation, which works on aviation safety.

Civil aviation minister Ram Mohan Naidu said that the flight data recorder, popularly called black box, was recovered on Friday afternoon.

"This marks an important step forward in the investigation," he said. "This will significantly aid the inquiry into the incident."

The search for the cockpit voice recorder is continuing. The two units, painted orange, are designed to survive extreme conditions and are critical in establishing the cause of accidents.

Prime Minister Narendra Modi visited the crash site on Friday, chaired a high-level review meeting, and met the injured. Air India CEO and MD Campbell Wilson also visited the crash site.

"The technical team is helping at the site and our caregivers are providing support to the families. We know the investigations will take time but we will be fully transparent and support the process for as long as it takes," Wilson said in a video message posted on X.

A National Investigation Agency (NIA) team examined the crash site on Friday, officials said. They said that it was a procedural visit and ruled out any chances of sabotage. The team was accompanied by officials of other central agencies. The NIA typically investigates terror-related offences.

A DAY AFTER THE TRAGEDY

DGCA orders thorough inspection of 787 fleet

● Investigation on to find answers: Tata Sons chief

SWARAJ BAGGONKAR
Mumbai, June 13

A DAY AFTER Air India's London-bound Boeing 787-8 Dreamliner crashed shortly after take-off from Ahmedabad airport, killing 241 of the 242 on board, the aviation regulator ordered a safety inspection of the airline's Dreamliner fleet. The Directorate General of Civil Aviation (DGCA) said it would implement immediate checks across all 33 Boeing 787-8 and 787-9 aircraft operated by Air India, including key systems and take-off parameters.

Tata Sons chairman N Chandrasekaran said on Friday that the group "will not retreat from its responsibilities" even as it grapples with "one of the darkest days in Tata Group's history". In an internal communication to employees, he said: "This is a very difficult moment. What occurred yesterday (on Thursday) was inexplicable, and we are in shock and mourning. To lose so many lives at once



Prime Minister Narendra Modi meets Vishwash Kumar Ramesh, the lone survivor of Thursday's Air India plane crash, at a hospital in Ahmedabad on Friday. The PM also visited the crash site ■ PAGE 16

»INSIDE«

FAMILIES LINE UP FOR DNA TESTS TO IDENTIFY KIN P16

EDIT: BOEING, AIR INDIA HAVE THEIR TASKS CUT OUT P8

is incomprehensible".

The internal note came as the search team recovered one of the aircraft's two black boxes on Friday, a breakthrough that is expected to shed light on what went wrong during what was to

have been a routine flight. Investigators said the retrieved unit could either be the flight data recorder or cockpit voice recorder. It has been handed over to the Aircraft Accident Investigation Bureau (AAIB), which is leading the probe with support from the US National Transportation Safety Board (NTSB), Boeing, and engine maker GE Aerospace.

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DGCA orders probe...

"WE WANT TO understand what happened. We don't know right now, but we will," Chandrasekaran said. "Why this routine flight turned into a calamity is something trained investigators will help us understand when their work is complete. Once we have verified facts, we will be transparent in our communication."

In the meantime, the DGCA's order mandates rigorous inspection of multiple critical systems on all Dreamliners, including the electronic engine control unit, fuel system, hydraulic lines, cabin air compressor, and oil system. Transit inspections will now include flight control checks. Operators have been told to submit reports of any repetitive snags in the last fortnight and carry out power assurance tests within two weeks. Aviation experts said while black box data will provide answers, key questions loom large. "Aircraft was good, weather and visibility were suitable, the pilot had more than 8,000 flying hours. Something drastic clearly happened," said Jitender Bhargava, former executive director of Air India.

Another expert familiar with air traffic control procedures said: "There was no distress signal, no indication from air traffic control (ATC) that something was amiss. There's usually time for a go-around, but here, the crash occurred before any call for help. That's extremely unusual". GE Aerospace, whose GEnx engines powered the aircraft, has activated its emergency response team. "We are prepared to support our cus-



A tail of an Air India Boeing 787 Dreamliner plane that crashed is seen stuck on a building after the incident in Ahmedabad, India, on Friday
REUTERS

tomers and the investigation," a GE spokesperson said.

The day also saw Prime Minister Narendra Modi chairing a review meeting in Ahmedabad, where all aspects of the tragedy were discussed. Murlidhar Mohol, minister of state for civil aviation, said the government was leaving no stone unturned.

Air India has launched assistance centres at four airports, Ahmedabad, Delhi, Mumbai, and Gatwick, to support families of victims. Two relief flights were also deployed to bring the next of kin to the crash site.

Air India and Air India Express have also changed their profile pictures to a black icon across their social media platforms on Thursday, hours after the crash of the ill-fated flight. Their websites, too, went black and white.

Dreamliner plunges after takeoff

Slams into medical hostel | 241 of 242 aboard feared dead | One flyer survives | Many medicos perish



Melvyn Thomas
AHMEDABAD

An Ahmedabad-London Air India Boeing 787 Dreamliner (AI171) plane carrying 242 passengers and crew crashed into the BJ Medical College UG hostel mess in Meghani Nagar almost immediately after take-off on Thursday, possibly killing all on board. It also killed an undetermined number of people in the college hostel just off the perimeter of the airfield.

It is possibly the worst air tragedies and triggered an immediate and frantic emergency response. There was no official count of those killed even hours after the crash which turned the plane, carrying a full load of fuel for its long-haul flight, into a ball of fire, as it exploded when it crashed. Pieces of the aircraft

body and fuselage and tyres were strewn all over the area when fire services reached.

The aircraft issued a Mayday call, a signal that the aircraft was in distress, immediately after take off at 1.38 pm and thereafter there was no communication. It had managed to climb barely 600 feet when it began losing altitude. At that height the Boeing which was eleven years old, was visible till it dropped. It quickly lost altitude, skimmed into the trees outside the airport and crashed into the building where junior doctors and nurses were partaking lunch in the mess. Thick black smoke billowed out and was visible for miles as people rushed to the spot hearing the explosion. It was just a couple of minutes after take-off.

▶ Contd on | nation



Dreamliner plunges...

As rescuers struggled to find survivors in the charred wreckage and pull out the injured, many of them with grievous burns, officials tried to assess the magnitude of the losses. Unofficial reports said chances of survival of those on board were remote and up to 25 people in the medical complex could also have died.

The plane carried 217 adults, 11 children and 2 newborns: 169 Indians, 53 British, 1 Canadian and 7 Portuguese nationals were on board. The other 12 were two pilots and 10 crew members.

Visuals from the wreckage area showed bodies being pulled out and the injured, many with burns, wheeled into the city civil hospital close by.

Eyewitnesses in Ahmedabad said the blaze was so intense that it led to several multi-storey buildings being burnt, trees singed and cars torched. One image showed the tail of the plane crashing through the top floor of a building, the dining area of the hostel of nurses and doctors.

Elsewhere too, there were scenes of complete devastation with mangled metal of the wreckage, snarls of tangled wire and smoke rising from burning embers.

The incident's gravity prompted an immediate high-level government response. Prime Minister Narendra Modi and Union Home Minister Amit Shah were apprised of the situation, with Shah heading to Ahmedabad to review and oversee rescue and relief operations.

Gujarat Chief Minister Bhupendra Patel immediately swung into action, contacting Chief Secretary Pankaj Joshi and other senior officials. He issued urgent instructions for "war footing" rescue and relief efforts, prioritizing immediate treatment for the injured passengers. The Chief Minister directed the arrangement of a green corridor to facilitate swift transportation of the injured to hospitals and to ensure all necessary medical arrangements were made on priority. Home Minister Amit Shah further bolstered the response, assuring Chief Minister Patel of full support from NDRF (National Disaster Response Force) teams and the Central Government. Following this, Health Minister Hrishikesh Patel and Minister of State for Home Harsh Sanghvi rushed to the Civil Hospital to oversee the care of the injured.

Airport operations in Ahmedabad were temporarily suspended and resumed towards the evening.

This is the first crash involving the Boeing Dreamliner, feted for its advanced features. It is also India's second biggest air disaster since 2020 when an Air India Express flight skidded off a wet runway while landing at Kozhikode in Kerala and split into two.



त्रासदी
विकेश कुमार बडोला

अंतरराष्ट्रीय विमानन एजेंसियों के आंकड़ों के अनुसार अधिकतर विमान-दुर्घटनाएं उड़ान भरने और रनवे पर उतरने की समयावधि में ही होती हैं। कुल दुर्घटनाओं में 35 प्रतिशत तो उड़ान भरने या उसके तुरंत बाद ही होती हैं। विमान दुर्घटनाओं की त्रासदी झेलने वाले शीर्ष दस देशों में अमेरिका पहले स्थान पर है। सोचने वाली बात ये है कि जो दुनिया का सबसे समृद्ध और आधुनिक देश है वही क्योंकर विमान की दुर्घटनाओं को रोकने में विफल है। ट्योम मार्गीय वैमानिकी-यात्रा दिनोंदिन असुरक्षित एवं भयाक्रांत होती जा रही है। विमान हादसों की पुनरावृत्ति अत्यंत चिंताजनक है। वायुयात्रा की असुरक्षा को भविष्य में हरसंभव विधि से दूर करने के उपाय किए जाने चाहिए।

विमान हादसों की पुनरावृत्ति चिंताजनक

बड़े आश्चर्य की बात है कि पाकिस्तान के आतंकी व सैन्य ठिकानों पर हमला करते हुए हमारी वायु सेना के युद्धक विमानों से फेंकी गई मिसाइलों ने वहां के नागरिक उड़ानों वाले हवाई जहाजों पर खरोंच तक नहीं आने दी, और यहां भारत में गुजरात के पूर्व मुख्यमंत्री और चालक दल के सदस्यों समेत 242 यात्रियों को अहमदाबाद से लंदन लेकर जाने वाले एयर इंडिया के बोइंग ने उड़ान भरने के कुछ ही देर बाद लड़खड़ाते हुए चिकित्सकों के आवासीय भवन से टकराकर आवासीय परिसर में रहने वाले 20-25 लोगों के भी प्राण लील लिए। दुर्घटनाग्रस्त विमान में सवार केवल एक व्यक्ति ही जीवित बच पाया। जब तक बचाव दल के लोग घटनास्थल पर पहुंचते, तब तक अधिसंख्य यात्रियों के मृत शरीर जलकर काले पड़ चुके थे। अधिकतर शव इस सीमा तक जले हुए मिले कि दिवंगतों की व्यक्तिगत पहचान के लिए अब समुचित डीएनए परीक्षण का ही सहारा है। चिकित्सकों के जिस आवास-परिसर से विमान टकराया था, वहां भीतर के दृश्य भी अत्यंत डरावने हैं। लगभग पूरा परिसर जलकर काला पड़ गया है। इस घटना ने भारत ही नहीं पूरी दुनिया को स्तब्ध कर दिया है। एकदम से किसी को कुछ भी नहीं सूझ रहा कि ऐसी दुर्घटना के संदर्भ में सरकार और जांच एजेंसियों की आगे की दशा-दिशा क्या होगी।

विमान अनुरक्षण के तकनीकी पक्ष के अनुसार आकलन होने पर यही पता चल रहा है कि विमान में कोई भी तकनीकी समस्या नहीं थी। इंजन, इत्यादि सभी उपकरण सुचारू रूप में कार्य कर रहे थे। विमान संबंधी सभी आवश्यक सहायक चीजें, वस्तुएं, सेवाएं व सुविधाएं विमान में उपलब्ध थीं। मुख्य और सहायक विमान-चालकों के पास विमान-चालन का दीर्घानुभव था। मौसम भी सामान्य था। वातावरण में विमान-यात्रा के लिए अनिवार्य दृश्यता में भी कोई कमी नहीं थी। हां, यदि उड़ान भरने के बाद किसी पक्षी के साथ विमान की टक्कर हुई होगी, तो घटना की आशंका उभरती है। लेकिन इसके लिए भी विमान-चालन कार्यदल आजकल अग्रिम सुरक्षा तैयारियों के साथ तैनात रहता है। उड़ान भरने के एक-दो मिनटों में ही विमान का हवाई-स्थल के रेडार-सिस्टम से डिस्कनेक्ट हो जाना भी आशंकाएं उत्पन्न कर रहा है। घटना के वास्तविक कारणों की पहचान के लिए केंद्र व राज्यों सरकारों को समुचित जांच करनी चाहिए। यह जांच हर संभव श्रेष्ठ उपायों व विधियों के आधार पर होनी चाहिए। इस घटना के आलोक में प्रगति एवं विकास का जो अभिशापित पक्ष दिखाई दिया है, उसने लोगों में असुरक्षा के गहरे भाव भर दिए हैं। विमान में सवार लोग साधारण लोग नहीं थे।

सभी धनी और स्थापित लोग थे। इसलिए विमान या विमान संबंधी सेवाओं में कोई कमी रही होगी, इसकी संभावना भी नहीं के बराबर है। यात्रियों में इंग्लैंड के भी बहुत से निवासी थे, इसलिए वहां के प्रधानमंत्री भी इस घटना को लेकर असहज हैं। राज्य में यह पहली विमान-दुर्घटना नहीं है। गुजरात में 37 वर्ष पहले 1988 में ऐसी ही दुर्घटना हुई थी जिसमें 133 लोग मारे गये थे। तब इंडियन एयरलाइंस का मुंबई से अहमदाबाद आने वाला विमान हवाई-स्थल पर ही दुर्घटनाग्रस्त हो गया था। कम दृश्यता के कारण विमान वृक्ष और बिजली के ट्रांसमिशन टॉवर से टकरा गया था। अंतरराष्ट्रीय विमानन एजेंसियों के



आंकड़ों के अनुसार अधिकतर विमान-दुर्घटनाएं उड़ान भरने और रनवे पर उतरने की समयावधि में ही होती हैं। कुल दुर्घटनाओं में 35 प्रतिशत तो उड़ान भरने या उसके तुरंत बाद ही होती हैं। विमान दुर्घटनाओं की त्रासदी झेलने वाले शीर्ष दस देशों में अमेरिका पहले स्थान पर है। सोचने वाली बात ये है कि जो दुनिया का सबसे समृद्ध और आधुनिक देश है वही क्योंकर विमान की दुर्घटनाओं को रोकने में विफल है। भारत में जो बड़ी विमान दुर्घटनाएँ हुई हैं, उनमें 31 मई 1973 को दिल्ली के पालम हवाई-स्थल पर दुर्घटनाग्रस्त हुई इंडियन एयरलाइंस की उड़ान 440, जिसमें 48 यात्रियों की मौत हो गई थी। इसके बाद, दुबई जाने वाली एयर इंडिया की उड़ान 855 मुंबई से उड़ान भरने के बाद अरब सागर में गिर गई थी। यह घटना 1 जनवरी 1978 को हुई। विमान में सवार सभी 213 लोगों की मौत हो गई। फिर इंडियन एयरलाइंस की उड़ान 113 वर्ष 1988 के 19 अक्टूबर को अहमदाबाद विमान-स्थल पर दुर्घटनाग्रस्त हुई, जिसमें 133 लोग मारे गये थे। सन् 1990 में 14 फरवरी को उड़ान संख्या 605 बेंगलुरु विमान-स्थल पर दुर्घटनाग्रस्त हुई, जिसमें 146 लोग मारे गये। सन् 1996 के 12 नवंबर को हरियाणा के चरखी दादरी में कजाकिस्तान एयरलाइंस की उड़ान

1907 की दुर्घटना में 349 लोग मारे गये थे। उड़ान 7412 वर्ष 2000 के 17 जुलाई को बिहार के पटना के घनी आबादी वाले आवासीय क्षेत्र में हादसे का शिकार हुई, जिसमें 60 लोग मारे गये थे। एयर इंडिया की एक्सप्रेस उड़ान 1344 जो कि 7 अगस्त 2020 को कोझिकोड कालीकट अंतरराष्ट्रीय विमान-स्थल पर रनवे पर फिसलने के कारण दो हिस्सों में बंट गई, जिसमें 21 लोग मारे गये। अहमदाबाद की विमान दुर्घटना से पहले दिसंबर 2024 के अंतिम सप्ताह में दक्षिण कोरिया का एक यात्री-विमान विमान-स्थल पर उतरते हुए दुर्घटनाग्रस्त हुआ था। इस घटना में 179 लोग मारे गये थे। अंतरराष्ट्रीय नागरिक विमानन संगठन के पास उपलब्ध आंकड़ों के अनुसार, 19वीं शताब्दी में 28 जून 1856 से लेकर 14 जुलाई 1897 तक कुल 5 वायु वाहन (यान या हाइड्रोजन गुब्बारा) दुर्घटनाग्रस्त या अदृश्य हुए थे। बीसवीं सदी में सन् 1901 से 1919 तक कुल 13 वाहनों के साथ दुर्घटना हुई। इनमें 11 लोग रहस्यमयी ढंग से अदृश्य हुए। इसी सदी में 1920 और 1939 की समयावधि में हुई 49 विमान दुर्घटनाओं में मृत 195 लोगों में से अधिसंख्य का पता नहीं चल पाया था। जैसे-जैसे दुनिया में वैज्ञानिक, औद्योगिक, यांत्रिक व प्रौद्योगिकीय उन्नति होती रही, उसी गति से वायुयान दुर्घटनाग्रस्त अथवा दुर्घटना में अदृश्य होते रहे। सन् 1940 और 1959 की अवधि में 75 विमान आकाश में अनिर्वाचित हुए। इनमें 1160 लोग लापता थे। सन् 1960 से 1979 के मध्य 46 विमानों की दुर्घति हुई। इनमें 531 व्यक्ति काल-कवलित हुए। इसी प्रकार 1980 से 1999 के बीच 32 विमान-दुर्घटनाओं में 220 लोगों ने प्राण गंवाए।

इक्कीसवीं सदी में भी 2000 से 2019 के बीच कुल 18 घटनाओं में 295 लोगों की जानें गईं। इस समयावधि में 8 मार्च 2014 को मलेशिया एयरलाइंस के बोइंग 777-200 ईआर की दुर्घटना भी सम्मिलित है। सन् 2019 तक यह सबसे बड़ी विमान दुर्घटना थी। इसमें 239 लोग सवार थे, जिनका आज तक कुछ भी पता नहीं चला है। इस तरह व्योम मार्गीय वैमानिकी-यात्रा दिनोंदिन असुरक्षित एवं भयाक्रांत होती जा रही है। भारत देश के शासन और वैमानिकी शिक्षण-प्रशिक्षण में कार्यरत प्रतिष्ठानों को विमान दुर्घटनाओं के परिचित, अपेक्षित और संभावित कारणों की भी सघन जांच-पड़ताल करनी होगी, ताकि वायुयात्रा को हर टूट से सुरक्षित किया जा सके। विमान हादसों की पुनरावृत्ति अत्यंत चिंताजनक है। वायुयात्रा की असुरक्षा को भविष्य में हरसंभव विधि से दूर करने के उपाय किए जाने चाहिए।

(लेखक वरिष्ठ पत्रकार हैं, वे उनके अपने विचार हैं।)

