

# International agencies reach Gujarat to assist in crash probe

Downloading and analysing black box could take four or five days; representatives from U.S. and U.K. agencies arrive in Ahmedabad; UN norms state that a country probing an accident should produce a preliminary report within 30 days

**Jagriti Chandra**  
AHMEDABAD

**R**epresentatives of several international investigating agencies have reached Ahmedabad to assist India's Aircraft Accident Investigation Bureau (AAIB) with the investigation into last week's Air India Boeing 787 crash that killed 241 aboard.

They include representatives from the top investigating agency of the U.S. for transport accidents, the National Transportation Safety Board (NTSB); the civil aviation watchdog of the U.S., the Federal Aviation Administration (FAA); and the U.K.'s Civil Aviation Authority (CAA), multiple sources said. A team of the aircraft manufacturer Boeing is also expected to participate in the investigation.

Among those killed in the crash were 53 Britons, seven Portuguese nationals and one Canadian citizen. The remaining 181 were Indians, including 12 crew members.

The Principal Secretary to Prime Minister, P.K. Mishra, visited the crash site and the BJ Medical College where the bodies had been brought to. He discussed the ongoing relief, rescue, and investigation efforts during a high-level review



**Close scrutiny:** Investigators after visiting the Air India plane crash site in Ahmedabad on Sunday. AP

meeting with senior officials from the Central and State governments, the AAIB, and the Airports Authority of India.

The AAIB retrieved the digital flight data recorder (DFDR) a day after the June 12 crash from the accident site, the B.J. Medical College hostel campus. The next steps involve "milking" the data from the cockpit voice recorder (CVR) and DFDR, which together make up the black box. Milking implies downloading of raw data, which could take up to 25 hours for the DFDR and two hours for the CVR. After this, the data will be analysed to interpret flight parameters such as speed

and angle of attack. The two exercises could take up to four to five days, said a former senior investigator of the AAIB.

During the air crash involving an Air India Express aircraft at the Calicut International Airport in August 2020, the black box was sent to the U.S. because the AAIB did not have its own facility.

In April 2025, Civil Aviation Minister K. Rammoan Naidu inaugurated a DFDR & CVR Laboratory at the AAIB headquarters in New Delhi. A questionnaire sent to the Civil Aviation Ministry on Sunday seeking details of where this data would be downloaded, among others, re-

mained unanswered. The former official quoted above said the AAIB did not have a Boeing 787 "type trained" investigator until at least 18 months ago.

He felt that such an expertise could only come from Air India, which is the only airline to fly this type of aircraft in the country, but deputing its personnel may imply a conflict of interest. He said that the AAIB may have to look overseas for such expertise.

The Aircraft Accident Investigation Bureau is an office attached to the Civil Aviation Ministry. It investigates accidents and serious incidents involving aircraft

weighing over 2,250 kg.

According to standards laid down by the International Civil Aviation Organization (ICAO), the UN aviation safety watchdog, the state probing an accident or incident is expected to produce a preliminary report within 30 days.

"A publicly available final report is encouraged to be produced by the state in charge of the investigation within 12 months of the accident, says Annex 13 of the ICAO's Convention on International Civil Aviation (Chicago Convention), which provides standards for accident investigations. As per Annex 13, the state of occurrence is responsible for the investigation and controls the release of all information regarding the probe.

The NTSB had earlier said in a press statement on X that as per international protocols under the ICAO, all information on the investigation will be provided by the Government of India.

The government has also constituted a separate committee under the Chairmanship of the Home Secretary, which will recommend standard operating procedures to prevent air accidents, as well as guidelines for emergency response involving multiple stakeholders.



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## Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

15 JUNE 2025

# 8 Dreamliner aircraft inspected, says Naidu

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**NEW DELHI:** Eight out of the total 34 Boeing 787 Dreamliner aircraft in the Indian fleet have been inspected, Union civil aviation minister Ram Mohan Naidu said on Saturday while addressing the media on the June 12 crash of Air India flight I71.

"As per extended surveillance ordered by the DGCA on Friday, eight of the total 34 B787 have already been inspected," he said.

To be sure, Air India had 34 Boeing 787 airframes in its fleet before the crash. IndiGo has a 787-9 aircraft, but with a foreign registration.

The crash of the London Gatwick-bound Air India flight from Ahmedabad claimed the lives of 241 out of 242 people onboard the Boeing 787-8 Dreamliner.

The jet crashed moments after taking off on Thursday afternoon, marking the worst air tragedy in the country in three decades. Officials said at least 50 others were injured in the medical college hostel where the jet crashed.

While the minister did not comment on the result of the inspections, people familiar with the matter said no issues had been detected.

"Air India B787-8 aircraft flew to Paris-Delhi, and Delhi-Ahmedabad route without any issues before the crash," said civil aviation secretary Samir Kumar Sinha.

"The crash happened at 1.40pm and a team of DGCA (Directorate General of Civil Avi-



Air India had 34 Boeing 787 Dreamliner aircraft prior to the June 12 crash in Ahmedabad. REUTERS

ation), BCAS (Bureau of Civil Aviation Security), AAI (Airports Authority of India), CISF (Central Industrial Security Force) and myself reached the crash site around 6pm until when the fire was doused by local authorities," Sinha said.

The airline separately said that the checks could lead to delays on certain long-haul routes.

"Some of these checks could lead to higher turnaround time and potential delays on certain long-haul routes especially those to airports with operating curfews. Customers will be duly notified about any delays," the airline said in a post on X.

The government issued an order on Saturday stating that a high-level multi-disciplinary committee, headed by the Union home secretary, will carry out a broader review of the inci-

dent.

While Naidu said that the committee will have a "holistic" approach, he remained tight-lipped on the progress of the investigation.

Later in the day, Air India announced an interim compensation of ₹25 lakh for the families of those who lost their lives in the June 12 Ahmedabad plane crash. The relief package comes in addition to the ₹1 crore already announced by the parent company, Tata Group.

"To provide immediate financial support, Air India will be making an interim payment of ₹25 lakh, or approximately £21,000 to each of the families of the deceased and also to the survivor. This is in addition to the ₹1 crore, or approximately £85,000, already committed by Tata Sons," said Campbell Wilson, CEO and MD of Air India.

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HINDUSTAN TIMES

PATNA

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# Checks done on nine Boeing 787s: Air India

### HT Correspondent

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**NEW DELHI:** Air India on Saturday said it has done one-time safety checks on nine of its Boeing 787 Dreamliners and is on track to complete the checks on the remaining 24 planes as directed by the Directorate General of Civil Aviation (DGCA).

In the wake of the fatal crash of Air India's Boeing 787-8 plane in Ahmedabad on Thursday, the DGCA on Friday ordered enhanced safety checks of the aircraft fleet.

Air India has 33 Boeing 787-8/9 planes.

"Some of these checks could lead to higher turnaround time and potential delays on certain long-haul routes especially those to airports with operating curfews. Customers will be duly notified about any delays," the airline said in a post on X.

The airline said it is in the process of completing the one-time safety checks directed by DGCA.

"These checks are being carried out on the Boeing 787 fleet as they return to India, before



The airline had 26 legacy Boeing 787-8s and seven Boeing 787-9s in its fleet..

REUTERS

being cleared for their next operation," it added.

"Air India has completed such checks on nine of the Boeing 787 aircraft and are on track to complete this process for the remaining 24 aircraft within the timeline provided by the regulator," the airline said.

The carrier had 26 legacy Boeing 787-8s and seven Boeing 787-9s in its fleet.

241 out of the total 242 people were killed when an Air India Boeing 787-8 dreamliner

from Ahmedabad to London Gatwick crashed moments after taking off on Thursday afternoon, marking the worst air tragedy in the country in three decades.

Of the total people 242 people on board – 230 passengers and 12 crew members – only 1 survived; officials said.

At least 50 people were injured in the medical college hostel where the jet rammed into as it turned into a fireball, they added.

Civil aviation secretary Samir Kumar Sinha said, "Air India B787-8 aircraft flew to Paris-Delhi, and Delhi-Ahmedabad route without any issues before the crash,"

The government on Saturday stated that a high-level multi disciplinary committee headed by the home secretary has been formed.

It will consist of heads from the DGCA, BCAS, secretary of civil aviation, a representative from the Gujarat home department, a representative from the state disaster response authority, police commissioner of Ahmedabad, the director general (DG), Inspection and Safety of the Indian Air Force, DG of Bureau of Civil Aviation Security, DG of the aviation regulator- the DG of Civil Aviation, special director of Intelligence Bureau (IB), and the director of directorate of Forensic Science Services.

The committee has been formed to have a "holistic" approach to the investigation, said civil aviation minister Ram Mohan Naidu.

With PTI inputs

## Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

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# At Surat airport, uneasy coexistence of height obstacles and flight operations

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**Surat:** The Flight AI 171 crash in Ahmedabad has brought air transport hazards into the spotlight.

The airport in Surat has been subject to neglect in this regard for decades. It first took a public movement to make the airport operational, while later gaining notoriety when it became perhaps the only airport where an aircraft hit a buffalo on the runway.

There are shrimp farms near the airport on one side, which attract birds, and an underground gas pipeline on the other side which prevents the runway from being extended.

Another issue concerning citizens and hampering full-fledged operations is nearby buildings allegedly breaching the Height Obstacle Surface — an imaginary surface extending outwards and upward from the runway — within which can pose a hazard to aircraft. This matter is now being adjudicated in court.

The developers of the bu-



Gaurang Joshi

### BUILDING HEIGHT AND FLIGHT HAZARDS

ildings concerned say they followed all the proper procedures and while the buildings still stand, flight operations also continue.

The height obstacles are a concern for the aviation fraternity and for those who campaigned to make the airport operational. There have been many representations and discussions among stakeholders, but no solution has been found.

"A few of these buildings were developed even after

the height issue came to light. How did the authorities permit the development of these buildings? This highlights the negligence of the authorities," said Sanjay Jain, a member of the group 'We Work for a Working Airport at Surat'.

Top Surat Municipal Corporation (SMC) officials were not available for comment. The SMC issues 'Building Use' (BU) permission after a building is found to comply with standards and

get approval from all the authorities concerned. These buildings allegedly breaching the airport's Height Obstacle Surface have BU certificates.

On the lack of clear guidelines on development around the airport, aviation enthusiast Rajesh Modi, said, "Why have the five Obstacle Limitation Surface surveys not been done for the full length of both runways, existing and proposed? If they are not doing the survey for the full length, the 'No Objection' certificate application system restrictions should be scrapped."

Developers of various buildings facing the height obstacle issue say they built the structures after getting the approval from the Airports Authority of India (AAI).

"All the buildings have the required approvals. We submitted documents to the concerned authorities to prove our claims. Only after obtaining the necessary clearances and approvals did we construct the buildings," said Shivlal Ponkia, a developer.

# BNHS flags flight hazard from kites, bats at HAL airport

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**A**mid debates on air safety and bird hits in the wake of the Dreamliner crash at Ahmedabad, a team of the Mumbai-headquartered Bombay Natural History Society (BNHS) is inspecting the HAL airport in Bengaluru for the problems it is facing from kites and bats.

The HAL airport is crucial for Hindustan Aeronautics Ltd as the airfield and testing facility are used by armed forces and for non-scheduled general and business aviation as well as VIP and VVIP movement.



**HAL Airport**

On Friday, BNHS director Kishor Rithe, a veteran conservationist and naturalist, led the inspections at HAL airport along with a senior scientist of BNHS, Dr P Sathiyaselvem, who is also heading a Central Asian Flyway Programme.

“What we have noticed is a matter of concern and needs urgent attention from the local

civic authority,” Rithe told *DH* on Saturday.

The Bruhat Bengaluru Mahanagara Palike (BBMP) will have to play a key role in addressing the issue, he said. According to him, the civic administration is hardly giving any priority in addressing them.

“The airport is very important for defence operations and test flights. Various effective solutions were explored during the inspection,” Rithe said, adding that to start with, the first thing that needs to be addressed is the sewage/garbage problem inside and around the HAL airport. “This is the source of the problem,” he said.

“Drainage and sewage around and within the airport attract birds. Plastic garbage, food waste and meat shops are attracting kites and crows. We have also seen pigeons in good numbers,” he said.

“HAL had outsourced a study to a private consultancy firm which suggested translocating kites and bats from HAL airport. HAL authorities had approached Karnataka Forest Department with the SOP for translocating them. KFD has asked HAL to obtain the scientific and technical SOP from BNHS for translocation. A BNHS team visited HAL airport for inspection,” Rithe said.

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DAINIK JAGRAN

DELHI

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# एयरपोर्ट पर एक रनवे बंद होने का उड़ानों पर पहले दिन दिखा असर

जागरण संवाददाता, नई दिल्ली: एक ओर ईरान इजरायल के बीच हो रहा संघर्ष तो दूसरी ओर कोहरे से मुकाबले के वास्ते जरूरी अपग्रेडेशन के लिए आइजीआइ एयरपोर्ट का एक रनवे बंद हो जाना। रविवार को आइजीआइ एयरपोर्ट को समय सारिणी पूरी तरह इस दोहरे कारणों की चपेट में रही। सबसे ज्यादा असर प्रस्थान की उड़ानों पर देखने को मिला। रविवार रात 12 बजे जैसे ही रनवे को बंद किया गया, पूरी समय-सारिणी गड़बड़ा गई। देर रात की अधिकांश उड़ानें विलंबित रहीं। विदेश जाने वाली राष्ट्रीय व अंतरराष्ट्रीय एयरलाइंस दोनों की उड़ानों को प्रस्थान के लिए इंतजार करना पड़ा। प्रस्थान के मुकाबले आगमन पर असर कम देखने को मिला।

- अपग्रेडेशन के लिए रविवार से तीन महीने के लिए रनवे 10/28 किया गया बंद
- पहले ही 114 उड़ानों को रद्द व 43 उड़ानों को रिशेड्यूल किए जाने की कही जा चुकी बात



आइजीआइ एयरपोर्ट • जागरण आर्काइव

रनवे 10/28 बंद होने के बाद रविवार शाम तक आलम यह रहा कि आइजीआइ से देश दुनिया के विभिन्न हिस्सों में जाने वाली दो तिहाई उड़ानें विलंबित रहीं। विलंबित समय का औसत करीब 20 मिनट रहा। विलंबित में घरेलू व अंतरराष्ट्रीय दोनों उड़ानें शामिल

रहीं। यूरोप व अमेरिका जाने वाली एअर इंडिया की करीब-करीब सभी उड़ानें रवाना हुईं। एअर इंडिया की जिस उड़ान संख्या एआइ 101 को 2:45 बजे न्यूयार्क निकलना था, वह तड़के 4:41 बजे रवाना हुई। इसी तरह सैनफ्रांसिस्को की उड़ान संख्या एआइ 173 के प्रस्थान में करीब एक

### अपग्रेडेशन क्यों है जरूरी

कोहरे में सुरक्षित लैंडिंग व टेकऑफ के लिए आइएलएस (इंस्ट्रूमेंट लैंडिंग सिस्टम) जरूरी है। अभी समस्या यह थी कि रनवे 10/28 पर लगा सिस्टम अब कारगर नहीं है। इसे ही अपग्रेड किया जा रहा है। डायल का कहना है कि अपग्रेडेशन सितंबर तक पूरा हो जाने से एयरपोर्ट कोहरे का मुकाबला अच्छी तरह से करने में सक्षम होगा।

घंटे की देरी हुई।

वैक्यूवर की उड़ान में करीब सवा घंटे की देरी हुई। पेरिस जाने वाली उड़ान संख्या एआइ 147 में करीब दो घंटे की देरी हुई। पेरिस की एक अन्य उड़ान व मिलान की उड़ान को एअर इंडिया ने रद्द कर दिया। नैरोबी की उड़ान भी रद्द की गई।

इसके अलावा अंतरराष्ट्रीय उड़ानों में सियोल, सिडनी, मेलबोर्न की उड़ानों में भी देरी हुई।

114 उड़ानों की कटौती व 43 उड़ानों को रिशेड्यूल: कोहरे से मुकाबले के लिए जरूरी अपग्रेडेशन को खातिर आइजीआइ एयरपोर्ट का रनवे 10/28 अब तीन महीने के लिए बंद कर दिया गया है। इस अवधि में शेष बचे तीन रनवे पर ज्यादा दबाव नहीं हो, इसके लिए रोजाना 114 उड़ानों की कटौती की गई है व 43 उड़ानों को रिशेड्यूल किया गया है। प्रतिदिन के हिसाब से देखें तो रोजाना 57 उड़ानों को रद्द किया गया है। 57 उड़ानों के प्रस्थान को रद्द करने का अर्थ, इतने ही आगमन का रद्द होना है। इस लिहाज से देखें तो रोजाना 114 उड़ानें रद्द हुईं।



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HINDUSTAN

DELHI

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## आईजीआईएयरपोर्ट पर एक रनवे बंद, सौ उड़ानें प्रभावित

नई दिल्ली, प्रमुख संवाददाता। दिल्ली एयरपोर्ट के रनवे संख्या 28/10 पर रविवार से मरम्मत कार्य शुरू हो गया। इसके चलते एक रनवे को बंद कर तीन रनवे से उड़ानों का संचालन किया गया। इसकी वजह से 12 अंतरराष्ट्रीय और घरेलू उड़ानें रद्द रहीं और 100 से अधिक विमानों ने देरी से उड़ान भरी।

दिल्ली एयरपोर्ट पर कुल चार रनवे से विमानों का परिचालन किया जाता है। रनवे संख्या 28/10 पर अप्रैल में मरम्मत का काम शुरू किया गया था, लेकिन हवा की दिशा बदलने से विमानों का परिचालन बहुत अधिक बाधित हो रहा था। इसके चलते मरम्मत कार्य को मई माह के पहले सप्ताह से बंद कर दिया

- कैट-3 सुविधा से लैस करने का काम हो रहा
- पहले दिन एक दर्जन उड़ानें रद्द करनी पड़ीं

था। अब फिर से मरम्मत कार्य शुरू किया गया है जो 15 सितंबर तक चलेगा। इसे कैट-3 सुविधा से लैस किया जा रहा है, जिससे कम दृश्यता में भी विमानों को उतारा जा सके।

रविवार को मरम्मत कार्य शुरू होने के पहले दिन 22 अंतरराष्ट्रीय और 85 घरेलू विमानों ने देरी से उड़ान भरी। इस मरम्मत कार्य के चलते उड़ानों पर पड़ने वाले प्रभाव की जानकारी एयरलाइंस ने यात्रियों को ले रहे हैं।

# British Navy's fighter jet makes emergency landing at airport in Kerala capital

**The Hindu Bureau**

THIRUVANANTHAPURAM

An F-35 Lightning II fighter jet of the British Navy made an emergency landing at the Thiruvananthapuram International Airport in Kerala on Saturday night.

The stealth aircraft, a part of the Royal Navy's Queen Elizabeth Class carriers, is believed to have taken off from a British aircraft carrier operating in the Indian Ocean region.

According to sources, the pilot issued a distress signal on Saturday night following low fuel. Soon after the request, the airport authorities declared a full-scale emergency, and the jet landed safely without any incident.

The British authorities later changed the crew of jet. They brought in another



**Troubleshooting mode:** The British F-35 fighter jet seen parked at the Thiruvananthapuram airport on Sunday. NIRMAL HARINDRAN

er pilot, who has been allowed to stay at the airside of the airport.

The flight radar details show that the aircraft issued an emergency transponder code, SQUAWK 7700, for a few seconds around 9 p.m. off the coast of Thiruvananthapuram. The authorities have not disclosed details of the origin and destination of the flight.

The jet is expected to take off once the Defence Ministry issues clearance.

In a statement, a defence spokesperson said: "It's a normal occurrence of diversion by the F-35. The Indian Air Force (IAF) is fully aware and has facilitated the aircraft for flight safety reasons. All assistance is being given, and IAF is in coordination with all agencies."



The British F-35B fighter jet made an emergency landing at the Thiruvananthapuram International Airport in Kerala. PTI

## British F-35B jet makes emergency landing in Kerala

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**KOCHI:** A British F-35B fighter jet made an emergency landing at the Thiruvananthapuram International Airport in Kerala on Saturday after reportedly running low on fuel, officials aware of the matter said on Sunday.

According to an official at the airport, the F-35B sought permission from the airport authorities and landed safely around 9.30pm. "The jet is currently at the airport and refuelling has been completed. It will be allowed to depart after requisite permission is received from the relevant authorities," the official said on condition of anonymity.

On Sunday, the Indian Air Force (IAF) issued a statement, stating that it is "fully aware" of the development and that it facilitated the aircraft for "safety reasons". "Normal occurrence of diversion by F-35. IAF fully aware and facilitated the aircraft for flight safety reasons. All assistance being given, and IAF is in coordination with all agencies," the statement said.

The jet reportedly took off from the HMS Prince of Wales, the UK Royal Navy's flagship aircraft carrier. The HMS Prince of Wales is part of the UK's Carrier Strike Group, currently operating in the Indo-Pacific, which recently conducted a maritime exercise with the Indian Navy. "#INSTabar with

submarine and P8I aircraft of #IndianNavy participated in a Passage Exercise in the North Arabian Sea on 09 and 10 Jun 25 with HMS Prince of Wales and HMS Richmond from UK Carrier Strike Group," the Indian Navy said in a post on June 11.

According to the official cited above, the aircraft sought permission from the Thiruvananthapuram airport's Air Traffic Control for landing around 9.20pm. "An emergency was declared at the airport and necessary measures were taken for the safe landing of the jet. Subsequently, the jet landed around 9.30pm," the official said.

A retired IAF officer said that such incidents are rare, but not unprecedented. "The jet may have been airborne for routine flying as part of its training exercise. Once airborne, the pilot may have faced an emergency and perhaps wasn't in a position to go back to the mothership (aircraft carrier)," he said on condition of anonymity.

Though the reason behind the emergency landing was yet to be confirmed, the IAF officer noted that the reported reason of low fuel was "unlikely" as military jets accounts for such factors. "Once the ATC gave permission, the jet may have landed. But to be airborne again, the jet's pilot and AAI will have to take clearance from the defence and civil aviation ministries," he added.



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16 JUNE 2025

## DIAL expects minimum disruptions as IGIA runway closed for upgrade

*New Delhi:* One of the four runways at the Indira Gandhi International Airport (IGIA) in Delhi was closed for repair work on Sunday, affecting at least 400 flights.

With runway 10/28 closed till September 15, India's busiest airport is expected to see disruptions for the next three months.

Vidh Kumar Jaipuria, CEO, Delhi International Airport Limited (DIAL), which operates the airport, had earlier said that the daily flight cancellation rate, due to the repair work, was expected to go up from 3-3.5% to 7.5%, which he said was "not too

high".

DIAL said it has worked closely over the past few weeks with aviation authorities and airlines on slot adjustments in a bid to avoid a repeat of the disruptions in April when unexpected weather events due to sudden changes in wind patterns coupled with the runway closure led to massive disruptions to flight operations and public criticism.

As of 9.30 pm, 437 departing flights faced an average delay of 33 minutes on Sunday, according to Flightradar24.

On average, 1,450 flights operate daily from the IGIA. ENS

## Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

16 JUNE 2025

**AI-171 FLIGHT DATA RECORDER HOLDS KEY**

# Video offers clues to equipment-linked emergency, likely power backup deployment

**SUKALP SHARMA  
& ANIL SASI**  
NEW DELHI, JUNE 15

A VIDEO of the last moments of the doomed Air India Boeing 787-8 could offer new insight into the Ahmedabad crash till the time the flight data recorder (FDR) data is analysed.

The video, shot by Class 12 student and amateur terrace photographer Aryan Asari, could challenge a few theories doing the rounds on what might have led to the crash, the deadliest disaster involving an Indian airline in decades and the world's first crash of a Boeing 787.

While aviation experts did speculate whether the APU (Auxiliary Power Unit) or RAT (Ram Air Turbine) — both emergency power sources on the aircraft — were deployed, the clearer video sourced directly from Asari's phone seems to suggest that the RAT was down. That ties in with what the sole survivor testified to: a loud bang accompanied by the light going out, and then a green light coming in the cabin. And the captain's Mayday call.

The bang could be indicative of a lower hatch giving way and

the RAT being deployed automatically, a regulatory source said, while adding that there could be other triggers for a loud sound too.

The RAT is essentially a wind turbine located just behind the landing gear console that deploys into the airstream to generate power only when primary and secondary power sources fail. The APU is a smaller turbine engine, typically located in the tail section of the aircraft, that provides electrical and pneumatic power for various on-board systems.

Now, a dual engine failure is the rarest-of-rare event. But if the RAT deployed, it means there was a grave emergency — either a total electrical failure, a debilitating hydraulic failure, or a dual-engine failure, or a combination of these or more factors. Given the appearance of not sufficient lift and loss of thrust, the dual-engine failure theory, which many experts earlier said was not probable but still theoretically possible, could now well be a leading question for investigators to look into.

At a media briefing Saturday, Civil Aviation Minister K Ram Mohan Naidu said that investigators would look at all the the-



**Video grab shows AI 171 starts sinking moments after takeoff from Ahmedabad airport.** *Express*

ories doing the rounds. To be sure, it is too early to jump to any conclusion based on the initial video evidence, considering aircraft are extremely sophisticated and complex machines and detailed and painstaking investigations are required to ascertain the exact cause or combination of causes. All that the clearer video now available does, however, is provide investigators

with a crucial clue.

Fuel contamination or clogging of fuel can lead to the engines being starved, leading to a sudden shutdown. A source at the airport did indicate that refuelling took longer than usual (at 42 minutes), but a few others indicated that this was not really an out-of-the-ordinary occurrence for a long-distance international flight with full load.

Could it have been bird strikes? The footage available so far does not seem to suggest that. Although the Ahmedabad airport has a higher-than-average count of bird hits compared to other airports in the country, it would again be a rarest-of-rare event for a bird hit to disable both engines together. So far, there is no evidence to suggest such a significant bird strike, neither in initial footage of the accident, nor at the airfield in the form of bird carcasses.

Coming to the RAT deployment, the device is a last resort for providing basic power to the aircraft when everything else fails. But the RAT is more useful at higher or cruising altitudes, giving the pilots enough time to land at the closest available airfield. Neither time nor altitude was available to the pilots of

flight AI-171. The plane had just lifted off the runway and was barely at an altitude of 625 feet — 400-odd feet if Ahmedabad airport's 200-feet elevation is accounted for — before it crashed within moments.

The odds that an aviation accident has a single trigger are rare, and crashes usually have a series of things that go wrong together or one leading to another.

The one thing that experts were increasingly converging on before Asari's clearer video emerged was that the landing gear of AI-171 was down and flaps were perhaps not retracted, well after the aircraft climbed off the runway. The possibility of an erroneous retraction of the flaps, instead of the gear, was a possibility that some were pointing to. The apparent lack of lift, something that the sole survivor attested to when he said the plane seemed to hang mid-air before going down, seemed to attest to this theory. The RAT deployment, though, changes all of this entirely.

From the available videos, the rate of rotation (the action of pulling back a yoke or centre stick to lift the nose wheel off the ground during takeoff) appears to have been fine, but the under-

carnage not being lifted up despite the aircraft being airborne is when things seem to have started going wrong. The landing gear should have been retracted by the time the aircraft reached 100 feet, after the "positive rate" of climb is achieved, which is when the captain gives the "gear up" command to the co-pilot for retracting the landing gear. The gear being down, along with incorrect wing flap configuration, together would lead to insufficient lift coupled with significant drag. Even a partial loss of thrust could have potentially impacted the lift given that landing gear was down. The pilots pulling the nose up towards the end seems to suggest a desperate move as the terrain warning would've started sounding in the cockpit.

While the FDR has been found and will certainly provide deep insights into the reasons of the crash, the other black box — cockpit voice recorder (CVR) — will also be critical in the investigation, the details of the pilots' interaction with each other and the air traffic control will emerge from it, and so will the details of the warnings and alarms that would have been sounded in the cockpit before the fatal crash.



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THE TIMES OF INDIA

DELHI

16 JUNE 2025

## Fuel trouble forces UK's F-35 to land in Kerala

TIMES NEWS NETWORK

**New Delhi/Thiruvananthapuram:** A fifth-generation stealth F-35 fighter jet operating from an aircraft carrier of the UK in the Indian Ocean made an emergency landing at the Thiruvananthapuram international airport in Kerala after running low on fuel on Saturday night.

The F-35B, specifically designed for short take-off and vertical landing, had taken off from the deck of HMS Prince of Wales for a sortie but could not land back, possibly due to bad weather, and then sought assistance from Indian authorities. The airport declared an emergency to ensure the advanced fighter landed safely.

"It was a normal occurrence of diversion by the F-35 in such a situation. The Indian Air Force facilitated the jet landing at Thiruvananthapuram for flight safety reasons. All assistance is being given to the F-35, with IAF coordinating with other agencies," a defence official said.



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## GNIDA offers housing plots near airport

[Shafaque.Alam@timesofindia.com](mailto:Shafaque.Alam@timesofindia.com)

**Noida:** Greater Noida Industrial Development Authority (GNIDA) has unveiled a premium group housing plot scheme near the upcoming Noida International Airport, with the largest parcel commanding a reserve price of Rs 152 crore.

The Authority has put three prime plots on the auction block through e-bidding — 18,215sqm in Sector Mu with a reserve price of Rs 97 crore, a 30,000sqm plot in Sigma III with a reserve price of Rs 152 crore, and a 3,999sqm land parcel in Alpha II with a base price of Rs 25 crore.

Officials said these parcels were strategically located near the upcoming airport and offered excellent connectivity to both the eastern and western dedicated freight corridors, as well as the Noida and Yamuna expressways. The proximity to the airport in Jewar, which is likely to be operational soon, is expected to drive substantial demand for residential properties in the region.

“Once the airport starts operations, it will significantly enhance regional and international connectivity, creating a housing demand from professionals in aviation, logistics, hospitality, and allied sectors who prefer living close to their workplace. That way, Greater Noida is an attractive proposition, offering more spacious and affordable living options compared to other Delhi-NCR localities,” an official said.

According to the scheme document, successful bidders must deposit 10% of the premium as earnest money with their applications. The remaining 90% should be paid within 90 days of receiving the allotment letter.

The scheme, launched on Friday, will accept registrations till July 4. Successful bidders will receive possession within 30 days of allotment.



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THE TIMES OF INDIA

MUMBAI

15 JUNE 2025

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## Airline staff held for smuggling gold at airport

**Mumbai:** An airline crew member was arrested by the Directorate of Revenue Intelligence (DRI) along with a jeweller from Dadar for smuggling 1,373 grams of gold worth Rs 1.41 crore from the USA. Acting on specific intelligence, the officials of the DRI Mumbai unit intercepted Girish Pimple after he arrived from New York at Chhatrapati Shivaji Maharaj International Airport in Mumbai on Thursday. His personal and baggage search did not yield any results; however, the officials found him hiding a packet near the side of a sofa placed near the baggage services area. Upon opening the packet, the officials found six pieces of yellow metal weighing 1,373 grams. TNN

# खराब मौसम के कारण केदारनाथ के पास हेलिकॉप्टर गिरा, पायलट समेत 7 की मौत

चारधाम यात्रा मार्ग पर 5वां हादसा... आर्यन हेली सेवा निलंबित | चारधाम में दो दिन हेलिकॉप्टर सेवा बंद  
कंपनी व दो मैनेजर्स पर केस ■ महाराष्ट्र, यूपी, उत्तराखंड के थे श्रद्धालु | मुख्यमंत्री धामी ने दिए जांच के आदेश

अमर उजाला ब्यूरो

रुद्रप्रयाग। उत्तराखंड में केदारनाथ धाम से श्रद्धालुओं को लेकर लौट रहा हेलिकॉप्टर दुर्घटनाग्रस्त हो गया। हादसे में पायलट समेत सात लोगों की मौत हो गई। सभी शव सुरी तरह से जल गए। हेलिकॉप्टर भी पूरी तरह जलकर राख हो गया। रविवार सुबह हुए हादसे की वजह खराब दृश्यता बताई जा रही है। नगरिक उड्डयन मंत्रालय ने हेलिकॉप्टर ऑपरेटर आर्यन हेली एविएशन की सेवा निलंबित कर दी है। आर्यन व और उसके दो मैनेजर्स के खिलाफ एफआईआर दर्ज की गई है।

मुख्यमंत्री पुष्कर सिंह धामी ने हादसे की जांच के आदेश देते हुए केदारनाथ क्षेत्र में 15 व 16 जून को सभी हेलिकॉप्टर सेवा पर रोक लगा दी है। पीएम नरेंद्र मोदी ने साइप्रस से धामी को फोन कर हादसे की जानकारी ली है। इस साल 30 अप्रैल को तीर्थयात्रा शुरू होने के बाद से चारधाम मार्ग पर यह 5वां हेलिकॉप्टर हादसा है।

बेल 407 हेलिकॉप्टर केदारनाथ से गुप्तकाशी के लिए सुबह 5:19 बजे उड़ा था। हेलिकॉप्टर सेवा के मोडल अधिकारी राहुल चौबे ने बताया कि कोहरे से दृश्यता शून्य होने के कारण हेलिकॉप्टर सुबह 5:25 बजे गौरी माई खर्क में पेड़ से टकराकर दुर्घटनाग्रस्त हो गया। एनडीआरएफ, एसडीआरएफ व पुलिस टीमों ने शवों को गौरीकुंड पहुंचाया, जहां से रुद्रप्रयाग जिला अस्पताल भेजा गया।

जिला आपदा प्रबंधन अधिकारी नंदन सिंह रजवार ने बताया कि हादसे



मरहम : आर्यन एविएशन ने मृतकों के परिजनों को 5-5 लाख रुपये मुआवजा देने की घोषणा की है।

गौरी माई खर्क में रविवार को हादसे के बाद जलता हेलिकॉप्टर और बचाव कार्य में जुटे राहतकर्मी। एजेसी

## प्रत्यक्षदर्शी महिलाएं बोलीं- पेड़ से टकराकर गिरा हेलिकॉप्टर...आग का गोला बन गया

प्रत्यक्षदर्शी नेपाली मूल की दो बहनों शर्मिला व संजू ने बताया, वे पास कटने गौरीकुंड के जंगलों में गई थीं। सुबह पांच बजे बादल छाए हुए थे। कुछ देर में ही एक हेलिकॉप्टर उड़ान भरता हुआ पहुंचा। कोहरे की वजह से हेलिकॉप्टर पीछे की तरफ गया और फिर धीरे-धीरे नीचे आकर आगे बढ़ने लगा। तभी वह ऊंचे पेड़ से टकराया और नीचे गिरते ही आग का गोला बन गया। हादसा हमसे 20 मीटर दूर ही हुआ। वहां एक बच्ची गिरी हुई थी। शब्द बंद हेलिकॉप्टर से गिरकर किसी पत्थर से टकरा गई, जिससे उसकी मौत हो गई। आग इतनी भयानक थी कि कुछ भी बच पाना मुश्किल था।

दो पायलट के लाइसेंस निलंबित... नगरिक उड्डयन मंत्रालय की प्रारंभिक जांच में हादसे का संभावित कारण पहचानने के लिए उड़ान मानी जा रही है। ऐसी दुर्घटनाएं तब होती हैं, जब पायलट खराब दृश्यता और घने बादलों वाले क्षेत्र में चला जाता है। ट्रांसपोर्ट एविएशन के पायलट योगेश प्रेवाल और जितेंद्र हरजाई ऐसी उड़ान भरते हुए पाए गए थे। इसलिए उनका लाइसेंस छह महीने के लिए निलंबित कर दिया गया है।

में पायलट लेफ्टिनेंट कर्नल राजवीर सिंह चौहान समेत सभी यात्रियों की मौके पर ही मौत हो गई। मृतकों की पहचान महाराष्ट्र निवासी राजकुमार सुरेश जायसवाल (41), पत्नी ब्रज्या (35) और उनकी बेटों

## लोगों ने धुआं उठा देखकर प्रशासन को दी जानकारी

जिला आपदा प्रबंधन अधिकारी ने बताया, सुबह 5:24 बजे हेलिकॉप्टर गौरी कुंड पर दिखाई दिया था, पर गुप्तकाशी नहीं पहुंचा। इस दौरान नेपाली मूल के व्यक्ति और उसके साथ कुछ महिलाओं ने ऊपरी क्षेत्र में धुआं उठने की सूचना दी। तत्काल बचाव दल भेजा गया, तो पता चला कि गौरीकुंड से पांच किमी ऊपर जंगल क्षेत्र में हेलिकॉप्टर दुर्घटनाग्रस्त हो गया है।

काशी (2), रुद्रप्रयाग के ऊखीमठ निवासी विक्रम सिंह सचत (46) और यूपी के बिजनौर निवासी विनोद देवी (66) और तुष्टि सिंह (19) के रूप में हुई है। >> संपादकीय : सुरक्षा पर सवाल

## चार माह पहले ही जुड़वां बच्चों के पिता बने थे पायलट राजवीर

दुर्घटनाग्रस्त हेलिकॉप्टर के पायलट राजवीर सिंह चौहान 15 साल तक भारतीय सेना में थे। उन्हें दुर्गम स्थानों पर उड़ान का व्यापक अनुभव था। राजस्थान के जयपुर निवासी राजवीर (37) चार माह पहले ही जुड़वां बच्चों के पिता बने थे। वह 2024 में ही आर्यन एविएशन में पायलट बने थे। उनकी पत्नी दीपिका सेना में लेफ्टिनेंट कर्नल हैं। पिता गोविंद सिंह ने बताया, फादर्स-डे के दिन बेटे के न रहने की दुखद सूचना मिली।

## नानी-नातिन की आखिरी सेल्फी



बिजनौर की विनोद और तुष्टि की सलां की प्रेर दटी।

केदारनाथ हादसे ने बिजनौर की विनोद देवी और उनकी नातिन तुष्टि सिंह को सांसों की छोर तोड़ दी। दोनों को रविवार को ही गुप्तकाशी आना था, पर हेलिकॉप्टर उड़ान नहीं भर सका। रविवार सुबह उनके हेलिकॉप्टर ने उड़ान तो भरी, मगर यह हादसे का शिकार हो गया। नवीन के धर्मशाल ने बिजनौर को सपरिवार बच्चा केदारनाथ के दर्शन कर लिए थे। इसके बाद वह पत्नी विनोद देवी, नातिन तुष्टि, पीपू ईशान और नती गौरेश के साथ दोपहर एक बजे हेलीपैड पहुंचे। इनमें से धर्मशाल, ईशान और गौरेश तो हेलिकॉप्टर से गुप्तकाशी पहुंच गए। पर मौसम खराब होने से विनोद व तुष्टि को वहीं रुकना पड़ा। फैशन डिजाइनिंग का कोर्स करने वाली तुष्टि ने नानी के साथ सेल्फी भी ली, जो उनकी आखिरी सेल्फी साबित हुई। रावाद



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AMAR UJALA

DELHI

16 JUNE 2025

## तकनीकी खराबी से लंदन लौटी ब्रिटिश एयरवेज की चेन्नई जा रही उड़ान

बोइंग ड्रीमलाइनर की सुरक्षा पर फिर उठे सवाल, दो घंटे हवा में रही फ्लाइट

मुंबई। चेन्नई जा रही ब्रिटिश एयरवेज की बोइंग 787-8 ड्रीमलाइनर उड़ान (बीए35) तकनीकी खराबी के कारण लंदन के हीथ्रो हवाईअड्डे पर वापस लौट आई। फ्लाइट ट्रेकिंग वेबसाइट फ्लाइटरेडार24.कॉम के अनुसार, उड़ान को दोपहर 12.40 बजे रवाना होना था, लेकिन 36 मिनट की देरी से दोपहर 1.16 बजे उड़ी। यह लगभग दो घंटे तक हवा में रही और स्ट्रेट ऑफ डोवर के ऊपर कई चक्कर लगाने के बाद सुरक्षित हीथ्रो लौट आई।

ब्रिटिश एयरवेज की ओर से कहा गया है कि तकनीकी समस्या सामने आने के बाद मानक सावधानी के तौर पर विमान को वापस बुलाया गया। यात्री और चालक दल सुरक्षित उतर गए। हालांकि, एयरलाइन ने यात्रियों की संख्या या उड़ान की अवधि जैसे विवरण साझा नहीं किए। इस घटना ने बोइंग ड्रीमलाइनर की सुरक्षा पर फिर से सवाल खड़ा कर दिया है। हाल ही में 12 जून को अहमदाबाद में एअर इंडिया की बोइंग 787-8 के दुर्घटनाग्रस्त होने से 241 लोगों की मौत हो गई थी। व्यूरो

### इधर, दो बार उतारे गए यात्री, 18 घंटे देरी से उड़ा एअर इंडिया का विमान

गुवाहाटी। एअर इंडिया एक्सप्रेस का विमान तकनीकी गड़बड़ी के कारण 18 घंटे से अधिक देरी से उड़ान भर सका। गुवाहाटी से कोलकाता जा रहे 170 यात्रियों को इस दौरान दो बार विमान से उतारा गया।



अधिकारियों ने बताया कि विमान को शनिवार रात 9.20 बजे गुवाहाटी एयरपोर्ट से उड़ान भरनी थी, लेकिन तकनीकी

खराबी का पता चलने के बाद यह रविवार दोपहर बाद कोलकाता के लिए रवाना हुआ। विमान के उड़ान में 18 घंटे से अधिक की देरी हुई। सोशल मीडिया पर खयरल वीडियो में एक परेशान यात्री ने कहा कि तकनीकी खामी के कारण आधी रात के बाद उड़ान में देरी हुई और यात्री पूरे समय अंदर ही बैठे रहे। सोशल मीडिया पर वायरल इसी तरह के कुछ और वीडियो में यात्री ने आरोप लगाया कि एयरलाइन ने देरी की वजह की कोई जानकारी नहीं दी। व्यूरो



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## Corporate Communications Directorate

AMAR UJALA

DELHI

16 JUNE 2025

# गोवा की फ्लाइट रद्द करने पर यात्रियों ने किया हंगामा

कोलकाता से समय पर पहुंची हिंडन, पहले टेकऑफ रोक़ा फिर किया रद्द

अमर उजाला ब्यूरो

साहिबाबाद। तकनीकी खामियों की वजह से रविवार को हिंडन हवाईअड्डे से गोवा जाने वाली एयर इंडिया की फ्लाइट का टेक ऑफ लगभग 15 मिनट तक रोक दिया गया। इसके बाद फ्लाइट ही रद्द कर दी गई। शुरू में फ्लाइट रद्द होने की वजह नहीं बताई जा रही थी। इस वजह से यात्रियों ने हंगामा किया।

तैनात कर्मियों ने लोगों को समझाकर शांत कराया। यात्रियों ने एक्स पर ट्वीट कर एयर इंडिया से शिकायत की। वहीं एयर इंडिया ने वैकल्पिक व्यवस्था व फ्लाइट रद्द होने पर पूरा भुगतान वापस करने का आश्वासन दिया।

फ्लाइट का टेकऑफ का समय सुबह 10:40 है। वहीं एक्स पर 12:15 पर अनिरवन नाम के यूजर ने एयर इंडिया को टैग करते हुए लिखा कि उन्हें फ्लाइट रद्द होने की जानकारी अभी मिली। इस पर एयर इंडिया एक्सप्रेस के एक्स हैंडल से दोपहर 1:20 पर पोस्ट करते हुए फ्लाइट रद्द होने की पुष्टि की गई।

80 सीटर IX1511 विमान कोलकाता से हिंडन आता है। इसके बाद हिंडन से गोवा के



हिंडन एयरपोर्ट। संवाद



अनिरवन का ट्वीट।



एयर इंडिया का ट्वीट।



हिंडन-गोवा फ्लाइट तकनीकी कारणों की वजह से टेकऑफ नहीं हुई। बाद में इसे रद्द कर दिया गया था। इसकी जगह पर यात्रियों को वैकल्पिक व्यवस्था मुहैया कराई गई। हालांकि जिन यात्रियों ने रिफंड की मांग की उन्हें पूरा भुगतान वापस का आश्वासन भी दिया है। - प्रवक्ता, एयर इंडिया एक्सप्रेस

लिए उड़ान भरता है। कोलकाता से फ्लाइट अपने सही समय सुबह 7:40 बजे हिंडन आ गई थी। 10:40 पर गोवा के लिए उड़ान भरने के लिए भी तैयार थी। यात्रियों का हवाई अड्डे पर आगमन शुरू हो गया था। हिंडन से लगभग 60 यात्रियों ने गोवा के लिए बुकिंग करवाई थी। इसी बीच अचानक टेकऑफ रोक दिया गया। इसके बाद अचानक फ्लाइट ही रद्द कर दी गई। इससे हंगामा शुरू हो गया।

अहमदाबाद हादसे के बाद लोगों में डर व्याप्त 12 जून को अहमदाबाद अंतरराष्ट्रीय हवाई अड्डे से लंदन के लिए उड़ान भरने वाला एयर इंडिया का विमान हादसे का शिकार हो गया था। बड़ी संख्या में यात्रियों को मौत हो गई थी, जिसमें एक पूर्व मुख्यमंत्री भी शामिल थे। इस हादसे के बाद से लोगों में डर का माहौल पैदा हो गया है। रविवार को जब हिंडन हवाई अड्डे पर गोवा की फ्लाइट में तकनीकी दिक्कत की बात सामने आई, तब यात्रियों को घबराहट बढ़ गई। इसके चलते यात्रियों ने काफी देर तक हंगामा किया।



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AIRPORTS AUTHORITY OF INDIA

# Corporate Communications Directorate

AMAR UJALA

DELHI

16 JUNE 2025

## 12 साल में 7 हेलिकॉप्टर हादसे, 44 की गई जान संकरी घाटी और ऊंची पहाड़ी के कारण हेलिकॉप्टर क्रैश का ज्यादा खतरा

रुद्रप्रयाग। केदारनाथ क्षेत्र में जून 2013 से अभी तक सात हेलिकॉप्टर हादसे हो चुके हैं और 44 की जान जा चुकी है। गौरीकुंड से केदारनाथ तक 16 किमी क्षेत्र पूरा संकरी घाटी, घने जंगल और तीन तरफ ऊंची पहाड़ी है। इसी क्षेत्र से हेलिकॉप्टर उड़ान भरते हैं। यहां कब अचानक घने बादल और कोहरा छा जाए यह कहना मुश्किल है।

इन हालात में हेलिकॉप्टर सेवा का संचालन हमेशा से ही संवेदनशील रहता है। बीते एक दशक में केदारनाथ क्षेत्र में जितने बड़े हेलिकॉप्टर हादसे हुए हैं, उनकी प्रमुख वजह खराब मौसम ही रहा है। इसके बावजूद मौसम की पुख्ता जानकारी के लिए आज तक यहां कोई व्यवस्था नहीं हो पाई है। तमाम दावों के बाद भी वेदर वार्निंग सिस्टम स्थापित नहीं होने से बार-बार इस तरह के हादसे हो रहे हैं। सवाद

### प्रमुख हेलिकॉप्टर हादसे

- 21 जून 2013 को जंगलघट्टी की पहाड़ी से टकराने से हेलिकॉप्टर क्रैश हुआ, जिसमें पायलट की मौत हो गई थी।
- 24 जून को केदारनाथ से गुप्तकाशी लौट रहे हेलिकॉप्टर के क्रैश होने से पायलट और इंजीनियर की हुई मौत।
- 25 जून को गौरीकुंड की पहाड़ियों पर सेना का एमआई-17 हेलिकॉप्टर टकराकर क्रैश हो गया था, जिससे 20 सैन्य अधिकारी व जवान बलिदान हो गए थे।
- 18 अक्टूबर, 2022 को गुप्तकाशी की पहाड़ी से टकराकर हेलिकॉप्टर क्रैश हुआ, जिसमें पायलट सहित 7 की मौत।
- 23 अप्रैल 2023 को केदारनाथ हेलिपैड पर हेलिकॉप्टर के टेल रोटर की चपेट में आने से यूकाडा के वित्त अधिकारी की हुई थी मौत।
- 8 मई 2025 को हर्पिल जा रहा एक निजी हेलिकॉप्टर गंगनानी के समीप जंगल में क्रैश हो गया था। इस हादसे में पायलट सहित छह लोगों की मौत हो गई थी।
- अब 15 जून 2025 को गौरी माई खर्क में हेलिकॉप्टर क्रैश होने से पायलट सहित सात लोगों की मौत हुई।



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BUSINESS LINE

DELHI

16 JUNE 2025

## Post AI crash, Govt begins work on aviation safety plan

**FLIGHT PATH.** Will relook at SOPs, airport design, maintenance checks, among others

**Rohit Vaid**  
New Delhi

The Centre has started work on a "comprehensive national civil aviation safety plan" that will bring key changes to the industry's current standard operating procedures (SOPs), sources told *businessline*.

At present, India under ICAO's guidance has made a National Aviation Safety Plan (NASP) 2024-28. However, the new comprehensive plan, sources said, go beyond the NASP and will also be a part of the National Civil Aviation Policy.

Accordingly, the plan will have a relook at nearly all aspects of safety, right from airport entry to the design of aerodromes, among others.

Notably, the safety plan comes days after the devastating crash of Air India's Ahmedabad-Gatwick flight.

Besides, sources cited the necessity of such a plan was "felt in light of the massive growth" of the sector in terms of passenger numbers, airports and aircraft.

"Since 2017, there have been accidents, and commit-



**PROBE LAUNCHED.** The Centre has constituted a committee, headed by the Union Home Secretary, to investigate the Ahmedabad crash in detail. *ICAT/AN*

tees have been formed after each incident. These committees' findings and recommendations, along with safety experts' advice on the design of airports, aircraft, SOPs, maintenance checks, etc., will be taken into consideration while forming the plan," sources told *businessline*.

### EXPERTS CALLED

"We will be calling in experts from institutes like IIT, from the industry, and other stakeholders who might have valuable insights into how to reform our current systems so that safety becomes the core of India's growth in civil aviation."

As per sources, many aspects, such as the development of soft landing areas near airports, passenger entry

and exit procedures, maintenance, the role of security agencies and the function of training institutes, will be reviewed and revised.

"The first step in the formulation of this plan is the high-level multidisciplinary committee (on the Ahmedabad air crash), which has been formed to look at safety issues on a holistic basis.

The recommendations of this committee and from other experts or institutions will then be used to war game emergency scenarios to further refine our SOPs and have absolute coordination between all levels of aviation agencies, regulators and stakeholders." "India has some of the world's best regulations in place. However, we

want to strengthen them further so that India becomes the powerhouse of the global aviation industry."

Besides, sources said the new plan will tackle issues such as manpower deployment for aircraft inspections and accident investigations.

"The plan will be futuristic in nature because it will deal with not just today's requirements but also those in the coming years. We need to act now to fulfil the expected demand and need for safe operations," sources said.

"Aspects such as manpower requirements and the need for equipment will be taken care of by this document (plan)."

### PANEL TO MEET TODAY

Meanwhile, the Centre's high-level committee is slated to meet on Monday.

Last week, Civil Aviation Minister Ram Mohan Naidu said the Centre has constituted the committee, which is headed by the Home Secretary, to examine the Ahmedabad crash in detail. In addition, the committee will include aviation experts, accident investigators and legal advisors as it deems fit.



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BUSINESS LINE

DELHI

16 JUNE 2025

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## Air India crash: Ex-Gujarat CM identified through DNA testing

**Our Bureau**  
Ahmedabad

A total of 62 bodies of passengers, including former Gujarat Chief Minister Vijay Rupani killed in the Air India aircraft crash in Ahmedabad, have been identified after their DNA samples matched on Sunday.

Gujarat government announced one-day mourning on Monday as a mark of respect for the former CM. The national flag will be flown at half mast on all buildings and no official events will be held on the day.

On Sunday, Harsh Sanghvi, Gujarat Home Minister, told media that the remains of the former CM will be taken to his hometown in Rajkot by an aircraft on Monday at 12:30 pm. The family members will be claiming the body from the hospital at 11:00 am, next day. The final rites will be held in the evening.

So far 250 blood samples of relatives have been taken for DNA testing. Of the bodies identified, 27 have been handed over to the nearest kin. These 27 bodies are in addition to 8 bodies that have already been handed over without a DNA identification process. Officials said all the 241 passengers have been contacted and DNA samples of only three foreign nationals are yet to be collected. The relatives of these foreign nationals are expected to arrive at the hospital on Monday.

Meanwhile, investigators, including those from the UK and the US, continue to scan the accident site in Ahmedabad. A team from Boeing also visited the crash site.

# Corporate Communications Directorate

BUSINESS LINE

DELHI

16 JUNE 2025

## Airline industry hits an air pocket

**JET LAG.** Rocked by supply chain woes and tariffs, aviation sector banks on digitisation and decarbonisation to steady itself

Anesh Phadnis

**G**lobal airlines battling supply chain challenges and trade tensions are relying on data insights to optimise fuel burn and minimise the impact of tariffs on their operations.

A record 4.99 billion travellers are expected to fly, lifting global airline revenue and net profits in 2025, International Air Transport Association (IATA) said in its latest forecast at its annual general meeting, in Delhi, in June.

While the fall in jet fuel prices is aiding airlines, the uncertainty caused by US tariff policies is dampening travel demand. Supply chain delays are also hurting airlines' plans to introduce new aircraft with better amenities and lower emissions.

### SUSTAINABILITY IN THE AIR

Indian and overseas carriers are drawing up plans to make flying more sustainable by adopting new technology and reducing waste.

For instance, IndiGo has introduced an app for its pilots that leverages real-time data analytics and intelligent automation to monitor every phase of a flight. The app will provide actionable insights to pilots, leading to measurable improvements in operational performance and efficiency, the airline said.

Air India said it is using the latest flight planning tools to select efficient flight routes, while also reducing wastage of food, material and energy. It said 35 per cent of its new crew uniform comprises recycled fabric.

The airline has also tied up with the Indian Institute of Petroleum to develop local pathways for the production of sustainable aviation fuel (SAF).

Air India and Indian Oil Corporation (which is deploying a co-processing method to produce SAF at its Panipat plant) have also joined a global registry that tracks SAF purchases, usage and associated emission reductions in compliance with international norms.

International airlines are driving the change, too, with Brazilian low-cost airline GOL and TAP Air Portugal signing up as the first carriers to adopt IATA's advanced analytics solution to optimise fuel consumption.

"Fuel management is key for airlines.



**CLIPPED WINGS.** Amidst parts supply shortages, global aircraft delivery backlog is 17,000, implying a 14-year wait

Depending on the prevailing price of jet fuel, it generally accounts for 25-30 per cent of the cost base. On top of that, as airlines decarbonise, tracking and managing costs — which are directly related to fuel consumption — will be a growing priority," said Nick Carren, IATA's senior vice president (operations, safety and security).

While technology and operational efficiency improvements are expected to account for around 10 per cent of total emissions reduction, SAF will account for around 65 per cent as the aviation sector aspires to achieve its net zero target by 2050.

While airlines are doing their bit, IATA has blamed governments around the world for not creating policy frameworks to meet emission goals.

Though global SAF production will double to two million tonnes in 2025 it will only meet 0.7 per cent of airline fuel needs. (India has set a target to blend one per cent SAF with conventional jet fuel for international flights from 2027.)

"We have a quarter century to get to net zero. There is no time for delay and no tolerance for government greenwashing and unnecessary cost increases. We need urgent actions," IATA's director general

Willie Walsh said in his AGM address.

Alongside non-availability of SAF, the ongoing supply chain disruptions and US trade policies are matters of concern for airline bosses.

IATA estimates that airlines in North America will generate the highest absolute profit among all regions, but may be affected by a slowdown in the US economy, as rising tariffs are likely to erode both consumer and business sentiment.

### CHANGE IN TRAVEL PLANS

The impact is already visible with economy-class demand cooling off on the US-India routes due to tighter visa policies.

Josanna Geraghty, CEO of US carrier JetBlue, said the volatility around tariffs and recent safety incidents were creating uncertainty. "Consumers are confident of taking one vacation but perhaps rethinking that second vacation out of concern over tariff volatility," she said during a panel discussion at the IATA AGM.

After an initial softness, FedEx is seeing resumption of trade as the US government lowered the reciprocal tariff imposed on various countries. The company is using data and digital tools to help customers manage the frequent changes in

tariffs.

"We have a vast amount of classification data of all commodities getting into the US. We are using the data to help, especially the smaller customers, with better trade classification tools to smoothen the entry filing processes," said Richard Smith, chief operating officer (international), FedEx.

Meanwhile, supply chain constraints continue to hinder aviation growth. While some airlines like IndiGo have seen a reduction in grounded aircraft (40 from around 70 six months ago), overall the industry situation remains grim.

Walsh said the current global aircraft delivery backlog is 17,000, implying a 14-year wait between order and delivery. The number of deliveries scheduled for 2025 is 26 per cent lower than what was promised a year ago, he said.

"Supply chain constraints are delaying fleet modernisation and causing flight disruptions because of parts shortages. Suppliers must urgently address the constraints. Airlines are enablers of connectivity, but they cannot fly with their hands tied," said Subhas Menon, director general of Association of Asia Pacific Airlines.

# Corporate Communications Directorate

BUSINESS STANDARD

DELHI

16 JUNE 2025

## Travel industry in turbulence amid worsening West Asia situation

**GULVEEN AULAKH**

New Delhi, 15 June

With the Iran-Israel conflict escalating, travel planning is becoming more complex as airspace closures over Pakistan, Iran, and Israel are leading to longer flight routes, especially for Europe-bound travellers. Schedules could be altered at short notice depending on the Notices to Airmen or NOTAMs issued by the governments of Iran, Israel, Jordan, Syria and Iraq.