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HINDUSTAN

DELHI

14 JUNE 2025

सहमति: भारत और चीन के बीच सीधी उड़ान जल्द

नई दिल्ली, विशेष संवाददाता। भारत और चीन के बीच जल्द सीधी विमान सेवा शुरू हो सकती है। साथ ही दोनों देश कारोबार से जुड़े मुद्दों पर भी बातचीत शुरू करेंगे।

विदेश सचिव विक्रम मिसरी ने 12 जून को भारत यात्रा पर आए चीन के उप मंत्री सुन वेंडोंग से मुलाकत की। इस दौरान दोनों देशों के प्रतिनिधियों ने नागरिकों को परस्पर जोड़ने वाले उपायों को मजबूत करने पर सहमति जताई। साथ ही दोनों में द्विपक्षीय संबंधों को लेकर भी चर्चा हुई। मिसरी ने कैलाश मानसरोवर यात्रा शुरू किए जाने पर चीन की सराहना की। उन्होंने

- दोनों देश विमान सेवा को लेकर समझौता करेंगे
- कारोबार से जुड़े मुद्दों पर भी बातचीत हुई

कहा कि अप्रैल में हुई विशेषज्ञ स्तर की बैठक में सीमापार से आने वाली नदियों के पानी के आंकड़े साझा करने पर सहमति बनी थी जिस पर उन्होंने प्रगति की उम्मीद जताई। दोनों पक्षों ने सीधी विमान सेवाएं शुरू करने के लिए जरूरी कदम उठाने पर सहमति व्यक्त की। दोनों में पहले ही इस पर मंजूरी हो चुकी है। अब इसके जल्द शुरू होने के आसार हैं।



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HINDUSTAN

DELHI

14 JUNE 2025

सोशल मीडिया पर लोगों ने उठाए सैकड़ों सवाल

नई दिल्ली, एजेंसी। अहमदाबाद में गुरुवार को हुए विमान हादसे के बाद जहां पीड़ित परिवार सदस्यों में हैं वहीं देशभर के लोगों में घटना को लेकर गुस्सा है। सोशल मीडिया पर लोग हादसे पर गहरी संवेदनाएं तो व्यक्त कर रहे हैं लेकिन साथ ही सुरक्षा, विमान के रखरखाव व निगरानी को लेकर सवाल भी खड़े कर रहे हैं।

विभिन्न सोशल मीडिया प्लेटफॉर्म पर शुकवार को दिनभर विमान हादसे पर लोग प्रतिक्रिया देते रहे। जो विमान हादसे का शिकार हुआ उसके संबंध में एक पूर्व यात्री ने एक वीडियो जारी कर विमान की खराब हालत का खुलासा किया है। इस वीडियो के बाद लोगों के मन में विमान संचालन के लिए जिम्मेदार एजेंसी व कंपनी को लेकर आक्रोश दिखा।

विमान की हालत ठीक नहीं थी
: हादसे का शिकार हुए बोइंग 787 से गुरुवार को ही आकाश वत्स दिल्ली से अहमदाबाद पहुंचे थे। उन्होंने हादसे के बाद 'एक्स' पर पोस्ट कर दावा किया उन्होंने वहां कुछ असामान्य चीजें देखीं। उन्होंने कहा कि विमान का एसी काम नहीं कर रहा था जिसके चलते यात्री परेशान थे और मैगजीन हवा करते दिख रहे थे। यहां तक कि केबिन क्रू को बुलाने के लिए लगाए गए बटन भी काम नहीं कर रहे थे। वत्स ने एयर इंडिया को टैग करने के लिए एक वीडियो भी बनाया है जिसमें यह सब देखा जा सकता है। उन्होंने विमानन कंपनी से अधिक

साजिश की आशंका

फेसबुक पर हादसे से संबंधित एक पोस्ट पर करीब हजार से ज्यादा लोगों ने कमेंट किए हैं। कई लोगों ने लिखा कि विमान के दिल्ली से आने के बाद दोबारा लंदन के लिए उड़ान भरने के दौरान आसपास के कैमरों की जांच की जानी चाहिए।

मानकों पर भी चिंता

कई लोगों ने इस बात को लेकर भी चिंता जाहिर की है कि क्या पायलट व विमान के उड़ान के घंटों के लिए कोई मानक है, अगर है तो क्या उनका सख्ती से पालन किया जाता है। कई लोगों ने अंदेशा जताया कि कहीं विमान के लगातार उड़ान पर रहने के कारण तो हादसा नहीं हुआ।

जानकारी के लिए उनसे संपर्क करने की अपील भी की है।

क्या बिना जांच भरी उड़ान :
फेसबुक पर एक व्यक्ति सुखदेव सिंह मान ने कहा कि बोइंग 787 में बहुत कमियां हैं। एसी, लाइट कुछ भी ठीक से काम नहीं कर रहे थे, फिर भी लोगों को मौत के मुंह में डाल दिया। एक अन्य यूजर ने भी सवाल उठाए कि पूर्व यात्री के दावे से साफ है कि विमान के रखरखाव पर कोई ध्यान नहीं दिया गया। एक अन्य यूजर रंजित सिंह ने भी विमान को मेंटीनेंस व निगरानी पर सवाल उठाए हैं।

प्रधानमंत्री ने अहमदाबाद में घटनास्थल का मुआयना किया, अधिकारियों को पीड़ितों की मदद के निर्देश दिए

पीड़ितों से मिले मोदी, बोले-जख्मों को भरना और भूलना मुश्किल

शोक

अहमदाबाद, एजेंसी। प्रधानमंत्री नरेंद्र मोदी ने शुक्रवार को घटनास्थल का दौरा किया। इसके बाद सिविल अस्पताल में भर्ती घायलों से मुलाकात की। एक्स पर पोस्ट में उन्होंने कहा कि हादसे से मैं स्तब्ध हूँ। हम लोगों का दर्द महसूस कर सकते हैं। हादसे में जो जख्म मिला है उसे कभी भरा नहीं जा सकता।

प्रधानमंत्री नरेंद्र मोदी करीब 20 मिनट तक घटनास्थल पर रहे जहाँ अधिकारियों ने उनको पूरे घटनाक्रम की जानकारी दी। हादसे में जो हुआ वो दिल को झकझोरने वाला है। इस कष्ट को बयां करने के लिए शब्द नहीं है। इसके बाद वे सिविल अस्पताल पहुंचे और सी-7 वार्ड का दौरा किया जहाँ हादसे में एकमात्र जीवित बचे यात्री विश्वास कुमार रमेश समेत घटना में घायल 25 अन्य लोगों से मुलाकात की। प्रधानमंत्री ने सभी से हिम्मत और संयम बरतने की अपील करते हुए आश्वासन दिया कि सरकार उनके साथ है। घायल लोग जल्द स्वस्थ हों



प्रधानमंत्री नरेंद्र मोदी शुक्रवार को अहमदाबाद में विमान हादसे के घटनास्थल का मुआयना करते हुए। • एएनआई

इंश्वर से यही कामना है।

अधिकारियों के साथ बैठक : प्रधानमंत्री ने घटना स्थल का दौरा करने के बाद गुजरात सरकार के उच्च अधिकारियों के साथ समीक्षा बैठक

की। सिटी एयरपोर्ट के पास स्थित गुजरात सेल भवन में हुई इस बैठक में अधिकारियों ने प्रधानमंत्री को पूरे घटना की जानकारी दी। प्रधानमंत्री ने अधिकारियों को कुछ दिशा- निर्देश

भी दिए। बैठक में गुजरात के मुख्यमंत्री भूपेंद्र पटेल, केंद्रीय जल शक्ति मंत्री सीआर पाटिल, नागरिक उड्डयन मंत्री के राम मोहन नायडू भी बैठक में मौजूद रहे।

20 मिनट तक प्रधानमंत्री ने घटनास्थल का मुआयना किया

25 अन्य घायल लोगों से मिले प्रधानमंत्री, जिसमें जीवित बचे यात्री रमेश विश्वास कुमार भी

पूर्व सीएम विजय रुपाणी के परिवार से मिले

रुपाणी के परिवार से मिले मोदी प्रधानमंत्री मोदी ने हादसे में मारे गए गुजरात के पूर्व मुख्यमंत्री विजय रुपाणी की पत्नी अंजली रुपाणी और परिवार के अन्य सदस्यों से सेल भवन में मुलाकात की। प्रधानमंत्री ने विजय रुपाणी को याद करते हुए कहा कि विजयभाई को मैं दशकों से जानता था। हमने साथ काम किया और कठिन समय में हम कंधा से कंधा मिलाकर चले।

लकी नंबर ही बन गया जीवन की अंतिम तारीख

पूर्व मुख्यमंत्री विजय रुपाणी 1206 को अपना भाग्यशाली अंक मानते थे और उन्होंने वर्षों से अपने सभी वाहनों का रजिस्ट्रेशन नंबर यही रखा था। यह अंक अब भारत के इतिहास की सबसे भयावह विमान



भारतीय विमानपत्तन प्राधिकरण
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मैं विमान से कूदा नहीं, हादसे के दौरान सीट सहित बाहर गिर गया था

सलामती

अहमदाबाद के विमान हादसे में एक मात्र जिंदा बचे रमेश विश्वास कुमार ने कहा कि वह विमान से कूदे नहीं बल्कि सीट सहित बाहर गिर गए थे। शुक्रवार को प्रधानमंत्री मोदी ने उनसे मुलाकात की और उनका हालचाल जाना।

अस्पताल के बिस्तर पर लेटे विश्वास ने बताया कि जैसे ही विमान रनवे पर रफ्तार पकड़ने लगा वैसे ही कुछ अजीब सा महसूस हुआ। अचानक सब कुछ बदल गया चारों तरफ जैसे सन्नाटा छा गया हो। ऐसा लगा कि जैसे पायलट ने विमान को रोकने के लिए पूरा जोर लगा दिया हो लेकिन विमान सीधा हॉस्टल की इमारत में जा घुसा। रमेश ने कहा दुर्भाग्य से उनकी सीट 11ए विमान के बाईं ओर आपातकालीन द्वार के करीब थी।

मैं किसी तरह बाहर निकल सका : उन्होंने बताया कि उनकी सीट विमान के जिस हिस्से में थी वो इमारत के निचले हिस्से से टकराया। ऊपर के हिस्से में आग लग गई.. वहां कई लोग वहां फंसे थे और शायद मैं सीट सहित

रमेश बोला- मुझे जीवित होने का यकीन नहीं

उन्होंने आगे बताया कि दूसरे लोग नहीं बच पाए क्योंकि उस तरफ हॉस्टल की दीवार थी जबकि मैं जहां बैठा था वहां एक छोटा सा गैप था। मुझे अभी भी यकीन नहीं हो रहा है कि मैं दुर्घटना में कैसे बच गया क्योंकि मैंने अपनी आंखों के सामने लोगों को मरते देखा है। हालांकि मैं वहां से निकलने में कामयाब रहा फिर एक एम्बुलेंस मुझे अस्पताल ले आई। वहां मेरा उचित इलाज हो रहा है। इस हादसे में विश्वास का बायां हाथ भी बुरी तरह से जल गया। दुर्घटना के तुरंत बाद एक स्थानीय निवासी द्वारा शूट किए गए वायरल वीडियो में रमेश को दुर्घटना में घायल होने के बाद एम्बुलेंस की ओर जाते हुए देखा जा सकता है। वहीं, कुछ लोग रमेश को बेहद भाग्यशाली मान रहे हैं।

नीचे गिर गया था। उन्होंने कहा कि वह जैसे-तैसे निकल पाए क्योंकि दरवाजा टूट गया था.. जगह खाली थी तो निकलने का प्रयास किया।

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हादसे में पटना की केबिन क़्रु मनीषा की भी जान गई

पटना, मुख्य संवाददाता। अहमदाबाद में विमान हादसे में पटना की रहने वाली एयर इंडिया की केबिन क़्रु मनीषा थापा की भी मौत हो गई। वह पिता राजू थापा और लक्ष्मी थापा की इकलौती बेटी थी।

उसका एक बड़ा भाई भी है। उसके चाचा बबलू थापा और गुरु थापा बिहार स्पेशल आर्म्ड पुलिस में हेवलदार हैं। मनीषा का पूरा परिवार बीसैप ग्राउंड से कुछ दूरी पर जगदेव पथ इलाके में श्यामा अपार्टमेंट के पास रहता है। जैसे ही विमान हादसे की सूचना मिली परिजन पटना एयरपोर्ट से अहमदाबाद के लिए रवाना हो गए। घटना के बाद मनीषा को जानने वालों में शोक की लहर दौड़ गई। इतनी कम उम्र में हादसे की शिकार बनी मनीषा से परिवार और उसके कॉलेज प्रबंधन को कई अपेक्षाएं थीं। संस्थान से मिली सूचना के



मेधावी और ऊर्जावान थी

मनीषा थापा पटना के संत जेवियर्स कॉलेज ऑफ मैनेजमेंट एंड टेक्नोलॉजी की बीबीई बैच 2014-17 की छात्रा थी। वह वर्ष 2016 से 17 तक क्लास रिप्रेजेंटेटिव भी रही थी। संस्थान के छात्रों ने बताया कि वह काफी मेधावी, ऊर्जावान और मिलनसार थी।

अनुसार मनीषा ने संत जेवियर्स कॉलेज मैनेजमेंट एंड टेक्नोलॉजी पटना से पढ़ाई पूरी करने के बाद ग्राउंड स्टॉफ से केबिन क़्रु तक का सफर पूरा किया।

सुरक्षा पर सवाल

कई गंभीर चूक की ओर इशारा

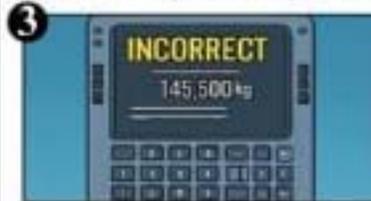
एयर इंडिया विमान हादसे के लिए विशेष कई तरह की चूक की ओर इशारा कर रहे हैं। अमेरिकी एयरोडेव-लपमेंट कंपनी आरडब्ल्यू मान एंड कंपनी के विमानन प्रमुख बॉब मान का कहना है हादसे की कई वजहें हो सकती हैं। 100 फीसदी सच ब्लैक बॉक्स की जांच के बाद ही सामने आएगा।



1 11 हजार फीट दौड़ने के बाद विमान को उड़ान भरने की पूरी ताकत नहीं मिली



2 उड़ान भरने से पहले ही किसी तरह की तकनीकी दिक्कत हादसे का कारण



3 विमान के कुल वजन की जानकारी प्लेन के कंप्यूटर में गलत होना वजह



4 वजन के डाटा के जरिए ही पायलट विमान को उड़ाने के लिए पावर देता है



5 सिस्टम पर दर्ज वजन से विमान का कुल वजन ज्यादा है तो उड़ान खतरनाक होगी



6 उड़ान भरते ही मे-डे कॉल का मतलब है कि विमान में कोई गड़बड़ी पहले से ही थी

लैंडिंग गियर पर संदेह

कॉमर्शियल पायलट अरिंदम दत्ता का कहना है कि एयर इंडिया विमान का लैंडिंग गियर टेकऑफ के बाद भी बंद नहीं हुआ। ये स्थिति तब रही जब विमान 50 से 60 फीट ऊपर था। इसके बाद 30 से 40 सेकंड में विमान गिर गया। विमान क्यों गिरा और लैंडिंग गियर क्यों बंद नहीं हुआ ये सब जांच का विषय है।

सुरक्षा ऑडिट जरूरी

दत्ता का कहना है कि सुरक्षा ऑडिट से ही हादसे का सच पता चलेगा। हादसे के लिए दो से तीन कारण हो सकते हैं। मैकेनिकल, मानवीय चूक या फिर मौसम। पायलट ने उड़ान भरते ही मे-डे कॉल दिया इसका मतलब की कॉकपिट में सबकुछ सही नहीं था। स्पष्ट है कि विमान के उड़ान भरने के साथ ही पायलट परेशानी में चला गया। ऐसा क्यों ये पता चलना जरूरी है।

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अहमदाबाद में जांच एजेंसियों का जमावड़ा लगा

नई दिल्ली, विशेष संवाददाता, एजेंसी। विमान हादसे की जांच के लिए राष्ट्रीय जांच एजेंसी (एनआईए) और दूसरी केंद्रीय जांच एजेंसियां अहमदाबाद पहुंच गई हैं। विमान दुर्घटना जांच ब्यूरो (एआईबी) ने भी घटना की जांच शुरू कर दी है।

सूत्रों ने बताया कि शुक्रवार को जांच एजेंसी से जुड़े अधिकारियों ने घटनास्थल का दौरा किया और मौके से कई जरूरी जानकारियां जुटाई हैं। हालांकि इससे ज्यादा जानकारी साझा नहीं की गई। माना जा रहा है कि तय प्रोटोकॉल के तहत एजेंसियां इनफुट जुटा

■ ब्रिटेन और अमेरिका से जांच के लिए टीम भारत पहुंची, कई तथ्य जुटाए

रही हैं जिससे हादसे से जुड़ा कोई पहलू अछूता न रह जाए। जांच अधिकारियों ने छात्रों से बातचीत के आधार पर जरूरी इनफुट एकत्र किए हैं। टाटा समूह के चेयरमैन एन.चंद्रशेखरन ने कहा कि जांच में मदद के लिए ब्रिटेन व अमेरिका से भी टीम भारत पहुंच चुकी है। सूत्रों का कहना है कि टीम ने कई तथ्य जुटाए हैं, जिन पर मंथन जारी है।

ब्रिटेन उच्चायोग के अधिकारी घटनास्थल पर पहुंचे

ब्रिटेन उच्चायोग के अधिकारी भी घटनास्थल पर पहुंच गए हैं। जानकारों का कहना है कि हमले में मारे गए ब्रिटिश नागरिकों से जुड़ी जानकारी जुटाने के साथ हादसे को लेकर भी जानकारी जुटाएंगे। वहीं दूसरी ओर एयर इंडिया के सीईओ और प्रबंध निदेशक कैप्टेन विल्सन ने भी घटनास्थल का दौरा किया। यहां उन्होंने एयर इंडिया के कर्मचारियों और पुलिस अधिकारियों से बातचीत कर जानकारी जुटाई।

एटीएस ने बरामद किया डीवीआर : गुजरात एटीएस ने विमान का डिजिटल वीडियो रिकॉर्ड (डीवीआर) बरामद किया है। एटीएस के एक अधिकारी ने बताया कि एफएसएल टीम जल्द यहां आएगी और आगे की जांच शुरू होगी। मालूम

हो विमान में लगा डीवीआर विमान संचालन के दौरान वीडियो को सुरक्षित तरह से स्टोर करता है। अधिकारियों का कहना है कि बीजे मेडिकल कॉलेज के हॉस्टल में लगे सीसीटीवी का डीवीआर भी बरामद कर लिया गया है।



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

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कांग्रेस बोली- हादसे दैवीय कृत्य नहीं, इन्हें रोकना संभव

नई दिल्ली, विशेष संवाददाता। कांग्रेस ने अहमदाबाद विमान हादसे पर केंद्रीय गृहमंत्री अमित शाह के बयान पर निशाना साधा है। पार्टी का कहना है कि गृहमंत्री को भाग्य पर बोलने के बजाए जवाबदेही तय करने का वादा करना चाहिए था।