Industry executives said closure of airspaces leading to longer routes and flight times has already led to a hike in air fares on some routes, which will impact travel demand for West bound flights as airlines will have to take more circuitous routes to avoid conflict zones.

Schedules overall could be impacted on account of deployment or redeployment of aircraft.

"The Iran-Israel hostilities and the closure of airspaces leading to longer routes/flight times is bound to impact fares. One can already see a 12-15 per cent hike on some sectors," said Ajay Prakash, vice-president at Federation of Associations in Indian Tourism and Hospitality.

Temporary airspace restrictions due to the ongoing tensions in West Asia have led to longer flight routes by nearly 2-4 hours and leading to an excess in airline operational cost, said Sabina Chopra, chief operating officer and cofounder, at Yatra Online Ltd. "Flight fares are shaped by several factors; fuel prices, demand, operational shifts among them. Rerouted paths have

led to an increase of 15-20 per cent in some of these routes," she said.

IndiGo Airlines issued a travel advisory on Sunday, "Due to the ongoing airspace restrictions, flight routes to and from the Gulf are experiencing congestion, which may result in delays on certain sectors. As we continue to operate via alternate paths, extended travel times may be expected."

Air India had issued a similar advisory on Friday where it diverted more than a dozen flights en route to London, New York, Sharjah, Delhi, Frankfurt, Chicago, Washington and Toronto, while several flights returned to their origin ports. Airlines are already avoiding Pakistan's airspace following the India - Pakistan conflict last month.



### Travel troubles

- West bound flights longer by 2 -4 hours
- Longer flights to raise air fares by 15-20% on some routes
- Flight disruptions, cancellations, re-directions, AI crash adding to flyers' anxiety
- Portals, tour operators looking to provide aircraft info upfront during bookings to put consumers' minds at ease



भारतीय विमानपत्तन प्राधिकरण  
AIRPORTS AUTHORITY OF INDIA

# Corporate Communications Directorate

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BUSINESS STANDARD

DELHI

16 JUNE 2025

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## **Air India plane crash: Govt-constituted panel to meet today**

The first meeting of the high-level multi-disciplinary committee set up by the government to look into the Ahmedabad plane crash will be held on Monday, sources said. The panel, chaired by the home secretary, is expected to submit its report in three months. A high-level panel was set up to on Saturday to investigate the causes of the Ahmedabad plane crash and the investigation is progressing smoothly, the government said. A separate investigation is also being carried out by the AAIB. PTI



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## Fast probe required

Crash investigation should be quick and credible

The tragic crash of Air India Flight 171 shortly after it took off from Ahmedabad has brought attention back to the airline, the regulators, and the broader state of civil aviation in India. Very little is known for certain about what caused the aircraft's failure to achieve the required thrust and the eventual crash into a medical hostel 2 km from the runway. It would be wise to wait for the crash-investigation report rather than indulging in speculation. It is also important that this investigation be transparently conducted by the relevant authorities and its report released in a timely fashion. The nodal agency for this investigation will be the Aircraft Accident Investigation Bureau (AAIB), which is a branch of the Union Ministry of Civil Aviation. India set up a separate investigation agency in 2012; the only major investigation it has conducted so far is the probe of Air India Express Flight 1344's crash while landing at Kozhikode Airport in 2020. Most investigations worldwide are carried out with the assistance of global experts, often including assistance from the country where the flight was heading. In this case, given the plane was due to land at Gatwick Airport in London, and that more than 50 of those on board were British citizens, the AAIB's counterpart in the United Kingdom has already deputed four people to assist. Boeing, the manufacturer of the aircraft in question, has also sent personnel.

The very fact that this is only the second large-scale crash that requires investigation by the AAIB is a testimony to how much safer flying has become in India, even as the aviation market in the country has consistently been the fastest-growing in the world. The 1970s and 1980s saw a spate of crashes and other incidents, including terrorist attacks on Indian aviation. But the 21st century has seen, simultaneously, a proliferation of private airlines, vast growth in passenger numbers, and a sharp reduction in the number of high-profile incidents and fatalities. The good reputation of Indian aviation has been hard-earned, and will be maintained only if the investigation into this crash is swift and credible, and that any recommendations to the airlines and authorities are accepted and speedily implemented.

It should be noted that Air India itself, while troubled on several dimensions, has not had a major fatality due to a crash (as distinct from terrorist action) since a Boeing 707 crash-landed in Mumbai in 1982. This record compares favourably with many of its global rivals. But its low-cost subsidiary, Air India Express, has done considerably worse. Meanwhile, in 30 years of private civil aviation in India, the major private-sector airlines have never suffered a major crash. Questions can and will be asked about whether in the internal restructuring of Air India's operations since privatisation, safety has been retained as the top priority. These questions will hopefully be answered by the investigation, and so it is in the airline's interests to cooperate fully. After some incidents in other countries — such as EgyptAir Flight 804 in 2016 — investigations suffered delays, disputes, and restrictions that might have been political in nature. India cannot afford such problems with this probe. The government has set the ambitious target of doubling domestic traffic by 2030, alongside 50 more airports. For these ambitions to be achieved, safety procedures must be paramount, and be seen to be paramount. The AAIB's work will, therefore, be carefully scrutinised, and it must produce a comprehensive and accurate report as quickly as possible.



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## Working with other Tata group firms to assist crash victims' kin: A-I

**DEEPAK PATEL**  
New Delhi, 15 June

The solemn process of handing over the mortal remains of the 241 passengers and crew members killed in the Air India crash is currently underway, the airline said on Sunday. Over 400 family members of the deceased have gathered in Ahmedabad, where the airline has stationed teams to assist them.

"Every affected family in Ahmedabad has been assigned at least one caregiver by Air India," the airline said in a statement posted on X on Sunday evening, adding that it was coordinating with Tata Group companies and government authorities to support the bereaved and facilitate repatriation where required.

The airline also acknowledged the contribution of government agencies and hospital staff in Ahmedabad. "We extend our

gratitude to the Central and state governments for their unwavering support... and our heartfelt appreciation to the associates of Civil Hospital and Rajasthan Hospital in Ahmedabad for their tireless efforts," it noted.

On Saturday, Air India announced an interim financial assistance of ₹25 lakh for each family of the deceased and the lone survivor. This is in addition to ₹1 crore support announced earlier by Tata Sons.

Meanwhile, the airline is conducting one-time safety checks on its entire Boeing 787 fleet as mandated by the Directorate General of Civil Aviation (DGCA).

### **DNA tests identify 47 victims**

Three days after the plane crash, authorities have so far identified 47 victims through DNA testing, including former Gujarat CM Vijay Rupani, and bodies of 24 have been handed over to families.

# उत्तराखंड में फिर हवाई हादसा हेलीकॉप्टर उड़ानें रोकीं

दीपक पटेल

देश में विमानन क्षेत्र एक के बाद एक आपदाओं से जूझ रहा है। अहमदाबाद में बीते गुरुवार को एयर इंडिया के विमान के दुर्घटनाग्रस्त होने के बाद रविवार को उत्तराखंड में हेलीकॉप्टर दुर्घटनाग्रस्त हो गया, जिसमें एक बच्चे और पायलट सहित सात यात्रियों की मौत हो गई। लगातार विमानन हादसों के बाद नागरिक विमानन मंत्रालय ने इस पहाड़ी राज्य में सभी हेलीकॉप्टर सेवाएं सोमवार तक रोकने का आदेश दिया है और सभी पहाड़ी-उड़ान संचालन की व्यापक समीक्षा शुरू कर दी है। इसमें उत्तराखंड में पायलटों, ऑपरेटरों और सुरक्षा प्रक्रियाओं के ऑडिट का आदेश दिया गया है।

ताजा दुर्घटना रविवार सुबह आर्यन एविएशन के बेल 407 हेलीकॉप्टर (पंजीकरण वीटी-बीकेए) के साथ हुई है, जो केदारनाथ से गुप्तकाशी जा रहा था। इसने गुप्तकाशी से सुबह 5:10 बजे उड़ान भरी थी और 5:18 बजे केदारनाथ में उतरा। यहां से यह दोबारा 5:19 बजे वापसी के लिए उड़ा, लेकिन 5:30 से 5:45 बजे के बीच गौरीकुंड के पास दुर्घटनाग्रस्त हो गया। इस हादसे में एक बच्चे और पायलट सहित सभी सात सवारों की मौत हो गई।

नागरिक विमानन मंत्रालय के अनुसार, प्रारंभिक जांच में पता चला है कि हेलीकॉप्टर खराब दृश्यता और घने बादलों के बीच उड़ रहा था। यह दुर्घटना नियंत्रित उड़ान इनटू टेरेन (सीएफआईटी) का मामला प्रतीत होता है। यह एक एक ऐसी स्थिति होती है जहां पायलट के पूर्ण नियंत्रण वाला विमान कम दृश्यता या भटकाव के कारण अनजाने में पहाड़, पहाड़ी या अन्य बाधाओं में धिर जाता है। इस दुर्घटना की जांच विमान दुर्घटना जांच ब्यूरो (एएआईबी) को सौंपी गई है। यही एजेंसी पिछले गुरुवार को हुई एयर इंडिया विमान दुर्घटना की भी जांच कर रही है।

उत्तराखंड के मुख्यमंत्री पुष्कर सिंह धामी ने दुर्घटना के बाद रविवार सुबह एक उच्च स्तरीय बैठक बुलाई, जिसमें नागरिक विमानन महानिदेशालय (डीजीसीए) और मंत्रालय के सचिव समेत केंद्र और राज्य के वरिष्ठ अधिकारियों ने भाग लिया।

इस बैठक के बाद चार धाम यात्रा के लिए आर्यन एविएशन की सेवाओं को निलंबित कर दिया गया। ट्रांसभारत एविएशन के लिए उड़ान भरने वाले दो अन्य हेलीकॉप्टर पायलटों के लाइसेंस भी छह महीने



## डीजीसीए ने दिए जांच के आदेश

■ केदारनाथ से गुप्तकाशी जा रहे हेलीकॉप्टर के दुर्घटनाग्रस्त होने से 7 लोगों की मौत के बाद नागरिक विमानन मंत्रालय ने जारी किया फरमान

■ सभी पहाड़ी-उड़ान संचालन की व्यापक समीक्षा शुरू, उत्तराखंड में पायलटों, ऑपरेटरों और सुरक्षा प्रक्रियाओं के ऑडिट का आदेश

के लिए निलंबित कर दिए गए हैं, क्योंकि वे भी रविवार को इसी तरह की खराब मौसम स्थितियों में उड़ान भरते पाए गए थे।

मंत्रालय ने कहा कि तत्काल सुरक्षा उपाय के रूप में तीर्थयात्रा के लिए संचालित होने वाली सभी हेलीकॉप्टर सेवाओं को 15 और 16 जून को रोक दिया गया है। उत्तराखंड नागरिक विमानन विकास प्राधिकरण को सेवाएं फिर से शुरू करने से पहले सभी ऑपरेटरों और पायलटों के साथ विस्तृत समीक्षा करने का काम सौंपा गया है। इसमें उल्लेख किया गया है कि विमानन विकास प्राधिकरण रियल-टाइम हेलीकॉप्टर संचालन की निगरानी करने और सुरक्षा प्रोटोकॉल पालन सुनिश्चित करने के लिए कमांड-एंड-कंट्रोल रूम भी स्थापित करेगा।

मंत्रालय ने डीजीसीए को केदारनाथ में अपनी एयरवर्थनेस, संचालन और सुरक्षा डिवीजनों के अधिकारियों को तैनात करने का निर्देश दिया है ताकि हेलीकॉप्टर गतिविधि की निगरानी की जा सके। मंत्रालय ने कहा कि किसी भी ऑपरेटर को मौसम या प्रक्रियात्मक दिशानिर्देशों के उल्लंघन में उड़ानें नहीं भरनी चाहिए।

उत्तराखंड के चार धाम क्षेत्र में एक महीने से कुछ अधिक समय में यह पांचवीं हेलीकॉप्टर दुर्घटना है, जो चुनौतीपूर्ण इलाके में परिचालन संबंधी अनुशासन और सुरक्षा अनुपालन पर सवाल उठाती है।

विमानन नियामक ने अपने बयान में कहा, 'एहतियाती उपाय के रूप में डीजीसीए ने पहले ही चार धाम के लिए हेलीकॉप्टर सेवाएं कम कर दी हैं। साथ ही निगरानी बढ़ा दी है और आगे की कार्रवाई के लिए संचालन की समीक्षा की जा रही है।'

बीते 7 जून को एक निजी एडब्ल्यू 119 हेलीकॉप्टर सिरसी से उड़ान भरने के कुछ मिनट बाद दुर्घटनाग्रस्त हो गया था। पायलट विमान को सुरक्षित रूप से बदासू गांव के पास एक सड़क पर लाने में सफल रहा। इस हादसे में कोई घायल नहीं हुआ था। इससे पहले 17 मई को एम्स-ऋषिकेश द्वारा संचालित एक हेली-एम्बुलेंस केदारनाथ में उतरते समय क्षतिग्रस्त हो गई थी। हालांकि इसमें सवार पायलट, डॉक्टर और नर्स तीनों को कोई चोट नहीं लगी थी।

इसी तरह 12 मई को भी एक हेलीकॉप्टर के रोटार ब्लेड से बदरीनाथ हेलीपैड पर एक वाहन टकरा गया था। इस दुर्घटना में भी किसी के हताहत होने की खबर नहीं है। इस घटना के खिलाफ स्थानीय पुजारियों ने विरोध प्रदर्शन किया था। बीते माह में ही 8 मई को गंगोत्री जा रहा हेलीकॉप्टर उत्तरकाशी में गंगनानी के पास दुर्घटनाग्रस्त हो गया था, जिसमें पांच तीर्थयात्रियों और पायलट की मौत हो गई थी, जबकि एक व्यक्ति गंभीर रूप से घायल हो गया।

इसी माह 9 जून को जारी एक अलग बयान में डीजीसीए ने कहा था कि लगातार कई घटनाओं के कारण चार धाम संचालन की सुरक्षा निगरानी को और मजबूत करने पर जोर दिया गया है। इसमें कहा गया कि यांत्रिक विफलताओं से लेकर मौसम संबंधी चुनौतियों तक, दुर्घटना के जिम्मेदार विभिन्न कारकों की पहचान करने के लिए व्यापक सुरक्षा जांच की जा रही है। नियामक ने यह भी कहा, 'डीजीसीए सुरक्षा नियमों को बिल्कुल बरदाश्त नहीं करता है। इसीलिए उसने हेलीकॉप्टर ऑपरेटरों की विशेष ऑडिट का आदेश दिया है। यदि आवश्यक हुआ तो इनका संचालन सीमित किया जाएगा।'

## बिज़नेस स्टैंडर्ड

वर्ष 18 अंक 102

### तेज जांच जरूरी

**अ**हमदाबाद हवाई अड्डे से उड़ान भरने के बाद एयर इंडिया की उड़ान 171 के दुर्घटनाग्रस्त हो जाने से सबका ध्यान एक बार फिर विमानन कंपनी, नियामक और देश में नागरिक विमानन की व्यापक स्थिति की तरफ चला गया है। यह विमान रनवे से दो किलोमीटर दूर एक मेडिकल हॉस्टल पर जा मिरा। मगर अभी तक यह पता नहीं है कि यह विमान दुर्घटना का शिकार कैसे हुआ। बेहतर यही होगा कि इस विषय में कोई अटकल लगाने के बजाय जांच रिपोर्ट की प्रतीक्षा की जाए। यह भी आवश्यक है कि ये रिपोर्ट प्रासंगिक अधिकारियों द्वारा पारदर्शी ढंग से तैयार की जाए और इसे समय पर जारी किया जाए। इस जांच की नोडल एजेंसी एयरक्राफ्ट एक्सिडेंट इन्वेस्टिगेशन ब्यूरो (एएआईबी) को बनाया गया है जो केंद्रीय नागर विमानन मंत्रालय की ही शाखा है। भारत ने 2012 में एक स्वतंत्र जांच एजेंसी का गठन किया था। इसने जो इकलौती बड़ी जांच की वह थी एयर इंडिया एक्सप्रेस की उड़ान संख्या 1344 के 2020 में कोझिकोड हवाई अड्डे पर लैंडिंग के समय दुर्घटनाग्रस्त होने की। दुनिया भर में अधिकांश जांच वैश्विक विशेषज्ञों की सहायता से की जाती हैं, अक्सर इसमें उस देश से भी सहयोग लिया जाता है जहां वह उड़ान जा रही होती है। चूंकि इस मामले में विमान लंदन के गैटविक हवाई अड्डे पर उतरना था और उसमें सवार 50 से अधिक यात्री ब्रिटिश नागरिक थे इसलिए यूनाइटेड किंगडम की विमान दुर्घटना जांच एजेंसी ने पहले ही चार लोगों को सहायता के लिए नियुक्त कर दिया है। दुर्घटनाग्रस्त विमान बनाने वाली कंपनी बोइंग ने भी कुछ लोग भेजे हैं।

अभी तक की यह दूसरी ऐसी बड़ी हवाई दुर्घटना है, जिसकी जांच एएआईबी कर रही है। इससे पता चलता है कि विमानन उद्योग के बेहद तेज विस्तार के बावजूद भारत में उड़ान कितनी अधिक सुरक्षित है। 1970 और 1980 के दशक में कई विमान देश में हादसों के शिकार हुए और भारतीय विमानन उद्योग आतंकी हमलों समेत तमाम चुनौतियों से जूझता रहा। 21वीं सदी में निजी विमानन कंपनियों का विस्तार हुआ और यात्रियों की संख्या में भी काफी वृद्धि दर्ज की गई। इसके साथ ही बड़ी विमान दुर्घटनाओं तथा मौत के मामलों में काफी कमी आई है। देश के विमानन क्षेत्र ने कड़ी मेहनत से अच्छी खासी प्रतिष्ठा अर्जित की है मगर वह अभी बरकरार रह पाएगी, जब इस दुर्घटना की जांच सहज और विश्वसनीय तरीके से हो और विमानन कंपनियों तथा प्राधिकारियों की सिफारिशों को स्वीकार तेजी से उनका क्रियान्वयन किया जाए।

यह बात भी ध्यान देने लायक है एयर इंडिया कई मोर्चों पर मुश्किलों से जूझती रही मगर 1982 में मुंबई में लैंडिंग के वक्त दुर्घटनाग्रस्त होने के अलावा उसके विमान (आतंकी वारदात को छोड़कर) किसी बड़ी दुर्घटना के शिकार नहीं हुए। यह रिकॉर्ड दुनिया की कई बड़ी विमानन कंपनियों के जैसा ही है। परंतु इसकी किफायती सेवा एयर इंडिया एक्सप्रेस का प्रदर्शन अपेक्षाकृत खराब रहा है। इस बीच देश में निजी विमानन के 30 सालों में किसी बड़ी निजी विमान सेवा को बड़ी दुर्घटना नहीं झेलनी पड़ी है। ये सवाल पूछे जाने चाहिए और पूछे जाएंगे कि एयर इंडिया की सेवाओं का आंतरिक पुनर्गठन होने और उसका निजीकरण होने के बाद सुरक्षा को शीर्ष प्राथमिकता दी गई है या नहीं। इन सवालों के जवाब शायद जांच से निकलें और इसमें पूरा सहयोग करना कंपनी के हित में होगा। अन्य देशों की कुछ घटनाओं मसलन 2016 में इजिप्टएयर की उड़ान 804 जैसे मामलों में जांच में विलंब हुआ, विवाद हुए और राजनीतिक प्रतिबंध देखे गए। भारत में इस जांच में ऐसी दिक्कत नहीं आनी चाहिए। सरकार ने 2030 तक देश के भीतर हवाई यातायात दोगुना करने का महत्वाकांक्षी लक्ष्य रखा है। इस दौरान 50 और हवाई अड्डे तैयार करने हैं। इस लक्ष्य को हासिल करने के लिए सुरक्षा प्रक्रियाओं को सर्वोच्च प्राथमिकता दी जानी चाहिए। ऐसे में एएआईबी के काम पर बारीक नजर रखनी होगी और उसे भी जितनी जल्दी संभव हो सके एक व्यापक और सटीक रिपोर्ट तैयार करनी होगी।



भारतीय विमानपत्तन प्राधिकरण  
AIRPORTS AUTHORITY OF INDIA

# Corporate Communications Directorate

DAINIK BHASKAR

DELHI

16 JUNE 2025

## रुपाणी के डीएनए का मिलान, अंत्येष्टि आज एअर इंडिया विमान हादसे में 100 जख्मी, इनमें 36 डॉक्टर

भास्कर न्यूज़ | अहमदाबाद

अहमदाबाद-लंदन विमान हादसे में करीब 100 लोग घायल हुए हैं। इनमें 36 डॉक्टर हैं। घायलों में 4 की स्थिति गंभीर बनी हुई है। सिविल डिफेंस वार्डन हेमतला मनवाणी बताया कि घायलों में डॉक्टर, मैस सहित घटना स्थल व आसपास के चपेट में आए लोग शामिल हैं।

इस बीच, रविवार को गुजरात के पूर्व मुख्यमंत्री विजय रुपाणी के शव के डीएनए से परिवार के डीएनए का मिलान हो गया। सुबह 11:10 बजे डीएनए मिलान की पुष्टि होने के बाद मुख्यमंत्री भूपेंद्र पटेल ने रुपाणी परिवार के घर जाकर मुलाकात की और यह जानकारी दी। अब सोमवार

को रुपाणी का अंतिम संस्कार किया जाएगा। राज्य सरकार ने 16 जून को राजकीय शोक घोषित किया है।

इधर, दुर्घटना में जान गंवाने वाले 62 शवों के डीएनए का मिलान हो गया है। इनमें से 35 शव परिजनों को सौंप दिए गए हैं। इससे पहले शनिवार को बिना डीएनए जांच के भी 8 शव परिजनों को सौंपे गए। इस तरह अब तक कुल 43 शव सौंप दिए गए हैं। मालूम हो, विमान हादसे में 275 लोगों की मौत हो गई थी। इनमें 241 विमान सवार और 34 मेडिकल कॉलेज से जुड़े डॉक्टर और अन्य हैं। उधर, विमान दुर्घटना की जांच के लिए सरकार द्वारा गठित उच्च स्तरीय पैनल सोमवार को नई दिल्ली में पहली बैठक करेगा। - शेष पेज 10 पर

### पेज एक का शेष

#### एअर इंडिया विमान हादसे ...

बॉक्स आरएटी नजर आने से इंजन में समस्या का अंदेशा- विशेषज्ञ : अहमदाबाद-लंदन फ्लाइट के हादसे को लेकर विमानन विशेषज्ञों ने नई जानकारी दी है। अनुभवी पायलट कैप्टन स्टीव ने हादसे से पहले के विमान के वीडियो के आधार पर बताया है कि संभव है कि विमान के दोनों इंजन फेरल हो गए हों। स्टीव के मुताबिक, वीडियो में रैम एयर टर्बाइन (आरएटी) खुलता दिख रहा है। यह तभी खुलता है जब विमान में भारी बिजली, हाइड्रोलिक या डुअल इंजन फेरल्योर होता है। आरएटी एक छोटा प्रोपेलर है जो विमान के नीचे होता है और आपात स्थिति में बिजली और हाइड्रोलिक दबाव देने का काम करता है।

# केदारनाथ से तीर्थयात्रियों को ला रहा हेलीकाप्टर क्रैश, सात लोगों की मौत

मौसम प्रतिकूल होने से **गलत दिशा की ओर मुड़ा,** पेड़ से टकराकर लगी आग

जागरण संवाददाता, रुद्रप्रयाग: केदारनाथ केदारनाथ त्रासदी की 12वीं बरसी पर रविवार सुबह केदारघाटी में हृदयविदारक घटना सामने आई। धाम से तीर्थयात्रियों को लेकर गुप्तकाशी के लिए आ रहा आर्यन एविएशन का हेलीकाप्टर गौरीकुंड के पास दुर्घटनाग्रस्त हो गया। ठसमें सवार छह तीर्थयात्रियों और पायलट की मौत हो गई। हादसे का कारण मौसम का प्रतिकूल होना बताया जा रहा है। हादसे के बाद आर्यन एविएशन के विरुद्ध मुकदमा दर्ज कर उसकी हेली सेवाओं पर अगले आदेशों तक रोक लगा दी है। साथ ही, चारों धामों में हेली संचालन सोमवार तक स्थगित कर दिया है। इस हादसे की जांच विमान दुर्घटना जांच ब्यूरो (एएआइबी) को सौंपी गई है।

आर्यन एविएशन का हेलीकाप्टर रविवार सुबह 5:19 बजे केदारनाथ हेलीपैड से गुप्तकाशी के लिए रवाना हुआ। सुबह 6:15 बजे

तक भी जब यह हेलीकाप्टर नहीं पहुंचा तो खोजबीन शुरू हुई। इस बीच एक महिला की ओर से इंटरनेट मीडिया पर प्रसारित हादसे के वीडियो से प्रशासन हरकत में आया। इसके बाद राहत व बचाव टीम मौके पर पहुंची। बताया जा रहा है कि केदारनाथ से जिस समय हेलीकाप्टर ने उड़ान भरी

● गौरीकुंड के पास हादसा, मृतकों में पायलट भी, हेली सेवा देने वाली कंपनी के विरुद्ध केस दर्ज, संचालन पर रोक

● एएआइबी को सौंपी गई जांच, कंपनी आवंटित समय से पहले उड़ा रही थी हेलीकाप्टर



उतराखंड के रुद्रप्रयाग जनपद की केदारघाटी के गौरीखर्क के पास रविवार को हुई हेली दुर्घटना के बाद रेस्क्यू अभियान चलाता बचाव दल ● सौ: सुबजा किशोर

उस समय घना कोहरा था। इस हेलीकाप्टर के गौरीकुंड के ऊपर उड़ान भरते समय दृश्यता शून्य हो गई। पायलट ने हेलीकाप्टर को गौरीकुंड से त्रिवुगीनारायण की ओर भौंड़ा, लेकिन लगभग पांच किमी ऊपर गौरीखर्क पहाड़ी पर नीचे गिरते समय यह पेड़ से जा टकराया जिससे इसमें आग लग गई। सभी

शव पूरी तरह जल गए।

आर्यन कंपनी ने हेली दुर्घटना में जान गंवाने वाले यात्रियों के स्वजन को पांच-पांच लाख रुपये मुआवजा देने की घोषणा की है। कंपनी के प्रबंधक विकास तोमर व अकाउंटेंटबल मैनेजर कौशल पाठक के विरुद्ध रिपोर्ट में आरोप है कि कंपनी ने डीजैसीए एवं यूकडा की

हेली दुर्घटना की होगी उच्चस्तरीय जांच: धामी

मुख्यमंत्री पुष्कर सिंह धामी ने रुद्रप्रयाग में हुई हेलीकाप्टर दुर्घटना की उच्च स्तरीय जांच के निर्देश दिए हैं। उन्होंने कहा कि वारधाम

में हेली सेवाओं के संचालन में शामिल सभी हेली ऑपरेटर एवं पायलटों की उच्च हिमालय क्षेत्रों में उड़ान के अनुभवों की जांच की जाए। हेली सेवाओं के संचालन के लिए सख्त एसओपी बनाने के निर्देश भी दिए गए हैं। धामी ने राज्य में हेली उड़ानों के बेहतर समन्वय व सुरक्षित संचालन के लिए देहरादून में कमांड एवं कोऑर्डिनेशन सेंटर की स्थापना के भी निर्देश दिए।



ओर से जारी एसओपी का पालन नहीं किया। फौतवाली सोनप्रयाग में दी गई तहरीर के अनुसार आर्यन एविएशन प्रा.लि. को हेली संचालन के लिए सुबह छह से सात बजे तक प्रथम स्लाट आवंटित था, जबकि उपरोक्त दुर्घटना सुबह लगभग साढ़े पांच बजे हुई।

संवेधित >> पेज 10 व संवादकीर्ण

# Corporate Communications Directorate

DAINIK JAGRAN

DELHI

16 JUNE 2025

## एक और हवाई हादसा

अहमदाबाद में भयावह विमान हादसे के एक सप्ताह के अंदर उत्तराखंड में गौरीकुंड के पास एक हेलीकाप्टर के दुर्घटनाग्रस्त हो जाने से पायलट समेत सात लोगों की मौत बेहद दुखद भी है और चिंताजनक भी। इस दुर्घटना ने इसलिए और अधिक चिंता बढ़ा दी है, क्योंकि उत्तराखंड में इसी वर्ष ऐसा ही एक और हादसा हुआ था, जिसमें छह श्रद्धालुओं की जान गई थी। इसके अतिरिक्त पिछले दो माह में तीन ऐसे भी मौके आए हैं जब हेलीकाप्टर की आपात लैंडिंग करानी पड़ी। गौरीकुंड में हेलीकाप्टर के दुर्घटनाग्रस्त होने के पीछे खराब मौसम को जिम्मेदार माना जा रहा है। ऐसा लगता भी है, क्योंकि पायलट बहुत अनुभवी थे, लेकिन प्रश्न यह है कि खराब मौसम के बाद भी हेलीकाप्टर को उड़ान भरने की अनुमति क्यों दी गई। क्या हेलीकाप्टर सेवा उपलब्ध कराने वाली आर्यन एविएशन निर्धारित मानकों का पालन नहीं कर रही थी। इसका उत्तर इसलिए मिलना चाहिए, क्योंकि यह पाया जा चुका है कि विमान सेवा उपलब्ध कराने वाली कंपनियां निर्धारित मानकों की अनदेखी कर रही थीं। इसके लिए उन पर जुर्माना भी लगाया गया था। जुर्माना आर्यन एविएशन समेत कुछ और कंपनियों पर लगा था, क्योंकि ये मानकों की अनदेखी करने के साथ और भी गड़बड़ियां कर रही थीं। क्या जुर्माना लगाकर कर्तव्य की इतिश्री कर ली गई। इसका जवाब डीजीसीए एवं केंद्र सरकार के साथ उत्तराखंड सरकार को देना होगा।

देश में हेलीकाप्टर सेवाएं देने वाली निजी कंपनियां पहले भी कठपुतले में खड़ी की जा चुकी हैं-ठीक वैसे ही जैसे विमान कंपनियां। स्पष्ट है कि विमान एवं हेलीकाप्टर सेवाएं देने वाली कंपनियों की निगरानी बढ़ाना अति आवश्यक है। इस आवश्यकता की पूर्ति प्राथमिकता और पूरी गंभीरता से की जानी चाहिए। विमानों एवं हेलीकाप्टरों की संचालन प्रक्रिया में किसी तरह के समझौते की कोई गुंजाइश नहीं होनी चाहिए। यदि संबंधित कंपनियों, डीजीसीए अथवा राज्य सरकारों ने अपेक्षित एवं आवश्यक सतर्कता नहीं बरती तो ऐसे हादसों से मुक्ति मिलने वाली नहीं है। गौरीकुंड के दुर्भाग्यपूर्ण हादसे पर सारे देश का ध्यान इसीलिए गया, क्योंकि कुछ ही दिन पहले अहमदाबाद में एक बहुत ही स्तब्धकारी दुर्घटना का सामना करना पड़ा। यह गंभीर बात है कि अतीत में जिन हेलीकाप्टर हादसों की जांच हुई, उनकी रिपोर्ट फाइलों में कैद हो गई। यह यही बताता है कि हवाई यात्रा को सुरक्षित बनाने के लिए जैसे उपायों पर बिना किसी किंतु-परंतु अमल होना चाहिए, उनकी किसी न किसी स्तर पर अनदेखी हो रही है। एक ऐसे समय जब विमानों एवं हेलीकाप्टर से यात्रा करना एक आवश्यकता बन गई है तब इस तरह के हादसों लोगों के मन में हवाई यात्रा के प्रति शंका पैदा करने वाले हैं।

## Corporate Communications Directorate

DAINIK JAGRAN

DELHI

16 JUNE 2025

# फाइलों से बाहर नहीं निकलती हेलीकाप्टर दुर्घटनाओं की जांच

राज्य ब्यूरो, जागरण, देहरादून: उत्तराखंड में हुए हेलीकाप्टर हादसों की जांच के लिए नागर विमानन महानिदेशालय (डीजीसीए) की ओर से हर बार जांच कराई जाती है। यह बात अलग है कि इन जांचों के विषय में राज्य सरकार को बहुत अधिक जानकारी नहीं मिल पाती। प्रदेश में इस वर्ष हुई हेलीकाप्टर दुर्घटनाओं की जांच की जानकारी भी अभी तक सरकार से साझा नहीं की गई है।

इस वर्ष अभी तक पांच हेली दुर्घटनाएं हो चुकी हैं। नियमानुसार



डीजीसीए द्वारा निर्धारित जांच एजेंसी इसकी जांच करती है। जांचों में निष्कर्ष क्या निकला, इसकी जानकारी राज्य को शायद ही मिल

- जांच के लिए हर बार टीम भेजता है डीजीसीए
- जांच रिपोर्ट के निष्कर्ष की नहीं मिल पाती है जानकारी

<< उत्तराखंड के रुद्रप्रयाग जनपद की केदारघाटी के गौरी खर्क के पास राख हुआ हेलीकाप्टर ● सूचना विभाग

पाती है। कारण यह कि इन जांच के कारण कभी सार्वजनिक नहीं किए गए। सीईओ यूकाडा सोनिका का कहना है कि इस वर्ष उन्हें हेली

दुर्घटनाओं की जांच से संबंधित रिपोर्ट नहीं मिली है।

पेड़ से टकराते ही हेली जमीन पर गिरा और उठने लगी लपटें: जासं रुद्रप्रयाग के अनुसार गौरीकुंड के ऊपर गौरी खर्क की पहाड़ी पर पेड़ से टकराकर जैसे ही हेलीकाप्टर गिरने लगा, नेपाली मूल की महिला संजू जपरेल ने उसकी तरफ दौड़ लगा दी। वह लोगों की मदद करना चाहती थीं, लेकिन हेली के जमीन पर गिरते ही उसमें आग की लपटें उठने लगीं और सभी की मौके पर ही मौत हो गई।

# Corporate Communications Directorate

DAINIK JAGRAN

DELHI

16 JUNE 2025

## विपरीत मौसम में उड़ान पर दो पायलट के लाइसेंस निलंबित

राज्य ब्यूरो, जागरण • देहरादून: नागरिक उड़्डयन मंत्रालय ने केदारनाथ में विपरीत मौसम में उड़ान भरते पाए जाने पर मैसर्स ट्रांसभारत एविएशन के दो पायलट कैप्टन योगेश ग्रेवाल और कैप्टन जितेंद्र हरजाई का लाइसेंस छह माह के लिए निलंबित किया गया है। केदारनाथ में हेलीकाप्टर दुर्घटना का मंत्रालय द्वारा संज्ञान लिया गया। इसी के साथ मंत्रालय के निर्देश पर मैसर्स ट्रांसभारत के हेलीकाप्टर पीटी-टीबीसी और पीटी-टीबीएफ के पायलट के लाइसेंस विपरीत मौसम में उड़ान भरने पर निलंबित कर दिए गए। मंत्रालय ने महानिदेशक नागरिक उड़्डयन को निर्देश दिया है कि केदारनाथ घाटी में सभी हेलीकाप्टर गतिविधियों को सक्रिय निगरानी करें। उत्तराखंड नागरिक उड़्डयन विकास प्राधिकरण के कमान एवं नियंत्रण कक्ष के कामकाज की समीक्षा करने के लिए उड़ान योग्यता, सुरक्षा और संचालन से संबंधित अधिकारियों को तत्काल तैनात करें। विमानन सुरक्षा से कोई समझौता नहीं किया जाएगा। किसी भी आपरेटर को मौसम संबंधी और अन्य प्रोटोकाल का उल्लंघन करते हुए उड़ानें नहीं भरनी चाहिए। मंत्रालय ने डीजीसीए को कहा है

## केदारनाथ में पहली बार सेवा दे रहे थे पायलट राजवीर सिंह

जासं, रुद्रप्रयाग: पायलट लेफ्टिनेंट कर्नल (सेवानिवृत्त) राजवीर सिंह चौहान इस यात्रा सीजन में पहली बार केदारनाथ में हेली सेवा में सेवाएं दे रहे थे। वह 15 वर्ष 10 महीने सेना में सेवा देने के बाद सेवानिवृत्त हुए थे। अक्टूबर 2024 में उन्होंने आर्यन कंपनी ज्वाइन की थी। उनकी पत्नी दीपिका सेना में लेफ्टिनेंट कर्नल है। शादी के 14 साल बाद चार महीने पहले ही उनके दो जुड़वां बेटे हुए थे। इस महीने में 30 जून को दोनों बच्चों के जन्म पर कार्यक्रम आयोजित होने वाला था, लेकिन उससे पहले ही राजवीर की मौत हो गई।

**इनकी गई जान:** जयपुर निवास लेफ्टिनेंट कर्नल (सेवानिवृत्त) राजवीर सिंह चौहान (पायलट), उत्तराखंड में रुद्रप्रयाग के विक्रम



राजवीर सिंह चौहान • छाड़ल छोटो

सिंह, उम्र में बिजनीर की विनोद देवी व तृप्ति, महाराष्ट्र में यक्षमाल के राजकुमार सुरेश, श्रद्धा राजुमार व काशी की मौत हुई है।

17 वर्षों में 21 हेली दुर्घटनाएं, 50 की मौत: उत्तराखंड में चारों घाम से लगे क्षेत्र में बीते 17 वर्षों के दौरान 21 हेली दुर्घटनाएं हुईं, जिनमें 50 लोगों की जान जा चुकी है। सिर्फ केदारघाटी में ही 14 वर्षों के दौरान 13 दुर्घटनाओं में 40 लोगों की मौत हो चुकी है।

कि वह सभी प्रविधानों को सख्ती से लागू करें। उड़ान संचालन में अनुशासन बनाए रखें। वहीं आर्यन एविएशन का इतिहास पहले से

ही दागदार रहा है। सात वर्ष पूर्व डीजीसीए ने नियमों का अनुपालन न करने पर हेली सेवा संचालित करने वाली नौ में से सात कंपनियों

## पहलगाम हमले के बाद स्थगित की थी यात्रा, अब हादसे में गई जान

मिडडे, मुंबई : महाराष्ट्र का एक ऐसा परिवार भी केदारनाथ हेलीकाप्टर हादसे का शिकार बना जिसने पहलगाम आतंकी हमले के बाद सुरक्षा चिंताओं की वजह से केदारनाथ यात्रा स्थगित कर दी थी। रविवार सुबह हुए हादसे में राजकुमार सुरेश जायसवाल, उनकी पत्नी श्रद्धा और उनकी दो वर्षीय बेटे काशी की मौत हो गई। दो बेटों को रिश्तेदारों के पास छोड़कर दंपती निकले थे।

जायसवाल परिवार पहले ही केदारनाथ जाने वाला था, लेकिन पिछले महीने भारत-पाकिस्तान के बीच संघर्ष के कारण सुरक्षा चिंताओं की वजह से उन्होंने यात्रा स्थगित कर दी थी। उनके मित्र निकेत गुप्ता के अनुसार, सुरेश ने हालात सामान्य होने पर फिर केदारनाथ का कार्यक्रम बनाया।

पर कार्रवाई की थी, जिनमें आर्यन एविएशन भी शामिल था। कंपनी पर रखरखाव अनुसूची का अनुपालन न करने पर कार्रवाई की गई थी।

# Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

16 JUNE 2025

## AIR INDIA PLANE CRASH

# UK Law Firm Assessing Liability, Advising Kin

British AAIB team to assist official probe

**Kala Vijayraghavan  
& Maulik Vyas**

Mumbai: A UK law firm is looking into the Air In-



### Probable Cause

Keystone working with US Wisner Probe under tort law, will give legal aid

Tort allows compensation for harm caused by negligence or misconduct

dia plane crash that killed 241 people on board the flight, including 53 British nationals, and several others on the ground.

Keystone Law's investigation is independent of the official probe by India's Aircraft Accident Investigation Bureau, supported by a four-member team from UK's Air Accidents Investigation Branch. The firm's focus is on potential liability and providing legal assistance to victims' families, particularly those in the UK.

Aviation Litigators ►► 14

# Aviation Litigators at Work

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The London-bound airliner that crashed on Thursday, a Boeing 787 Dreamliner powered by two General Electric engines, is now the subject of several technical and forensic investigations.

Ashish K Singh, English barrister and managing partner of law firm Capstone Legal, emphasised that Keystone has nothing to do with Air Accidents Investigation Branch. "The focus of the law firm's investigation is generally to establish the reason for the death of British nationals in the crash, which includes potential exposure of Boeing and Air India to claims in UK courts under the tort law," he said.

The tort law, which deals with wrongs that cause harm to individuals, holds the wrongdoers accountable and allows for seeking compensation for harms from accidents to intentional acts.

Aviation specialists James Healy-Pratt and Owen Hanna are leading the Keystone team and Chicago-based Wisner Law Firm is assisting them. The Chicago law firm that specialises in aviation-related litigation also advised clients in the 2020

Air India Express crash, where an aircraft arriving from Dubai overshot the runway at Calicut airport in Kerala and plunged into a 30-foot gorge, killing 21 people.

Healy-Pratt said there is an urgent need to recover and identify the deceased so their remains can be returned to their families. A senior coroner will investigate those in the UK, followed by formal inquests, he said in a statement.

Healy-Pratt also issued a cautionary note for families of the deceased British nationals considering cremation in India. "Cremated remains do not constitute a body under UK coronial law, which means they cannot trigger an inquest in the UK. We urge families to seek legal advice before proceeding with any cremation arrangements abroad," he said.

The accident will trigger several types of insurance and reinsurance claims in India and abroad, said Consortia Legal co-founding partner Satyendra Shrivastava.

"With British nationals on board, the kin of the British passengers may invoke claims under their life and travel policies as per UK laws," said Shrivastava. "Apart from the aircraft hull insurance,

which typically provides compensation for total loss of the aircraft, the airline will also have liability towards passengers for death claims and towards third parties for death, injury and loss of property. As more facts emerge according to official investigations, we may see several claims against the airline and other parties," he added.

Pioneer Legal partner Pritha Jha said law firms typically get involved to provide advice on the repatriation of mortal remains to the victim's country of origin. "This is usually because families need to decide whether an inquest into the cause of death should be made. This is not possible if remains are repatriated post-cremation," added Jha.

Tata Sons, which owns Air India, has announced a compensation of Rs 1 crore for each victim of the crash, including passengers, crew and those on the ground. Additionally, the group will cover full medical treatment for all injured individuals.

Air India has separately committed an interim relief of Rs 25 lakh per deceased and the lone survivor among the 242 on board the plane.



भारतीय विमानपत्तन प्राधिकरण  
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THE ECONOMIC TIMES

DELHI

16 JUNE 2025

**FIFTH CHOPPER ACCIDENT ON CHARDHAM YATRA ROUTE SINCE APRIL 30**

## Seven Killed in Helicopter Crash near Gaurikund in Kedarnath

Sanjay Singh

New Delhi: Seven persons, including a pilot, were killed after a helicopter carrying pilgrims from Kedarnath to Guptkashi helipad crashed near Gaurikund in Uttarakhand at around 5.20 am on Sunday. This is the fifth helicopter accident on the Chardham Yatra route since the pilgrimage started on April 30.

The deceased have been identified as Captain Rajvir Singh Chauhan (39), who was the pilot and a resident of Jaipur; Vikram Rawat, a representative of Badrinath Kedarnath Temple Committee and a native of Ukhimath (Uttarakhand); Vinod Devi (66) from UP; Tushiti Singh (19) from UP; Rajkumar Jaiswal (49) from Maharashtra; Rajkumar's daughter Shradha Jaiswal (Maharashtra) and Kashi (2). According to the State Disaster Response Force, rough weather is said to be a possible reason for the crash. Soon after receiving the information, teams of SDRF, NDRF and the local police reached the dense forest and started the rescue operation. The teams recovered all the seven bodies.

According to the PIB, an Aryan Aviation Bell 407 helicopter was carrying the pilgrims. Preliminary indications suggest that the probable cause may be the "Cont-



**MAY 12:** A helicopter returning from Badrinath made an emergency landing in a school playground in Ukhimath. All pilgrims were safe

**MAY 17:** A heli ambulance crash-landed near Kedarnath helipad. A pilot, doctor and a medical staff member escaped unharmed

**JUNE 7:** A helicopter going to Kedarnath made an emergency landing on the road; Pilot was injured but the 5 devotees were rescued safely

rolled Flight Into the Terrain", with the helicopter reportedly airborne despite poor visibility and extensive clouding in the valley entry area. "The exact cause will be determined after a detailed investigation by the Aircraft Accident Investigation Bureau," the release said. Chief minister Pushkar Singh Dhami held a high-level meeting attended by top officials of the state government, including the secretary, civil aviation department. The state government has decided to suspend the operation of Aryan Aviation with immediate effect. As a safety precaution, all charter and

**State govt has decided to suspend ops of Aryan Aviation with immediate effect**

shuttle helicopter operations in the region have been suspended on June 15 and 16. Uttarakhand Civil Aviation Authority (UCADA) has been directed to hold a comprehensive review with all operators and pilots before any resumption of services, to ensure full alignment with safety protocols. UCADA will also establish a dedicated Command-and-Control room centre to monitor real-time operations and ensure immediate escalation of any risk indicators. Kedarnath shrine has been witnessing a sharp rise in arrival of pilgrims. Pilgrims, who avoid trekking on the Kedarnath route, prefer to go by helicopter. So, there is a high demand for helicopters operating in Kedar valley.

shuttle helicopter operations in the region have been suspended on June 15 and 16.

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# Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

16 JUNE 2025

## Parl Panel Likely to Study Ahmedabad Plane Crash, Hold Talks with Air India & Boeing

**Jatin Takkar**

**New Delhi:** A parliamentary panel is likely to conduct a detailed study of the Ahmedabad plane crash and is planning to hold deliberations over the same with various stakeholders, including the DGCA, Air India, Boeing, and others, sources have said.

The Parliamentary Standing Committee on Transport, chaired by Rajya Sabha MP and JDU's national working pre-

sident Sanjay Jha, also deals with issues related to civil aviation. The panel is planning to come up with a detailed report on the safety of passengers in aeroplanes, and in this regard, it is looking

**The panel, in its next meeting, will decide the contours of deliberations**

to hold wider discussions on the Ahmedabad plane crash, sources said. The panel, at its next meeting next week, will decide the contours of the deliberations on this in-

cident, sources said. Another factor which will be considered is the date when this Boeing Dreamliner 787-8 was procured (at that time the airline was under government control), why it was preferred over other planes, and how it was maintained for the last decade or so, sources said. For presenting a report on the safety of passengers travelling on planes, a detailed analysis would be done from man, machine, mechanisms and systems in place perspective, sources in the panel said.



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THE ECONOMIC TIMES

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**CRASH FALLOUT: 787s GET A HARD LOOK**

## 22 Checked, 11 to Go: Air India Dives Deep into Its Dreamliners

Extra checks follow  
DGCA's directive to  
inspect AI's B-787s  
with GENx engines

**Arindam Majumder**

New Delhi: Air India has completed enhanced checks on 22 of their Boeing 787 aircraft following Thursday's crash killing 241 passengers and 33 on the ground.

The extra surveillance comes following civil aviation regulator DGCA's directive to Air India for conducting additional maintenance checks on its Boeing 787 aircraft equipped with GENx engines, including assessments of certain take-off parameters, electronic engine control tests and engine fuel-related checks.

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.

Sources in Air India said that the checks didn't find any significant faults but multiple flights, which were to be operated by the 787 planes, like that to Sydney and Melbourne, were cancelled. "The cancellations are due to a combination of factors including enhanced inspection, which took longer time than expected, and closure of the Iranian airspace," an Air India official said.

DGCA chief Paur Ahmed Kidwai didn't respond to messages on the issue.

Airlines are steering clear of much of the Middle East since Friday after Israeli attacks on Iranian sites followed by retaliatory attacks by Iran in

the latest geopolitical conflict in the region.

India's aviation authorities, in a briefing on Saturday, confirmed that Captain Sumit Sabharwal, who was piloting the ill-fated flight, sent a distress call to air traffic control less than a minute after it took off from Ahmedabad airport at 1:38 PM on Thursday.

When air traffic control responded to the pilot's emergency 'mayday' call, "there was no response", said Sanjay Kumar Sinha, secretary for India's aviation ministry. He said the plane went down seconds later.

Civil aviation minister Ram Mohan Naidu said that the flight data recorder — an equipment that preserves the recent history of the flight — was recovered on Friday afternoon.

But the cockpit voice recorder is yet to be recovered. The two units, painted orange, are designed to survive extreme conditions for facilitating investigations of accidents.

Looking to overhaul its aviation safety policy following the Boeing 787 crash, the government has formed a committee headed by the home secretary. The committee will examine the existing standard operating procedures (SOPs) to prevent and handle such occurrences and suggest steps to prevent such accidents in the future, the civil aviation minister said on Saturday. This is besides the investigation that the statutory body Aircraft Accident Investigation Bureau (AAIB) will conduct.



**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.**



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## BA Dreamliner Flight to Chennai Returns to London Over Snag

**Mumbai:** A Chennai-bound British Airways Boeing Dreamliner returned to London due to a technical snag on Sunday. The flight landed safely with crew and passengers disembarking as they normally would, British Airways said in a statement. The development comes days after an Air India Boeing Dreamliner crashed in Ahmedabad killing 241 passengers and crew members on board. The airline, however, did not share other details such as the departure time of the flight, the number of passengers and crew on board and for how long the aircraft remained airborne before it returned to London.

### **LUFTHANSA FLIGHT TO HYDERABAD RETURNS TO FRANKFURT**

A Lufthansa flight to Hyderabad was forced to make a U-turn and returned to land back at Frankfurt Airport on Sunday evening after passengers were told it was not given "permission to land" in India. Flight LH752 departed from Germany around 14.14 local time Sunday and was scheduled to land at Hyderabad airport Monday but flight tracker data showed a diversion a few hours into the flight. — PTI



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THE FINANCIAL EXPRESS

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## Boeing sees need for 43,600 new jets



**BLOOMBERG**  
June 15

**BOEING PREDICTED AIRLINES** will need 43,600 new aircraft over the next 20 years, with markets like China and Southeast Asia leading the push as greater prosperity gives more people the means to travel.

However, the US plane-maker is slightly less bullish than a year ago as — when it estimated that 43,975 planes would enter the global fleet — reflecting a tempering of forecasts for global economic growth.

While trade wars and tariffs initiated by President Donald Trump are roiling the global economy, the aviation industry has weathered other crises and geopolitical turmoil over the decades, most notably the corona pandemic that grounded fleets around the world just a few years ago.

Over the past 25 years, air travel tripled while the global fleet doubled, Darren Hulst, Boeing vice president of commercial market, told reporters in a June 10 briefing.

"At the end of the day, our market has proven to be both resilient and a growth industry," Hulst said.

Boeing expects the global commercial aircraft fleet to double to 49,600 airplanes by 2044, in line with the market outlook provided a few days ago by Airbus SE, its European rival.

Airlines in emerging markets will operate more than half of the world's jetliners by then, up from nearly 40% in 2024, according to Boeing.

Single-aisle aircraft will expand their hold on air travel, accounting for 72% of the global fleet over the next two decades, Boeing forecasts. That's up from 66% in the current fleet.

For airlines mapping out their growth trajectory, narrowbody models like Airbus's A320neo family and Boeing's 737 Max are frustratingly difficult to line up. That's because air travel has grown sharply since the Covid pandemic, whereas Boeing and Airbus are sputtering along at manufacturing rates similar to their output a decade ago.

The result is a shortage of current-generation jetliners. The duopolists have made about 1,500 fewer jets than they'd originally planned — and the shortfall will continue to grow the longer it takes them to catch up, Hulst said.



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## Engine overhaul delays may lead to capacity crunch in airline biz

SWARAJ BAGGONKAR  
Mumbai, June 15

INDIA'S AIRLINE INDUSTRY is facing another potential disruption as engines are requiring maintenance earlier than expected, while service centres are struggling to keep up with increasing demand.

Engines used in commercial aircraft are being removed for servicing more frequently than initially planned, according to airline executives. At the same time, global supply chain disruptions continue to slow the availability of critical spare parts and repair slots, creating a backlog that could lead to a rise in grounded aircraft.

The new generation of aircraft engines, while delivering improved fuel efficiency, is proving to be less durable under real-world conditions. As these engines are pushed to operate at higher performance thresholds, the frequency of shop visits has increased, putting pressure on both maintenance infrastructure and airline operations.

### IN THE QUEUE

■ According to the ministry of civil aviation, the country had **680** operational aircraft as of March 2025

■ Out of these, approximately **133** aircraft were grounded by the end of the same period, based on estimates from rating agency Ica

■ An executive from a local carrier said '70-80 engines are in waiting list'

■ Instead of 70-80 days, it now takes 120 days for a jet engine overhaul

"We are removing the engines earlier than decided, thereby putting increased pressure on the number of turn-arounds in the shop. Secondly, on top of having to do more turn-arounds, you have a shortage of spares. This is the perfect storm hitting the industry," said Isidro Porqueras Orea, chief operating officer at IndiGo, India's largest airline, during the recent IATA meeting.

IndiGo, which operates over 300 aircraft, has been affected significantly by the issue. While

the airline did not disclose the exact number of grounded aircraft, Orea said the count had improved to "in the 40s" from a high in the "mid-70s" reported during the September quarter. However, he acknowledged that repair timelines are projected to increase in the coming years.

According to the ministry of civil aviation, the country had 680 operational aircraft as of March 2025. Out of these, approximately 133 aircraft were grounded by the end of the same period, based on estimates from

Ica. A senior executive from another domestic airline said that service centres are now taking significantly longer to process engines. "You have 70-80 engines in the waiting list to go to the shop. Instead of the typical 70-80 days, it now takes 120 days for a complete jet engine overhaul. There is also a significant cost factor that one has to bear," the executive said.

GE Aerospace, which powers nearly 90% of India's commercial aircraft fleet through its own engines and those of its joint venture with Safran, CFM International, is facing mounting pressure. Service slots at GE's facilities are full, and delays in spare parts deliveries are compounding the issue.

"Our spare parts delinquency continues to increase, unfortunately, up over two times year over year. And our internal shop visit slots are full, with a pipeline of engines which have been removed but not yet inducted into our shops," said H Lawrence Culp, chairman and CEO of GE Aerospace, during an analyst call.



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THE FINANCIAL EXPRESS

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## Air India Express Kolkata-Hindon flight hit by snag



AIR INDIA EXPRESS, a subsidiary of Air India, on Sunday confirmed that its flight from Kolkata to Uttar Pradesh's Hindon was delayed on Sunday after the aircraft developed a snag. The airline did not specify the nature of the technical problem.

## ● Compensation for the passengers

**THE AIRLINE LIABILITY** coverage framework of the Montreal Convention of 1999, to which India became a signatory in 2009, ensures compensation for injuries or death of passengers in an international flight due to any air disaster. Air India, through its insurers, will pay 1,28,821 Special Drawing Rights (SDRs) per deceased passenger. At the current exchange rate, one SDR equals ₹120. The compensation thus works out to about ₹1.5 crore. However, to receive any amount beyond the fixed SDR compensation, the family members will have to establish in a court that it was the airline's fault that led to the crash. As crew members and pilots are not covered under the Montreal Convention's liability coverage, their families will have to seek compensation under Air India's employment contracts. Apart from this, the Tata Group has announced ₹1 crore in ex gratia compensation for the families of each person who lost his life in the crash, including those killed on the ground. Air India will also provide an interim payment of ₹25 lakh each to the families of the deceased and to the survivor, to help address immediate financial needs.



AVIATION LIABILITY

# How insurance payouts to air crash victims are determined

While the families of the passengers on Air India's London-bound AI 171 that crashed last week, and those killed or injured on the ground, will get compensation from the liability part of the airline's insurance policy, it can take up to two years to receive the money, explains *Saikat Neogi*

FAMILIES CAN ALSO FILE CLAIMS IF THE DECEASED HAD LIFE INSURANCE, TRAVEL INSURANCE OR CREDIT CARD-LINKED ACCIDENT INSURANCE POLICIES

₹1.5 cr

INSURANCE PAYOUT PER PASSENGER AS PER THE MONTREAL CONVENTION

## ● Other benefit-based insurance policies

**WHILE THE MONTREAL** Convention will cover all passengers, the families can also file claims if the deceased had life insurance, travel insurance or credit card-linked accident insurance policies. They will be eligible for the sum assured as set out in the respective policies, and the claims settlement will be faster for such covers. Each policy has specific rules for compensation, and the nominee

must provide a death certificate, proof of flight boarding, and documentation confirming their legal status (nominee or heir). Claims are subject to verification and may also require a court decree, depending on the situation. Only if there are medical costs that are to be claimed, then the rule of contribution applies, where the collective payout will not exceed the actual costs incurred.

## ● Third-party liability for people on the ground

**THE AIRCRAFT CRASHED** into a medical college campus, causing additional fatalities on the ground. The families of the injured and the deceased and even the property owners, have the right to claim compensation from the airline under the third-party liability cover. "It ensures that the affected people on the ground have legal recourse and financial support," says Sourav Biswas, business head, Aviation Insurance, Alliance Insurance Brokers. The nominee will have to make a liability claim against the airline for his loss. Air India's liability insurance policies will then step in to cover the compensation, subject to investigation and legal procedures to determine the extent of loss. Claim can be filed for an unlimited amount based on the earning potential of the deceased, but the insurer will decide on the payout. In case of a dispute, the legal heir can go to a court. The Tata Group has assured that it will bear all medical costs of the injured.