पार्टी का कहना है कि विमानन दुर्घटनाएं दैवीय कृत्य नहीं हैं, उन्हें रोका जा सकता है। पार्टी महासचिव जयराम रमेश ने सोशल मीडिया मंच एक्स पर कहा कि कांग्रेस एयर इंडिया विमान दुर्घटना में

जान गंवाने वाले सभी यात्रियों, चालक दल के सदस्यों, और उन निर्दोष लोगों को भी श्रद्धांजलि अर्पित करती है, जो दुर्घटना स्थल के आसपास मौजूद थे और हादसे का शिकार हो गए। पार्टी के मीडिया विभाग के प्रमुख पवन खेड़ा ने गृहमंत्री अमित शाह के बयान का संक्षिप्त वीडियो साझा करते हुए एक्स पर पोस्ट कर कहा कि हादसों को हमारे पास विमानन नियामक, सुरक्षा प्रोटोकॉल और संकट के समय प्रतिक्रिया की प्रणालियां हैं, जिससे हादसे रोके जा सकते हैं।



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एयर इंडिया के विमान की थाईलैंड में आपात लैंडिंग

बैंकॉक/नई दिल्ली, एजेंसी।
थाईलैंड के फुकेत से दिल्ली आ रहे
एयर इंडिया के विमान में शुक्रवार को
बम की धमकी मिली, जिसके बाद
विमान को फुकेत हवाई अड्डे पर
आपात लैंडिंग करानी पड़ी। एयरपोर्ट
अधिकारियों ने यह जानकारी दी।

अधिकारी ने बताया कि एयरबस
ए320 नियो विमान फुकेत अंतरराष्ट्रीय
हवाई अड्डे पर सुरक्षित उतर गया है।
सभी 156 यात्रियों को विमान से
सुरक्षित बाहर निकाल लिया गया।
उन्होंने कहा कि विमान की अनिवार्य
सुरक्षा जांच में कुछ नहीं मिला। फुकेत

एयरपोर्ट के महाप्रबंधक मोनचाई
तानोडे ने बताया कि यह घटना तब हुई,
जब उड़ान भरने के बाद विमान के एक
शौचालय में बम की धमकी वाला
संदेश मिला। उन्होंने कहा कि सुरक्षा
अलर्ट मिलने के बाद पायलट ने विमान
को फुकेत की ओर मोड़ लिया।
उड़ानों की आवाजाही संबंधी
जानकारी मुहैया कराने वाली वेबसाइट
'फ्लाइटगडार24' के अनुसार, विमान
संख्या 'एआई 379' ने फुकेत से 9.30
बजे (स्थानीय समय) उड़ान भरी थी
और इसे 12.40 बजे (स्थानीय समय)
दिल्ली उतरना था।

[OUR TAKE]

Lessons from the Air India crash

The immediate focus needs to be on the probe into the disaster. The Centre must look closely at safety protocols and plug gaps, if any

India is mourning the lives lost in Ahmedabad on Thursday, when an Air India Boeing Dreamliner from the city bound for London crashed into the BG Medical College hostel, 33 seconds after take-off. Of the 242 people on board — 230 passengers, including the former chief minister of Gujarat Vijay Rupani, and 12 crew members — just one person, a British citizen of Indian origin, survived. The survivor, Viswash Kumar Ramesh, however, lost his sibling, who was travelling in the same flight. Other casualties include medical students taking lunch at the hostel mess hall, and at least one person from the locality, when the aircraft turned into a fireball that charred the surroundings.

Just as we try to come to terms with the loss of so many lives, a slew of questions await answers. The Ahmedabad crash is the nation's worst air tragedy since the 1996 mid-air crash over Charkhi-Dadri in Haryana that killed 349 people. On the top of everyone's mind is how the Dreamliner, which had no record of fatal accidents until Thursday, crashed immediately after take-off. Was dual-engine failure the cause? Did the control system fail? Was there a bird hit? Was the fuel contaminated? Or, were there other concerns? All these will be answered only after a thorough probe. To be sure, such a painstaking process will take time. Until then, it is best not to jump to conclusions, or pin blame on the airline company, the pilots, or the maker of the aircraft, Boeing. Investigation will be a challenge since the aircraft had crashed in an urban space and hundreds of persons gathered at the site before it could be secured by the authorities. A thorough sweep of the site is necessary not just to recover evidence that may help in discovering the cause of the crash, but also establishing the identity of the dead.

The AI-171 crash is also an occasion to closely consider all concerns regarding airline safety. Flying has become safer over time, but an accident of this scale is bound to cast a shadow over the sector, which has been expanding at great speed in India. The expansion of the middle-class, rise in disposable incomes, and professional exigencies have led to a spike in the demand for air travel. New airports have been built and existing ones expanded to meet the demand. Airline companies — Indian and foreign — too have cashed in on the rush and have included new destinations in their itineraries and expanded the

number of flights: Between 2019 and 2024, the number of domestic routes rose from 646 to 823. In the same period, domestic air passenger numbers grew from 137.6 million in 2019 to 228 million in 2024. However, it has been a hard task to meet the sector's need for quality personnel — pilots to ground staff including maintenance engineers — with reports flagging a decline in pilot training and so on. These concerns and fears — some of them exaggerated — will have to be considered and addressed to reassure fliers that safety is never compromised.

Indian aviation has been a great story of economic liberalisation — the country is now the world's third largest aviation market. The Centre intends to turn India into an aviation hub and compete with the likes of Dubai and Singapore. Passenger satisfaction and trust is crucial to realising this ambition. The AI-171 crash may cast a shadow over such prospects. Which is why the government should do its best to establish the cause of the crash, pin responsibility, penalise the guilty, and undertake necessary remedial measures.

The length and breadth of plane crash investigations

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NEW DELHI: The Aircraft Accident Investigation Bureau (AIB) is India's primary agency for investigating aviation accidents, established in 2012 under the Ministry of Civil Aviation. AIB operates independently from regulators to ensure objective findings, following international standards set by ICAO Annex 13.

The sole objective is accident prevention, not assigning blame. Before 2012, the DGCA handled investigations, but separation ensures independence from regulatory oversight.

Part of international framework

Aviation investigations follow ICAO Annex 13 protocols. Multiple countries can participate: the State of Occurrence (where the crash happened), State of Registry (where aircraft is registered), State of the Operator (airline's base), and State of Design/Manufacture (where aircraft was built).

Each participating state can appoint representatives to join the investigation team. In this case, teams from the US led by the National Transportation Safety Board (NTSB) and from UK (which lost over 50 citizens in the tragedy) are part of the process.

The process

The first is the immediate response by police, who secure the crash site then hand control to AIB teams.

Investigation teams include operations specialists, engineering experts, human factors investigators, and support staff. "The team is usually divided in a way that they are able to search all the aircraft parts to be analysed for investigation. While the time taken to find material evidence depends on the severity of the crash, it is to be wrapped up within a week of the accident," said an AIB official who asked not to be named.

This person explained that teams document physical evidence, examine wreckage, collect samples, and interview witnesses. All debris remains untouched except by investigators—even passenger luggage cannot be returned until cleared.

The critical equipment

Modern aircraft carry sophisticated recording systems that investigators call "black boxes"—though they're actually bright orange for easier recovery. According to ICAO Annex 13, "the sole objective of the investigation of an accident or incident is to prevent accidents and incidents," making these devices crucial for understanding what went wrong.

Most aircraft carry two separate units designed to survive extreme conditions. The flight data recorder (FDR) records "specific aircraft performance parameters" with the "purpose in collect and record data from a variety of aircraft sensors onto a medium designed to survive an accident."

These sophisticated devices capture thousands of flight parameters including engine performance, fuel flow, cockpit command inputs, altitude, flight path, airspeed, vertical accelera-



(Clockwise from top) Parts of the Boeing 787 Dreamliner that crashed into a building in the BJ Medical College complex in Ahmedabad; Police stand guard near the debris; Forensic experts examine the site of the crash on Friday. www.aaib.gov.in

tion, magnetic heading, landing gear status, flap position, and system status covering hydraulic and electrical systems.

Modern DFDRs represent a remarkable technological evolution, now capable of monitoring around 3,500 parameters for 25 hours compared to barely 100 parameters that older recorders could track fifty years ago.

The cockpit voice recorder (CVR) creates a record of the total audio environment in the cockpit area, including "in-cabin conversation, radio transmissions, aural alarms, control movements, switch activations, engine noise and airflow noise." Modern CVRs retain between 2-25 hours of audio-dependent on aircraft type, capturing crucial evidence about crew actions and decision-making in the final moments before an accident.

Boeing's advanced black boxes

The Boeing 787 uses enhanced airborne flight recorders (EAFB). These are "combined 'black box' cockpit voice and flight data recorders (CVR/DFDR) with crash-protected memory and the capability to record datalink messages and cockpit imagery," the company states.

The aircraft carries two separate EAFB units—one positioned in the nose, one in the tail—because FAA regulations require "two separate recorders for airplanes. Therefore, a single combination CVR/DFDR may not serve as both the required

DFDR and the required CVR." This dual-system design ensures data recovery even if one unit is damaged during impact.

Both types of recorders are designed as crash-protected units that can withstand fire, explosion, impact and hydrostatic pressure.

Technical specifications require them to "withstand an acceleration of 3400 g (33 km/s²) for 6.5 milliseconds" and survive extreme fires and water immersion.

For underwater crashes, recorders "must be equipped with an underwater locator beacon which is automatically activated" upon immersion, transmitting on 37.5KHz that can be detected with a suitable receiver "for up to 90 days."

When recorders are damaged or contaminated, they undergo specialised recovery in rare laboratory facilities worldwide, where technicians use microscopes and specialised techniques to repair circuit boards and memory chips to extract critical data. In this case, this is likely to go back to Boeing.

Investigation areas

Mistily, there are five broad areas.

One, the technical analysis. This can span several areas. For instance, investigators will meticulously attempt to reconstruct the manner in which the structure collapsed from patterns in the wreckage. Technical specialists examine aircraft systems including engine performance, flight controls, hydraulics, and electrical systems, while analysing recent repairs, inspections,

and component history to identify any potential mechanical failures or maintenance-related issues that could have contributed to the accident. For this, the investigators might reach out to GE Aerospace, which built the two engines on the plane.

Two, human factor scrutiny. The investigators will look beyond pilots to examine all human interactions and organisational influences that may have contributed, whether in the immediate lead-up to the accident or further back in time. This comprehensive analysis—focusing on the airline (Air India) and its employees—includes pilot training and experience levels, crew communication and coordination during the critical phase of flight, fatigue and workload assessment, decision-making processes under stress, and the broader organisational safety culture that may have influenced crew behaviour and operational procedures.

Three, environmental conditions. The weather form another crucial investigation area, with teams analysing weather data, airport conditions, and visibility factors that existed during take-off. Investigators examine wind patterns and atmospheric conditions that could have affected aircraft performance, while reviewing air traffic control communications to understand the operational environment and any guidance provided to the flight crew during the critical moments leading to the accident.

And lastly, operational fac-

tors. Flight planning procedures and fuel calculations that determined the aircraft's weight and balance configuration will be one of the first matters scrutinised. Teams examine airport operations and emergency response procedures, evaluating their effectiveness and compliance with regulatory standards. This analysis helps determine whether operational decisions or procedural failures contributed to the accident sequence and identifies potential improvements for future safety.

Analysis and reporting

Wreckage is laid out in specialised hangars for detailed examination. In many cases in the past, advanced computer graphics are used to combine data from FDR, CVR, radar, witness, and wreckage analysis to create accident reconstructions and animations. A preliminary report is required within 30 days and it may or may not be public or confidential. A final report is typically published within 12 months, includes aircraft history, probable causes, contributing factors, and safety recommendations.

The AIB is expected to focus purely on safety improvement and prevention, while the DGCA separately handles accountability and disciplinary actions based on investigation findings. This systematic approach ensures thorough, objective analysis serving the ultimate goal of preventing future accidents and improving aviation safety worldwide.

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In six of India's deadliest air disasters, investigators pinpointed human error

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NEW DELHI: India has witnessed several major air disasters over the years, many of which have resulted in loss of life and triggered important safety reviews. Most investigations into these accidents have pointed to a combination of human error, non-compliance with procedures, and in some cases, systemic failings in aviation oversight.

On August 7, 2020, Air India Express Flight 1344 from Dubai to Kozhikode skidded off the runway and plunged into a valley while attempting to land in heavy rain. The Boeing 737-800 aircraft was carrying over 180 passengers and crew, of whom 21 lost their lives.

According to the final report by the Aircraft Accident Investigation Bureau (AAIB), the crash occurred due to non-adherence to standard operating procedures by the pilots, particularly a delayed decision to initiate a go-around. The report also pointed to underlying systemic failures as a contributing factor.



Officials stand near the debris of an Air India Express flight that skidded off a runway while landing in Kerala in 2020. AP

Another major tragedy occurred on May 22, 2010, when Air India Express Flight 812 overshot the runway while landing at Mangalore. The aircraft broke apart after falling into a gorge, killing 158 people. The Directorate General of Civil Aviation (DGCA) concluded that the captain ignored repeated warnings from the first officer to initiate a go-around and continued with an un stabilised approach.

On July 17, 2000, Alliance Air

Flight 7412 crashed during landing in Patna. The Boeing 737-200 aircraft stalled on approach and crashed into a residential area, killing over 60 people. Investigators found that the pilots lost control of the aircraft due to a failure to recover from an impending stall and poor execution of go-around procedures.

Indian Airlines Flight 605 crashed on February 14, 1990, during its approach to Bangalore. The Airbus A320 hit a golf

course short of the runway, killing 92 people. The DGCA attributed the crash to pilot error, including an incorrect descent path and a failure to recognize and correct the situation in time.

On April 26, 1993, Indian Airlines Flight 491 crashed shortly after take-off from Aurangabad. The Boeing 737-200 collided with a truck and power lines, resulting in 55 deaths. Probe found captain misjudged the takeoff and that inadequate airport security and infrastructure played a role in the crash.

India's worst aviation disaster remains the Charkhi Dadri mid-air collision on November 12, 1996, in which 349 people were killed. A Saudi Arabian Boeing 747 and a Kazakhstan Airlines Ilyushin Il-76 collided mid-air near Charkhi Dadri in Haryana. Investigators determined that the Kazakh crew failed to maintain the correct altitude and that poor English communication contributed to the accident. This incident led to sweeping changes in Indian airspace, including the mandatory use of airborne collision avoidance systems (ACAS).

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{ **INTERVIEW** } GRAHAM BRAITHWAITE, DIRECTOR OF AEROSPACE AND AVIATION AT CRANFIELD UNIVERSITY

'No credible evidence yet that crash caused by aircraft or engineering issue'

Following the Air India flight 171's crash that claimed the lives of 241 people onboard, concerns have been raised about the safety of Boeing's Dreamliner jets. The development comes after multiple whistleblowers warned of manufacturing defects in the 737 MAX aircraft introduced in 2011.

However, Professor Graham Braithwaite, director of aerospace and aviation at Cranfield University, UK, and one of the world's leading experts on aviation safety and accidents, told HT's **Swapnil Ghose** that there was no indication as of yet of such issues playing a part in Thursday's accident.

Edited excerpts from the interview:

In 2018-19, there were two crashes of the 737 MAX airliner, after which Boeing faced a lot of controversy and blowback. Since then, do you think Boeing has taken any positive steps towards improving its safety protocols and oversight mechanisms?

A lot has happened within Boeing since that point. Now, it would never claim — and I don't think anyone in aviation would claim — to have achieved perfection. There will be problems and we've seen some problems around production quality. The high profile event involving Alaska Airlines (in January 2024 when a door blew off



mid-flight) was an example of that.

There have also been some issues around production quality with the 787 fleet. However, there's no suggestion and I've seen no credible evidence yet to suggest that what happened on Thursday is linked to an aircraft production issue or an engineering issue. But, it will be one of the things that investigators will look at, the same as they'll look at things to do with the operation of the aircraft.

Within Boeing, they will be incredibly sad at what happened. Nobody wishes to make aircraft that are unsafe. You could see that the share market gave them a punishing on Thursday. And it's to be expected until we get to a point where we've got some confirmation as to what the cause was.

Could you give more details on the kind of transformation that you're talking about? What are the steps that they've taken?

I think they've changed a number of things that put safety back into the heart of the organisation. Some of the accusations [against Boeing] were that economic priorities had perhaps become inappropriate or misplaced at an earlier period. Making sure that good engineering judgment and a "safety first" culture is in place is part of that.

As a manufacturer, you will be getting feedback from all your customers about your products. You'll be getting inputs from the regulator and because of the accidents they have had, they are under a huge amount of scrutiny from the regulator in the US.

For the travelling public, you would hope increased scrutiny either ratchets up the pressure to ensure high quality or it at least gives you the comfort that people are looking very carefully at the organisation.

There was a perception that safety at Boeing was taking a backseat to certain economic incentives and to rectify that, they changed the leadership and so on. Can you shed any light on why this initial change of culture happened at Boeing? Were they were prioritising economic incentives over the safety factor?

I don't think it was a wilful choice. I don't think anybody chose to not be safe. But, I think

one of the things about safety is that it's invisible until it goes bad. In other words, you don't see good safety because nothing happens.

We tend to measure safety in the things that go wrong. There's a statistic from the International Air Transport Association that says, 'On average, you would have to live on an aircraft for 300 years before you are likely to be involved in a fatal aircraft accident.' And even then, you have a chance of surviving.

But it's not that flying is a naturally safe activity. We take people up to a high speed, a great height and close proximity to a very flammable material. As we saw on Thursday, when it goes wrong, it can be merciless.

I know it was a huge shock to many people at Boeing and there was a really important correction and change to bring it back to what it should be. But it goes beyond Boeing. The oversight comes principally from Federal Aviation Administration (FAA) — they have a really important role to play as well. One of the things that the MAX accident showed is that there was probably a bit too much reliance on Boeing having to assess its own work, and that balance needed to change.

But, hindsight is a wonderful thing. It's much easier to spot these problems, unfortunately, after the event. Hence, the reason why [having an] open reporting culture is so important.

Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

14 JUNE 2025

Time to reassess safety priorities of airline sector

The Air India flight AI-171 tragedy has reignited concerns around safety oversight, emergency handling and regulatory transparency in India's aviation sector. While investigations are ongoing, early observations provide insights that merit the attention of industry and policymakers.

Video footage showed a plume of dust kicked up as the aircraft became airborne, an unusual sight during normal take-off. The sole survivor says he heard a loud bang, raising the possibility of an engine malfunction. In a normal situation, the aircraft would have taken a lot less runway length to get airborne using the powerful GE Trent engines. The stress on the crew to manage an emergency during a critical phase of flight would have increased considerably.

Another concern is that the landing gear

remained extended during the climb. Leaving the gear down significantly reduces climb performance, especially critical if thrust is compromised. Whether this was due to workload saturation, distraction, or checklist omission remains to be seen. But, it illustrates how a high-stress environment can interfere with routine procedures, even in a modern cockpit.