## ● Fast-tracking of claims

**THE INSURANCE REGULATORY** and Development Authority of India has told insurers to accelerate and ease the claims settlement for the claimants of the ill-fated airline. To fast-track claims, it has mandated insurers to obtain the authentication list of victims of the crash from authorities, verify the details as available in the databases of companies that issued mandatory overseas medical insurance policies, as well as personal accident policies and life insurance policies. Post-mortem reports or first information report from the police will not be required where official confirmation of the victims is available. It has also directed the Life Insurance Council and General Insurance Council to set up a dedicated joint cell near the hospital where the BJ Medical College victims are being treated to assist with health and life insurance policies. The regulator has asked insurers to submit a report every week from June 16 and publish claims settlement data on their websites. The regulator has underlined that no claim should be denied or delayed on account of procedural formalities.

## ● Process to get the insurance payout

**CLAIMS CAN BE** filed by the legal heir of the deceased by providing a death certificate, proof of ticket, a nominee certificate, or a legal heirship certificate issued by a competent court. It will be processed by the airline's claims department and settled through its

aviation liability insurers. The insurers will appoint a loss adjuster, who will communicate between the nominee or legal heir, the insurers and others involved in the claim. "If the compensation amount received by the family is not acceptable, it can file civil lawsuit, which will allow the

court to determine the additional compensation," says Amit Agarwal, CEO & MD, Howden India. Airlines are encouraged by the Montreal Convention to settle all claims within two years. However, any disputes regarding the final payout may take longer to settle.

# Air fares up post Ahmedabad crash

**Dhairya Gajara**

MUMBAI

Even as grieving families rush to Ahmedabad following one of the worst aviation tragedies in India's history, airlines appear to be cashing in. Airfares on routes to and from Ahmedabad have soared by over 500%, with Air India—operator of the ill-fated flight—charging the highest rates.

On Thursday, tragedy struck when Air India's London-bound flight AI-171 crashed into the hostel of BJ Medical College shortly after take-off from Ahmedabad airport. The accident claimed 241 lives, including foreign nationals and 12 crew members, leaving the nation in deep mourning.

In the aftermath, relatives of the deceased have been flying to Ahmedabad to provide DNA samples to identify bodies charred beyond recognition. But airlines, exploiting the spike in demand, have jacked up fares to shocking levels.

Typically, Delhi-Ahmedabad flights are priced between ₹2,800 to ₹4,300. However, for June 15, Akasa Air charged ₹10,875, while Air India's fare touched ₹24,027. For June 16, Air India priced tickets at a staggering ₹30,780—a 999%

**Airfares surge up to 999% as families rush to identify victims; Air India tops the price chart**

jump. Similar rates continued for June 17, with fares exceeding ₹24,000. Even return flights from Ahmedabad to Delhi on June 20 are pegged as high as ₹25,118.

The Mumbai-Ahmedabad sector has also seen sharp increases. Against a usual fare of ₹2,000-₹4,500, tickets for June 15 soared to ₹5,449. IndiGo priced flights on June 16 and 17 at ₹5,504, while Air India's June 19 flight cost ₹9,198. The return leg to Mumbai was priced at ₹6,661 by IndiGo—an increase of over 230%.

Speaking to The Free Press Journal, a travel agent explained, "Airlines use dynamic pricing models. After the crash, demand surged due to travel by victims' families, officials, and the media. This has given airlines an opportunity to make profits."

The sharp fare hike, particularly by Air India, has sparked outrage on social media, with many questioning the ethics of profiting during a humanitarian crisis.



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FREE PRESS JOURNAL

MUMBAI

15 JUNE 2025

| runway disaster |

# Mangaluru plane crash survivors recall horror, gratitude 15 years on

NT Correspondent

MANGALURU

Fifteen years after the tragic crash of Air India Express flight IX 812 in Mangaluru airport, which killed 158 people, a survivor of the accident, K Pradeep, still recalls the day with solemn reflection and quiet gratitude.

That aircraft overran the runway on May 22, 2010 and crashed.

Pradeep, now a civil contractor in the city, visits the crash memorial at Kulur every May 22. He lays flowers at the plaque, stands in silence for the lives lost, and offers prayers.

"It was the charity work done by my parents and their blessings that saved me," he told PTL, recalling the horrific moment when the Boeing 737 aircraft failed to stop and plunged into a gorge.

After paying tribute, he also visits temples to thank



the divine for what he calls a miraculous escape.

Another survivor, Usman

Farooq, who now works with an ambulance service, also believes his survival

was due to divine interven-

tion. He remembers how the

portion of the aircraft near

the wing, where he was seated, broke apart just in

time to allow his escape.

"It was the charity work done by my parents and their blessings that saved me".

Farooq said he owes his life to the Almighty and sees his work in emergency services as a way of giving back.

The Directorate General of Civil Aviation (DGCA), which investigated the crash, attributed the cause primarily to human error.

The inquiry found that the aircraft touched down approximately 5,200 feet down an 8,000-foot-long runway, leaving insufficient distance to bring the aircraft to a halt.

Despite repeated warn-

ings from the co-pilot and alerts from the Enhanced Ground Proximity Warning System (EGPWS), the captain continued with an un-stabilised approach.

Investigators also revealed that the commander of the aircraft had been asleep during a portion of the flight and was likely experiencing "sleep inertia," a state of cognitive impairment, at the time of landing.

The Court of Inquiry, led by Air Marshal B N Gokhale largely supported the DGCA's conclusions, highlighting pilot error as the primary cause. However, it also pointed to systemic failures.

The report noted that the rigid structure housing the localiser antenna at the airport was not frangible, contrary to international civil aviation guidelines.

This contributed to the aircraft breaking apart upon overshooting the runway.

## Corporate Communications Directorate

HARI BHUMI

DELHI

16 JUNE 2025

अहमदाबाद विमान हादसे के बाद सुरक्षा मानकों को लेकर डीजीसीए गंभीर

# डीजीसीए के कड़े मानदंडों से होकर गुजरना होगा बोइंग विमानों को, एयर इंडिया और इंडिगो के फ्लीट्स की जांच शुरू

हरिभूमि ॥ नई दिल्ली

अहमदाबाद हवाई दुर्घटना के बाद केंद्र सरकार ने बोइंग 787-8 और 787-9 फ्लीट पर बड़ी हुई सुरक्षा जांच के आदेश जारी कर दिये हैं। एयर इंडिया सहित इंडिगो जैसी अन्य विमानन कंपनियों के पास बोइंग श्रेणी का विमान है उसे डीजीसीए के कड़े सुरक्षा मानदंडों की कसौटियों से होकर अब गुजरना होगा। अब तक एयर इंडिया ने अपनी 33 बोइंग 787 ड्रीमलाइनर (26 बोइंग 787-8 और 7 बोइंग 787-9) में से 9 विमानों पर एक बार के सुरक्षा जांच पूरी कर ली थी। बाकी 24 विमानों की जांच प्रक्रिया चल रही थी, और एयर इंडिया ने कहा कि यह प्रक्रिया जल्द पूरी होगी। भारतीय फ्लीट में मौजूद 34 ड्रीमलाइनर में से 8 की जांच पूरी हो चुकी है। बाकी की जांच तत्काल प्रभाव से



करने के सख्त निर्देश हैं। डीजीसीए के एक चरित्र अधिकारी ने बताया कि सभी संबंधित बोइंग विमानों की ईंधन की आपूर्ति और मॉनिटरिंग सिस्टम की जांच सहित केबिन के दबाव और हवा की गुणवत्ता से संबंधित सिस्टम की जांच, इंजन के

नियंत्रण सिस्टम की कार्यक्षमता की जांच को वेहद सूक्ष्मता से किया जा रहा है। इसके अलावा, ईंधन से संबंधित एक्ट्यूएटर्स की कार्यक्षमता, हाइड्रोलिक सिस्टम की कार्यक्षमता और विश्वसनीयता, टेकऑफ पैरामीटर्स की समीक्षा: टेकऑफ के दौरान विमान के प्रदर्शन डेटा की जांच, के साथ ये भी परखा जा रहा है कि ट्रांजिट जांच के दौरान फ्लाइट कंट्रोल सिस्टम का अनिवार्य नियंत्रण सिस्टम ठीक काम कर रहे हैं। डीजीसीए ने एयर इंडिया को दो सप्ताह के भीतर पावर एश्योरेस टेस्ट करने का निर्देश दिया, जो यह सुनिश्चित करता है कि इंजन आवश्यक शक्ति प्रदान करने में सक्षम हैं। पिछले 15 दिनों में बोइंग 787-8/9 विमानों में बार-बार होने वाली तकनीकी खामियों की समीक्षा और तत्काल सुधार के लिए निर्देश दिये गये हैं। एयर इंडिया को इन सभी जांचों की रिपोर्ट ॥ शेष पृष्ठ 5 पर

### डीजीसीए के कड़े...

डीजीसीए को समीक्षा के लिए प्रस्तुत करने का निर्देश दिया गया। रविवार से भारत से उड़ान भरने वाले सभी बोइंग 787 विमानों के लिए एक बार के विस्तृत प्री-डिपार्चर चेक अनिवार्य किए गए। इनमें ईंधन प्रबंधन, केबिन एयर कंप्रेसर, इंजन कंट्रोल, और हाइड्रोलिक सिस्टम जैसे महत्वपूर्ण सिस्टम शामिल हैं।

# केदारनाथ में गिरा हेलीकॉप्टर, सात मरे



रुद्रप्रयाग जिले के गौरीखर्क में रविवार सुबह हेलीकॉप्टर हादसे के बाद बचाव अभियान चलाते एनडीआरएफ और एसडीआरएफ के जवान। • एजेंसी

रुद्रप्रयाग, संवाददाता। केदारनाथ से यात्रियों को लेकर गुप्तकाशी लौट रहा आर्यन कंपनी का हेलीकॉप्टर गौरीकुंड के पास गौरीखर्क में दुर्घटनाग्रस्त हो गया। इस हादसे में हेलीकॉप्टर सवार पायलट और तीन साल की बच्ची सहित सभी सात लोगों की मौत हो गई है।

पुलिस के मुताबिक, रविवार सुबह हेलीकॉप्टर पायलट समेत छह यात्रियों को लेकर केदारनाथ से लौट रहा था। उस वक्त काफी कोहरा था और दृश्यता शून्य हो गई थी। सुबह सवा छह बजे हेलीकॉप्टर जब गुप्तकाशी नहीं पहुंचा तो हेलीकॉप्टर कंपनी ने इसकी सूचना प्रशासन को दी गई। रेस्क्यू दलों द्वारा खोज एवं बचाव अभियान शुरू किया गया। बताया जा रहा है कि चार शव क्षत-विक्षत स्थिति में हैं, जबकि तीन शव पहचानने लायक हैं। मृतकों में तीन साल की बच्ची भी शामिल है।

**हेली सेवाओं पर रोक:** दुर्घटना के बाद मुख्यमंत्री पुष्कर सिंह धामी के निर्देश पर चारधाम यात्रा की हेली सेवाओं पर सोमवार तक रोक लगा दी गई और इस मामले की उच्च स्तरीय जांच के आदेश भी दिए गए हैं।

## पुणे में इंद्रायणी नदी पर पुल ढहने से चार की मौत

पुणे, एजेंसी। पुणे में इंद्रायणी नदी पर बना लोहे का एक पुल रविवार दोपहर ढह गया। हादसे में चार लोगों की मौत हो गई और 18 लोग घायल हैं। दो लोगों की बचाव जाने के बाद इलाज के दौरान मौत हो गई, जबकि दो लोगों के शव पुल के ढह गए हिस्से के नीचे से बरामद किए गए। हादसे के समय छह लोगों को बचाया गया था। हादसे के दौरान बह गए लोगों की तलाश में अभियान चलाया जा रहा है। > ब्योरा P13

**एआईबी को जांच सौंपी:** हेलीकॉप्टर हादसे की जांच विमान दुर्घटना जांच ब्यूरो (एएआईबी) को सौंपी गई है। विमानन कंपनी आर्यन एविएशन के हेलीकॉप्टर संचालन पर तत्काल रोक लगा दी गई है, साथ ही दो पायलट के लाइसेंस निलंबित कर दिए। नागरिक उड्डयन मंत्रालय ने डीजीसीए को कहा, वह केदारनाथ में हेलीकॉप्टर गतिविधियों की निगरानी करे।

> कॉर्डिनेशन सेंटर बनेगा P13

# मुख्यमंत्री पुष्कर सिंह धामी ने दुर्घटना के बाद उच्चस्तरीय बैठक में किए कई सख्त फैसले हेलीकॉप्टर हादसे रोकने के लिए देहरादून में बनेगा समन्वय केंद्र



देहरादून, विशेष संवाददाता। उत्तराखंड में चारघाम यात्रा मार्ग पर केवल उन्नीस पायलट को हेलीकॉप्टर उड़ानों की अनुमति दी जाती है, जिनका उच्च हिमालयी क्षेत्र में उड़ान का सर्वाधिक अनुभव होगा। हेली उड़ानों के बेतक समय और सुरक्षित संचालन के लिए देहरादून में एक 'कॉमन कमांड एवं कोऑर्डिनेशन सेंटर' बनाया जाएगा।

गौरीकुंड के निकट रविवार सुबह हुए हेली क्रैश के बाद मुख्यमंत्री पुष्कर सिंह धामी की अध्यक्षता में हुई उच्च स्तरीय बैठक में सरकार ने कई सख्त फैसले किए। मुख्यमंत्री ने चारघाम के लिए हेली सेवाओं पर सोमवार तक पूरी तरह से रोक लगा दी। इस अवधि में सभी हेली ऑपरेटर्स एवं पायलटों के उच्च



## केदारनाथ में हुए हेलीकॉप्टर हादसे

- 25 जून 2013**: सेना का एमआई 17 हेलीकॉप्टर टैरा हुआ, वादुसेना के 20 अधिकारी और जवान शहीद हुए
- 24 जुलाई 2013**: जगलघड़ी की फहड़ियों में एक निजी हेलीकॉप्टर टैरा, पायलट और टैकीशियन की मौत
- 18 अक्टूबर 2022**: केदारनाथ के पास गरुडघड़ी में हेलीकॉप्टर टैरा, सत की मौत
- 08 मई 2025**: उत्तरकाशी में हेलीकॉप्टर टैरा, पायलट समेत छह यात्रियों की जान गई



- टैरा, पायलट समेत छह यात्रियों की जान गई
- 15 जून 2025**: केदारनाथ में गौरीकुंड के निकट गौरी खाटी में टैरा, एक बच्ची समेत सत की मौत
- रुद्राघाम में रविवार सुबह हादसे के बाद बिखरा वड़ा हेलीकॉप्टर का मलबा।

तरह से रोक लगा दी। इस अवधि में सभी हेली ऑपरेटर्स एवं पायलटों के उच्च हिमालयी क्षेत्रों में उड़ान अनुभवों की जांच होगी, जिसके बाद सेवा सुचारु रूप से शुरू की जाएगी।

मुख्यमंत्री कैप कालोले में केंद्रीय नागरिक उड्डयन सचिव समीर कुमार सिन्हा, डीजीसीए के महानिदेशक पीएच आरमरकिटर्न के साथ वीडियो कॉन्फ्रेंस में 'कॉमन कमांड एवं कोऑर्डिनेशन सेंटर' बनाने का निर्णय लिया गया। इसमें डीजीसीए, आपदा विभाग, सिविल एविएशन, सुरक्षा, हेली ऑपरेटर कंपनियों के अधिकारियों की तैनाती होगी। साथ ही मुख्यमंत्री ने सचिव गुरु उत्तराखंड की अध्यक्षता में एक समन्वित गठित करने के निर्देश दिए। समन्वित जन सुरक्षा को प्राथमिकता देते हुए सख्त प्रचालन नियमावली का प्रारूप बनाएगी। सीएम ने हिमालयी क्षेत्रों में अधिक संख्या में सीएम यूआईडीएन के अत्याधुनिक उपकरण लगाने के भी निर्देश दिए।

सीएम ने हादसे को उच्चस्तरीय जांच के आदेश दिए। उन्होंने कहा कि यह हादसा दुर्भाग्यपूर्ण घटना है। ऐसे हादसों पर विचार लाने के लिए सरकार सख्त कदम उठा रही है।

## दुर्घटना की जांच एएआईबी को सौंपी

नई दिल्ली, विशेष संवाददाता। केदारनाथ हेलीकॉप्टर हादसे की जांच विमान दुर्घटना जांच समूह (एएआईबी) को सौंपी गई है। इसके अलावा विमानन कंपनी अर्धन एविएशन के हेलीकॉप्टर संचालन पर तत्काल रोक लगा दी गई है।

नागरिक उड्डयन मंत्रालय ने नागरिक विमानन महानिदेशालय (डीजीसीए) को निर्देश दिया है कि वह केदारनाथ घाटी में सभी हेलीकॉप्टर गतिविधियों को निगरानी करे और उत्तराखंड नागरिक उड्डयन विकास प्राधिकरण (सीएडीए) द्वारा बनाए गए कमांड-

### नागरिक उड्डयन मंत्रालय ने अर्धन एविएशन के संचालन पर रोक लगाई

एंड-कंट्रोल रूम के कामकाज की समीक्षा करे। साथ ही कहा कि सुरक्षा और संचालन अधिकारियों की तैनाती की जाए। घटितघड़ी उपाय के तौर पर डीजीसीए ने पहले ही चारघाम के लिए हेलीकॉप्टर संचालन की आवृत्ति कम कर दी है और जाने की कार्रवाई के लिए निगरानी बढ़ा दी है। महानिदेशालय हेलीकॉप्टर संचालन को समीक्षा कर रहा है। प्राथमिक संकेतों के अनुसार

हादसे का कारण घाटी प्रवेश क्षेत्र में खराब दृश्यता और ज्यादा वादल हो सकते हैं।

दो पायलट के लाइसेंस निलंबित : चारघाम यात्रा के लिए अर्धन एविएशन के संचालन को तत्काल प्रभाव से निलंबित कर दिया गया है। वहीं, मैसर्स टॉम्बेराट एविएशन के दो हेलीकॉप्टर खराब मौसम में उड़ान भरते पाए गए हैं। ऐसे में हेलीकॉप्टर चला रहे दोनों पायलट कैप्टन योगेश प्रकाश और कैप्टन निरोन्ध हरनाई के लाइसेंस तत्काल के लिए निलंबित कर दिए हैं।

### राजवीर 15 साल तक सेना में पायलट रहे

जयपुर। हेलीकॉप्टर हादसे में जान गवाने वाले जयपुर निवासी पायलट राजवीर सिंह चौहान 15 साल से अधिक समय तक भारतीय सेना में सेवा करते रहे और उन्हें विभिन्न भूभागों में उड़ान मिशन का व्यापक अनुभव था। जयपुर के शास्त्री नगर के रहने वाले 37 वर्षीय चौहान अक्टूबर 2024 से अर्धन एविएशन कंपनी के साथ पायलट के रूप में काम कर रहे थे।

### बिजनौर की नानी और धेवती की जान गई

बिजनौर। रुद्राघाम हेलीकॉप्टर हादसे में बिजनौर निवासी नानी विनोद देवी (66) और धेवती लुटि (19) की मौत हो गई। हादसे की सूचना मिलते ही परिजन केदारनाथ रवाना हो गए। हादसे का विवरण हुए परिवार के मुखिया धर्मपाल सिंह ने एविएशन कंपनी पर सवाल उठाए।

### उत्तराखंड में 38 दिनों में चार हेलीकॉप्टर गिरे

हेलीकॉप्टर हादसों के निहाय से वर्तमान का उत्तराखंड के लिए बहुत खराब रहा है। यहां 38 दिनों में चार हेलीकॉप्टर टैरा हो चुके हैं, जिनमें 13 लोगों की मौत हो चुकी है। वर्ष 2013 के बाद यह दूसरा

बार 15 दिनों का माला हो चुका है। वर्ष 2013 के बाद यह दूसरा मौका है जब उत्तराखंड में इतने दिनों पर हेलीकॉप्टर और मौत हुई है।

### इनकी गई जान

राजवीर सिंह चौहान निवासी जयपुर, विष्णु सिंह निवासी रुद्राघाम, विनोद देवी और लुटि सिंह निवासगत बिजनौर, राजकुमार, बच्चा और कारी, निवासगत महाराष्ट्र

## मोदी ने सहयोग का आश्वासन दिया

देहरादून, एजेसी। प्रधानमंत्री नरेंद्र मोदी ने रविवार को उत्तराखंड के मुख्यमंत्री पुष्कर सिंह धामी से हेलीकॉप्टर हादसे पर बात की।

मुख्यमंत्री कार्यालय के अनुसार, धामी ने प्रधानमंत्री को बताया कि घटना के तुरंत बाद एक उच्च स्तरीय बैठक की गई और घटना की जांच के निर्देश दिए गए हैं। प्रधानमंत्री ने मृतकों के परिवारों को इस दुःख को सहने की शक्ति देने के लिए प्रार्थना की। उन्होंने केंद्र सरकार से हर संभव सहयोग का आश्वासन दिया।

# India needs a sincere aircraft accident investigation

**I**n a country where every life lost in an aircraft accident should result in justice, transparency, and reform, we find ourselves, instead, battling a system that is seemingly designed to obscure the truth.

On paper, India's Aircraft Accident Investigation Bureau (AAIB) is a statutory and autonomous investigative body. In reality, it is anything but independent. It functions as an office of the Ministry of Civil Aviation (MoCA), the very same authority that oversees airlines, regulates aviation through the Directorate General of Civil Aviation (DGCA), and, crucially, appoints the leadership of the AAIB and the DGCA. This structure presents an apparent conflict of interest. In railway accidents, investigations are typically carried out by the Commissioner of Railway Safety or, occasionally, a judicial authority, and not by the Ministry of Railways. Although, technically, under the MoCA, the Commissioner is functionally independent of railway operators, this ensures that those running trains are not the ones investigating the derailments. But in aviation, the MoCA controls airline operations and accident investigations.

## Stop the firefighting

The accident on June 12, 2025, at Ahmedabad was not just an operational occurrence. It was a full-fledged aircraft accident that should serve as a wake-up call. Is India's aviation safety framework keeping pace with its exponential growth? There have been a number of helicopter crashes, accidents involving flying schools, there was a weather-related incident in May 2025 that affected a Delhi-Srinagar IndiGo flight, and, in addition, troubling ground handling lapses, that include the cancellation of ground handler Çelebi Aviation's permit over security concerns. These are not isolated incidents but point to something more profound. Are we identifying and fixing risks before they become headlines? Or are we merely reacting? We cannot keep firefighting. We need a system that prevents failures, and not just manages the damage.

The high-level committee appointed to investigate the Air India AII71 crash must go beyond reviewing a single event. It must recognise that India's aviation ecosystem has outgrown the current National Civil Aviation Policy (NCAP). In a complete revamp of the NCAP, 'safety' should be deeply woven into every regulation, operation and decision. That is how



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India does not lack the talent or the tools to investigate air accidents; what it lacks is institutional courage to tell the truth

we prepare for the responsibilities that come with being one of the largest aviation markets in the world.

## A report that told inconvenient truths

The Air Marshal J.K. Seth Committee Report in 1997 was India's most honest and far-reaching review of aviation safety. But it was quietly buried because it told the truth. It highlighted key systemic flaws: fragmented oversight; lack of independence; inadequate training and resources, and regulatory capture. These issues remain largely unresolved. Any new committee must reckon with these truths and not repeat the pattern of superficial reviews and buried reports.

Too many accident reports have internal contradictions. In an accident in 2001, that claimed the life of a former Union Minister, 'entry into the cloud' was cited as the cause, while the meteorology section confirmed that there were no clouds around. Was it a mistake or does it point to something else? Overloading was evident in the Indian Airlines crash (IC491) in Aurangabad in 1993. Yet, the final report did not spell it out so clearly. This writer has pursued data for years in another case of suspected overloading on an Air India Express flight (IX611), in October 2018, from Tiruchi, Tamil Nadu to Dubai, only to be denied access. What is being protected?

The Aircraft (Investigation of Accidents and Incidents) Rules, 2017 make one point clear – that the purpose of an investigation is to prevent future accidents, and not to assign blame. Yet, law enforcement and courts routinely misuse the AAIB's findings. The police, lacking the expertise and jurisdiction in aviation matters, rely almost entirely on the AAIB's reports, treating them as conclusive. The AAIB's findings are meant for safety learning, and not legal prosecution. When these reports are interpreted outside their technical scope, truth becomes a casualty.

Investigating officers unfamiliar with aviation treat the AAIB's "probable cause" as a legal verdict. The judiciary focuses on what is immediately visible, while the AAIB is meant to dig deeper. But both often end up blaming the pilot, the case is closed and the truth is left behind.

Why is pilot error so often the conclusion? Because it is convenient. Legally, it simplifies matters. From an insurance standpoint, a conclusion of pilot error helps expedite payouts. It closes the loop quickly, shielding other

accountable entities – airlines, maintenance providers, and air traffic control, from scrutiny. The pilot becomes the system's scapegoat, even in death.

## A front to protect people

Too often, accident investigations in India are reshaped to protect institutions, and not the people they serve. The MoCA holds all the levers, policy, regulation, appointments and investigations. With that much control, real accountability becomes a myth. Each time a family receives a hollow, contradictory report instead of honest answers, the system not only fails but also breaks faith. At times, the structure is so well-insulated from responsibility that it has perfected the art of getting away with murder – through delay, dilution and the quiet deletion of truth.

The International Civil Aviation Organization's State Safety Briefing (2022) says that India has had zero fatal accidents recently. But 21 lives were lost in the Kozhikode air crash in August 2020. The recommendations in the investigation and those of the committee to review the accident report have not been implemented duly. There is no accountability. No systemic change. Just silence. India cannot claim global leadership in aviation while hiding behind data. Absolute safety comes from integrity.

These are the steps needed. First, move the AAIB and DGCA to an independent statutory body that reports to Parliament. Second, stop having parallel committees that bypass or undermine established investigative bodies. Third, take legal steps to prevent the AAIB's findings from being used in criminal trials unless independently validated. Fourth, amend Rule 19(3) of the Aircraft Rules, 1937, which holds the powers to penalise a pilot for any mistake. There is a need to protect a pilot with a genuine no-blame culture, unless gross negligence is proven. Fifth, appoint an independent ombudsman to review how accident reports have been handled and mishandled.

It is not that India lacks the talent or the tools to investigate accidents. What it lacks is the institutional courage to tell the truth. Therefore, this writer's plea. Have an honest, sincere aircraft accident investigation; one that shows that India values truth and precious lives over image. Let that be India's legacy for those lives lost, not only in the skies but also in the silence.

# 7 killed after helicopter crashes in Uttarakhand

Amit Bathia and  
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**DEHRADUN:** A helicopter carrying pilgrims from Kedarnath crashed on Sunday morning, killing all seven people aboard, including a two-year-old girl, authorities said, as preliminary analysis showed the aircraft went down in treacherous weather in the Rudraprayag district of Uttarakhand.

Sunday's tragedy was the fifth helicopter incident on the route in six weeks: three emergency landings and another crash have killed six people during this period. It also comes days after the country's worst air disaster in three decades that took place on Thursday when Air India flight 171 crashed shortly after take-off, leaving all but one of 242 passengers dead and claiming the lives of dozens more on the ground.

The Bell 407 helicopter operated by private firm Aryan Aviation Pvt Ltd took off from a helipad in Kedarnath at around 5:20am and headed towards Guptkashi, in what should have been a 10-minute journey.

"The valley was covered in a dense fog with overcast conditions [at the time of the crash]," said state disaster response force commandant Arpan Yadhuvasahi. Rescue teams trekked five kilometres through difficult terrain to reach the wreckage in a forest near Gaurikund, the base camp for treks to Kedarnath temple. The spot lies roughly 5-7 km from the take-off point, and the general area is close to 9,000 feet

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National Disaster Response Force and State Disaster Response Force personnel carry out a search and rescue operation after a chopper carrying seven people crashed in Rudraprayag on Sunday. ANI

## CM Dhami announces command centre to monitor helicopter ops

Neeraj Santoshi and  
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**DEHRADUN:** Uttarakhand chief minister Pushkar Singh Dhami on Sunday announced that a centralised command and coordination centre will be established in Dehradun to monitor operations of helicopters in the state in real-time.

"The centralised command and coordination centre will include

representatives from the DGCA, the disaster management department, civil aviation ministry, Uttarakhand civil aviation development authority (UCADA) and private heli operator companies," he said.

Dhami made the announcement after holding a high-level meeting in the aftermath of a helicopter crash near Gaurikund on Sunday morning in which seven people were killed.

Dhami ordered a high-level

inquiry into the crash and suspended the services of the operator, Aryan Aviation, with immediate effect. Helicopter operations in the region were also suspended for two days as a safety precaution.

"During this period, the experience of all pilots and Heli operators operating in high Himalayan regions will be thoroughly assessed," Dhami. He also announced preparation of SoPs for the operation of helicopter services in the state. →P8

### HELICOPTER CRASH

above sea level.

The helicopter departed from Kedarnath at 5:21 am for Guptkashi. It was last seen near Valley Point at 5:24 am. At 6:13 am, the helicopter company reported that the chopper had not reached Guptkashi. We then launched a search and rescue operation," said Rudraprayag district disaster management officer Nandan Singh Rajwar.

The victims included pilot Rajveer Singh Chauhan, 35, a former army officer from Jaipur; a family of three from Maharashtra—Rajkumar Suresh Jaiswal, 41, his wife Shradha, 35, and their daughter Kashi, 2; two passengers from Uttar Pradesh, Vinod Devi, 66, and her granddaughter Tusti Singh, 19; and temple committee member Vikram Singh Rawat, 46.

The crash highlights growing safety concerns over helicopter operations serving the Char Dham pilgrimage route, which includes four sacred Hindu temples in the Himalayan state of Uttarakhand. The routes see tens of thousands of pilgrims annually, many using helicopters to navigate the treacherous mountain terrain.

The civil aviation ministry said preliminary findings suggest "controlled flight into terrain," with the helicopter airborne despite poor visibility. Operations for Aryan Aviation have been suspended immediately. The ministry said the exact cause of the crash will be determined after an investigation by the Aircraft Accident Investigation Bureau (AIB).

"When the chopper was returning, it encountered sudden adverse weather conditions in the valley. The pilot attempted to navigate the helicopter out of the valley, however, the aircraft crashed during the effort," said Rudraprayag district tourism officer Rahul Chaudhary, the nodal officer for chopper service in Rudraprayag.

Helicopter accidents are not uncommon in the region, where sudden weather changes and high-altitude flying conditions can pose risks.

But experts said hard questions must be asked. "We can't keep blaming the weather," said Captain Sandeep Soti, former chief of flight safety for Uttarakhand state. "Commercial pressures are involved, and shortcuts are sometimes taken. Operators often try to meet their sortie targets."

Last year, no loss of lives were reported as helicopters made 22,804 sorties on the Kedarnath route during the six months of the Char Dham Yatra. Only one emergency landing was reported. Officials said this year 8,786 sorties

have been carried out on the route and said the number was comparatively low because of adverse weather conditions.

Last week, the Directorate General of Civil Aviation (DGCA) intensified safety oversight of helicopter operations in Uttarakhand last week, introducing live monitoring and surprise audits.

In its statement on Sunday, the civil aviation ministry said operations of Aryan Aviation for the Char Dham Yatra have been suspended with immediate effect. It added that two helicopters belonging to TransBharat Aviation were found to also be airborne under similar "unsuitable weather conditions".

"Accordingly, the licences of both pilots have been suspended for six months. The Ministry of Civil Aviation has reiterated aviation safety is non-negotiable and that no operator should undertake flights in violation of weather-related and other protocols," it said. Late in the evening, an FIR was registered against Aryan Aviation's accountable manager Kaushik Pathak and manager Vikas Tomar under BNS Section 105 (punishment for culpable homicide not amounting to murder) and relevant sections of the Vayuyan Act on the complaint of revenue sub inspector Rajiv Nakholia. In his complaint, Nakholia said that the firm operated the chopper despite adverse weather conditions and violated the Standard Operating Procedure (SOP).

HT reached out to Aryan Aviation and TransBharat Aviation for a response but did not get one immediately.

Chief Minister Pushkar Singh Dhami ordered helicopter services suspended through Monday and called for a high-level inquiry. He said strict operating procedures prioritising public safety must be implemented, including mandatory technical checks.

"The safety of passengers is the state government's top priority," Dhami said.

The families of the victims were shrouded in grief and shock as they struggled to come to terms with the tragedy. "He had become a father after fourteen years of marriage. We were planning a ceremony for his four-month-old twins. But, everything is over now," Chauhan's father Govind Chauhan said.

### W ASIA CONFLICT

Iran said Israel struck two oil refineries, raising the prospect of a broader assault on Iran's heavily sanctioned energy industry that could affect global markets. The Israeli military, in a social media post, warned Iranians to evacuate

# Air India crash probe panel set to meet today

Maulik Pathak, Prawesh Lama and Ateeq Shaikh

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**AHMEDABAD:** A high-level government committee will hold its first meeting Monday to examine the Air India flight 171 crash that has claimed at least 271 lives, even as the first funerals of passengers killed aboard the Boeing 787 took place on Sunday while most grieving families continue an agonising wait for their loved ones' remains.

The multi-disciplinary panel, chaired by the home secretary, is mandated to submit its report within three months and will focus on "formulating Standard Operating Procedures for preventing such occurrences in the future," people aware of the matter said, according to PTL.

The committee's formation comes as a separate technical investigation by the Aircraft Accident Investigation Bureau

## Remains of former Gujarat CM Rupani identified, last rites today

Maulik Pathak

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**AHMEDABAD:** The remains of former Gujarat chief minister Vijay Rupani, who was on board Air India flight 171 which crashed in Ahmedabad on June 12, have been identified through DNA matching, officials said on

Sunday, adding that his last rites will be conducted with state honours on Monday.

Rupani's remains will be taken to Rajkot, his hometown. "The government has decided that there will be one day's state mourning on 16th June, 2025 (Monday) throughout Gujarat," an official order said. →PH

continues at the crash site.

In Ahmedabad, hospital authorities confirmed the identification of former Gujarat chief minister Vijay Rupani through DNA matching, with the state government announcing Monday as a day of mourning with

continued on →11

### more stories

Search continues for those killed on ground →PH

'Nothing alarming found in 22 B787s inspected' →PH

Agencies helped students: Dean in interview to HT →PH

Republic, Equatorial Guinea, Eritrea, Haiti, Iran, Libya, Somalia, Sudan and Yemen.

The entry of people from seven other countries - Burundi, Cuba, Laos, Sierra Leone, Togo, Turkmenistan and Venezuela - has also been partially restricted.

### AIR INDIA CRASH

the national flag flying at half-mast. Rupani's remains will be handed over to his family Monday morning for funeral in Rajkot.

However, the identification process remains painfully slow for most families. Health officials said just 86 victims had been identified by Sunday evening, more than three days after the crash - leaving nearly 200 still to be confirmed.

"My 72 hours are over, but I've not heard from them so far," Imtiaz Ali said. He has been waiting to receive the remains of his brother Javed, who died alongside his wife and two children.

At the BJ Medical College, where the plane crashed, PK Mishra, principal secretary to Prime Minister Narendra Modi, conducted a review of relief efforts, visiting the crash site, meeting bereaved families at Civil Hospital, and observing DNA matching processes at Gandhinagar's Forensic Science Laboratory.

During his Ahmedabad visit, Mishra "directed authorities to ensure compassionate assistance," according to a state government official. He also visited injured victims and instructed officials to prioritise their treatment. Chairing a review meeting at Circuit House later, Mishra discussed relief and investigation efforts with Central and State officials, AAIB representatives, and Airport Authority officials.

### International investigation

Technical experts from the UK and a Boeing team from the US visited the crash site on Sunday as the international investigation intensified. A team of seven Boeing officials, escorted by Indian investigators, spent nearly two hours examining the wreckage at the sealed BJ Medical College hostel complex.

"They were inside for almost two hours. The debris of the plane, including all its parts, are still inside," said a police officer guarding the complex. The aircraft's tail section, removed by cranes Saturday, remains at the site along with other debris, all covered by sheets for protection from Saturday night's rain.

Aviation experts from the UK also arrived on Sunday afternoon, brought by Air India officials, as the AAIB opened a second office

near the hostel complex to coordinate the investigation.

The AAIB is conducting the primary technical investigation while the US National Transportation Safety Board runs a parallel probe due to the American-made Boeing 787-8 Dreamliner aircraft.

"The AAIB has launched a detailed investigation, and the US National Transportation Safety Board (NTSB) is conducting a parallel probe under international protocols since the aircraft is American-made. Officials confirmed that the Flight Data Recorder (FDR) and Cockpit Voice Recorder (CVR) have been located and secured," an official statement said.

Ahmedabad Municipal Commissioner Bunchhanidhi Pani said the debris of the plane were still at the spot and being examined by experts. "The AAIB officials will tell us where it to be taken and when. The debris across the complex is being examined by the experts," he added.

Sunday marked the first cremations of plane passengers after their remains, charred beyond recognition, were returned to families through DNA matching. Earlier, eight bodies were handed over on Friday but these were of people killed in the hostel and surrounding areas whose remains did not require DNA identification. Families expressed growing frustration with both the identification timeline and airline response. All, whose brother was a passenger, said he understood the delay but criticised Air India's support efforts.

"With Air India, the next day after this accident they should have appointed whoever they needed to ensure everything is available to us," he said, noting he was assigned a support person only Saturday—a day after providing his DNA sample.

Air India CEO Campbell Wilson said in a video message Saturday that "over 200 trained caregivers are now in place, with each family assigned dedicated assistance."

### Recovery process

Hospital authorities have deployed extensive resources for the identification process, with three forensic science laboratory teams analysing DNA samples from relatives of 250 plane passengers so far. The process involves matching tissue samples from bones and teeth of victims with blood samples from family members.

The crash, which occurred Thursday afternoon just after take-off from Ahmedabad airport, represents India's worst single-aircraft disaster in history, and the deadliest in three decades.

[ AI, DGCA MUST INTROSPECT ]

# Amid deliberations on aviation safety, a need to pay heed to past warnings

Anjali Bhargava



**T**his is perhaps the piece one looks least forward to writing as a journalist who has covered or a columnist who has offered opinion on the aviation sector for over a quarter of a century. So as I put pen to paper (or in fact fingers to keyboard), I'll begin by borrowing a few words already uttered by the Tata chairman in the same context: this is definitely one of the worst subjects that I am forced to address, one I had hoped I would never be required to do.

Yet here we are. The tragic air crash on Thursday, June 12, has been all over the news and I need not elaborate on any of the details that have so far emerged. Timing wise, it was ironic occurring as it did a few days after we as a nation had finished patting ourselves on the back at the LATA summit held in the Capital, the global body expressing confidence in India's aviation safety practices.

A day after, in what the industry termed a knee-jerk reaction, the DGCA ordered an enhanced safety inspection on Air India's Boeing 787-8/9 fleet, which raised many questions including whether the authorities expected a similar accident to play out on another of the aircraft operated by Air India. A second high-level multi-disciplinary committee headed by the Union home secretary was also set up on June 13, which will act in parallel to the accident investigation committees to focus on formulating SOPs for preventing and handling such occurrences in the future.

Ever since the accident took place, several rushed and half-baked theories by experts of all hues have been bandied about, based on the videos, visuals, the cockpit voice recorder and the testimony of the lone survivor. Conjectures on the possible causes of the crash have been put forth, dissolved and replaced by new possibilities as the hours post the crash have gone by, the value of which seems dimmer by the minute since the lives lost cannot be retrieved even if we all arrive at the root causes. Most of it amounts to nothing more than satisfying idle curiosity, a cruel



The recent crash was the first hull loss for the Dreamliner, since it went into commercial operations in 2011, although concerns about its safety have been raised by whistleblowers previously. REUTERS

human fallibility, in the face of an unimaginable and monumental tragedy.

As this piece went to press, of all the possibilities, it is a dual engine failure on which many are tending to lean to blame this catastrophe. If indeed the eventual cause is a dual engine failure, the odds of which happening are roughly one in a billion flying hours, the global aviation world — not just India — shall be investigating what might have caused something as drastic and dramatic as this in an aircraft known and recognised globally for its efficiency. This is the first hull loss for the Dreamliner since it went into commercial operations in 2011 although concerns about its safety have been raised by whistleblowers in the past.

Although television channels and several digital and news platforms have been quick to apportion blame for this — putting the cart before the horse as they often tend to — I shall refrain from holding anyone culpable till the exact cause is determined and before us. It is far too early and in lieu of the sheer magnitude of the occurrence a trifle futile to apportion blame for this. What may be the best way forward is to adopt an honest, proactive and committed approach to try and prevent recurrence, a far greater task than setting up a high-level committee or two.

Facing the facts is not an Indian forte but situations such as we find ourselves in today demand it. And with this in mind, I will highlight some red flags that have consistently been

raised by senior commanders, directors, experts, analysts, company insiders and the entire aviation community over the last several years, both when the airline was under government control and during the last three years and a few months under Tata management. This newspaper has been consistently highlighting many of these in both news articles and edit page pieces, so readers might find some of this repetitive.

## All Indian aviation fatalities on govt flights

A letter by a whistleblower sent to the Tata chairman in 2022 had pointed out a very important fact. If one takes a closer look at fatalities in India's aviation sector, it is worth noting that all deaths that have occurred have been on Air India and other government owned carriers. Since the late 1980s, a total of 586 lives (not including the latest crash) have been lost on account of government owned and run airlines. 133 lives were lost in 1988 when an Indian Airlines aircraft crashed in Ahmedabad, followed by 92 fatalities in an Indian Airlines crash in Bengaluru in 1990, the 1991 Indian Airlines Imphal crash with 69, Aurangabad Indian Airlines with 55 fatalities, Alliance Air Patna crash with 60, Air India Express Mangalore crash with 158 and Air India Express crash in Calicut with 18 deaths. This latest accident, albeit the first one for Air India per se, takes the total toll to 860 or so. Compare this with Jet Airways with a 25-year history but no fatalities to its account or IndiGo's 18 year fatality free run. The facts speak for themselves. Had the airlines peppered with fatalities on their

flying record been private entities, would they continue to be in business today is a question worth pondering.

A July 2021 safety and quality report prepared for private use by Talace Private Limited as part of the Tata's due diligence before buying Air India also raised many red flags and concerns. To summarise a 87-page report in this column is almost impossible but suffice to say that the report has four key findings that the Tata run management is already seized of: that safety and quality function in Air India and Air India Express is "perfunctory and its contribution to the organisation is minimal", that recommendations of courts of inquiry into past accidents have been "systematically ignored" and pointing out that had these been followed subsequent incidents and accidents could have been avoided, that quality assurance audits take place when not needed and do not take place when needed and asserts that flight data monitoring is inadequate and unable to ensure a change in operations to prevent incidents from recurring. Despite this not-so-happy situation, the Tata group went ahead and bought the airline. The question that arises is what did the new management do about all the issues raised by this report. Have past court of inquiry recommendations been implemented as they ought to or has the sheer complexity of what is required (a Pandora's box) forced a gloss-over? The question becomes pertinent in the face of the June 12 disaster.

But if reports tend to be ignored, gathering dust, almost as soon as they are written, the Tata chairman, the board of Air India, DGCA, MOCA and several

top government officials cannot deny that they have faced a barrage of complaints, warnings and advice through letters and emails from mostly anonymous senior commanders of the airline acting as whistleblowers ever since Campbell Wilson and his new team have taken charge. Virtually no week has gone by in the past three years where someone has not raised safety and violation of training procedures related concerns through all routes available to them, often dismissed by senior management as rantings of disgruntled staff. Some of these have forced DGCA to goad the management into on-the-surface action: the recent dismissal of a simulator trainer instructor was a case in point. Has the management delved deeper into the matter and fixed responsibility as it should? We don't know. This is just one of innumerable instances the airline has been afflicted by in the last three years.

Let me end by saying that almost no article would have appeared on Air India in this newspaper which did not ad-nauseum highlight and express safety or training standard related concerns and violations in the last year or so (readers interested enough can Google and read articles written by this writer in Fortune magazine as well). Several concerns of DGCA and its present functioning have also been raised from time to time including a suggestion to abolish the DGCA in its existing avatar and replace it with two brand new regulators.

I'd like to add here that senior commanders who constitute the "we-told-you-so" gang have also fallen silent, refraining with dignity from any gloating, post the accident as many of them put themselves in the shoes of their two peers, who perished while trying to save theirs and the 240-odd lives entrusted to them. The magnitude of the disaster and the replaying of those 33 seconds (for which the airplane was in the air) in many minds has been humbling for the sector as a collective.

While the two troubling aspects (Air India practices or DGCA inefficiencies) highlighted above may or may not be directly linked to what has led to this recent crash, these are worth repeating in the interest of the SOPs the latest high level committee formed post the accident hopes to put in place to prevent future similar catastrophes. The time to act is now.



PICK OF THE DAY

## Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

16 JUNE 2025

# ‘Nothing alarming’ found in 22 of the 33 B787 aircraft inspected: Officials

**Neha LM Tripathi**

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**NEW DELHI:** Twenty-two out of the total 33 Boeing 787 Dreamliner aircraft in the Indian fleet have been inspected, and “nothing alarming” has been found during the surveillance, officials familiar with the matter said on Sunday.

“Checks on 22 787s have been completed and nothing alarming was found during the surveillance” one of the officials said, adding that “the inspection on the remaining B787 may be completed by Monday”.

To be sure, Air India had 34 Boeing 787 airframes in its fleet before the crash. IndiGo has a 787-9 aircraft, but with a foreign

## AIR INDIA HAD 34 BOEING 787 AIRFRAMES IN ITS FLEET BEFORE THE CRASH OF AI-171 IN AHMEDABAD

registration.

The crash of the London-bound AI-171 flight from Ahmedabad claimed the lives of 241 out of 242 people on board the Boeing 787-8 Dreamliner. The jet crashed moments after taking off on Thursday afternoon, marking the worst air tragedy in the country in three decades.

On Saturday, civil aviation minister Ram Mohan Naidu said

that eight B787 had already been inspected.

“As per extended surveillance ordered by the DGCA (Directorate General of Civil Aviation) on Friday, eight of the total 34 B787s have already been inspected,” he had said. While the minister did not comment on the result of the inspections, people familiar with the matter said no issues had been detected.

The airline, on Saturday, said that it was in the process of completing the one-time safety checks directed by the Indian aviation regulator DGCA. “These checks are being carried out on the Boeing 787 fleet as they return to India, before being cleared for their next operations” it had said.



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## Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

16 JUNE 2025

### AIR INDIA EXPRESS FLIGHT DELAYED DUE TO A 'SNAG'

**KOLKATA:** Air India Express, a subsidiary of Air India, on Sunday confirmed that its flight from Kolkata to Hindon in Uttar Pradesh was delayed on Sunday after the Boeing 737 aircraft developed a "snag".

"Our Kolkata-Hindon flight operated, with a delay, due to a snag on the originally assigned aircraft. Guests were offered complimentary rescheduling or cancellation with a full refund. We regret the inconvenience," an Air India Express spokesperson told ANI.

The airline did not specify the nature of the technical problem but ensured the flight operated after necessary arrangements were made.

Meanwhile, following a directive from DGCA mandating enhanced safety checks on Air India's Boeing 787-8 and 787-9 fleet, the airline on Saturday stated that inspections on 22 out of its 33 Dreamliner aircraft have been completed. The remaining 11 aircraft are on track to be inspected within the timeline, officials said.

In a post on X, an Air India spokesperson said the safety inspections are being conducted as the 787 fleet returns to India. The move came after the crash of the London-bound AI71 flight in Ahmedabad. **HTC**

## Corporate Communications Directorate

HINDUSTAN TIMES

PATNA

15 JUNE 2025

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

HT Correspondent

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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 unbalanced 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).

# Helicopter flying out of Kedarnath crashes amid bad weather, 7 dead

Police file case against operator: 'Gross negligence'

AISWARYA RAJ & SUKALP SHARMA  
DEHRA DUN, NEW DELHI  
JUNE 15



Rescue personnel at the site of the helicopter crash near the Kedarnath shrine on Sunday. [More reports on page 2](#)

A HELICOPTER carrying Char Dham yatra pilgrims from Rudranath crashed near Gaurikund in the Uttarakhand state early Sunday, killing all seven people on board, including a two-year-old child.

In the evening, the helicopter registered as P1K, having two managers of the helicopter operator Aryan Aviation, under the charge of captain's license. The FIR accused the operator of "gross negligence" and issued several legal notices. It said the helicopter took off around 50 minutes before its allotted time during conditions of poor visibility caused by clouds and fog.

Earlier in the day, Inspector General (Law and Order) Nishu Sharma said the helicopter was headed to Gaurikund from Rudranath. "The helicopter was missing after taking passengers from Rudranath to Gaurikund."

CONTINUED ON PAGE 2

## 2 THE SECOND PAGE

### FROM PAGE ONE [FULL REPORTS ON WWW.INDIANEXPRESS.COM](http://WWW.INDIANEXPRESS.COM)

### 7 killed in helicopter crash near Kedarnath

to Guptkashi. It crashed in Gaurikund, leading to seven deaths," he said. The crash took place between 5.30 and 5.45 am at Gauri Mai Khark, about 5 km uphill from Gaurikund.

The dead have been identified as Captain Rajveer Singh Chaulan from Jaipur, who was the pilot; Vikram Rawat from Ukhimath in Uttarakhand; Vinod Devi and Trishiti Singh from Uttar Pradesh; and Rajkumar Suresh Jaiswal, Shradha Rajkumar Jaiswal and two-year-old Kashi from Maharashtra.

"There were a total of seven people on board the helicopter, including the pilot... In view of rescue and relief efforts, teams from the NDRF and SDRF have been dispatched to the accident site," Uttarakhand Civil Aviation Development Authority (UCADA) said in a statement on Sunday morning.

Uttarakhand CM Pushkar Singh Dhami ordered an investigation into the incident.

All Char Dham yatra operations by Aryan Aviation, the op-

erator of the crashed Bell 407 helicopter, have been suspended, and two other helicopter pilots, working for a different operator, have been suspended for six months for flying in "unsuitable weather conditions".

UCADA CEO Sonika said the agency was looking into the conditions under which the helicopter took off. "The (helicopter) services can only start after sunrise. Around 5.10 am, the helicopter took off from Guptkashi after sunrise. After taking off from the Kedarnath helipad, visibility was poor due to cloud obstruction, and the pilot was steering off towards Kedarnath helipad when he lost control. According to DGCA (Directorate General of Civil Aviation) norms, during the return from Kedarnath, the helicopter is to maintain a minimum of 9,500 feet at Gaurikund, which he could not attain," she said.

#### 'Gross negligence'

The FIR against Aryan Aviation officials was registered under BNS section 105 (culpable

homicide not amounting to murder) and the Aircraft Act.

It said, "Aryan Aviation Pvt. Ltd. had been allotted the first flying slot for helicopter operations on 15-06-2025, between 6 am and 7 am. However, the accident occurred around 5.30 am, prior to the allotted slot. As per the SOPs issued by DGCA and UCADA, each helicopter operator is required to appoint a person responsible for ensuring strict compliance with the SOPs and adherence to the allotted flying slots, which is to be ensured by the base manager."

It also said it was mandatory to check weather conditions before take-off. "On the morning of the incident, the area was covered with clouds and fog. Despite this, the helicopter was operated, in clear violation of the SOPs."

The FIR further alleged, "Aryan Aviation Pvt. Ltd., along with its manager Vikas Tomar and accountable manager Kaushik Pathak, were well aware that disregarding the SOPs could result in loss of life and property. The circumstances of the accident show that Aryan Aviation

Pvt. Ltd. and its managers did not comply with the SOPs issued by DGCA and UCADA and exhibited gross negligence in fulfilling their duties, which led to the accident."

#### High-level meeting

The Ministry of Civil Aviation (MoCA) said in a press release that all Char Dham Yatra operations by Aryan Aviation have been suspended as preliminary indications were that the crashed helicopter had been airborne in poor visibility conditions. Additionally, all charter and shuttle helicopter operations in the region have been suspended for Sunday and Monday "as a safety precaution".

These were among the decisions taken at a meeting convened by Chief Minister Dhami in the aftermath of the crash. The meeting was attended by senior officials of the Uttarakhand government and top officials from MoCA and the DGCA, among others.

Directions were given to the UCADA to conduct a detailed review before resumption of helicopter services in the region and the establishment of a dedicated command-and-control room to monitor real-time operations and ensure immediate escala-

tion of any risk indicators.

"The DGCA has been directed by the Ministry of Civil Aviation to immediately post officers from the Airworthiness, Safety, and Operations (sections) to actively oversee all helicopter activity in the Kedarnath valley and rigorously review the functioning of the UCADA Command-and-Control Room," the MoCA said.

It was also decided in the meeting that only pilots with long-term experience flying in Himalayan regions would be granted permission to operate helicopters for the yatra.

A statement from the Chief Minister's Office said, "The Chief Minister has directed the Chief Secretary to constitute a committee of technical experts that will conduct an in-depth review of all technical and safety aspects of helicopter operations and formulate an SOP (standard operating procedure). He has also directed that the high-level committee constituted to probe previous helicopter accidents will now also investigate today's crash in detail."

Multiple incidents

There have been multiple incidents involving helicopters during the Char Dham yatra over

the past couple of months. On May 8, five passengers and a pilot were killed after their helicopter plunged into a gorge while flying to Gangotri. Earlier this month, on June 7, a helicopter carrying five passengers to Kedarnath had to make a quick landing on a highway in Uttarakhand after developing a technical snag.

As a precautionary measure, the DGCA had already reduced the frequency of helicopter operations and was carrying out enhanced surveillance and reviewing operations for further action.

Earlier this week, the DGCA had suspended the helicopter operations by Kestrel Aviation in Uttarakhand.

On Sunday's crash, the ministry said, "Preliminary indications suggest that the probable cause may be Controlled Flight into Terrain (CFIT), with the helicopter reportedly airborne despite poor visibility and extensive clouding at the valley entry area. The exact cause will be determined through a detailed investigation by the Aircraft Accident Investigation Bureau (AAIB)."

The Met Department had issued a yellow alert for weather, and heavy rain was forecast on Sunday in Rudrapur, among other districts.



# A-I plane crash: how DNA analysis is used to identify victims

ALIND CHAUHAN  
NEW DELHI, JUNE 15

AFTER LAST week's Air India Boeing 787 Dreamliner crash in Ahmedabad, authorities are using DNA (deoxyribonucleic acid) analysis to identify the remains of those killed. DNA samples from victims' family members have been collected, and some of the deceased have already been identified.

With the exception of identical twins, every person has a unique DNA that is present in nearly every cell of their body. DNA analysis is the gold standard for identifying human remains, especially after mass fatality events in which bodies might not be easy to identify.

But how does this work? How are DNA samples collected from human remains? How do scientists analyse these samples?

## Collecting, storing samples

As soon as an individual dies, their DNA begins to degrade. Over time, this degradation can make it difficult, even impossible, for the DNA to be analysed.

■ DNA survives much better in cold and dry conditions than when it is hot and humid. This is why samples have to be collected as soon as possible, and once collected, stored in as cool and dry an environment as possible. They should ideally be frozen at minus 20 degree Celsius, or, in the case of soft tissues (skin, muscles, etc.), they may be stored in 95% ethanol.

■ DNA from soft tissues degrades much faster than that from hard tissues (bones and teeth). This is because cells in hard tissues are largely protected from the effects of putrefaction and decomposition. This is why forensic investigators usually collect DNA from hard tissue.

After a plane crash, the collection of tissue samples from the wreckage usually takes a couple of weeks. But this depends on the magnitude of the tragedy — after the September 11, 2001 attacks in New York, it took authorities 10 months to collect the samples of the nearly 3,000 victims.

To identify who the collected DNA belongs to, reference samples are collected from biological relatives. Parents and children of the victim are ideal candidates for providing these samples, given that they share 50% of each others' DNA.

## Methods of analysis

After samples are collected, the next step is to extract DNA from them. Subsequently, depending on the quality of the collected DNA, scientists can choose between a num-

ber of different methods of analysis.

**Short tandem repeat (STR) analysis:** The method evaluates short tandem repeats, which are essentially short repeating sequences of DNA. STRs are used for DNA identification as they widely vary between individuals.

"After analysing 15 or more of these hyper-variable regions of DNA... the resulting profile can be used to ascertain family relationships with a high degree of confidence," according to a report by the International Committee of the Red Cross (ICRC).

Note that STRs are typically found on nuclear DNA, which is located within the nucleus of a cell. Therefore, to carry out STR analysis, it is essential that the nuclear DNA extracted from the sample is not degraded.

**Mitochondrial DNA (mtDNA) analysis:**

This method is used when nuclear DNA is degraded or unavailable. Mitochondrial DNA is found within the cell's energy-producing organelles known as mitochondria. As mtDNA is present in multiple copies within the cell, it is easier to recover from human remains that are not well preserved.

This is used for identification because mtDNA is passed down by the mother, unchanged, to all her children. This means that samples from a person's remains can be matched with samples from their mother, maternal grandmother, sibling, maternal aunts or uncles, and distant relatives as long as they belong to the maternal line of inheritance.

**Y chromosome analysis:** Humans have two types of sex chromosomes, X and Y: biological males typically have one X and one Y chromosome, and biological females typically have two X chromosomes.

In this method, a panel of STR on Y chro-

mosomes, passed on from father to son, is examined to match the remains of the victim with their male relatives. "This can be useful when close relatives are not available for comparison: any member of the paternal line, including brothers, paternal uncles, and paternal male cousins, may be used for matching," the ICRC report said.