It is essential to avoid speculation and await official findings. Still, the pattern emerging here aligns with known risks: Multiple stressors occurring close together can overwhelm human capacity and lead to omissions. This points to the importance of robust emergency training and real-time support systems. While the latest ICAO State Safety Briefing claims zero fatal accidents in

India over the last five years, the tragic Air India Express crash at Kozhikode in August 2020, which claimed 21 lives, tells a different story — one that can't be buried under statistical oversight. This raises concerns about safety data accurately reflecting operational realities. The absence of such a significant accident from India's safety narrative is troubling. It suggests that a focus on meeting numerical targets may obscure critical lessons. Although India claims Level 4 implementation of its

State Safety Programme (SSP), its SSP Foundation value remains unreported. This gap, coupled with the lack of transparent debate or reform after the Kozhikode crash, suggests that the mechanisms for identifying and mitigating risk may not be functioning as intended.

India's growth in aviation must be matched with an equally strong commitment to a safety culture based on openness, accountability, and learning. Selective reporting or focusing only on positive indicators risks fostering a false sense of security. The AI-171 incident is a reminder that avia-

tion safety extends beyond infrastructure and certification. It is about the readiness of systems and people to respond when things don't go as planned. For airlines and regulators, this is an opportunity to revisit crew resource management protocols, scenario-based training, and post-incident learning frameworks.

India has substantially improved its safety oversight systems over the years, as reflected in ICAO's effective implementation score. However, sustained progress depends not only on audits and metrics but on acknowledging gaps and acting on them without delay. For a nation with global aviation aspirations, the foundation must be built on more than compliance — it must rest on trust, accuracy, and continuous learning. As the AI-171 investigation proceeds, the focus must remain on identifying lessons and ensuring they lead to meaningful change. Only then can we say that safety is not just promised — but truly practised.



Amit
Singh

Amit Singh has been associated with the aviation industry for over three decades and is a trustee of Safety Matters Foundation, an NGO.

The views expressed are personal

16 long-haul Air India flights diverted as Iranian airspace shut

The Hindu Bureau

NEW DELHI

As many as 16 long-haul and ultra long-haul Air India flights were diverted on Friday, following Israel's attack on Iran and the subsequent closure of Iranian airspace.

In a travel advisory, the airline said that alternate arrangements were being made to fly passengers to their destinations.

"Due to the emerging situation in Iran, the subsequent closure of its airspace and in view of the safety of our passengers, some of the Air India flights are either being diverted or are returning to their origin," Air India said.

Diversions and returns

Air flight AI-130, heading from London to Mumbai, and AI-106, flying from Newark to New Delhi, were both diverted to Vienna; AI-102, scheduled to fly from New York to New Delhi, was diverted to Sharjah; and AI-116, flying from New York to Mumbai, was taken



Passengers at the Air India ticket counter in Delhi after flights got delayed. REUTERS

to Jeddah. The airline added that flight AI-2018, from London to New Delhi, was diverted to Mumbai, while AI-129, flying from Mumbai to London, and AI-119, flying from Mumbai to New York, returned to Mumbai.

AI-103, heading from New Delhi to Washington, returned to New Delhi.

In a social media post on X, IndiGo said that due to airspace closures over Iran and nearby regions, some routes may be impacted and cause longer travel times or cancellations.

Air India's Dreamliner fleet to undergo enhanced safety checks

A day after crash, the DGCA issues new inspection guidelines for the Boeing 787-8 and 787-9 Dreamliner fleet powered by GENx engines; they include pre-flight checks, inspections in transit, power assurance checks, and review of repetitive snags

Sandeep Phukan
NEW DELHI

A day after Air India flight AI-171 crashed shortly after take-off from the Ahmedabad airport, India's aviation safety regulator, the Directorate General of Civil Aviation (DGCA), issued fresh inspection guidelines for the airline's Boeing 787 Dreamliner fleet, which is powered by GENx engines. These new guidelines will be mandatory from June 15.

The GENx engine's manufacturer, GE Aerospace, said that safety is a top priority. In a statement, the company said it supported the actions "taken by the Indian Directorate General of Civil Aviation for enhanced safety inspections of the Air India 787-8/9 fleet".

"We are committed to providing all technical support necessary to understand the cause of this accident," a GE Aerospace spokesperson said.

The enhanced DGCA inspection includes pre-flight checks, inspections in transit, power assurance



Burnt remains: A part of the Boeing 787-8 which crashed in Ahmedabad on Thursday. VIJAY SONEJI

checks, and a review of repetitive snags. These actions should all be carried out in coordination with the DGCA regional offices concerned, it said, adding that a report on these inspections must "be submitted to the DGCA for review".

Air India's 26 Boeing 787-8s and seven Boeing 787-9s must all undergo a one-time check before the departure of a flight from

India, with effect from June 15.

This includes an inspection of fuel parameter monitoring and associated system checks, inspection of the cabin air compressor and associated systems, an electronic engine control system test, an engine fuel-driven actuator-operational test and oil system check, a serviceability check of the hydraulic system, and a review of take-

off parameters.

The regulator added that a flight control inspection must be introduced in transit, until further notice, while power assurance checks must be carried out within two weeks.

The DGCA also directed a "closure of maintenance actions based upon the review of repetitive snags during the last 15 days on B787-8/9 aircraft at the earliest."

Modi pays tribute to Vijay Rupani, visits family

The Hindu Bureau
NEW DELHI

Prime Minister Narendra Modi on Friday met with the family of former Gujarat Chief Minister Vijay Rupani, who was among those killed in the crash of Air India flight AI-171 in Ahmedabad.

Posting on X, Mr. Modi paid tribute to his deceased party colleague, describing him as a humble and hardworking individual.

"Met the family of Shri Vijaybhai Rupani Ji. It is unimaginable that Vijaybhai is not in our midst. I've known him for decades. We worked together, shoulder to shoulder, including during some of the most challenging times. Vijaybhai was humble and hardworking, firmly committed to the Party's ideology." Mr. Modi wrote.

भारत-चीन के बीच सीधी उड़ानें जल्द शुरू करने पर सहमति

दोनों देशों ने द्विपक्षीय संबंधों को मजबूत करने व आपसी सहयोग बढ़ाने पर चर्चा की

जनसत्ता ब्यूरो
नई दिल्ली, 13 जून।

भारत के विदेश सचिव विक्रम मिसरी ने नई दिल्ली में चीन के उप विदेश मंत्री सन वेइदोंग से मुलाकात की। सन वेइदोंग 12-13 जून को भारत की दो दिवसीय यात्रा पर हैं। गुरुवार को हुई इस बैठक में दोनों देशों ने द्विपक्षीय संबंधों को मजबूत करने और आपसी सहयोग बढ़ाने पर चर्चा की। इस दौरान दोनों देशों के बीच सीधी उड़ानें जल्द शुरू करने के लिए कदम तेज करने पर सहमति जताई गई है।

विदेश मंत्रालय के अनुसार बैठक में दोनों पक्षों ने 27 जनवरी को बेजिंग में हुई मुलाकात के बाद भारत-चीन संबंधों में हुई प्रगति की समीक्षा की। दोनों ने लोगों के हितों को ध्यान में रखते हुए संबंधों को स्थिर और बेहतर बनाने पर सहमति जताई। विदेश सचिव मिसरी ने इस साल कैलाश मानसरोवर यात्रा को फिर से शुरू करने



करने के लिए चीन के सहयोग की सराहना की।

विदेश सचिव विक्रम मिसरी और चीनी उप विदेश मंत्री सन वेइदोंग के बीच हुई अहम बैठक में बनी सहमति। मिसरी ने इस साल कैलाश मानसरोवर यात्रा को फिर से शुरू

के लिए चीन के सहयोग की सराहना की। उन्होंने सीमा पार नदियों के जल डेटा और सहयोग के लिए अप्रैल में हुई विशेषज्ञ स्तर की बैठक का जिक्र किया और इस दिशा में आगे बढ़ने की उम्मीद जताई।

मंत्रालय ने कहा कि दोनों देशों ने भारत और चीन के बीच सीधी उड़ानें जल्द शुरू करने के लिए कदम तेज करने पर सहमति जताई। मिसरी

ने हवाई सेवा समझौते को जल्द पूरा करने की उम्मीद जताई। साथ ही, वीजा प्रक्रिया को आसान बनाने, मीडिया और 'थिंक टैंक्स' के बीच आदान-प्रदान बढ़ाने के लिए भी व्यावहारिक कदम उठाने पर सहमति बनी। इस साल भारत और चीन के बीच राजनयिक संबंधों की 75वीं वर्षगांठ है।

दोनों पक्षों ने इस मौके पर आयोजित होने वाली गतिविधियों की सराहना की और इन्हें सफल बनाने का वादा किया। इसके अलावा, आर्थिक और व्यापार जैसे क्षेत्रों में विशिष्ट मुद्दों को हल करने के लिए कार्यात्मक संवाद आयोजित करने पर भी दोनों पक्ष सहमत हुए।

विदेश मंत्रालय ने कहा कि इस तरह की बैठकें दोनों देशों के बीच संवाद को मजबूत करती हैं और भविष्य में सहयोग के नए अवसर खोलती हैं। भारत और चीन के बीच बेहतर संबंध न केवल दोनों देशों, बल्कि पूरे क्षेत्र के लिए फायदेमंद होंगे।

DGCA orders AI to check its Boeing 787s with GE engines

Air India told to inspect fuel parameter monitor, cabin air compressor and associated systems

Daanish Anand & Dipali Banka
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India's civil aviation regulator, the Directorate General of Civil Aviation (DGCA), has ordered Air India to carry out additional maintenance actions on its fleet of Boeing 787-8/9 aircraft equipped with General Electric's GE9X engines with immediate effect. The order comes a day after the tragic crash of Air India flight AI-171 in which 265 people lost their lives.

The DGCA ordered Air India to conduct a one-time check before the departure of all flights from India from the midnight on 15 June. The Tata Group-owned airline has been ordered to inspect the fuel parameter monitor, cabin air compressor, and associated systems. Air India must also conduct checks of the electronic engine control system and the oil system, and a serviceability check of the hydraulic system.

The DGCA also said that flight control inspections must be included in all transit checks until further notice. Under this inspection, the airline will have to check for damage, wear, and proper functionality of components such as ailerons, elevators, rudders and others.

The regulator asked Air India to carry out power assurance checks on its Dreamliners within two weeks to verify the engines' ability to produce the required output for flying. Air India has to submit a closure report of maintenance actions based on a review of repetitive snags in Boeing 787-8/9 aircraft in the past 15 days at the earliest.

"All this means is that DGCA is looking closely; it is only a preventive measure," said Nitin Sarin, managing partner at Sarin & Co, a law firm that specialises



A video grab shared by the PMO captures Prime Minister Narendra Modi's visit to the site of Air India plane crash in Ahmedabad on Friday.

in aviation finance and regulatory services. "This is the first step DGCA is taking to try to rule out all the possible causes of this accident," Sarin added.

The Aircraft Accident Investigation Bureau recovered the rear black box in flight AI-171 from a rooftop of BD Medical College on Friday. The black box in the front is yet to be found. Black boxes contain voice recordings and flight data that can help ascertain the cause of crash. Reuters reported late on Friday, citing a source with direct

knowledge of the matter, that Air India and the government were looking at several aspects including issues linked to its engine thrust, flaps, and why the landing gear remained open. A possible

bird-hit is not among the key areas of focus and anti-terror experts were part of the investigation, the report said.

Captain Kishore Chinta, a pilot with an Indian airline, told *Mint*, "There could definitely have been some significant snag in the engine, which either caused the throttle to come back, which prompted the mayday call. I have full faith in Air India's engineering [team]. No airline will let any aircraft go up in the air without proper maintenance."

787s' 'anxious' delivery history
On Thursday, American magazine *Prospect* reported that a few Boeing employees were "anxious" about three 787-8s delivered to Air India in the first

three months of 2014.

According to Boeing disclosures, the company started making the plane that crashed on Thursday in 2009, after receiving an order from Ethiopian Airlines. Construction began in 2009 at the Boeing factory in Everett, Washington state. However, for reasons not known, it handed the VT-ANB registration 787-8 model to Air India on 31 January 2014. Air India VT-ANB's first flight was on 8 February 2014, and in the last 11 years it has clocked 39,450 flight hours, according to the Aviation Week Network Fleet Discovery database.

The aircraft has been serviced multiple times in the last decade. Five years ago, in June 2020, a bolt was found to be missing between the wing and fuselage. This detection prevented an accident.

According to Boeing disclosures, in 2015, an air compressor failure caused smoke in the cabin, prompting the aircraft to be diverted to Kolkata for an emergency landing.

In March 2014, the aircraft required an inspection of the engine mounts or pylons. Five months later, there were reported incidents of cracked windshields. In late 2019, the flight was pulled out of service. During this time,

the plane was adorned with a special 150 Years of Celebrating the Mahatma sticker to mark Mahatma Gandhi's 150th birth anniversary.

Mails sent to Boeing remained unanswered at the time of publishing.

Boeing president and CEO Kelly Ortberg said in a statement on Thursday, "I have spoken with Air India Chairman N. Chandrasekaran to offer our full support, and a Boeing team stands ready to support the investigation led by India's Aircraft Accident Investigation Bureau."

15 June

The date from which AI will do one-time checks

1

The number of black boxes recovered by AAIB

DGCA orders enhanced inspection of Air India's Boeing 787 Dreamliner fleet

MPOST BUREAU

NEW DELHI: Aviation watchdog DGCA on Friday ordered enhanced safety inspection of Air India's Boeing 787 Dreamliner fleet powered by GENx engines, a day after 241 people onboard died in the plane crash in Ahmedabad.

The enhanced DGCA inspection will include checks of various systems and a review of take-off parameters of the Boeing 787

Dreamliner aircraft of Air India, owned by Tata Group.

Air India's fleet includes 26 Boeing 787-8 aircraft and 7 Boeing 787-9 planes.

Meanwhile, US aircraft engine maker GE Aerospace, in a statement, said it continues to work closely with the appropriate regulatory and investigative agencies.

The Directorate General of Civil Aviation (DGCA) has directed Air India to carry out additional maintenance actions **Continued on P4**

DGCA orders

on its Boeing 787-8 and 787-9 planes equipped with GENx engines with immediate effect.

These actions will be carried out in coordination with the DGCA regional offices concerned.

Air India's Boeing 787-8 Dreamliner aircraft, operating a flight from Ahmedabad to London Gatwick, crashed soon after the take-off on Thursday afternoon. Out of the 242 people on board the plane, only one person survived.

With effect from January 15, the regulator has ordered various one-time checks of the Boeing 787 planes, including inspection of fuel parameter monitoring and associated system checks.

Inspection of cabin air compressor and associated systems, electronic engine control system test, engine fuel driven actuator-operational test, and oil system

checks have also been ordered.

Besides, DGCA has directed to carry out a serviceability check of the hydraulic system and review of take-off parameters.

According to an order issued by the watchdog, flight control inspection has to be introduced in transit inspection till further notice, apart from having power assurance checks within two weeks.

Also, DGCA has said there should be "closure of maintenance actions based upon the review of repetitive snags during the last 15 days on B787-8/9 aircraft at the earliest". Reports of these checks have to be submitted to the regulator for review.

The London Gatwick-bound Boeing 787 aircraft that crashed on Thursday was powered by GENx engines. GENx engines are made by GE Aerospace.

On Thursday, GE Aerospace said it is prepared to support Air India and the investigation into the plane crash in Ahmedabad.

Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

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क्या गड़बड़ी वाले प्लेन को उड़ान के लिए दे दी गई थी NOC?

AI-171 के क्रैश की जांच AAIB ने शुरू की

कॉकपिट रिकॉर्डिंग से सामने आएंगे हादसे के असली कारण, एयर इंडिया और बोइंग जांच एजेंसियों को देंगे हर स्तर पर जरूरी तकनीकी सहयोग

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■ नई दिल्ली: अहमदाबाद में उड़ान भरने के 50 सेकंड में क्रैश हुई एयर इंडिया की फ्लाइट AI-171 के मामले की एयरक्राफ्ट एक्सप्लेनेट इन्वेस्टिगेशन ब्यूरो (AAIB) ने जांच शुरू कर दी है। एयर इंडिया और बोइंग ने जांच में पूरा सहयोग करने की बात की है। इसके अलावा अन्य एजेंसियां भी जांच में शामिल होंगी। जांच पूरी होने के बाद ही प्लेन के क्रैश होने के बारे में असल कारणों का पता लग सकेगा। जिसमें कॉकपिट वॉयस रिकॉर्डर (CVR) और सॉलिड स्टेट फ्लाइट डेटा रिकॉर्डर (SSFDR) की अहम भूमिका रहेगी। हादसे को लेकर कई तरह की अटकलें और शंकाएं सामने आ रही हैं।

जिसमें एक बात यह भी सामने आ रही है कि क्या बोइंग के इस डीमलाइनर में पहले से ही कोई फ़ॉल्ट था, जिसे नज़रअंदाज़ करते हुए एयर इंडिया के इंजिनियर ने इसे लंदन की उड़ान के लिए एनओसी दे दी तो? इसके अलावा भी कई सवालों के जवाब जांचकर्ता खोजने में जुट गए हैं। हालांकि, पायलटों का कहना है कि कोई भी पायलट जानबूझकर ऐसे प्लेन को टेक ऑफ नहीं कराएगा, जिसके टेक ऑफ से पहले उसे यह पता हो कि यह क्रैश होने का कारण बन सकता है।

इस मामले को लेकर कई पायलटों और फ्लाइट इंजिनियरों से बात की गई। सभी की बातों में जो एक कॉमन बात निकली, वह यही थी कि किसी भी प्लेन के दोनों इंजन फेल होना बेहद असामान्य घटना है।



खंगाली जाएगी पूरी ट्रैक हिस्ट्री

जांच में इस प्लेन की कमर्शियल फ्लाइट शुरू होने से लेकर क्रैश होने तक का सारा ट्रैक रिकॉर्ड भी देखा जाएगा। जांच अधिकारी पता करेंगे कि इसमें कब-कब और किस स्तर की खराबियां आती रही थीं। कहीं ऐसा तो नहीं कि इस प्लेन में ऐसी कोई बड़ी या छोटी-छोटी तकनीकी खराबी आई हो, जिन्हें नज़रअंदाज़ किया जाता रहा। मंत्रालय अधिकारियों ने बताया कि इस तरह के किसी भी क्रैश मामले में ना केवल पायलटों बल्कि एयरक्राफ्ट की भी पूरी हिस्ट्री चेक की जाती है।

टेक ऑफ पर भी लग रही थी कम पावर

वायरल विडियो में रनवे नंबर-23 से फ्लाइट के टेक ऑफ करते वक़्त धूल उड़ती नज़र आती है। पायलट का कहना है कि इससे यह तो लग रहा है कि टेक ऑफ के वक़्त ही इसके इंजनों की पावर कम थी। नहीं तो आमतौर पर टेक ऑफ करते वक़्त इतनी धूल नहीं उड़ती। फिर प्लेन कुछ सौ फीट की उचाई पर गया और इसके बाद नीचे गिरता गया। हालांकि, इस दौरान ना तो प्लेन इधर-उधर लहराता नज़र आ रहा है और ना ही किसी तरह का उसका संतुलन बिगड़ता दिखाई दे रहा है। लेकिन यह जरूर लग रहा था कि प्लेन को उड़ने के लिए पावर नहीं मिल रही थी। जिससे इसके वील भी बंद नहीं हो पाए।