**Single nucleotide polymorphisms (SNPs) analysis:** The method is typically used when the DNA to be analysed is highly degraded. SNP is a variation in the DNA sequence where a single base — A, C, G, or T — at a specific location differs among people. Given that SNPs are unique to each person, they can be used for identification purposes with the help of reference samples taken from, let's say, the victim's personal belongings such as a toothbrush and hairbrush.

However, this method is not the most effective.





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THE INDIAN EXPRESS

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16 JUNE 2025

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## **AI flight returns to Delhi due to technical snag**

New Delhi: Just days after a tragic Air India flight crash claimed over 200 lives, another domestic flight of the airline, carrying 168 passengers, developed a technical snag immediately after taking-off from Delhi to Vadodara on Sunday evening. An airline source said, "The flight had just taken off from IGI when the captain suspected a problem with the landing gear within a few minutes of becoming airborne. As a caution, he decided to return to the airport." The aircraft is slated to depart to Vadodara on Monday.



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# उत्तराखंड हेलिकाप्टर हादसे में जवाबदेही तय हो : कांग्रेस

## चार धाम यात्रा शुरू होने के बाद यह पांचवीं घटना है

जनसत्ता ब्यूरो  
नई दिल्ली, 15 जून।

उत्तराखंड में हेलिकाप्टर दुर्घटना के मद्देनजर कांग्रेस ने रविवार को ऐसी घटनाओं में जवाबदेही तय करने का आह्वान किया तथा केंद्र और राज्य सरकार से इनकी जांच करने का आग्रह किया।

कांग्रेस के राष्ट्रीय अध्यक्ष मल्लिकार्जुन खरगे ने कहा कि उत्तराखंड के रुद्रप्रयाग में हेलिकाप्टर के दुर्घटनाग्रस्त होने की खबर बेहद पीड़ादायक है। पायलट समेत सात यात्रियों की मृत्यु हुई है। पीड़ितों के परिवारजनों के प्रति हमारी गहरी संवेदनाएं। दुख की इस घड़ी में शोकाकुल परिजनों को भगवान शक्ति प्रदान करें। पिछले छह सप्ताह में ये पांचवां ऐसा हेलिकाप्टर हादसा है। इन हादसों की जवाबदेही तय होनी चाहिए।



खरगे ने कहा कि उत्तराखंड के रुद्रप्रयाग में हेलिकाप्टर के दुर्घटनाग्रस्त होने की खबर बेहद पीड़ादायक है। पायलट समेत सात यात्रियों की मृत्यु हुई है। पीड़ितों के परिवारजनों के प्रति हमारी गहरी संवेदनाएं। राज्य और केंद्र सरकार से अपील है कि इन हादसों की जांच हो और सही सुरक्षा व्यवस्था सुनिश्चित की जानी चाहिए।

राज्य और केंद्र सरकार से अपील है कि इन हादसों की जांच हो और सही सुरक्षा व्यवस्था सुनिश्चित की जानी चाहिए। उन्होंने कहा कि पिछले छह सप्ताह में यह पांचवां हादसा है।

वहीं दूसरी ओर कांग्रेस महासचिव प्रियंका गांधी ने राज्य सरकार से अपील की कि सुरक्षा मानकों की गहन समीक्षा हो और यात्रियों की

सुरक्षा सुनिश्चित की जाए। उन्होंने कहा कि गौरीकुंड, उत्तराखंड में हुई हेलिकाप्टर दुर्घटना में सात लोगों की मृत्यु का समाचार अत्यंत दुःखद है। चारधाम यात्रा शुरू होने के बाद से यह पांचवां हेलिकाप्टर दुर्घटना है। राज्य सरकार से अपील है कि सुरक्षा मानकों की गहन समीक्षा हो और यात्रियों की सुरक्षा सुनिश्चित की जाए।

# चारधाम यात्रा मार्ग पर हेलिकाप्टर हादसों से श्रद्धालुओं की चिंता बढ़ी

सुनीलदत्त पांडेय

3

उत्तराखण्ड में चारधाम मार्ग पर हेलिकाप्टर हादसे या हेलिकाप्टर को आपात स्थिति में उतारने की लगातार हो रही घटनाओं ने लोगों और प्रशासन की चिंता बढ़ा दी है। रविवार सुबह आर्वन एविएशन प्राइवेट लिमिटेड कंपनी का एक हेलिकाप्टर केदारनाथ से गुप्तकाशी लौटते समय गौरीकुंड के ऊपर हादसे का शिकार हो गया। यह इस साल चारधाम यात्रा मार्ग पर हेलिकाप्टर हादसे की पांचवीं घटना है।

इस हादसे में हेलिकाप्टर में सवार सभी पांच श्रद्धालुओं, एक पायलट और बद्रीनाथ केदारनाथ मंदिर समिति के एक प्रतिनिधि समेत सात लोगों की मृत्यु हो गई। इस साल तीस अप्रैल को चारधाम यात्रा शुरू हुई थी। केदारनाथ जा रहे केस्ट्रल एविएशन के एक हेलिकाप्टर को सात जून को उड़ान भरने के तत्काल बाद एक तकनीकी समस्या के कारण सड़क पर आपात स्थिति में उतरना पड़ा था। हेलिकाप्टर के आबादी के पास एक सड़क पर उतरने के कारण उसका 'टेल



उत्तराखंड

**हादसे** के बाद भी नहीं लिया गया सबक, इस साल पांचवीं घटना। इस घटना से एक माह पहले आठ मई को गंगोत्री धाम जा रहा एक हेलिकाप्टर दुर्घटनाग्रस्त हो गया था, जिसमें छह की मौत हो गई।

रोटर' वहां खड़ी एक कार के ऊपर काफी देर तक घूमता रहा जिसका वीडियो भी खूब वायरल हुआ था। हालांकि, घटना में केवल पायलट को ही चोटें आईं और हेलिकाप्टर में सवार पांचों श्रद्धालु सुरक्षित बच गए। इस घटना से एक माह पहले आठ मई को उत्तरकाशी जिले के गंगनानी में गंगोत्री धाम जा रहा निजी कंपनी का एक हेलिकाप्टर दुर्घटनाग्रस्त हो गया था जिसमें पांच महिला श्रद्धालु समेत छह लोगों

की मौत हो गई थी जबकि एक अन्य गंभीर रूप से घायल हुआ था। बारह मई को भी श्रद्धालुओं को लेकर बद्रीनाथ से सिरसी लौट रहे एक हेलिकाप्टर को खराब दृश्यता के कारण उखीमठ में एक स्कूल के मैदान में आपात स्थिति उतरना पड़ा था। हालांकि, एक घंटे बाद मौसम सुधरने पर हेलिकाप्टर ने पुनः उड़ान भर ली थी। सत्रह मई को एम्स त्रिपिकेश की एक हेली एंबुलेंस का पिछला हिस्सा क्षतिग्रस्त हो

गया था जिसके कारण वह दुर्घटनाग्रस्त हो गया था। हालांकि, इसमें सवार तीनों व्यक्ति-एक चिकित्सक, एक पायलट और एक मेडिकल स्टाफ सदस्य सौभाग्यशाली रहे कि ये सुरक्षित बच गए।

हवाई सेवाओं से पर्यावरण का खतरा: गुरुकुल कांगड़ी विश्वविद्यालय के पर्यावरण विभाग के पूर्व विभागाध्यक्ष तथा भारतीय पर्यावरण विज्ञान अकादमी के राष्ट्रीय अध्यक्ष प्रोफेसर बीडी जोशी का कहना है कि पर्यटन के विकास के नाम पर अंधाधुंध तरीके से हेलिकाप्टर सेवाएं संचालित की जा रही हैं, यह इस क्षेत्र के पर्यावरण के लिए सबसे बड़ा खतरा है। और इन हेलिकाप्टर सेवाओं का विपरीत प्रभाव केदार घाटी और बद्रीनाथ घाटी के पर्यावरण पर पड़ रहा है। हेलिकाप्टर के शोर और उससे निकलने वाले ईंधन की गमी तथा कार्बन डाईऑक्साइड गैस के तत्त्वों से इस क्षेत्र की वनस्पतियों के साथ-साथ जीव जंतुओं और मानव के जीवन पर विपरीत प्रभाव पड़ रहा है। हेलिकाप्टरों की अंधाधुंध उड़ानों से भूस्खलन बढ़ेगा, दुर्लभ वनस्पतियां नष्ट होंगी, जीव जंतुओं की प्रजनन क्षमता पर प्रभाव पड़ेगा।



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उत्तराखंड में हेलिकाप्टर हादसे के बाद चारधाम यात्रा

# हवाई सेवा सोमवार तक के लिए बंद की गई

जनसत्ता संवाददाता  
देहरादून, 15 जून।

उत्तराखंड में रविवार को केदारनाथ के पास हुए हेलिकाप्टर हादसे के बाद चारधामों के लिए हेली सेवा को दो दिन यानी सोमवार तक के लिए पूरी तरह से बंद कर दिया गया। मुख्यमंत्री आवास में उच्चाधिकारियों के साथ एक बैठक के दौरान मुख्यमंत्री पुष्कर सिंह धामी ने केदारनाथ हादसे की उच्चस्तरीय जांच कराने के अलावा हवाई उड़ानों के बेहतर समन्वय के लिए 'कमांड एवं कोऑर्डिनेशन सेंटर' की स्थापित करने के भी निर्देश दिए।

मुख्यमंत्री ने कहा कि सोमवार तक चार धाम के लिए हेली सेवा पूर्ण रूप से बंद रहेगी। सभी हेली ऑपरेटर एवं पायलटों के उच्च

हिमालय क्षेत्रों में उड़ान अनुभवों की जांच होगी एवं सभी हेली ऑपरेटर के साथ बैठक के बाद ही हेली सेवा को शुरू किया जाएगा। बैठक में डिजिटल माध्यम से प्रदेश के मुख्य सचिव आनंद बड़ैन, नागर विमानन के सचिव समीर कुमार सिन्हा, आपदा प्रबंधन के सचिव विनोद कुमार सुमन, उत्तराखंड नागरिक उड्डयन विकास प्राधिकरण की सीईओ सोनिका, सूचना महानिदेशक बंशीधर तिवारी, डीजीसीए के महानिदेशक फैज अहमद किदवाई, विमान दुर्घटना जांच ब्यूरो के अधिकारी शामिल हुए।

मुख्यमंत्री ने कहा कि राज्य में हेली उड़ानों के बेहतर समन्वय और सुरक्षित संचालन के लिए देहरादून में एक 'कमांड एवं कोऑर्डिनेशन सेंटर' की स्थापना की जाएगी जिसमें नागर विमानन महानिदेशालय, आपदा विभाग, नागर

विमानन, यूसीएडीए, हेली ऑपरेटर कंपनियों के अधिकारियों की तैनाती होगी।

मुख्यमंत्री ने प्रदेश के गृह सचिव की अध्यक्षता में एक समिति गठित किए जाने के भी निर्देश दिए जिसमें डीजीसीए, यूसीएडीए, नागर विमानन विभाग, एअर ट्राफिक कंट्रोल के प्रतिनिधि सदस्य के रूप में रहेंगे। यह समिति जनसुरक्षा को प्राथमिकता देते हुए मानक प्रचालन नियमावली का प्रारूप बनाएगी और सितंबर से पूर्व अपनी रपट प्रस्तुत करेगी। इससे पहले, मुख्यमंत्री प्रदेश में हेली सेवाओं के सुरक्षित संचालन के लिए सख्त प्रशासनिक एवं तकनीकी एसओपी तैयार करने के मुख्य सचिव आनंद बड़ैन को निर्देश दिए। उन्होंने रुद्रप्रयाग में हेलिकाप्टर हादसे के संवध में उच्चस्तरीय जांच के भी आदेश दिए हैं।



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16 JUNE 2025

चारधाम यात्रा के लिए

# सेवा प्रदाता कंपनी का परिचालन निलंबित

जनसत्ता संवाददाता  
देहरादून, 15 जून।

केदारनाथ क्षेत्र के गौरीकुंड में रविवार सुबह एक हेलिकाप्टर के दुर्घटनाग्रस्त होने के बाद सरकार ने चार धाम यात्रा के लिए आर्यन एविएशन के परिचालन को तत्काल प्रभाव से निलंबित कर दिया है। नागर विमानन मंत्रालय ने डीजीसीए (नागरिक उड्डयन महानिदेशालय) को उड़ान योग्यता, सुरक्षा और संचालन को ध्यान में रखते हुए अधिकारियों को तत्काल तैनात करने के निर्देश दिए हैं।

नागर विमानन मंत्रालय ने कहा कि हेलिकाप्टर ने तड़के 05:10 बजे गुप्तकाशी से उड़ान भरी और 05:18 बजे श्री केदारनाथ जी हेलीपैड पर उतरा। यह सुबह 05:19 बजे

गुप्तकाशी के लिए दोबारा रवाना होने के बाद 05:30-05:45 बजे के बीच गौरीकुंड के पास दुर्घटनाग्रस्त हो गया। हादसे के वक्त हेलिकाप्टर में एक शिशु सहित छह यात्री और चालक दल का एक सदस्य सवार थे।

इससे पहले उत्तराखंड सरकार ने सुरक्षा के लिहाज से एहतियातन 15 और 16 जून को क्षेत्र में चार्टर और शटल हेलिकाप्टर परिचालन को निलंबित करने की घोषणा की थी। मंत्रालय का कहना है, 'नियंत्रित उड़ान क्षेत्र' इस दुर्घटना की संभावित वजह हो सकती है, क्योंकि घाटी के प्रवेश क्षेत्र में खराब दृश्यता और घने बादल होने के बावजूद हेलिकाप्टर, हवा में था। केदारनाथ घाटी में हेलिकाप्टर और पायलटों की तमाम गतिविधियों पर निगरानी और समीक्षा के लिए नियंत्रण कक्ष स्थापित करने के निर्देश भी दिए

गए हैं। उत्तराखंड में केदारनाथ मंदिर से लोगों को लेकर जा रहा एक हेलिकाप्टर रविवार सुबह खराब दृश्यता के कारण गौरीकुंड के जंगलों में दुर्घटनाग्रस्त हो गया, जिससे सात लोगों की मौत हो गई। निजी कंपनी आर्यन एविएशन प्राइवेट लिमिटेड द्वारा संचालित बेल 407 हेलिकाप्टर के केदारघाटी में गौरीकुंड व त्रिजुगीनारायण के बीच दुर्घटनाग्रस्त होने के बाद उसमें आग लग गई। ट्रांसभारत एविएशन के दो हेलिकाप्टर के पायलटों के लाइसेंस छह महीने के लिए रद्द कर दिए गए हैं, क्योंकि अनुपयुक्त मौसम होने के बावजूद वीटी-टीबीसी के पायलट योगेश ग्रेवाल और वीटी-टीबीएफ के पायलट जितेंद्र हरजाई उड़ान भरते पाए गए। नागरिक उड्डयन मंत्रालय ने दोहराया है कि विमानन सुरक्षा से कोई समझौता नहीं किया जा सकता है।



# Corporate Communications Directorate

MILLENNIUM POST

DELHI

16 JUNE 2025

## CHAIRS MEET ON RELIEF EFFORTS AND PROBE

# PM's principal secretary P K Mishra visits Air India plane crash site

### OUR CORRESPONDENT

**AHMEDABAD:** P K Mishra, the Principal Secretary to Prime Minister Narendra Modi, on Sunday inspected the Air India plane crash site in Ahmedabad and also visited the civil hospital where injured persons are undergoing treatment.

Mishra chairing a high-level review meeting at Circuit House here and discussed ongoing relief, rescue, and investigation efforts with senior officials from the Central and state governments, Aircraft Accident Investigation Bureau



(AAIB), and Airports Authority of India, an official release said.

All but one of the 242 passengers and crew on board the Boeing 787-8(AI 171) and another 29 persons, including five MBBS students, on the ground were killed when

the London-bound aircraft crashed into the nearby campus of the medical college in Meghaninagar area and burst into flames, moments after it took off from the Sardar Vallabhbhai Patel International Airport.

Mishra reviewed the accident site near B.J. Medical College, Meghani Nagar, where senior officials from the state government, Aircraft Accident Investigation Bureau (AAIB), and Airports Authority of India briefed him on the sequence of events and immediate response measures, it said.



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MILLENNIUM POST

DELHI

16 JUNE 2025

## Teen witness who filmed tragic Ahmedabad Air India plane crash grapples with trauma

**AHMEDABAD:** What began as a simple curiosity to see an aeroplane up close turned into a trauma for 17-year-old Aryan Asari, whose mobile phone video of the ill-fated Air India flight AI-171 became a viral sensation.

Shaken and deeply disturbed, Aryan spoke to reporters before returning to his home village in Gujarat's Aravalli district, 130 km from Ahmedabad, and expressed hope that he would escape the images of the crash he accidentally recorded.

After reaching his father's rented house in Meghaninagar around 12:30 pm on Thursday, located between the airport and



the crash site, he learned that aircraft often flew low overhead. Intrigued, he headed to the terrace, eager for a never-before-seen perspective.

Aryan, a Class 12 student from Shamlaji taluka, arrived in Ahmedabad on June 12 to buy textbooks for the upcoming

Shaken and deeply disturbed, Aryan expressed hope that he would escape the images of the crash he accidentally recorded.

school year.

"I had just reached my father's house around 12:30 p.m. and went up to the rooftop after learning that planes fly low," Aryan, who spoke in broken Hindi and Gujarati, said.

"I was recording a video of a plane flying low out of curiosity

because I had never seen one from such a close distance," he added.

His recording turned into a horrifying eyewitness account.

"When the plane started descending, I thought it was going to land on the other side of the airport. Then it crashed and burst into flames right in front of my eyes. It was terrifying," he told reporters, the memory clearly affecting him.

Aryan's father, who retired from the Army, had recently taken up a security guard job with the Ahmedabad Metro, which led him to this rented accommodation in Meghaninagar – a location where the tragedy took place. AGENCIES



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## Boeing expects demand for about 43,600 new airliners through 2044

**WASHINGTON:** Boeing expects global demand for air travel to increase by more than 40 per cent by 2030, driving the need for thousands of new jetliners in the next few years, according to its 20-year demand forecast for commercial airliners released Sunday ahead of the Paris Airshow.

Boeing expects demand for 43,600 new airliners through 2044. That is essentially the same as last year's edition, which projected demand for 43,975 new deliv-



eries through 2043, *Reuters* reported.

European rival Airbus last week revised up its own 20-year commercial demand forecast by 2 per cent to 43,420 jets, saying the air transport industry was expected to ride out current trade tensions. AGENCIES

## Corporate Communications Directorate

THE MORNING STANDARD

DELHI

16 JUNE 2025

# DNA tests identify 80 plane crash victims; 33 bodies handed over

PMO team led by PK Mishra lands in Ahmedabad to monitor rescue, relief work and probe

DILIP SINGH KSHATRIYA  
@ Ahmedabad

THREE days after the deadly crash of an Air India flight outside Ahmedabad international airport left more than 270 people dead, authorities have so far identified 80 victims, including former chief minister Vijay Rupani, through DNA testing, and handed over the bodies of 33.

Giving an official update, State Emergency Commissioner Alok Pandey said 33 death certificates had been issued and bodies handed over to the respective families. To support grieving families, 22 special teams have been deployed to help them process insurance claims and avoid financial hardship.

He said contact has been established with families of all 230 passengers, and relatives of remaining three foreign nationals are expected to arrive within the next 36 hours.

Confirming the progress on identifications, Civil Hospital Assistant Superintendent Dr Rajnish Patel said, "DNA matches have been confirmed for 80 deceased so far, and families have been contacted. Of these, 33 bodies have been handed over to families." The victims whose mortal remains were handed over were from Ahmedabad, Vadodara, Kheda,



### Support teams set up to assist bereaved families

To assist the bereaved families of the victims, the state government has deployed dedicated support teams for each deceased. These three-member teams—comprising a senior administrative officer, a police officer, and a trained professional counsellor—are working closely with families, providing emotional, logistical, and procedural support.

Botad and other places.

To assist the bereaved families of the victims, the state government has deployed dedicated support teams for each deceased. These three-member teams—comprising a senior administrative officer, a police officer, and a trained professional counsellor—are working closely with families, providing emotional, logistical, and procedural support. "From 9 pm last night to 1 pm, our teams have worked tirelessly to match DNA samples," Gujarat Home Minister Harsh Rameshbhai Sanghavi told media.

As many of the bodies were burnt beyond recognition or damaged otherwise, authorities are carrying out DNA tests to establish the identity of victims of the horrific tragedy.

Providing updates during a press briefing at noon today, Dr Rajneesh Patel said that the identification process is being handled with the utmost sensitivity and scientific precision. "The handover of remains is taking place only after DNA confirmation to avoid any margin of error," he emphasised.

All but one out of the 262 people onboard, including crew

and passengers were killed in addition to at least 29 people on ground as Air India flight AI171—a Boeing 787-8 Dreamliner en route to London Gatwick, nosedived minutes after take off, crashing into the students hostel of the BJ Medical College in the Meghaninagar neighbourhood.

Amid intensified relief efforts, a high-level team from the Prime Minister's Office arrived in Ahmedabad on Sunday to oversee the ongoing response.

The team, led by Principal Secretary to the PM, Dr PK Mishra, will remain in Gujarat for two days to monitor rescue, relief, and investigation work. Key meetings have been lined up with Gujarat CM Bhupendra Patel, DGP and Additional Chief Secretary (Home).

After visiting the crash site, PK Mishra expressed grief and solidarity. "We came here to witness everything ourselves, and it's deeply saddening. There's really no need to say much, everyone already knows. Everyone is heartbroken, and there's nothing more to ask. But we listened to everyone, and expressed our feelings and solidarity with them," he said.

Meanwhile, Air India said it is working closely with other Tata group companies for every possible assistance to the families of the crash victims.



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## SpiceJet offers equity to Carlyle against \$121 mn lease obligations

ENS ECONOMIC BUREAU (New Delhi)

DEBT-RIDDEN budget airline SpiceJet Limited will issue equity shares of the company to Carlyle Aviation Management Limited (CAML) in lieu of outstanding aircraft lease obligations totalling \$121 million as of March 31, 2025. This agreement aims to deleverage the airline's financial statements and represents a crucial step in its ongoing efforts to stabilize its operations.

The proposed "transaction," as outlined in the filing with BSE, involves restructuring these arrears primarily through the issuance of equity shares of SpiceJet to Carlyle Aviation, or its managed lessor entities. The equity shares will be issued at a price of ₹65 per



share, or as per SEBI preferential issue guidelines, subject to an aggregate amount of \$50 million. A key condition is that Carlyle Aviation's shareholding will not exceed 10% of SpiceJet's share capital upon issuance.

According to SpiceJet, the primary reason for this restructuring is to "completely restructure the outstanding arrears due to the Lessors, thereby deleveraging Company's financial statements." Be-

yond the issuance of securities, the term sheet also includes provisions for a comprehensive review of existing lease agreements. This review will encompass mutually acceptable terms and durations, including potential extensions of lease periods, administration of engine overhauls, adjustments to maintenance reserves, facilitating the return to service of grounded aircraft, establishing credit lines, and updating and harmonizing redelivery conditions.



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## Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

16 JUNE 2025

# केदारनाथ से उड़ा चाँपर गिरा, 7 मौतें

रविवार सुबह करीब साढ़े पाँच बजे हुई दुर्घटना | महाराष्ट्र के दंपती, 2 साल की बेटी की भी जान गई

■ मनीष अग्रवाल/महेश पांडेय,  
नई दिल्ली/देहरादून

उत्तराखण्ड में केदारनाथ के पास एक प्राइवेट कंपनी का हेलिकॉप्टर दुर्घटनाग्रस्त हो गया। हादसे में पायलट समेत 7 लोगों की जान चली गई। जान गंवाने वालों में एक दो साल की बच्ची भी शामिल है।

रविवार सुबह करीब साढ़े पांच बजे केदारनाथ घाटी में मौजूद गोरकुंड क्षेत्र में यह हादसा हुआ। आर्यन एविएशन कंपनी का हेलिकॉप्टर केदारनाथ में गुप्तकाशी की ओर जा रहा था। खराब मौसम की वजह से यह दुर्घटनाग्रस्त हो गया। हेलिकॉप्टर में सबर सभी यात्रियों की मौके पर ही मौत हो गई। जान गंवाने वालों में उत्तर प्रदेश के दो, उत्तराखण्ड के एक श्रद्धालु शामिल हैं। महाराष्ट्र के कपल और उनकी 2 साल की बेटी की भी जान चली गई।

जयपुर के 39 साल के पायलट राजवीर सिंह चौहान हेलिकॉप्टर उड़ा रहे थे। हेलिकॉप्टर घने जंगल वाले परिष्ठा में गिरा, जहां पहुंचना काफी मुश्किल था। चारधाम यात्रा के लिए श्रद्धालुओं को ले जा रहे हेलिकॉप्टर की यह दूसरी बड़ी दुर्घटना है। 8 मई को यह दूसरी बड़ी दुर्घटना है। 8 मई को श्रद्धालुओं को गोशुली ले जा रहा हेलिकॉप्टर क्रैश हो गया था। इसमें 6 की मौत हो गई थी। इस साल चारधाम यात्रा के दौरान हेलिकॉप्टर दुर्घटना के पांच मामले हो चुके हैं। ▶ पृष्ठ 12



अधिकारियों ने कहा कि खराब मौसम की वजह से हादसा हुआ।

### हेलिकॉप्टर सर्विस पर लगाई गई रोक

नगर विमानन मंत्रालय ने बताया कि हादसे की जांच एयरक्राफ्ट एक्सिडेंट इन्वेस्टिगेशन ब्यूरो करेगा। उत्तराखण्ड के सीएम मूचर सिंह धामी ने हार्ड लेबल मीटिंग बुलाई। हेलिकॉप्टर कंपनी आर्यन एविएशन हेलिकॉप्टर कंपनी आर्यन एविएशन की सर्विस सस्पेंड कर दी गई है। संभवतः तक उत्तराखण्ड में सभी चार्टर और हाटल हेलिकॉप्टर सेवाओं को रोक दिया गया है। सीएम ने कहा, सख्त SoP बनाई जाएगी।

### दो पायलटों के लाइसेंस सस्पेंड

मंत्रालय ने DGCA को केदारनाथ घाटी में हेलिकॉप्टर की सभी गतिविधियों पर निगरानी रखने का निर्देश दिया है। रिपल टाइम मॉनिटरिंग करने के लिए कमांड एंड कंट्रोल रूम बनाने के लिए कहा है। कंट्रोल रूम बनाने के लिए कहा है। मंत्रालय ने कहा कि वो हेलिकॉप्टर खराब मौसम में उड़ान भरते मिले। उनके पायलटों को गैरसुख और जितेन्द्र हरजार्ज के लाइसेंस 6 महीने के लिए सस्पेंड कर दिए गए हैं।



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## Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

16 JUNE 2025

**सवाल**

**DGCA के मंजूर 1692 पदों में से 814 पद खाली**

# कैसे होगी विमानों की निगरानी, DGCA जैसी एजेंसियों में खाली पड़े हैं सैकड़ों पद

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■ नई दिल्ली : अहमदाबाद में एयर इंडिया के क्रैश हुए प्लेन की घटना के बाद से यह सवाल भी उठने शुरू हो गए हैं कि आखिर देश के एविएशन सेक्टर की निगरानी और कायदे-कानून लागू कराने के लिए जिम्मेदार एविएशन रेगुलेटर डीजीसीए क्या कर रहा है? क्या वह सही से देश में इन तमाम एयरलाइंस, एयरपोर्ट, प्लेन और हेलिकॉप्टरों की मेंटेनेंस और उड़ानों की ठीक से देखभाल कर भी पा रहा है या नहीं? यह इसमें कहीं कोई लापरवाही बरती जा रही है? इन तमाम सवालों के जवाब में 31 मार्च 2025 को केंद्रीय नागर विमानन राज्य मंत्री मुरलीधर मोहोले ने सवालों के जवाब में बताया था कि डीजीसीए में करीब 48 फीसदी पद खाली है। जवाब में बताया गया था कि डीजीसीए के स्वीकृत 1692 पदों में से 814 पद खाली है। इन पदों की कुर्सियां खाली हैं। ऐसे में सवाल का कहना है कि जब देश के एविएशन रेगुलेटर डीजीसीए में काम करने और निगरानी रखने वाले अधिकारी ही नहीं हैं तो इससे सहज अंदाजा लगाया जा



**पिछले महीने 8 मई से 15 जून तक हेलिकॉप्टर की कई इमरजेंसी लैंडिंग हुई।**

सकता है कि देश के एविएशन सेक्टर में किस स्तर की निगरानी हो रही होगी। उत्तराखंड में भी पिछले महीने आठ मई से 15 जून तक हेलिकॉप्टर की कई इमरजेंसी लैंडिंग हुई। इनमें आठ मई और 15 जून को तो दो हेलिकॉप्टर क्रैश ही हो गए। इनमें पहले हादसे में छह और दूसरे में सात की मौत हो गई।