ड्रीमलाइनर बेड़े की सुरक्षा जांच का दायरा बढ़ा

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■ नई दिल्ली: विमानन निषामक डीजीसीए ने एयर इंडिया के बोइंग 787-8 ड्रीमलाइनर बेड़े की सुरक्षा जांच बढ़ाने का शुरुआत को आदेश दिया। आदेश दिया है कि 15 जून से बोइंग ड्रीमलाइनर के हर टेक ऑफ से पहले एक बार और उसकी वन टाइम जांच करना जरूरी होगा। इसके लिए रेगुलेटर ने एयरलाइंस को पांच घण्टे के पैरामीटर दिए हैं। जिसमें उसे फ्लाइट में फ्यूल पैरामीटर मॉनिटरिंग से लेकर उसका इलेक्ट्रॉनिक इंजन कंट्रोल सिस्टम सब चेक करने होंगे।

डीजीसीए के डिप्टी डायरेक्टर जनरल (NR) जयंत पौष हारा दिए गए आदेशों में एयर इंडिया को कहा गया है कि वह 15 जून से बोइंग के इन जेनेक्स इंजन वाले अपने सभी ड्रीमलाइनर 787-8/9 की जांच सुनिश्चित करेगा। इसके लिए उसे डीजीसीए के संबंधित रोजनल ऑफिसों के साथ तालमेल बैठाने हुए इनकी मैटेनेंस के लिए यह अतिरिक्त कदम उठाना होगा। जिसमें भारत से प्रत्येक टेक ऑफ से पहले ड्रीमलाइनर की वन टाइम जांच की जाएगी। इसमें एयरक्राफ्ट का फ्यूल पैरामीटर, केबिन एयर कंप्रेसर, इलेक्ट्रॉनिक इंजन कंट्रोल, इंजन फ्यूल ऑपरेशनल, ऑपल सिस्टम और हाइड्रोलिक सिस्टम समेत इससे संबंधित तमाम उपकरणों को चेक करना होगा। इसके बाद सभी टेक ऑफ पैरामीटर का रिव्यू भी करना होगा। जिसमें एयरक्राफ्ट में क्या-क्या और किस स्तर की कमियां सामने आईं। दो साप्ताह के भीतर पावर एशोरेंस चेक की जाना जरूरी है।

27 ड्रीमलाइनर AI के बेड़े में

क्या डीजीसीए भारत की एयरलाइंस के बेड़े में शामिल तमाम ड्रीमलाइनर को शाउंड करेगा? एनबीटी के इन सवाल के जवाब में डीजीसीए सूत्रों ने कहा कि फिलहाल एयर इंडिया के बेड़े में शामिल सभी 34 ड्रीमलाइनर को शाउंड करने का उसका कोई इरादा नहीं है। इसमें 27 ड्रीमलाइनर एयर इंडिया के बेड़े में पहले से ही थे और सात ड्रीमलाइनर विस्तारा के पास थे, जो मर्जर के बाद एयर इंडिया के बेड़े में शामिल हो गए।

1100 ड्रीमलाइनर उड़ रहे

सूत्रों ने कहा कि दुनियाभर में 1100 से अधिक ड्रीमलाइनर उड़ रहे हैं। ऐसे में इन्हें शाउंड करना उचित नहीं है। रही बात दूसरी एयरलाइंस के बेड़े में एक ड्रीमलाइनर की तो वह विदेशी एयरलाइंस का जेट लीज पर लिया गया ड्रीमलाइनर है, जिस पर भारतीय डीजीसीए का अधिकार नहीं चलता। अन्य किसी भारतीय एयरलाइंस के पास अभी ड्रीमलाइनर नहीं है। इसलिए केवल एयर इंडिया के लिए आदेश दिए हैं।



Photos: PTU/AFIP

बोइंग 787 एक नजर में...



कैसे डिजाइन किया गया है 787 ताकि हादसा टाला जा सके?

- 6 इलेक्ट्रिकल जेनेरेटर्स बैकअप के लिए रेम एयर टर्बोइन
- 3 फ्लाइट मैनेजमेंट सिस्टम
- एयरजैसी एयरपोर्ट से 345 मिनट दूर तक उड़ान जारी रख सकता है।
- एयरजैसी में फ्लाइट जर्नी रखने की क्षमता

ETOPS क्या है? ETOPS: लंबी दूरी की जुड़वा-इंजन संचालन प्रदर्शन मानक

787 सर्टिफिकेशन: इमरजेंसी एयरपोर्ट से 345 मिनट दूर तक उड़ान भर सकता है।

मुख्य विशेषता: तीन स्तर की सुरक्षा प्रणाली

नोट: दोनो इंजन एकसाथ फेल हो सकते हैं। न बर्ड स्ट्रिक का संकेत मिला, न ही टक्कर के संकेत मिले। पूरी तरह इंजन फेलियर की आशंका

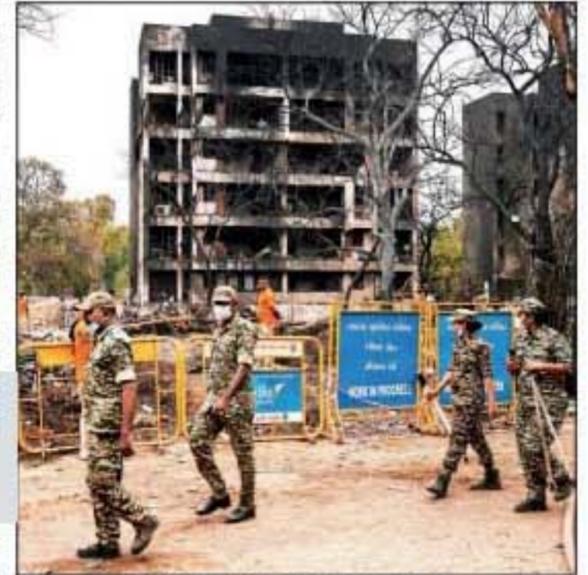
नहरत्व क्या है? दो इंजन होने के बावजूद, बैकअप सिस्टम, ऑटोमेटिक कंट्रोल, फ्लाइ-बाय-वायर तकनीक और तीन स्तर की सुरक्षा होती है।

बोइंग के इस विमान ने 12 साल में 50 हजार घंटे भरी थी उड़ान

अहमदाबाद में क्रेश हुआ एयर इंडिया का बोइंग ड्रीमलाइनर 787-8 प्लेन अब तक 50 हजार घंटे की उड़ान भर चुका था। इस दौरान उसने 7700 से अधिक बार टेक ऑफ किया था। सूत्रों का कहना है कि इस दौरान इसमें छोटी-मोटी तकनीकी खराबियां सामने आई थीं, लेकिन कभी बहुत बड़ी खराबी सामने नहीं आई थी। ऐसे में सवाल उठ रहा है कि आखिर ऐसा क्या हुआ जो प्लेन टेक ऑफ करते ही 50 सेकंड में क्रेश हो गया?

क्रेश हुए इस प्लेन की जांच में जुड़े सूत्रों ने बताया कि यह प्लेन एयर इंडिया के बेड़े में 2013 में शामिल हुआ था। क्रेश होने से पहले तक इस प्लेन ने 50 हजार घंटे की उड़ान भरी थी। यानी हर साल 4166 घंटे से अधिक और हर महीने 340 घंटे से अधिक यह एयरक्राफ्ट उड़ा। हर साल इसने 641 बार टेक ऑफ किया लेकिन अब जबकि यह प्लेन टेक ऑफ करते ही 50 सेकंड में क्रेश हो गया तो ऐसे में इसका पूरा टेक रिकॉर्ड निकालकर जांच की जाएगी। जांच में देखा जाएगा कि क्या प्लेन में आ रही कुछ छोटी-छोटी तकनीकी खराबियों को नजरअंदाज तो नहीं किया गया था।

जांच अधिकारी इसके क्रेश होने के कारणों की जांच करने के साथ ही इसकी पूरी कुंडली निकालकर भी जांच करेंगे। जांच अधिकारी पता करेंगे कि इसमें कब-कब और किस स्तर की खराबियां आती रहीं थीं। ब्लैक बॉक्स का एक और घंटे मिलना अभी बाकी है।



अहमदाबाद में मेडिकल कॉलेज की बिल्डिंग पर क्रेश हुआ था प्लेन

'सुरक्षा अलर्ट' के बाद फुकेट लौटी उड़ान

■ पीटीआई, मुंबई/नई दिल्ली: दिल्ली आ रहा एयर इंडिया का एक विमान शुरुआत को सुरक्षा अलर्ट के बाद फुकेट लौट गया। विमानन कंपनी के एक अधिकारी ने यह जानकारी दी। अधिकारी ने बताया कि विमान सुरक्षित उतर गया है और फुकेट इंटरनेशनल एयरपोर्ट पर उसकी अनिवार्य सुरक्षा जांच की जा रही है। 'एयरबस ए320' नियो विमान

में सवार यात्रियों की सुरक्षा का तत्काल पता नहीं चल सका। तत्काल पता नहीं चल सका। **अपाचे हेलीकॉप्टर की 'एहतियाती लैंडिंग'**: भारतीय वायु सेना के एक अपाचे लड़ाकू हेलीकॉप्टर ने शुरुआत को नियमित उड़ान के दौरान पंजाब के पठानकोट जिले में एहतियाती लैंडिंग की। सूत्रों ने बताया कि हेलीकॉप्टर में मौजूद पायलट और सह-पायलट दोनों सुरक्षित हैं।



13+ फ्लाइट्स कैंसल, चार मिड-एयर से दिल्ली लौटीं

ईरान पर अटक: 30+ इंटरनेशनल फ्लाइट्स पर असर

■ नवीन निश्चल, IGI एयरपोर्ट

ईरान पर इजरायल के शुक्रवार सुबह हुए हमले का असर IGI इंटरनेशनल एयरपोर्ट पर भी दिखा। डायल (DIAL) सूत्रों के मुताबिक, 30 से ज्यादा इंटरनेशनल उड़ानों पर इसका असर पड़ा है। 13 से ज्यादा उड़ानें (डिपार्चर और अराइवल) को कैंसिल करना पड़ा, जबकि कई फ्लाइट्स को दिल्ली लौटाया गया या दूसरे शहरों में डाइवर्ट करना पड़ा।

दिल्ली से उड़ान भरने के बाद चार फ्लाइट्स को वापस दिल्ली में लैंड करना पड़ा। वहीं, एक दर्जन से ज्यादा दिल्ली आने वाली इंटरनेशनल फ्लाइट्स को मुंबई, शारजाह, विना, जेद्दा और फ्रैंकफर्ट जैसे शहरों में डाइवर्ट किया गया। एयर इंडिया की वॉशिंगटन जा रही फ्लाइट को दिल्ली लौटाया गया। न्यूयॉर्क जा रही फ्लाइट को मिलान में लैंड करना पड़ा। टोरंटो जा रही फ्लाइट भी दिल्ली लौट आई।

DIAL ने सोशल मीडिया पर जानकारी दी कि ईरान, ईराक और आसपास के देशों में अचानक एयरस्पेस से जुड़ी दिक्कतों की वजह से फ्लाइट्स पर असर पड़ा है। एयर इंडिया और इंडिगो ने भी अपनी-अपनी उड़ानों को लेकर यात्रियों को अलर्ट किया है। एयर इंडिया ने कई उड़ानों के डाइवर्ट होने, दिल्ली लौटने और री-शिड्यूलिंग की जानकारी दी है। यात्रियों को परेशानी से बचाने के लिए रिफंड और री-शिड्यूलिंग का विकल्प दिया गया है। एयरपोर्ट पर पैनिक न हो, इसके लिए कैंसिल, रिटर्न या डाइवर्ट हुई उड़ानों की जानकारी देने पर जोर दिया जा रहा है।



AI Image

दिल्ली आ रहीं कुछ फ्लाइट्स, जो डाइवर्ट हुईं

- न्यूयॉर्क से दिल्ली: शारजाह डाइवर्ट
- लंदन (हीथ्रो) से दिल्ली: मुंबई डाइवर्ट
- न्यूयॉर्क से दिल्ली: विना डाइवर्ट
- वैकूवर से दिल्ली: जेद्दा डाइवर्ट
- शिकागो से दिल्ली: जेद्दा डाइवर्ट
- लंदन (हीथ्रो) से दिल्ली: विना डाइवर्ट
- वॉशिंगटन से दिल्ली: विना डाइवर्ट
- टोरंटो से दिल्ली: फ्रैंकफर्ट डाइवर्ट

दिल्ली से उड़ान भरने वाली कुछ फ्लाइट्स, जिन पर असर पड़ा

- वॉशिंगटन जा रही फ्लाइट: दिल्ली रिटर्न
- न्यूयॉर्क जा रही फ्लाइट: मिलान डाइवर्ट
- टोरंटो जा रही फ्लाइट: दिल्ली रिटर्न

Corporate Communications Directorate

RAJASTHAN PATRIKA

DELHI

14 JUNE 2025

एएआइबी जांच में जुटा

सिर्फ ब्लैक बॉक्स पर ही निर्भर नहीं रहेगी हादसे की जांच

विमान का डिजिटल रिकंस्ट्रक्शन भी खोल सकता है हादसे का राज

पत्रिका न्यूज नेटवर्क
patrika.com

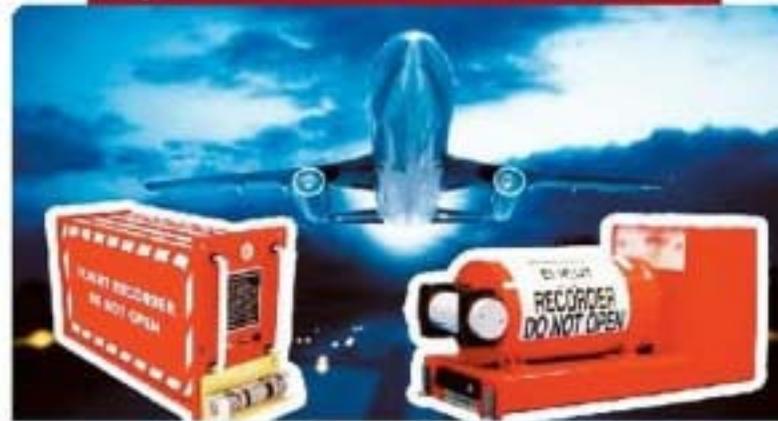
घटनाक्रम के साथ हवा की रफ्तार की भी होगी जांच

1 हादसे के अब तक सामने आए तथ्यों, घटनाक्रम, विमान, हवाई अड्डे, रनवे और विमान को हुई क्षति के बारे में उपलब्ध जानकारियों का जांच दल विश्लेषण करेगा। इस जानकारी के आधार पर जांच की दिशा तय की जाएगी। इस दौरान मौसम व तापमान की जानकारी से लेकर हवा की रफ्तार तक के डाटा की भी जांच की जाएगी।

डीएफडीआर से मिलेगी दिशा

2 ब्लैक बॉक्स में ही डिजिटल फ्लाइंग डाटा रिकॉर्डर (डीएफडीआर) होता है। इसमें विमान का समय, दिशा, ऊंचाई, आसमान में रफ्तार, एक्सीलरेशन, कोण, इंजन का थ्रस्ट और फ्लाइंग कंट्रोल की पोजिशन शामिल होती हैं। इसमें 25 घंटे का डाटा रहता है। फ्लाइंग डाटा रिकॉर्डर (एफडीआर) चालू होते ही डीएफडीआर भी काम शुरू कर देता है।

ऐसे निकाल सकते हैं निष्कर्ष



विश्वास और ग्राउंड स्टाफ से भी मिलेगी राह

3 हादसे में चमत्कारिक ढंग से बचे विश्वास कुमार रमेश और ग्राउंड स्टाफ के बयान भी जांच में महत्वपूर्ण हो सकते हैं। एएआइबी के टीम इन सभी से बातचीत कर सकती है। विश्वास ने बताया कि टेक-ऑफ के बाद लगा जैसे विमान 5 से 10 सेंकंड के लिए रुक गया।

सीवीआर में रिकॉर्डिंग खोल सकती है राज

4 विमान के ब्लैक बॉक्स की जांच होगी। इनमें कॉकपिट वॉइस रिकॉर्डर यानी सीवीआर सबसे अहम होता है। सीवीआर विमान में 4 जगह से आवाज रिकॉर्ड करता है। इनमें फ्लाइंग डेक का क्षेत्र, पायलट का हेडसेट, पायलट और सुनने वाले के लिए हुए ट्रांसमिशन की आवाज शामिल होती है। इसमें 120 मिनट की

रिकॉर्डिंग सुरक्षित रहती है। हालांकि अहमदाबाद हादसे में विमान 1 मिनट से कम समय में कैंश हुआ, इसलिए इसमें ज्यादा रिकॉर्डिंग नहीं हुई होगी। एएआइबी ने इसी तरह के एक मामले में 1 मई, 2022 को मुंबई से 189 यात्रियों को लेकर दुर्गापुर जा रहे स्पाइसजेट की उड़ान को लेकर निष्कर्ष दिए थे।

कर सकते हैं डिजिटल रिकंस्ट्रक्शन

5 हादसे के बाद कैंश विमान के बचे हिस्सों और खासकर इंजन के टुकड़ों का रिकंस्ट्रक्शन कर जांच में शामिल किया जाता है। हालांकि अहमदाबाद हादसे में विमान का अधिकतर हिस्सा नष्ट हो चुका है। ऐसे मामलों में विमान का डिजिटल रिकंस्ट्रक्शन किया जा सकता है।

ड्रीमलाइनर बेड़े की होगी कड़ी सुरक्षा जांच

■ DGCA ने दिए आदेश ■ मोदी ने लिया घटनास्थल का जायजा ■ 265 शवों का पोस्टमार्टम



■ 265 में केवल छह शवों की ही पहचान हुई

■ शवों के पहचानने की कवायद जारी, परिजनों से लिए जा रहे डीएनए सैंपल

अहमदाबाद (भाषा)। प्रधानमंत्री नरेन्द्र मोदी अहमदाबाद में उस जगह पहुंचे जहां बृहस्पतिवार को एअर इंडिया का विमान दुर्घटनाग्रस्त हुआ था। इस दुर्घटना में विमान में सवार 241 लोगों समेत 265 की मौत हो गई। प्रधानमंत्री ने विमान हादसे में घायल हुए लोगों से भी मुलाकात की। विमान हादसे में मारे गए लोगों में से छह की शिनाख्त करने के बाद शुक्रवार को उनके शव उनके परिजनों को सौंप दिये गये। बृहस्पतिवार को हुए हादसे के बाद 265 शवों को पोस्टमार्टम के लिए अहमदाबाद सिविल अस्पताल भेजा गया था। दूसरी तरफ विमानन नियामक



NIA समेत केंद्रीय एजेंसियां करेंगी विमान हादसे की जांच

नई दिल्ली (एसएनबी)। एनआर्आई और अन्य केंद्रीय एजेंसियों के अधिकारियों ने शुक्रवार को अहमदाबाद विमान दुर्घटना स्थल का दौरा किया। नागर विमानन मंत्रालय के तहत आने वाले विमान दुर्घटना जांच ब्यूरो (एएआईबी) ने दुर्घटना की जांच शुरू कर दी है। भारतीय हवाई क्षेत्र में परिचालन करने वाले विमानों से जुड़ी सुरक्षा संबंधी घटनाओं को दुर्घटनाओं और गंभीर घटनाओं में वर्गीकृत करने की जिम्मेदारी एएआईबी की है।

गुजरात पुलिस और अग्निशमन विभाग के अधिकारियों ने बताया कि एअर इंडिया की उड़ान एआई 171 का 'ब्लैक बॉक्स' मिल गया है। इसके विश्लेषण से इस हादसे के कारणों के बारे में महत्वपूर्ण सुराग मिलेंगे। 'ब्लैक बॉक्स' एक छोटा उपकरण होता है, जो उड़ान के दौरान विमान के बारे में जानकारी रिकॉर्ड करता है।

मेडिकल कॉलेज के छात्रावास से ब्लैक बॉक्स बरामद

अहमदाबाद (भाषा)। विमान दुर्घटना जांच ब्यूरो (एएआईबी) ने शुक्रवार को कहा कि एअर इंडिया के दुर्घटनाग्रस्त बोइंग 787 ड्रीमलाइनर विमान का ब्लैक बॉक्स बरामद कर लिया गया है। विमान का ब्लैक बॉक्स बी.जे. मेडिकल कॉलेज के आवासीय परिसर में एक इमारत की छत से बरामद किया गया। अहमदाबाद से लंदन जा रहा बोइंग विमान उड़ान भरने के तुरंत बाद ही बी.जे. मेडिकल कॉलेज के आवासीय परिसर में दुर्घटनाग्रस्त हो गया था।

डीजीसीए ने एअर इंडिया के बोइंग 787 ड्रीमलाइनर बेड़े की सुरक्षा जांच बढ़ाने का शुक्रवार को आदेश दिया।

एक अधिकारी ने बताया कि इनमें से केवल छह की शिनाख्त हो पाई क्योंकि उनके चेहरे पहचाने जा सकने की हालत में थे। उन्होंने बताया कि अन्य शव इतनी बुरी तरह झुलस चुके हैं कि उनकी पहचान कर पाना मुश्किल है इसलिए उनकी शिनाख्त के लिए डीएनए जांच की जा रही है। अधिकारियों ने बताया कि प्रधानमंत्री सुबह यहाँ सरदार वल्लभभाई पटेल हवाई अड्डे पर पहुंचे और वहाँ से सीधे मेघाणी नगर इलाके में दुर्घटना

72 घंटे में आएगी शवों की DNA रिपोर्ट

अहमदाबाद। विमान हादसे में जान गंवाने वाले यात्रियों की पहचान करने के लिए शवों के डीएनए सैंपल लेने का काम पूरा हो गया है। हादसे में शव बुरी तरह जल जाने के कारण उनकी पहचान मुश्किल हो गई है। ऐसे में डीएनए टेस्ट के जरिए परिजनों से मिलान कर उनकी पहचान की जाएगी। जानकारी के अनुसार, सभी शवों को पोस्टमॉर्टम हाउस से हटाकर कोल्ड स्टोरेज में सुरक्षित रखा गया है, ताकि डीएनए रिपोर्ट आने तक शव संरक्षित रहें।

स्थल पर पहुंचे। नागर विमानन मंत्री के. राममोहन नायडू और गुजरात के गृह राज्य मंत्री हर्ष सांधवी ने प्रधानमंत्री को विमान के मेडिकल कॉलेज परिसर में दुर्घटनाग्रस्त होने के बारे में जानकारी दी। मोदी ने अहमदाबाद हवाईअड्डे के पास गुजरात राज्य विमानन अवसंरचना कंपनी लिमिटेड (गुजसेल) के दफ्तर में प्रदेश के और नागर विमानन मंत्रालय के अधिकारियों के साथ बैठक की। पुलिस निरीक्षक चिराग गोसाईं ने कहा, "हमने छह शव परिजनों को सौंप दिए हैं। हमने शवों की पहचान के लिए डीएनए के नमूने एकत्र करने की प्रक्रिया शुरू कर दी है।



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विमान दुर्घटना में जान गंवाने वाले 10 लोग महाराष्ट्र के

■ मुंबई (भाषा)।

अहमदाबाद में दुर्घटनाग्रस्त हुए एअर इंडिया के विमान में सवार कम से कम 10 लोग महाराष्ट्र के थे जिनमें एक पायलट और चालक दल के सदस्य भी शामिल थे। अधिकारियों ने शुक्रवार को यह जानकारी दी।

बृहस्पतिवार दोपहर 230 यात्रियों और चालक दल के 12 सदस्यों को लेकर लंदन जा रहा बोइंग 787 ड्रीमलाइनर विमान (एआई171) अहमदाबाद के सरदार वल्लभभाई पटेल अंतरराष्ट्रीय हवाई अड्डे से उड़ान भरने के कुछ ही देर बाद एक मेडिकल कॉलेज के परिसर में दुर्घटनाग्रस्त हो गया। एक अधिकारी ने बताया कि इस दुर्घटना में एक व्यक्ति बाल-बाल बच गया जबकि विमान में सवार 241 लोग मारे गए और इनमें से 10 महाराष्ट्र के रहने वाले थे।

■ ज्यादातर चालक दल के सदस्य

उन्होंने बताया कि विमान के पायलट कौटन सुमित पुष्करराज सभरवाल (56) मुंबई के पर्वी इलाके के जल वायु विहार के निवासी थे और अपने बुजुर्ग माता-पिता के साथ रहते थे। फ्लाइट के सह-पायलट क्लाइव कुंदर मुंबई के पश्चिमी उपनगर के निवासी थे जैसा कि उनके सोशल मीडिया खाते से जानकारी मिली है। चालक दल के सदस्य दीपक पाठक ठाणे जिले के बदलापुर में रहते थे। पाठक की बहन ने पहले

बताया था कि लंदन जाने से पहले उन्होंने अपनी मां से बात की थी। उन्होंने बताया कि दीपक 11 वर्ष से एअर इंडिया में काम कर रहे थे। चालक दल की एक अन्य सदस्य मैबिली पाटिल (23) नवी मुंबई के न्हावा गांव की रहने वाली थी। मैबिली दो वर्ष पहले एअर इंडिया में शामिल हुई थी और उनके पिता मोरेश्वर पाटिल ओएनजीसी में ठेकेदार हैं।



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एअर इंडिया ऐसी घटनाओं को रोकने के लिए सख्त कदम उठाये : आईएटीओ

■ सहारा न्यूज ब्यूरो
नई दिल्ली।

इंडियन एसोसिएशन ऑफ टूर ऑपरेटर्स आईएटीओ ने अहमदाबाद में हुए भीषण एयर इंडिया हादसे में मारे गए लोगों के परिवारों के प्रति अपनी गहरी संवेदना व्यक्त की है और एयर इंडिया से ऐसी घटनाओं को रोकने के लिये सख्त कदम उठाने की मांग की है।

इंडियन एसोसिएशन ऑफ टूर ऑपरेटर्स की कार्यकारी समिति की आज हुई बैठक में अहमदाबाद में हुए विमान हादसे पर दुख व्यक्त किया गया तथा मृतकों के परिवारों के प्रति संवेदनाएं व्यक्त की गईं। आईएटीओ के अध्यक्ष रवि गोसाईं ने कहा कि इस हृदय विदारक घटना ने पूरे यात्रा और पर्यटन उद्योग को झकझोर कर रख दिया है।

■ मृतकों के परिवारों के प्रति आईएटीओ ने संवेदना व्यक्त की

ऐसी घटनाएं सभी यात्रियों के आत्मविश्वास को हिला देती हैं और अधिकारियों से दुर्घटना के पीछे के कारणों की गहन जांच करने और ऐसी घटनाओं को फिर से होने से रोकने के लिए उपाय करने और यात्रियों का विश्वास वापस पाने के प्रयास करने चाहिए। गोसाईं ने

कहा कि निश्चित रूप से ऐसी घटना एक लंबे समय से चली आ रही अंतरराष्ट्रीय ख्याति प्राप्त एयरलाइन के रूप में एयर इंडिया को बहुत प्रभावित करेगी। यह ऐसी घटनाओं को

फिर से होने से रोकने के लिए हर संभव कदम उठाएगी और अपनी सभी उड़ानों में उच्चतम संभव मानकों का पालन सुनिश्चित करेगी। एयर इंडिया इस त्रासदी का जवाब देने और प्रभावित लोगों की सहायता करने में उच्चतम स्तर की व्यावसायिकता, करुणा और लचीलापन प्रदर्शित करना जारी रखेगी।

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एयर इंडिया विमान दुर्घटना के राहत कार्यों में हर संभव मदद करेगी रिलायंस

नई दिल्ली (भाषा)।

उद्योगपति मुकेश अंबानी ने एयर इंडिया विमान दुर्घटना के पीड़ितों के लिए राहत कार्यों में पूर्ण सहयोग की शुकवार को पेशकश की। रिलायंस इंडस्ट्रीज लिमिटेड के चेयरमैन एवं प्रबंध निदेशक अंबानी ने बयान में कहा कि वह और उनकी पत्नी नीता "अहमदाबाद में विमान हादसे में हुई जानमाल की हानि से अत्यंत दुखी एवं व्यथित हैं।"

उन्होंने कहा, 'हम इस दुखद घटना से प्रभावित सभी लोगों के प्रति अपनी हार्दिक संवेदना व्यक्त करते हैं। दुख की इस घड़ी में, रिलायंस राहत प्रयासों में पूर्ण समर्थन देता



'दुख की इस घड़ी में, रिलायंस राहत प्रयासों में पूर्ण समर्थन देता है। हम हर संभव तरीके से सहायता करने के लिए तैयार हैं : मुकेश अंबानी

है। हम हर संभव तरीके से सहायता करने के लिए तैयार हैं।" अंबानी ने कहा, " हम प्रार्थना करते हैं कि प्रभावित सभी लोगों को इस अकल्पनीय क्षति से उबरने की शक्ति मिले। ओम शांति।"

गौरतलब है कि लंदन जा रहा एयर इंडिया का बोईंग 787 ड्रीमलाइनर (एआई171) विमान बृहस्पतिवार को अहमदाबाद के सरदार वल्लभभाई पटेल अंतरराष्ट्रीय हवाई अड्डे से उड़ान भरने के कुछ ही क्षण

बाद एक मेडिकल कॉलेज परिसर में दुर्घटनाग्रस्त हो गया, जिससे उसमें सवार 242 लोगों में से 241 की जान चली गई।



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

THE STATESMAN

KOLKATA

13 JUNE 2025

All flights between Kolkata and Ahmedabad halted, resume later

IndiGo flight 6E 318, an Airbus A320 aircraft, which departed from Kolkata at 1.49 p.m. was recalled due to closure of Ahmedabad airport

STATESMAN NEWS SERVICE
KOLKATA, 12 JUNE

An Ahmedabad-bound flight from Kolkata was forced to return mid-air on Wednesday afternoon after the runway at Ahmedabad airport was abruptly closed following an Air India aircraft incident, airport officials con-



firmed.

The Ahmedabad airport on Thursday resumed operations with limited flights after a brief halt following the crash of an Air India's UK-bound passenger aircraft. "Sardar Vallabhbhai Patel International Airport, Ahmedabad, is now operational with limited flights," a spokesperson of the airport said.

IndiGo flight 6E318, operated by an Airbus A320 aircraft (registration VTIPP), had departed from Netaji Subhas Chandra Bose International

Airport in Kolkata at 1.49 p.m. local time. Shortly after takeoff, the flight was recalled due to a closure at Sardar Vallabhbhai Patel International Airport in Ahmedabad, where a separate Air India aircraft had encountered a runway incident, prompting emergency protocol. The IndiGo flight, which had 179 passengers on board, was scheduled to land in Ahmedabad at 2.52 p.m. but was directed to return to Kolkata while airborne. It landed safely and was assigned stand

number 105 upon return. No injuries were reported, and passengers were deboarded without incident. Airport sources said that all further flights to Ahmedabad have been suspended until further notice. Kolkata airport authorities confirmed the suspension, stating that they were awaiting clearance from their counterparts in Ahmedabad before resuming operations on the affected route. Further updates are awaited from the Directorate General of Civil Aviation (DGCA) and airport authorities regarding the cause and resolution of the runway closure.

"Flight AI 171 from Ahmedabad to London, Gatwick, earlier today, was involved in a crash shortly after takeoff, outside the airport. As a result, Sardar Vallabhbhai Patel International Airport Ahmedabad, is currently not operational. All flight operations are temporarily suspended until further notice from NSCBI Airport Kolkata. Passengers are advised to check

Structures, objects pose threat to flight ops at Kolkata airport

STATESMAN NEWS SERVICE
KOLKATA, 12 JUNE

Hours after the Air India flight bound for London's Gatwick airport with 242 passengers onboard crashed shortly after take-off from Ahmedabad on Thursday afternoon, questions in connection with safety and security, mainly during take-off and landing of flights at the Netaji Subhas Chandra Bose International (NSCBI) airport, are being raised.

Officials expressing serious concern with the safety issues felt that obstacles starting from highrises, lampposts, water tanks, hoardings and billboards, lightning arresters, dish antennas, high-mast lights, tall trees etc that directly come in the flight path of Kolkata airport pose serious threats during take-offs and landings of flights.

The airport authorities have recently identified around



380 obstacles after a study on Obstacle Limitation Surface (OLS).

Only around 100 such obstacles have been removed but the existing rest 280 seem to be a bone of contention to ensure safe flight operations.

An official at the airport said: "Many tall trees and illegal highrises have been cut down and dismantled so

far but that's not sufficient for unopposed safe flight operations. We have expressed our concerns during meetings with all administrative bodies like local municipalities, police and state home department seeking their interventions on how to remove the existing obstacles."

A meeting of the Airfield Environment Management

Committee (AEMC) was held recently to discuss the issue.

Nandini Chakraborty, principal secretary of the state home department, top police officials of the Bidhannagar police commissionerate and representatives of municipalities, including Bidhannagar Municipality were present in the meeting, according to the airport authorities.

with their respective airlines for the latest updates before proceeding to the airport. We request your cooperation and patience as authorities manage this evolving situation," said an official of NSCBI Airport.

Meanwhile, in light of the

AI171 crash, an operational control room has been activated at the ministry of civil aviation to coordinate all details. Ministry also gave contact, 011-24610843 | 9650391859 on X-Handle. "In light of the recent incident involving #AirIndia Flight

AI171, an Operational Control Room has been activated at @MoCA_GoI (New Delhi) to oversee and coordinate all necessary response measures. For assistance or information, kindly contact: (Delhi Control Room) 011-24610843 | 9650391859

Operation Control Room (Ahmedabad) 9978405304 | 079-23251900, ministry tweeted.

"We are committed to swift response and full support to all affected," Civil Aviation ministry tweeted on X-Handle.

Corporate Communications Directorate

THE STATESMAN

DELHI

14 JUNE 2025

Plane crash: One Black Box recovered as authorities begin probe



NIKHIL VYAS & RAHUL GAHLAWAT

NEW DELHI, 13 JUNE

Authorities on Friday recovered one of the two black boxes of the ill-fated Air India Flight AI171 that crashed in Ahmedabad on Thursday, even as Air India confirmed that 241 people on board the aircraft, including former Gujarat Chief Minister Vijay Rupani died in the disaster, while one person survived.

At least four MBBS students and the wife of a doctor also died as the plane crashed into the BJ Medical College building in Ahmedabad.

The Digital Flight Data Recorder, popularly called 'black box' was recovered from the roof of the hostel building of BJ Medical college while efforts were underway to recover the second one, which is typically mounted on the tail of the plane.

In the event of an air accident, the black box is the most valuable piece of equipment as it offers investigators clues about what went wrong, from technical failures to human error. It is actually two components packed into

one casing, the first being Flight Data Recorder (FDR), which records the technical data of the aircraft like speed, altitude, engine performance, and navigation details. The second component is Cockpit Voice Recorder (CVR) which stores audio from the cockpit, including pilot conversations and other sounds from the flight deck. Gujarat Anti-Terrorism Squad (ATS) also recovered a Digital Video Recorder (DVR) from the debris of the plane which could hold crucial visual footage.

DGCA directive: The Directorate General of Civil Aviation (DGCA) on Friday directed enhanced safety inspections of Air India's Boeing 787-8/9 models in the wake of the fatal plane crash near Ahmedabad airport. The checks include inspection of fuel parameter monitoring and associated system checks, Inspection of Cabin air compressor and associated systems, electronic engine control-system test, engine fuel driven actuator-operational test and oil system check, serviceability check of hydraulic system and review of take-off parameters.

PM Modi visits crash site, meets kin of deceased

The Prime Minister assured the affected families of the nation's unwavering support



STATESMAN NEWS SERVICE
NEW DELHI, 13 JUNE

Prime Minister Narendra Modi on Friday visited the site of the Ahmedabad plane crash and expressed solidarity with the affected families, assuring them of the nation's unwavering support during this difficult time.

Mr Modi met those injured in the aftermath of the tragic plane crash that claimed numerous lives, including the lone survivor.

The Prime Minister also chaired a review meeting at Ahmedabad Airport with top authorities including the ministers and senior officials.

The Prime Minister visited

Ahmedabad a day after the devastating Air India plane crash claimed the lives of at least 241 people. The plane, bound for London's Gatwick Airport, Thursday crashed into a medical college complex in Ahmedabad minutes after takeoff, killing everyone, except one, on board. Former Gujarat Chief Minister Vijay Rupani was among the dead.

The PM, who arrived in Ahmedabad at 8.30 in the morning, went straight to inspect the crash site after which he visited the Civil Hospital, where the injured are receiving treatment.

He was accompanied by Chief Minister Bhupendra Patel, Union Civil Aviation Minister KR Naidu, Minister of State for Home Harsh

Sanghavi, Chief Secretary Pankaj Joshi, and Director General of Police Vikas Sahay.

"Met those injured in the aftermath of the tragic plane crash in Ahmedabad, including the lone survivor and assured them that we are with them and their families in this tough time. The entire nation is praying for their speedy recovery," the Prime Minister said in a post on platform X.

During his visit, PM Modi met with the only survivor of the crash, Vishwas Kumar Ramesh, a British national, who is currently being treated at the Ahmedabad Civil Hospital. The PM also interacted with the injured persons and inquired about their condition. Mr Modi had earlier expressed shock and grief over the crash, stating: "The tragedy in Ahmedabad has stunned and saddened us. It is heart-breaking beyond words. In this sad hour, my thoughts are with everyone affected by it. Have been in touch with Ministers and authorities who are working to assist those affected."

PM Modi also met the family of former Gujarat Chief Minister Vijaybhai Rupani. "It is unimaginable that Vijaybhai is not in our midst. I've known him for decades. We worked together, shoulder to shoulder, including during some of the most challenging times. Vijaybhai was humble and hardworking, firmly committed to the Party's ideology. Rising up the ranks, he held various responsibilities in the Organisation and went on to serve diligently as Gujarat's Chief Minister," Mr Modi said in a separate post on X.