**एयरपोर्ट अथॉरिटी में भी 37% तक खाली**

सवालों के जवाब में यह भी बताया गया था कि ब्यूरो ऑफ सिविल एविएशन यानी बीसीएएस में भी करीब 37 फीसदी पद खाली है। बीसीएएस के स्वीकृत 598 पदों में से 224 खाली हैं। एयरपोर्ट अथॉरिटी ऑफ इंडिया यानी एएआई में भी 37 फीसदी तक पद खाली है। एएआई में 9502 पदों में 37 फीसद पर अधिकारी नहीं है। हालांकि, आंकड़ों में यह भी बताया गया है कि डीजीसीए में 2024 में, बीसीएएस में पांच और एएआई में 232 पदों पर भर्तियां की गईं। तीनों अहम एजेंसियों में खाली पदों पर परिकहन, पर्यटन और संस्कृति ससदीय समिति ने भी 25 मार्च 2025 को ससद के पटल पर पेश अपनी 375वीं रिपोर्ट में इस तरफ इशारा किया था।



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AIRPORTS AUTHORITY OF INDIA

# Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

16 JUNE 2025

## विमान की मेटिनेंस के दावों को तुर्किये ने किया खारिज

■ NBT रिपोर्ट: एयर इंडिया विमान हादसे के बाद तुर्किये ने विमान के रखरखाव के बारे में दावों को खारिज किया है। दावा किया गया था कि बोइंग 787-8 ड्रीमलाइनर का रखरखाव तुर्किये टेक्निक की ओर से किया गया था। यह वहां की विमानन रखरखाव करने वाली प्रमुख कंपनी है। तुर्किये सरकार की ओर से जारी बयान में कहा गया है, 'यह दावा कि बोइंग 787-8 विमान का रखरखाव तुर्किये

बयान जारी  
कर वहां  
की सरकार  
ने किया  
खंडन।

टेक्निक द्वारा किया गया था। यह सच नहीं है।' आधिकारिक बयान के अनुसार, एयर इंडिया और तुर्किये टेक्निक के बीच 2024 और 2025 के लिए तय समझौते विशेष रूप से सिर्फ B777-तरह के वाइड-बॉडी विमानों के लिए रखरखाव को कवर करते हैं। बोइंग 787-8 ड्रीमलाइनर इन समझौतों में शामिल नहीं है। बयान में आगे कहा गया है, 'आज तक, तुर्किये टेक्निक ने इस तरह के किसी भी एयर इंडिया विमान का रखरखाव नहीं किया है।'



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# Corporate Communications Directorate

NAVODAYA TIMES

DELHI

16 JUNE 2025

## एक मिनट लेट होने पर इंडिगो ने पैसेंजर को फ्लाइट से रोका

गुड़गांव, 15 जून (नवोदय टाइम्स): महज एक मिनट लेट होने पर इंडिगो एयरलाइंस द्वारा गुरुग्राम के एक पैसेंजर को फ्लाइट में चढ़ने से रोकने का मामला सामने आया है। इस घटना को लेकर पैसेंजर की पोस्ट लिंकडइन पर वायरल हो रही है। यही नहीं, इंडिगो ने पैसेंजर अमित मिश्रा को 10 लाइन का रिप्लाई किया है।

लिंकडइन पर वायरल हुई पोस्ट में अमित मिश्रा ने बताया कि बीती 5 जून को वह दिल्ली से बागडोगरा की उड़ान के लिए सुबह 6.25

बजे चेक-इन कर 7.04 बजे गेट पर डिपार्चर से 26 मिनट पहले पहुंचे थे। फिर भी उन्हें

IndiGo

बोर्डिंग से रोक दिया गया। दरअसल इंडिगो ने उड़ान को बिना पूर्व सूचना के 7.20 बजे के लिए रि-शेड्यूल किया था। इसके बावजूद वे 16 मिनट पहले गेट पर थे, लेकिन स्टाफ ने उन्हें वापस लौटा दिया, जबकि अन्य यात्री

बोर्डिंग कर रहे थे। उन्होंने यह भी आरोप लगाया कि स्टाफ ने उनके सामने ही डीजीसीए कर्मियों को गेट बंद करने का निर्देश दिया।

मिश्रा ने लिखा कि गेट स्टाफ ने **उन्हें** बोर्ड करने से मना कर दिया, जबकि यात्री अभी भी एयरब्रिज में थे और उनके ठीक पीछे वाले भी बोर्डिंग कर रहे थे। उनको सबसे ज्यादा हैरानी इस बात पर हुई कि बार-बार अनुरोध करने के तीन मिनट बाद महिला स्टाफ ने डीजीसीए कर्मियों को गेट बंद करने का निर्देश दिया। उन्होंने कोई स्पष्टीकरण नहीं दिया।



# Corporate Communications Directorate

THE PIONEER

DELHI

16 JUNE 2025

## AI Express flight delayed by 18 hours over technical glitch

PIONEER NEWS SERVICE ■  
Guwahati

Passengers on Air India Express flight from Guwahati to Kolkata faced a harrowing ordeal after being deboarded twice due to a 'technical glitch' in the aircraft before being flown to their destination on Sunday afternoon - more than 18 hours after the scheduled departure, officials said.

The incident involved 170 passengers aboard Air India Express flight IX-1226, which was scheduled to depart from Lokpriya Gopinath Bordoloi International (LGBI) Airport at 9.20 pm on Saturday.

The flight was delayed post midnight because of a "technical glitch" and passengers

**The incident involved 170 passengers aboard Air India Express flight IX-1226, which was scheduled to depart from Lokpriya Gopinath Bordoloi International (LGBI) Airport at 9.20 pm on Saturday**

remained seated inside all the while, an aggrieved traveller said in a video that has gone viral on social media.

Several such videos of the delayed flight are being circulated on social media alleging no clear information for the flight's delay.

The media, however, independently could not confirm

the authenticity of the videos.

"Around 1:30 am, we were asked to deboard and taken to the lounge. From there, we were taken to a very cheap hotel for overnight stay. It did not provide us any breakfast," he alleged.

On Sunday morning, the passengers were brought back to the airport and boarded the same aircraft around 9:30 am. However, they were again informed by the captain and crew that the flight was further delayed due to the same technical issue.

After some time, they were again deboarded and brought back to the airport with the local Air India Express officials stating that a separate aircraft will ferry them to Kolkata.

Finally, they left Guwahati at

3:34 pm in a separate flight. Some of the 170 passengers opted for other airlines as offered by Air India Express.

An Air India Express spokesperson said that the evening flight on the Guwahati-Kolkata route developed a "technical issue".

"An alternative aircraft was arranged the next day, resulting in an extended delay. Guests were provided with service recovery options, including hotel accommodation, complimentary rescheduling, or cancellation with a full refund," he added.

Rejecting the charge of 'cheap hotel' by passengers, an official of the company in Guwahati said travellers were offered the best available hotel and the airline staff also stayed in that property.

# Corporate Communications Directorate

THE PIONEER

DELHI

16 JUNE 2025

## Dassault CEO dismisses Pakistan's claim of downing Indian jets

PIONEER NEWS SERVICE ■  
New Delhi

**D**assault Aviation Chairman and CEO Eric Trappier has categorically dismissed Pakistan's claims of shooting down three Indian Rafale jets during Operation Sindoor.

In an interview with *Challenges*, a French magazine, Trappier affirmed that Dassault has received no official communication from the Indian Air Force (IAF) indicating any Rafale losses, firmly branding the Pakistani narrative as false. "The reports of Indian Rafales being lost are not accurate," Trappier stated.

"The Indians haven't communicated, so we don't know exactly what happened. What we already know is that what the Pakistanis are saying is inaccurate," Trappier told the magazine while responding to a question about reports suggesting "India's loss of at least one Rafale" during the confrontation. He further added,

"What Pakistan is claiming about downing three Rafales is simply not true."

"When the complete details are known, the reality may surprise many," he added. In the interview just ahead of the Paris Air Show, Trappier highlighted the formidable reputation of the Rafale as a premier multirole fighter jet. "If you want a single aircraft capable of air-to-air combat, reconnaissance, ground strikes, nuclear deterrence, and aircraft carrier deployment, Rafale is unmatched," he said.

In remarks made ahead of the Paris Air Show, Trappier reaffirmed the Rafale's status as one of the most capable multirole fighter jets in the world. He described the aircraft as unmatched in its versatility, capable of executing a wide range of missions including air-to-air combat, reconnaissance, ground strikes, nuclear deterrence, and aircraft carrier operations.

While conceding that the

American F-22 has an edge in stealth, Trappier maintained that the Rafale offers superior real-world performance compared to the F-35. He also claimed that the aircraft is significantly more capable than anything currently fielded by China.

Islamabad had earlier claimed that it shot down six Indian aircraft on May 7 and 10. Pakistani Defence Minister Khawaja Muhammad Asif had earlier claimed Pakistani forces downed five Indian aircraft, including three Rafales, and captured Indian soldiers during a retaliatory attack following India's airstrikes during Operation Sindoor. However, it has not released any evidence to support these claims.

India has already denied that any of its fighter jets were destroyed during Operation Sindoor, which had successfully demolished terror infrastructure with precision bombing deep inside Pakistan territory.

## Corporate Communications Directorate

THE PIONEER

DELHI

16 JUNE 2025

# AI, Tata unite to support families

PIONEER NEWS SERVICE ■  
New Delhi

**A**ir India on Sunday said it is working closely with other Tata group companies to provide every possible assistance to the families and loved ones of the Ahmedabad plane crash victims. The airline in a statement also said that over 400 family members have reached Ahmedabad and are being assisted by its teams on the ground.

The airline said it has established contact with the next of kin/relatives of all passengers and crew members and added that the process of handing over the mortal remains and their personal effects to the next of kin is ongoing. Every affected family in Ahmedabad has been assigned at least one caregiver by Air India, it said.

Air India is working closely with the authorities and will be assisting in the movement out of Gujarat, and repatriation initiatives, where appropriate, the airline said. The airline remains fully cooperative with the ongoing investigation led by the authorities and will continue to provide updates as verified information becomes available, as per the statement.

Meanwhile, three days after a London-bound Air India plane crashed in Ahmedabad, authorities have so far iden-



Family members and relatives of Megha Mehta, who died in the Air India plane crash, during her funeral at a crematorium in Ahmedabad on Sunday

P71

tified 47 victims through DNA testing and bodies of 24 have been handed over to their families. According to officials, the DNA samples of the mortal remains of former Gujarat chief minister Vijay Rupani, who was on board the Air India plane which crashed in Ahmedabad on June 12, have matched with that of his relatives.

Meanwhile, the first meeting of the high-level multi-disciplinary committee set up by the Government to look into the Ahmedabad plane crash will be held on Monday. The committee is expected to focus on "formulating Standard Operating Procedures for preventing such occurrences in the future". A separate investigation is also being carried out

by the Aircraft Accident Investigation Bureau (AAIB), which is looking into the technical aspects of the crash.

As many of the bodies were burnt beyond recognition or damaged otherwise, authorities are carrying out DNA tests to establish the identity of victims of the horrific tragedy.

"A total of 47 plane crash victims have been identified so far through DNA matching. Of these, bodies of 24 victims have been handed over to the respective families. These deceased were from Rajasthan and different parts of Gujarat," Additional Civil Superintendent Dr Rajnish Patel said.

Various central and state government agencies, led by the Aircraft Accident Investigation Bureau (AAIB),

were at the crash site here for a probe into the causes of the country's worst air disaster in three decades.

PK Mishra, the Principal Secretary to Prime Minister Narendra Modi, inspected the Air India plane crash site in Ahmedabad on Sunday and also visited the civil hospital where injured persons are undergoing treatment. State government officers apprised Mishra about the sequence of events culminating into the worst aviation disaster in decades that left 241 of 242 people on board the ill-fated AI Dreamliner dead on Thursday. After enquiring about the health of the injured persons, Mishra went to the morgue area of the hospital. "I am very pained by the enormi-

ty of the tragedy. Everybody is sad. It is our duty to share grief and express our feelings for the victims," Mishra told reporters.

Turkish Government firmly denied any role in the maintenance of the Air India Boeing 787-8 Dreamliner aircraft that crashed in Ahmedabad on Thursday. In a statement issued by the Centre for Countering Disinformation, Turkish authorities said, The claim that 'the maintenance of the Boeing 787-8 passenger aircraft was carried out by Turkish Technic' following the crash of an Air India passenger aircraft during take-off is false. The claim that the crashed aircraft was maintained by Turkish Technic constitutes disinformation aimed at manipulating public opinion regarding Türkiye-India relations.

"Under the agreements made between Air India and Turkish Technic in 2024 and 2025, maintenance services are provided exclusively for B777-type wide-body aircraft. The Boeing 787-8 Dreamliner involved in the accident does not fall within the scope of this agreement. To date, Turkish Technic has not conducted maintenance on any Air India aircraft of this type," it further added.

The statement also claimed that while Turkey is aware of which company last serviced the aircraft, they will refrain from naming it to avoid further speculation during ongoing investigations.



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# Corporate Communications Directorate

PUNJAB KESARI

DELHI

16 JUNE 2025

## एअर इंडिया एक्सप्रेस की गुवाहाटी-कोलकाता उड़ान में तकनीकी खामी, यात्री परेशान

गुवाहाटी, (पंजाब केसरी): गुवाहाटी से कोलकाता जाने वाली एअर इंडिया एक्सप्रेस की उड़ान में सवार यात्रियों को काफी परेशानी का सामना करना पड़ा, क्योंकि 'तकनीकी खराबी' के कारण उन्हें दो बार विमान से उतार दिया गया। अधिकारियों ने यह जानकारी दी।

उन्होंने बताया कि आखिरकार 18 घंटे से अधिक समय की देरी के बाद रविवार दोपहर को यात्रियों को उनके गंतव्य के लिए रवाना किया गया। अधिकारियों ने बताया कि एअर इंडिया एक्सप्रेस की उड़ान आईएक्स-1226 कुल 170 यात्रियों को लेकर शनिवार रात 9.20 बजे गुवाहाटी के लोकप्रिय गोपीनाथ बारदोलोई अंतरराष्ट्रीय (एलजीबीआई) हवाई अड्डे से रवाना होने वाली थी। सोशल



मीडिया पर प्रसारित वीडियो में एक पीड़ित यात्री ने कहा कि तकनीकी खराबी के कारण आधी रात के बाद उड़ान में देरी हुई और यात्री पूरे समय विमान के अंदर ही बैठे रहे। एक वीडियो में एक यात्री कहता हुआ सुनाई दे रहा है, " रात करीब 1:30 बजे हमें विमान से उतरने के लिए कहा गया और लार्डज में ले जाया गया। वहां से हमें रात में ठहरने के लिए एक बहुत सस्ते होटल में ले जाया गया।

होटल में सुबह हमें नाश्ता नहीं दिया गया।" यात्रियों को रविवार की सुबह वापस हवाई अड्डे पर लाया गया और सुबह 9:30 बजे उसी विमान में बैठाया गया। हालांकि, उन्हें फिर से कप्तान और चालक दल द्वारा सूचित किया गया कि उसी तकनीकी समस्या के कारण उड़ान में और देरी हो रही है।



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## Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

16 JUNE 2025

# केदारनाथ के पास हेलीकॉप्टर क्रैश, सात की मौत

गौरीकुंड के जंगलों के ऊपर हुई दुर्घटना, राहत एवं बचाव कार्य में जुटी एजेंसियां

- मृतकों में पायलट और एक शिशु भी शामिल
- खराब मौसम व दृश्यता कम होने से हुआ हादसा

देहरादून/रूद्रप्रयाग (एसएनबी)। उत्तराखंड में केदारनाथ के पास रविवार को एक निजी कंपनी का हेलीकॉप्टर दुर्घटनाग्रस्त हो गया जिससे उसमें सवार छह अदालतों समेत सात लोगों की मौत हो गयी। रूद्रप्रयाग के जिला आपदा प्रबंधन अधिकारी नंदन सिंह रजवार ने बताया कि यह दुर्घटना गौरीकुंड के जंगलों के ऊपर हुई। इस दुर्घटना में मरने वाले में पायलट और एक शिशु भी शामिल हैं।

उन्होंने बताया कि सुबह साढ़े पांच बजे 'आर्यन एविएशन' के हेलीकॉप्टर ने केदारनाथ से गुप्तकारी के लिए उड़ान भरी और अचानक यह दुर्घटनाग्रस्त हो गया। रजवार ने बताया कि माना जा रहा है कि खराब मौसम के कारण दृश्यता कम होने की वजह से यह हादसा हुआ। रूद्रप्रयाग के जिला पर्यटन विकास अधिकारी एवं हेली सेवा के नोडल अधिकारी राहुल चौबे ने बताया कि हेलीकॉप्टर से संपर्क टूटने पर



रूद्रप्रयाग : हेलीकॉप्टर के दुर्घटनाग्रस्त होने के बाद बचाव कार्य में जुटी एनडीआरएफ, एसडीआरएफ की टीमें।

उसकी खोजबीन शुरू की गयी जिसके बाद दुर्घटना का पता चला। उन्होंने बताया कि राष्ट्रीय आपदा मोचन बल, राज्य आपदा प्रतिवादन बल, पुलिस सहित अन्य एजेंसियां मौके पर पहुंचकर स्थानीय लोगों की मदद से राहत एवं बचाव कार्यों में जुटी हैं। घटनास्थल का एक वीडियो स्वतंत्र लोगों को प्राप्त हुआ है जिसमें

दुर्घटनाग्रस्त हेलीकॉप्टर से उठती आग की लपटें देखी जा सकती हैं। रूद्रप्रयाग जिले की पुलिस ने बताया कि मृतकों की पहचान महाराष्ट्र निवासी राजकुमार सुरेश जायसवाल (41), उनकी पत्नी अर्द्धा जायसवाल (35) और बेटी काशी (दो), उत्तर प्रदेश निवासी विनोद देवी (66) तथा तुसबी सिंह (19) और केदारनाथ

निवासी विक्रम एवं पायलट राजवीर सिंह चौहान के रूप में हुई है। सीएम धामो ने सोशल मीडिया पर कहा कि हेलीकॉप्टर दुर्घटनाग्रस्त होने का अत्यंत दुःखद समाचार मिला है और राज्य आपदा प्रतिवादन बल सहित अन्य एजेंसियां राहत एवं बचाव कार्यों में लगी हैं। इससे पहले, आठ मई को उत्तरकाशी जिले में गंगोत्री धाम जा

### AAIB करेगा हादसे की जांच

मुंबई (भाषा)। उत्तराखंड के रूद्रप्रयाग जिले में गौरीकुंड के पास हुई हेलीकॉप्टर दुर्घटना की जांच विमान दुर्घटना अन्वेषण ब्यूरो (एएआईबी) करेगा। नागर विमानन मंत्रालय द्वारा जारी बयान में कहा गया कि दुर्घटना की जांच एएआईबी द्वारा की जाएगी। एहतियाती उपाय के तौर पर नागर विमानन महानिदेशालय ने पहले ही चार घाम के लिए हेलीकॉप्टर के फेंरे कम कर दिए हैं। बयान में कहा गया कि आगे की कार्रवाई के लिए निगरानी बढ़ाई जा रही है और अभियान की समीक्षा की जा रही है।

रहा एक हेलीकॉप्टर दुर्घटनाग्रस्त हो गया था जिसमें छह लोगों की मौत हो गयी थी। सात जून को भी केदारनाथ जा रहे एक हेलीकॉप्टर को उड़ान भरते ही तकनीकी खराबी आ जाने के कारण सड़क पर आपात लैंडिंग करनी पड़ी थी।

डेढ़ माह में यह पांचवां हेलीकॉप्टर दुर्घटना (पेज-9)

### आज तक चारघाम के लिए हेली सेवा बंद

देहरादून (एसएनबी)। उत्तराखंड में रविवार को केदारनाथ के पास हुए हेलीकॉप्टर हादसे के बाद चारघामों के लिए हेली सेवा को दो दिन यानी सोमवार तक के लिए पूरी तरह से बंद कर दिया गया। सीएम धामो ने हादसे की उच्चस्तरीय जांच कराने के अलावा हेली उड़ानों के बेहतर समन्वय के लिए 'कमांड एवं कोऑर्डिनेशन सेटर' की स्थापित करने के भी निर्देश दिए।

### निजी कंपनी आर्यन की हेलीकॉप्टर सेवा सस्पेंड

मुंबई (भाषा)। आर्यन एविएशन के हेलीकॉप्टर के दुर्घटनाग्रस्त होने के बाद सरकार ने तत्काल प्रभाव से इसके संचालन को निलंबित कर दिया है। नागर विमानन मंत्रालय ने कहा कि प्रारंभिक संकेत बताते हैं कि हादसे का संभावित कारण 'नियंत्रित उड़ान क्षेत्र' हो सकता है, क्योंकि घाटी के प्रवेश क्षेत्र में खराब दृश्यता और बादल होने के बावजूद हेलीकॉप्टर कथित तौर पर हवा में था।

### सख्त संचालन प्रक्रिया बनाने के निर्देश



देहरादून (एसएनबी)। सीएम पुष्कर धामो ने राज्य में हेलीकॉप्टर संचालन के लिए सख्त मानक संचालन प्रक्रिया तैयार करने के रविवार को निर्देश दिए हैं। उन्होंने अधिकारियों को निर्देशित किया कि हेलीकॉप्टर की तकनीकी स्थिति की पूर्ण जांच अनिवार्य हो।



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SWATANTRA BHARAT

LUCKNOW

15 JUNE 2025

अहमदाबाद विमान हादसे के बाद सरकार का आदेश

# भारतीय बेड़े में बोइंग 787 सीरीज के विमानों की होगी गहन जांच

स्वतंत्र भारत ब्यूरो, नई दिल्ली। अहमदाबाद में हाल ही में हुए भीषण विमान हादसे के बाद भारत सरकार ने बड़ा कदम उठाया है। केंद्रीय नागरिक उड्डयन मंत्री राम मोहन नायडू किंजरापुर ने शनिवार को बताया कि डीजीसीए (नागर विमानन महानिदेशालय) ने भारतीय

**248 डीएनए सैपल्स लिए गए, 11 शवों की पहचान**

विमानन बेड़े में शामिल बोइंग ड्रीमलाइनर 787 सीरीज के सभी विमानों की विस्तृत जांच का आदेश दिया है। इस भीषण हादसे में विमान में सवार 242 लोगों में 241 लोगों की मौत हो गई थी। वहीं हादसे वाली जगह पर मौजूद 24 लोगों की भी मौत हुई है।

इस बीच नागरिक उड्डयन मंत्री ने बताया कि भारतीय विमानन बेड़े में इस समय कुल 34 बोइंग 787 विमान मौजूद हैं। इनमें से 8 विमानों की जांच पहले ही तात्कालिक रूप से पूरी की जा चुकी है, और शेष



विमानों की भी जल्दी ही जांच की जाएगी। उन्होंने कहा, भारत में बहुत सख्त सुरक्षा मानक हैं। हादसे के बाद हमें महसूस हुआ कि बोइंग 787 विमानों की गहराई से निगरानी की जरूरत है। डीजीसीए ने इसके लिए विस्तृत निरीक्षण के आदेश दिए हैं। मंत्री राम मोहन नायडू ने कहा कि हादसे की जांच पूरी होने तक सभी जरूरी कदम उठाए जाएंगे। उन्होंने कहा- जैसे-जैसे जांच आगे बढ़ेगी, जो भी जरूरी कदम सामने आएंगे, हम उन्हें बिना किसी हिचक के लागू करेंगे ताकि विमानन सुरक्षा में कोई कमी न रह जाए। मंत्री ने बताया कि एअर इंडिया को यह निर्देश दिए गए हैं कि वे मृतकों के परिवारों की हर

तरह से मदद करें। साथ ही 248 डीएनए सैपल्स लिए गए, 11 शवों की पहचान हुई है। अन्य सैपलों की जांच जारी है।

**दुर्घटनास्थल पर एनएसजी तैनात**

अहमदाबाद। अहमदाबाद में एअर इंडिया विमान दुर्घटना स्थल पर केंद्रीय और राज्य सरकार की एजेंसियों के अलावा, राष्ट्रीय सुरक्षा गार्ड (एनएसजी) की एक टीम को तैनात किया गया है। आधिकारिक सूत्रों के अनुसार, एनएसजी टीम राहत कार्यों में अन्य एजेंसियों की सहायता के लिए घटनास्थल पर है और उसके पास कोई जांच करने की शक्ति नहीं है। विमान दुर्घटना जांच ब्यूरो, डीजीसीए, अहमदाबाद अपराध शाखा और स्थानीय पुलिस सहित अन्य एजेंसियां इस घटना की जांच में शामिल हैं।

**मृतकों की संख्या 270 हुई**

अहमदाबाद से लंदन जा रहे एअर इंडिया के विमान एआई-171 दुर्घटनाग्रस्त होने के मामले में मृतकों की संख्या बढ़ गई है। अब तक घटना स्थल से कुल 270 शव अहमदाबाद सिविल अस्पताल लाए गए हैं। मृतकों की संख्या बढ़ने के बारे में शनिवार को डॉक्टरों ने जानकारी दी। इससे पहले मृतकों की संख्या 265 बताई गई थी।



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## Corporate Communications Directorate

THE STATESMAN

KOLKATA

15 JUNE 2025

### AI, AI Express to do away with flight number '171'



**NEW DELHI:** Air India and Air India Express will do away with flight number '171' after the fatal crash of the Air India plane that killed 241 people onboard on Thursday, according to sources.

The Boeing 787-8 Dreamliner aircraft that went down soon after take-off was operating the flight 'AI 171' from Ahmedabad to London Gatwick.

Sources on Saturday said it is a general practice that airlines stop using particular flight numbers after fatal flight accidents.

From June 17 onwards, the flight number of Ahmedabad-London Gatwick will be 'AI 159' instead of 'AI 171'. The required changes to the booking system were made on Friday, one of the sources said.

Another source said that Air India Express has also decided to do away with its flight number 'IX 171'.

The discontinuation of the flight number '171' is also a mark of respect for the departed souls, they added.

In 2020, Air India Express also discontinued using the flight number of the aircraft that crashed in Kozhikode, killing 21 people onboard.

PTI



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THE TIMES OF INDIA

DELHI

16 JUNE 2025

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### **Air India Delhi-Vadodara flight returns to IGIA 30 min after takeoff due to snag**

**New Delhi:** Air India Delhi-Vadodara flight (AI 819) safely returned to Indira Gandhi International Airport within half an hour of take off on Sunday evening after a suspected snag with the landing gear. The Airbus A321 (VT-PPI) took off at 6.51pm. Soon after getting airborne pilots suspected trouble with the landing gear. Sources say it reportedly did not retract. The crew then informed Delhi Air Traffic Control that they will be turning back to make a precautionary landing. As per procedure, Delhi airport made all emergency arrangements. The plane landed safely at 7.20pm, according to flight tracking sites. "There was a technical issue suspected with the landing gear. After thorough checks, it was cleared for operating on Sunday night itself," said sources. TNN



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THE TIMES OF INDIA

HYDERABAD

15 JUNE 2025

# Urgent checks on Air India 787 fleet after Ahmd crash

TIMES NEWS NETWORK

**New Delhi:** Air India's Boeing 787 Dreamliner fleet is undergoing urgent safety checks following the June 12 crash, civil aviation minister Ram Mohan Naidu said Saturday, while promising "all necessary steps" to strengthen aviation safety.

Air India posted on X that checks directed by DGCA are underway across its 787s. "Checks have been completed on nine aircraft. We are on track to complete the remaining 24 within the regulator's timeline," the airline said.

AI warned of possible delays on long-haul routes due to extended turnaround times. "Customers will be duly notified about any delays. They are advised to check the status of their flights before heading to the airport," the airline said.

Addressing his first presser since the tragedy, Naidu said Modi govt had set up a high-level committee led by Union home secretary Govind Mohan to examine the crash and recommend long-term aviation safety reforms. The committee was announced after PM Modi visited the crash site Friday. Naidu said the panel will not interfere with ongoing investigations but will focus on systemic reforms to prevent future disasters.

Airports Accident Investigation Bureau is conducting



Civil aviation mantri Naidu said a high-level panel has been formed to recommend safety reforms

the primary probe. The committee will work in parallel, identifying the root cause and contributing factors, including mechanical failure, human error, and regulatory lapses. The panel will also draft updated SOPs, benchmarked to international practices.

Its report is due by Sept 13.

"The black box has been recovered," Naidu said, adding that decoding the data will clarify what went wrong after take-off from Ahmedabad on a scheduled flight to London.

Union aviation secretary Samir Sinha said the same aircraft had arrived uneventfully from Paris to Ahmedabad.

"On Ahmedabad-London flight, pilot gave a Mayday call to ATC just after take-off. ATC responded, but there was no reply from the cockpit. It crashed 2km from airport," he added.