Everything happened in front of my eyes, can't believe I am alive: Sole survivor of AI 171 crash

STATESMAN NEWS SERVICE
NEW DELHI, 13 JUNE

In what can only be described as a miraculous escape, a British national, is the sole survivor of the tragic Air India AI 171 crash that took place in Ahmedabad.

Vishwash Kumar Ramesh was en route back to London after visiting Gujarat.

Recounting the horrific tragedy, he said: "Everything happened in front of my eyes. I can't believe I'm alive."

"For a moment, I was certain I was going to die. It was supposed to be a routine flight for the AI-171, bound for London. But within moments of takeoff, chaos erupted," he told media persons.

According to his description, the aircraft hesitated in the air for a few seconds. Then, flashing green and white lights flickered across the cabin. Seconds later, the plane veered off and slammed into the hostel building below. "The impact was deafening," he said.

"I felt it race uncontrollably and then crash into the building. Flames engulfed the cabin. I saw the air hostess and other passengers burn right in front of me," he added.

Corporate Communications Directorate

THE STATESMAN

DELHI

14 JUNE 2025

India, China agree to expedite steps to resume direct air services

STATESMAN NEWS SERVICE

NEW DELHI, 13 JUNE

Amid reports that China provided diplomatic and military support to Pakistan during its recent conflict with India, Foreign Secretary Vikram Misri met China's Vice Foreign Minister Sun Weidong, who is on a two-day visit to India.

During the meeting, the two sides reviewed the developments in India-China bilateral relations since their last meeting in Beijing on 27 January. They agreed to continue to stabilise and rebuild ties with a priority on people-centric engagements.

Mr Misri appreciated the Chinese side's cooperation for the resumption of the Kailash Manasarovar Yatra this year. He noted the discussion in the April meeting of the Expert Level Mechanism for cooperation in trans-border



river rivers for the resumption of the provision of hydrological data and other cooperation, and hoped for progress on this.

The two sides agreed to expedite the steps to resume direct air services between

the two countries. The Indian diplomat hoped for the early conclusion of an updated Air Services Agreement. The two sides further agreed to take practical steps for visa facilitation and exchanges between media and think-tanks.

"The two sides positively assessed the activities planned under the 75th anniversary of the establishment of diplomatic relations between India and China and agreed to facilitate the same," the Ministry of External Affairs said.

During the meeting, the two sides reviewed the developments in India-China bilateral relations since their last meeting in Beijing on 27 January. They agreed to continue to stabilise and rebuild ties with a priority on people-centric engagements.

The two sides agreed to hold certain functional dialogues, including in the economic and trade areas, to discuss and resolve specific issues of concern. This was the first high-level interaction between the two nations since the brief conflict between India and Pakistan last month in the wake of the Pahalgam terror attack.

(Representational image)

Flight with 242 crashes, 1 lives

AMIYA KUMAR KUSHWAHA, PHEROZE L. VINCENT, SANJAY MANDAL AND PTI

New Delhi/Ahmedabad/Calcutta: A London-bound Air India flight crashed into a densely populated area immediately after takeoff from Ahmedabad on Thursday afternoon, with most of the 242 people on board and many on the ground feared killed.

The accident in Ahmedabad would count among the 10 worst air disasters ever in the world in terms of human toll. It was the worst air tragedy over Indian skies since a Saudi liner barreled into a Kazakh aircraft over Charkhi Dadri west of Delhi in November 1996, killing 349.

The Boeing 787-8 Dreamliner with 230 passengers and 12 crew members turned into a fireball as it went down in the Meghaninagar area, home to a hostel of the B.J. Medical College, near the Sardar Vallabhbhai Patel International Airport. Barely 30-odd seconds into takeoff, the aircraft began to struggle for height, stalled and dropped dead.

NDTV reported that at least five doctors had died in the medical complex.

No official death count had been provided till late in the night. However, Ahmedabad police commissioner G.S. Malik mentioned one survivor.

"The police found one survivor (who was) in seat 11A. One survivor (the same passenger) has been found in the hospital and is under treatment," he told news agency ANI. "Cannot say anything about the number of deaths yet. The death toll may increase as the flight crashed in a residential area."

Among the 230 passengers, 169 were Indians, 53 were Brit-



ish, 7 were Portuguese and one was a Canadian.

This is the first crash anywhere involving a Boeing Dreamliner, feted for its advanced features.

Former Gujarat chief minister Vijay Rupani was among the passengers.

The Directorate-General of Civil Aviation (DGCA) said the aircraft departed at 1.39pm from Runway 23 and soon after gave a Mayday (distress) call to air traffic control (ATC). Thereafter, it became unresponsive to the ATC's calls.

The last signal received by Flightradar, an online flight tracker platform, shows the aircraft reached an altitude of 625 feet before it suddenly began losing altitude at a vertical speed of 475 feet per minute.

A senior pilot who watched the video of the crash said it appeared that both engines lost thrust. "In such a situation, the plane can't go up; it just keeps coming down," the pilot told *The Telegraph* on



A portion of the crashed plane juts out of a residential building in Ahmedabad on Thursday. (PTI)

the condition of anonymity.

He said the video did not suggest a bird hit. "In case of a bird hit, smoke emerges from the rear of the engine. Also, there are other external visible indicators that were not seen, at least in this video," the pilot said.

He said it was "extremely unusual" for both engines of the Dreamliner to malfunction at the same time. "It could have resulted from fuel

contamination or some other reason," he said, adding that the real reason would emerge from the investigation.

This is India's worst air tragedy since the November 1996 mid-air collision over Charkhi Dadri, around 100km west of Delhi, involving Saudia and Kazakhstan Airlines flights that killed all 349 people on board the two planes.

CONTINUED ON PAGE 7 ►

FLIGHT OF FANCY

The Air India aircraft that crashed after taking off from Ahmedabad airport on Thursday was a Boeing 787-8 Dreamliner. What to know about the aircraft:

- Mid-size, twin-engine, wide-body jet airliner
- Known for: Fuel efficiency, comfortable passenger experience, and innovative design features like large windows with electronic dimming. The aircraft's first commercial flight was on October 26, 2011, with All Nippon Airways. Air India began operating these aircraft in 2012
- About 50% of the Boeing 787-8 Dreamliner's primary structure is made from carbon fiber-reinforced polymer, making it lighter and more fuel-efficient. It uses raked wingtips and smoother nose contours for better airflow and less drag.
- The 787-8 maintains a lower cabin altitude equivalent to 6,000ft, higher humidity levels, and improved air quality, reducing passenger fatigue and discomfort

Length: 57m
Wingspan: 60m
Height: 17m
Passenger capacity (two-class): 248
Range: The 787-8 covers roughly 7,305 nautical miles (13,530km)
Engine: GEnx-1B / Trent 1000

An Air India Boeing 787 Dreamliner flies over Tokyo on April 27. (Koki Takagi via Reuters)

Plane with 242 on board crashes

► FROM PAGE 1

Thursday's tragedy is the second major air disaster in Ahmedabad. On October 19, 1988, an Indian Airlines plane crashed in its final approach to the city airport, killing 133 people.

Horror scenes

One visual from the wreckage area showed the snout of the plane crashing through the top floor of a building that appeared to be the dining area at a medical hostel.

"The plane was flying very low and it crashed into the residential quarters of doctors and nursing staff of the civil hospital and B.J. Medical college," Hareesh Shah, an eyewitness, told PTI.

"There are several five-floor buildings which are residential quarters of doctors and nursing staff. Many people in

those apartments were injured as, along with the plane, the buildings also caught fire."

Another eyewitness said several cars and vehicles parked on the premises also caught fire.

A search was on for the aircraft's black box — the flight data recorder and cockpit voice recorder — for clues to understand what happened in the last crucial moments.

The aircraft was under the command of Captain Sumeet Sabharwal, with experience of flying 8,200 hours. The copilot, First Officer Clive Kunder, had 1,100 hours of flying under his belt.

The Dreamliner had been delivered to Air India in January 2014. According to flightradar, its first flight was on December 14, 2013. According to Circum, an aviation data firm, the plane had accumulat-

ed more than 41,000 hours in flight and taken off and landed at least 8,000 times.

A team from the civil aviation ministry's Aircraft Accident Investigation Bureau has arrived in Ahmedabad to probe the reason for the crash. The DGCA too is investigating the accident.

Boeing said it was in contact with Air India and stood ready to offer any support to the airline, PTI reported.

The airport resumed limited operation at 4.05pm, after a brief suspension following the crash, with safety protocols in place. It advised passengers to check with their airlines for the latest updates before leaving for the airport.

President Droupadi Murmu and Prime Minister Narendra Modi expressed solidarity with the bereaved.

The Tata group, which owns Air India, said it "would

provide ₹1 crore to the families of each person who has lost their life in this tragedy".

"We will also cover the medical expenses of those injured and ensure that they receive all necessary care and support. Additionally, we will provide support in the building up of the B.J. Medical's hostel," it added.

Air India chairman N. Chandrasekaran said an emergency centre had been activated and a support team set up for families seeking information.

Gautam Adani, chairman of the Adani Group that manages the airport, tweeted about "extending full support to the families on the ground".

The last major air crash in India involved an Air India Express Boeing 737-800 that in 2020 overshot Kozhikode's runway after landing and disintegrated, killing 18 people.

Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

13 JUNE 2025

Ahmedabad flights disrupted, UK-bound fliers rattled

SANJAY MANDAL

Calcutta: The crash of Air India flight AI 171, between Ahmedabad and London-Gatwick, impacted several flights connecting Ahmedabad and Calcutta on Thursday.

One aircraft, an IndiGo flight, with 179 passengers from Calcutta to Ahmedabad, returned to the city on Thursday afternoon.

Airport officials said 6E 318 had taken off from Calcutta at 1.49pm but had to return as the runway at Sardar Vallabhbhai

Patel International Airport was closed after the crash.

The plane that crashed within seconds of taking off in Ahmedabad flew at 1.38pm.

"The flight returned to Calcutta at 2.58pm. It was later cancelled. It had 56 passengers who were going onward," said an official at the Calcutta airport.

Another IndiGo flight from Ahmedabad, scheduled to arrive in Calcutta at 7.30pm, was also cancelled because of the runway closure.

In the evening, after the

Ahmedabad airport reopened, an IndiGo flight, scheduled to take off at 4.10pm, flew at 6.13pm, said the official.

There are five daily flights between Calcutta and Ahmedabad. "Two went in the morning," said the official.

"We expect flight operations between the city and Ahmedabad to normalise from Friday. Sardar Vallabhbhai Patel International Airport has become operational," the official said.

Many passengers were apprehensive after the crash,

especially those with plans to travel to the UK.

"A group of four was supposed to fly from Calcutta to London via Delhi on Friday. They have put the journey on hold," said a tour operator.

A Calcutta businessman said he and his wife were to go to London for their daughter's convocation.

"Today's crash has left us stunned. My parents asked me not to go now. I am in a fix," said the businessman, who travels to the UK and Europe frequently.

Biplab Mitra, an EM Bypass resident, was planning to visit his daughter in London this month. "I had asked my travel agent to book an Air India flight ticket between June 20 and 22. But after today, I asked him to book me on a Gulf airline," the retired professional said. "My daughter also asked me not to take an Air India flight."

Tour operators said they were getting several calls from passengers asking if it would be safe to fly to the UK or other international destinations.

"There is fear and apprehension in everyone's mind. Many are cancelling or deferring their plans," said Anil Punjabi, national committee member of Travel Agents Federation, representing the eastern region.

Air India on Thursday evening announced a waiver for all Air India flights out of Ahmedabad for passengers holding confirmed tickets.

This is valid for tickets issued till June 12, and for travel between June 12 and 14, 2025, the airline said.



A cop in front of debris at the crash site in Ahmedabad on Thursday. (Reuters)

AI crash toll mounts to 274; 33 on-ground deaths confirmed

Black Box Found On Rooftop Of Students' Mess

Times News Network
Ahmedabad: Salvage teams scouring the debris of flight AI 171 found the black box of the crashed 787-9 Dreamliner and 29 more bodies on Friday, taking the toll to 274 and expanding the scale of the worst single-aircraft disaster in the history of Indian aviation.

FULL COVERAGE: P 20, 22, 28
EDIT PAGE: Flight & Flight/Modern Cockpits

The casualty count increasing beyond the 241 passengers and crew confirmed dead in the crash suggested that the other 33 victims were likely people on the campus of Ahmedabad's BJ Medical College — possibly doctors, their family members, medical students, workers and others in the Meghannagar neighbourhood.

The black box was found on the rooftop of the students' mess in the medical college

SEVERAL PEOPLE STILL 'MISSING'

> Apart from 241 passengers of AI 171, deaths of 33 people on the ground confirmed so far, including that of doctors, their kin and locals

> Some more people living near the UG and PG hostels of BJ Medical College are still deemed missing, say officials

> "The DFDR (black box) has been recovered from the rooftop (of student mess building)," a statement from Aircraft Accident Investigation Bureau (AIB) said

> On Thursday night, Ahmedabad police said the plane's emergency location transmitter had been located



PM Modi visited the scene of the crash on Friday, spending around 20 minutes at the site, and met the injured at the Ahmedabad civil hospital.

campus, joint commissioner of police (Sector 1) Neera Badgajkar said. The aircraft's emergency location transmitter was found on Thursday night.

Search operations overnight were focused on the campus buildings that bore the brunt of the crash and the nearby areas. "We have sent 319 body parts, including complete and partial remains, for DNA matching to confirm the victims' identities,"

a state govt official said. Besides 241 victims on board, the confirmed casualties till the discovery of more bodies were three doctors and the pregnant wife of a neurosurgery resident. A fourth 'doctor', identified as MBBS student Jay Prakash Chaudhary, was reported missing. His body was identified by his family on Friday.

> 8 bodies handed over, P 20

Bodies of 8 victims handed to kin, DNA matching to take 48-72 hours

Many Families Await News Of 'Missing' Kin

Times News Network

Ahmedabad: Even as the on-ground toll in the Air India Dreamliner crash rose to 33, with 29 more bodies being found or identified on Friday, the families of several people still deemed 'missing' continued to wait anxiously for news of their kin.

Ashok Patel, who lives nearby, said his 45-year-old uncle was missing since the crash. "He was at the crash site around that time. We have been searching for him since. My cousin gave a blood sample to help determine whether one of the bodies is that of my uncle."

Another person reported missing is Arshdeep Singh, a 28-year-old IT professional. "We pray he is safe," said his mother, Ranjit Kaur, a resident of Meghannagar.

Nilam Patel, a resident of Meghannagar, lost her 45-year-old brother in the tragedy while her mother, Sita Patel, is in intensive care. "My mother is a street vendor who sits near the New Mental Hospital compound. My brother had gone to deliver her lunch and dozed off beside her," she said.

DNA collection started at



Relatives of a victim mourn outside a hospital in Ahmedabad on Friday

Doc IDs pregnant wife from mangalsutra

Ahmedabad: With bodies charred beyond recognition, the identification of most of the victims requires DNA analysis. But, a neurosurgeon managed to identify his pregnant wife from the pendant of her mangalsutra, reports **Rohant Vagrik**.

Dr Pradeep Solanki was living with his wife Kajal, a homeseopath, on the fifth floor of Anujyam-4, the residential quarters for super-specialty students. Solanki's friend in the department said Kajal was pregnant, and the couple had returned from their native town Talaja in Bhanuagar district a day before the accident, after celebrating their baby shower ceremony. At the time of the plane crash, Dr Solanki was at his workplace, while Kajal was in the building.

BJ Medical College early on Friday. By the afternoon, at least 219 samples had been collected from relatives of the victims. The bodies of eight identified victims were immediately handed over to their families, officials said.

"Most bodies are charred or mutilated, making visual identification impossible," a senior official said. "DNA matching will take between 48 and 72 hours, after we can confirm the toll."

Teams from NDRF, SDRF and the fire and emergency services department were involved in the search operations. Airports Authority of India said the Aircraft Accident Investigation Bureau began their probe on Thursday itself, assisted by 40-odd personnel designated for the task by the state govt.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

14 JUNE 2025

DGCA orders added checks on AI Dreamliners

Saurabh.Sinha
@timesofindia.com

New Delhi: Air India Boeing 787 Dreamliners powered by General Electric GEnx engines will now operate under enhanced safety inspections, according to a Directorate General of Civil Aviation directive issued on Friday, a day after an AI Dreamliner crashed in Ahmedabad.

As a “preventive measure”, the regulator has directed AI to “carry out additional maintenance actions on B787-8/9 aircraft equipped with GEnx engines with immediate effect in coordination with the concerned regional DGCA offices”.

For passengers shaken by the AI171 crash who are to take flights on AI Dreamliners in coming days, these steps may help bolster confidence.

WHY WING FLAPS ARE CRUCIAL FOR PLANES

The wing flaps of AI 171 have drawn the attention of experts trying to explain how the Boeing Dreamliner 787-8 aircraft crashed in Ahmedabad. Here's the role they play in take-off and landing



What are trailing edge flaps on aircraft wings?

► These are hinged surfaces located at the rear (trailing edge) of an aircraft's wings. They are a critical high-lift device used during take-off and landing and increase the wing's surface area and curvature (camber), allowing the aircraft to generate more lift at slower speeds

How do they work?

► When an aircraft slows down for take-off or landing, it needs to generate sufficient lift at lower airspeeds. Flaps typically extend downwards and slightly backwards. Their movement is usually controlled by hydraulic or electric actuators with the pilot selecting the desired flap setting via a cockpit lever or dial. During cruise, flaps are fully retracted to minimise drag and maximise fuel efficiency

TOI Explains

Extending the flaps...

...Increases lift - by changing the airfoil shape to be more curved and larger

...Increases drag - to help slow down the aircraft and steepen descent during landing

Flap systems differ by aircraft type

depending on size, wing shape, and performance needs

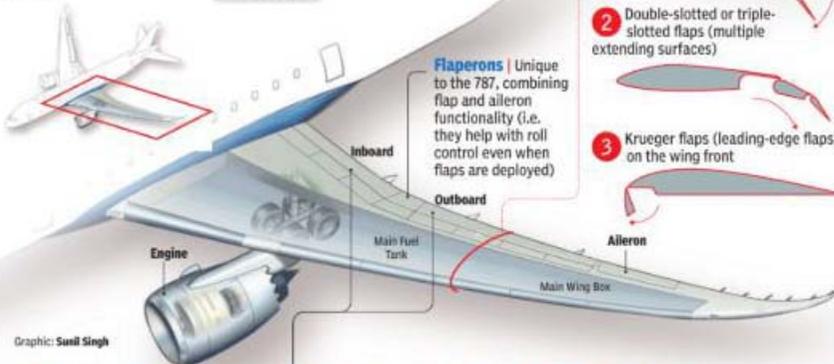
Smaller aircraft (e.g. Cessna) may use simple plain or split flaps

Modern jets like the 787 use multi-element flaps, often a combination of:

1 Fowler flaps, which slide backward and then down to increase wing area

2 Double-slotted or triple-slotted flaps (multiple extending surfaces)

3 Krueger flaps (leading-edge flaps) on the wing front



Graphic: Sunil Singh

Trailing edge flaps on the Boeing 787

The 787 Dreamliner uses a highly advanced multi-panel trailing edge flap system, which includes:

Outboard and inboard flaps | These cover most of the wing's trailing edge

Double-slotted flaps | Extend both backward and downward in two stages

Actuation system | Electrically signalled, hydraulically powered actuators move the flaps precisely. All flap surfaces are monitored and managed by the flight control electronics (FCE)

What happens if trailing edge flaps fail to deploy?

Such a scenario can affect both take-off and landing:

Take-off without flaps | Requires much higher speed and longer runway. If flaps don't deploy when selected, the take-off process is abandoned.

Landing without flaps | Called a "no-flap landing", it means higher landing speed and longer rollout distance. This requires a longer runway and greater pilot skill. Airlines train for this scenario.

To guard against such situations, the 787 has:

Flap position sensors and flap asymmetry protection | If one flap moves and the other doesn't (asymmetry), the system can freeze the whole flap system to avoid roll instability.

Take-off Configuration Warning System | If the pilot forgets to set flaps or if they don't deploy, the system triggers a loud config warning horn when take-off thrust is applied.

► Multiple redundant hydraulic systems to ensure flap deployment even in the event of a failure in one system.

Can the 787 compensate for flap failures?

► Yes, to a certain extent. High-thrust engines allow the 787 to still climb even with minimal flap assistance after takeoff. Speedbrakes/spoilers and autobrakes help manage higher-speed landings if flaps are not fully extended.

► Flaperons provide added redundancy for both lift and roll control.

► Pilots are trained in "flapless" and "partial-flap" landing procedures, including adjustments in approach speed, runway length requirements, and go-around criteria.

So, it's a rare event

► On a highly automated and redundantly designed aircraft like the 787, flap failure is rare and typically survivable with proper procedures. But yes, trailing edge flaps are mission-critical for safe take-offs and landings.

Publish Boeing report immediately: Whistleblower's lawyer to US FAA

Report Alleged Serious Quality Lapses In 787 & 777 Aircraft

Naomi Canton

London: Attorneys for Boeing whistleblower Sam Salehpour have written to Federal Aviation Administration urging it to immediately release its findings on structural defects alleged by Salehpour regarding Boeing's 787 aircraft in light of the Air India crash in Ahmedabad.

Boeing quality engineer Salehpour had in early 2024 alleged serious quality issues with Boeing's 787 and 777 airplanes which, he had claimed, may compromise the safety and lifespan of the aircraft.

The Air India aircraft that crashed soon after take-off in Ahmedabad on June 12 was a Boeing 787-8 Dreamliner.

The letter from Salehpour's lawyers, Debra Katz and Lisa Banks, sent right after the news of the AI-171 crash broke, states that Salehpour had raised concerns about the "structural integrity of Boeing 787 and 777 aircraft and Boeing's manufacturing processes" as well as the "company's overall safety culture". As



GROUND ZERO: A fire officer surveys the wreckage of the crashed Air India Dreamliner in Ahmedabad Friday

a result of his whistleblowing, Federal Aviation Administration opened an investigation into Boeing in March 2024.

In Dec 2024, the lead FAA investigator informed them the investigation was "complete" and had expressed "appreciation for Salehpour's identification of important safety issues". "He assured us the report would be issued imminently. We understood from his comments that many of Salehpour's concerns had been substantiated. We awaited release of the

report and yet, nearly six months later, it has not seen the light of day," the letter states.

It points out that on Thursday the world learned of "yet another tragic disaster involving the same 787 aircraft that Salehpour identified as flawed". "No one can truly understand the risks resulting from Boeing's manufacturing processes until FAA releases its investigative report. FAA must immediately publish the report without further delay," it concludes.

Salehpour, a veteran engi-

neer at Boeing with more than four decades of experience, has testified before the US Senate Homeland Security and Governmental Affairs Permanent Subcommittee regarding his allegations.

His claims are that he observed shortcuts employed by Boeing to reduce bottlenecks during the 787 assembly process that placed excessive stress on major airplane joints and embedded drilling debris between key joints on more than 1,000 planes. When he reported these con-

Tech issues ground 2 AI Express planes

Surat-bound passengers on two Air India Express flights faced inconvenience Friday due to technical snags. A flight from Bangkok was grounded after a suspected bird hit on landing in the Thai capital. Though the Boeing 737 Max landed safely, it couldn't operate the return leg. About 180 passengers were stranded, later given hotel stays and the option to reschedule or cancel with a full refund.

Meanwhile, flight IX-2749 from Jaipur via Bengaluru was delayed after the same aircraft earlier reported an AC failure. Scheduled to depart at 11.30am, it was first held up due to a "technical fault", then by a runway closure. Later, the crew cited engine overheating. **TNN**

cerns internally, he alleges that he was threatened with termination and excluded from important meetings.

"FAA must assure public that Boeing 787 is safe," Banks told **TOI**. "While it may take months or years to determine the cause of the Air India crash, we know that there is an important report sitting on a desk at FAA about the 787 that needs to become public. We urge FAA to release its findings." Federal Aviation Administration did not respond to a request for comment.

Safest seat in an airplane depends on the crash dynamics, say experts



The lone survivor told the media that his side of the plane was close to the ground while the other side had crashed into the hostel building – so he was able to climb out when the emergency door broke after impact

CONTINUED FROM ◀ FLAP FRONT

Is there such a thing as 'safest seat' in case of a crash?

Stressing that it's important to note that air travel is one of the safest modes of transportation, Cheng-Lung Wu, an associate professor in the School of Aviation at the University of New South Wales in Australia, told *Live Science*, "The fatality rate is way, way lower than driving a car." However, he added that there have been no robust scientific studies investigating which seats on an airplane are the safest, Wu said.

"It all depends on the crash dynamics," Daniel Kwasi Adjekum, a University of North Dakota aviation safety researcher, added. "Then it really matters where you are seated to be able to survive structurally."

Federal Aviation Administration data analyzed by *Time Magazine* in 2015 showed that the back third of a plane has the lowest fatality rate – but survival varies with the nature of the crash and where the aircraft absorbs the brunt of the impact. Passengers in aisle seats in the middle section of the cabin fared the worst, with a 44% fatality rate, per the *Time's* study, which reviewed 35 years of FAA data.

'Sitting in an emergency exit row is a responsibility'

While emergency exit seats are coveted for the ample leg space, a passenger sitting in an exit-row seat has the incredibly important responsibility of operating the emergency exit in case of an emergency. Flight attendants are required to brief exit-row passengers about how to do this properly. Typically located around the wing area or in rows just before the exits, fliers sitting here need to be physically fit so that they could assist the crew to open it in case of an emergency. "For an emergency exit row seat, the passenger must be someone who can take care of themselves in case of an emergency and assist other passengers in need. Although no specific form is required, we ask passengers about their well-being before allocating them these seats. Passengers should disclose any medical conditions that might impair their ability to assist in an emergency at the check-in counter," says a member of a ground-handling staff of an international airline group, adding, "Listening to the pre-flight safety briefing is extremely important. The passenger is expected to be vigilant and act immediately if something unusual occurs."

- Inputs from Shivika Manchanda

Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

13 JUNE 2025

■ Ahmedabad-London Flight Loses Altitude Soon After Takeoff
 ■ No Contact After Pilot's Mayday Call
 ■ Crashes On Medical College Hostel

Dreamliner Nightmare Kills 245

241 Of 242 On Board Die In Worst Single Plane Crash In India

Times News Network

Ahmedabad: India's deadliest air crash involving a single plane, with at least 245 casualties onboard and on the ground, unraveled in 30 seconds of horrific footage on Thursday as an 11-year-old Air India 757-300 Dreamliner taking off from Ahmedabad for London with 342 passengers and crew flared after climbing barely 4,500 feet and crashed into a medical college campus, before bursting into flames.

Ex-Gujarat Chief Minister Kanubhai Bhatt was among the passengers killed in the disaster, while at least four confirmed deaths were reported on the campus of H J Medical College and Civil Hospital, around 1km from the end of runway from which flight AI 171 had taken off. A lone passenger — identified as Indian-born British national Vasekhanumar Ramoos (46), seated in 11A — walked out of the burning plane after miraculously surviving the crash.

Blaze left no chance of survival: Shah

"The intense heat from 120 J-jet engines of jet fuel left 'no chance of saving lives' after AI 171 crashed. Union home minister Amit Shah, who reached Ahmedabad soon after the tragedy said, "All bodies have been recovered and DNA tests are underway to establish identities," Shah said after inspecting the wreckage and visiting the injured.

Sources said the tail could rise as 200 odd body bags were used. Three doctors and a pregnant woman, wife of a doctor at the hospital in Megheshwar, were killed inside the quarters and mess into which the aircraft crashed. A fourth doctor is reported missing. Around 21 resident doctors on the college campus suffered burns and fractures.

The flight's passenger list had 189 Indians, 53 British nationals, 7 Portuguese and a Canadian. Rajani was travelling to London to be with his wife and daughter. Captain Sameer Sahrawal, who had logged 6,200 hours of flying, was in the cockpit with First Officer Chiraj Khandelwal. The 10-member cabin crew included two young women from conflict-ridden Manipur.

Initial details suggest the aircraft may have experienced technical difficulties shortly

after take-off, with a "Mayday" call from the cockpit to Ahmedabad ATC before communication stopped. Operations at the airport were suspended for over two hours.

AI 171, which was scheduled to depart from Sardar Vallabhbhai Patel airport's Terminal 2 at 1:30pm, began its takeoff at 1:50pm on the 3,500-metre Runway No. 25. What was to be an estimated 9-hour, 25-minute journey to Gatwick airport ended when the Dreamliner — the first one to crash since Boeing launched the 757-300 — looped into Anandiyam-4, the residential quarters of engineering specialist resident doctors, and a mess for UG and PG students at one of Gujarat's top medical colleges.

As rescuers scoured the plane's wreckage, spread across half a kilometre, it became clear that survivors would be hard to find. While the fuselage rested on residential quarters, the tail hung from the damaged mess building where doctors had assembled for lunch. Teams from NDRF, IAF, BSF and NSG were part of salvage operations along with 50-odd ambulances and 65 fire engines.

FULL COVERAGE: P 2-4 & 5

EDIT PAGE: Clear the air/ some plane truths & more

Dr Tushar Patel, an internal medicine specialist, said the death toll in the mess would have been much higher had the plane crashed into the building moments earlier. Hundreds of doctors had left the building by then after having lunch.

The aircraft's black box — the flight data recorder and cockpit voice recorder — holds the key to finding out how the disaster occurred, aviation officials said.

This is India's first major civil aviation disaster since 2000, when an Air India Express flight skidded off a wet runway while landing at Kozhikode in Kerala and split into two. Of the 150 people on board, 21, including the two pilots, died. The 1996 Charkhi Dabri mid-air collision between Saindhav and Kazakhstan Airlines flights caused the highest casualties — 349 — in an air crash in India. On Oct 19, 1986, an Indian Airlines plane crashed in its final approach to Ahmedabad airport, killing 150 people.



► AI171 Boeing 757 Dreamliner flying to London Gatwick from Ahmedabad begins takeoff at 1:50pm

► Seconds after takeoff, pilot Sameer Sahrawal issues Mayday call to ATC, no response thereafter



► 11-year-old aircraft climbs around 4,500 feet before plummeting rapidly. Takeoff to crash took all of 34 seconds

► Crashes into HJ Medical College hostel mess in Megheshwar at 2pm. Tail & wheel of the aircraft get lodged in roof



► Cause of the crash not clear. Experts point to double engine failure, bird hit

► This is the first ever crash of a Boeing 757 Dreamliner. Flight data site Cirium says this aircraft had more than 41,000 hours of flying time

► 6,000 takeoffs and landings in the past 12 months

► Tata Group, which owns Air India, announces ₹1 crore compensation to family of each victim. To also support rebuilding of medical college hostel

Corporate Communications Directorate

THE TRIBUNE

DELHI

14 JUNE 2025

Boeing 787 Dreamliner's first fatal crash; safety issues back in spot

VIJAY MOHAN
TRIBUNE NEWS SERVICE

CHANDIGARH, JUNE 13

The crash of an Air India Boeing 787-8 Dreamliner soon after take-off from Ahmedabad is the first fatal accident though there have been numerous reports in the past about the aircraft struggling with technical defects and safety issues such as problems with its lithium ion batteries, hydraulic and fuel leaks, flap malfunction and structural integrity.

Shortly after the crash, *The New York Times* reported that the accident happened just weeks after the company cut a deal with the US Government to avoid taking criminal

responsibility for a pair of deadly crashes in 2018 and 2019. Boeing 787 Dreamliner planes have experienced operational problems in the past with passengers onboard, resulting in injuries, the American newspaper said.

Last year, Boeing engineer and whistleblower Sam Salehpour had alleged that the company took shortcuts when manufacturing its 777 and 787 Dreamliner jets and the risks could become catastrophic as the airplanes age. The flaws could add stress to the aircraft structure, reducing its durability. On its part, Boeing has described the 787 as the "best-selling passenger-wide-body of

all time". The aircraft, with its "industry-leading technology" has undertaken five million flights and carried over a billion passengers.

Thursday's crash is the 14th known incident, a few of them categorised as serious, involving Indian registered aircraft of this type since its induction over a decade ago. In addition, five aircraft operated by foreign airlines have also been involved in incidents in India. Across the globe, eight serious accidents and about a 100 other incidents of different types have been reported. The first incident in India involving the Boeing 787 had occurred on October 12, 2013, in Bengaluru,



A fire officer stands next to the crashed Boeing 787-8 aircraft. REUTERS

ru, when after touchdown it was discovered that a 'heat exchanger access panel' had detached at the time of landing on runway as the panel was attached to the aircraft

with only four screws instead of the required 47 screws.

Another incident took place in December the same year in Kolkata when the brakes of the left hand main undercarriage

overheated and emitted sparks. The aircraft had reportedly suffered a tyre burst.

Two incidents took place in 2014 and 2015, one in which a Boeing 787 was involved in a near miss soon after take-off from the Mumbai airport with a smaller aircraft that had taken off around the same time from the adjoining airport in Juhu, and the other in July 2015 when a parked aircraft was hit by an aero-bridge at the Delhi airport during a storm.

2016 saw three incidents involving three Air India's Boeing 787s and one of Dutch KLM Airlines. In January, a technical malfunction caused smoke in the aircraft's cabin, forcing it to

return to Delhi after take-off.

In April 2017, an aircraft suffered a bird strike damaging an engine on approach to Kolkata, followed by another aircraft damaging its engines after it was hit by an airport service vehicle in a parking bay in Delhi in October 2017.

In July 22, an Air India Boeing 787 en route to Cochin from Dubai suffered a loss of cabin pressure requiring an emergency descent.

The year 2023 saw the highest number of Boeing 787 incidents involving three AI aircraft and of foreign operators in India. In May, an Air India aircraft on the Delhi-Sydney route encountered severe tur-

bulence, resulting in injuries to some passengers.

In August, an Air India Mumbai-London flight suffered an un-commanded engine shut down in-flight, forcing it to return to Mumbai.

In January 2024, a Boeing 787 belonging to Bangladesh's Biman Airlines that was going to Saudi Arabia developed cracks in the cockpit's windshield while it was over Central India after it returned to Dhaka. In May 2025, a Lufthansa flight from Hyderabad to Frankfurt rejected take-off at high speed due to a problem with the nose wheels. A number of tyres deflated as result of the hard braking.



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THE TRIBUNE

DELHI

14 JUNE 2025

Patience is the key to finding truth in aviation disasters



NATASHA HEAP
PROGRAM DIRECTOR,
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IT has only been a few hours since Air India flight 171 crashed in Ahmedabad, killing more than 280 people, yet public speculation about the causes of the disaster is already rife.

Sections of the media seem to be encouraging this. For example, I was contacted by an international news organisation for an interview about the tragedy. While I agreed, I cautioned that I could only say that "it is too early to speculate." They decided not to proceed with the interview. No reason was given, but perhaps it was my aversion to speculation.

Of course, I want to know as much as anyone else what caused this disaster. But publicly speculating at such an early stage, when there is so little evidence available, is more than unhelpful. It is also harmful, as many examples throughout history have shown.

Like an archaeological excavation

Aviation accident investigations start as soon as first responders have extinguished the fires and completed the search for survivors — the first and foremost driver when responding to such a disaster — and have declared the site safe. The identification of the victims will then commence, completed by a different agency, parallel to the accident investigation.

The state authorities aren't the only people involved. The aircraft manufacturer (in this case, Boeing) will usually send representatives to assist the investigation, as can the home countries of the victims. Investigators in the country where the accident occurred may also request assistance from countries with more experience in aviation accident investigation.

An early step for investigators is finding the black boxes (flight data recorders and cockpit voice recorder) among the debris. These contain data about the flight itself, what the aircraft was doing, and what the pilots were saying.

An investigation into an aviation accident is akin to an archaeological excavation — methodical and painstaking.



CRUCIAL: If the evidence is not collected now for later analysis, it will be irrevocably lost in time. ❗

If the evidence is not collected and preserved for later analysis at the time, it will be irrevocably lost.

In the case of Air India Flight 171, the scene is further complicated by the crash location — a building. It will take time for the aeroplane wreckage, victims and personal belongings to be sorted from the building debris. This must occur before the search for answers can commence.

Investigators will also gather witness statements and any video of the event. Their analysis will be fur-

ther informed by company documentation, training and regulatory compliance information.

Around 80 per cent of the aviation accidents are due to "human factors".

According to the International Civil Aviation Organisation, the human factors are: What we know about human beings, including their abilities, characteristics and limitations, the design of procedures and equipment people use, and the environment in which they function and the tasks they perform.

It could take several years for the full forensic investigation into this disaster to run its full course.

It could take several years for the full forensic investigation into this disaster to run its full course. For example, the final report into the Sea World helicopter crash in Queensland, Australia, that occurred in 2023, which claimed the lives of four people and injured nine others, was only released in April this year.

A history of speculation — and vilification

There is a long history of undue and harmful public speculation about the possible causes of a plane crash.

For example, since the disappearance of Malaysia Airlines flight MH370 on March 8, 2014, speculation has swirled about whether chief pilot Zaharie Ahmad Shah was responsible for the disaster and the deaths of the other 238 people on board. This has deeply upset his sister, Sakinab Shah. In 2016, she had told CNN that she felt her brother was a "scapegoat" she must defend.

Similarly, the pilots of the British Midland flight that crashed near Kegworth in 1989, in which 47 people died, were also publicly vilified.

The pilots, who survived the crash, were experienced but they had misidentified which engine had failed, and shut down the wrong one. They were widely criticised

in the press for the error, tarnishing their reputations, losing their jobs, and, no doubt, causing more stress to their families. The investigation later revealed the pilots themselves had not received any simulator training as they had transitioned to a newer variant of the aircraft that they were flying.

This shows how undue public speculation about an airline disaster can add to the distress of victims and their families.

Respect the process

No doubt, pilots and aviation experts are speculating in private right now about the causes of this particular disaster. Cafes, pubs and crew rooms will be rife with discussions and opinions. It is human nature to want to know what happened.

But to speculate in public won't assist the investigative process. Nor will it help the families of the victims or the first responders and investigators themselves in getting through this horrible time.

Investigators need to work without external pressures to ensure accurate findings. Respecting this process maintains integrity and supports the many people who are currently experiencing unimaginable grief.

Courtesy: The Conversation