



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

**Vishnu Varma**

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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.



## Corporate Communications Directorate

HINDUSTAN TIMES

PATNA

16 JUNE 2025

# Patna airport safety issues: Bihar CS asks Centre to send team

**Ruchir Kumar**

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**PATNA:** The Bihar government had requested the Centre to send a multi-disciplinary team to suggest actions for safe air operations from the Jayprakash Narayan International (JPNI) airport in Patna, said Amrit Lal Meena, Bihar chief secretary (CS), on Sunday.

The request follows the Airports Authority of India (AAI) sounding out the state about unsafe air operations, given the short runway length and obstacles on either side of the runway, ahead of the Prime Minister's visit to Patna on May 29.

The air safety issue, festering since 2012 despite the AAI relentlessly pushing the state for additional land to increase runway length and to remove encumbrances, has tickled the government's senses this time following the June 12 plane crash of Air India Boeing 787-8 Dreamliner flight (171) from Ahmedabad to Gatwick (London), carrying 242 people. Vijay Rupani, former Gujarat chief minister, was among the 241 casualties on board the aircraft.

"I have requested the secretary, ministry of civil aviation (MoCA), to send a multi-disci-

plinary team, comprising officials from the directorate general of civil aviation (DGCA), ministry of environment, forest and climate change (MoEF&CC) and the state government to suggest a doable action plan for further safety of air operations, which is of paramount importance to us, from Patna airport," said Meena, while talking to Hindustan Times on Sunday.

The government, he said, was proactive to the concern of passenger safety, which he said was of paramount importance, and open to considering all options, which the multi-disciplinary team would suggest.

Responding to a query about the limitation in transferring a chunk of zoo land, a protected forest, which the AAI has requested for, Meena said, "There is a provision in rules for diversion of land of protected forest for public infrastructure projects. In such a scenario, compensatory land has to be provided to the forest department. Many railways and highway projects have been undertaken in this manner across the country. We will consider the option."

"Let the multi-disciplinary committee first do a ground assessment study and suggest to

us a doable action plan for further safety of air operations, hopefully by mid-next month. We will examine and put forward the proposal for approval of the competent authority," added Meena.

The chief secretary had on June 3 convened an inter-department meeting on this issue, involving officials from the state's cabinet secretariat, civil aviation department, revenue and land reforms department, environment, forest and climate change department, district administration, Sanjay Gandhi Biological Park and the AAI.

S Siddharth, ACS, Bihar cabinet secretariat, who met airport officials on Saturday, had constituted a committee under special secretary Nilesh Ramchandran Deore to inspect and explore the possibility of runway expansion on both ends.

The AAI, which last flagged in May the operational constraints and unsafe air operations at the Patna airport, had also written to the state in April, seeking 500 metres additional land for runway expansion, trimming the 56-metre tall clock tower at the state secretariat by 17.5m in height and cutting at least 45 trees at the adjoining Sanjay Gandhi Botanical Park.



# Corporate Communications Directorate

THE PIONEER

DELHI

17 JUNE 2025

## AI-171 crash: A wake-up call for urban planning around airports

The Air India AI-171 crash near Ahmedabad airport has left behind more than just wreckage. It has left families devastated, careers cut short, and a city in grief. Amid all that's being said about aircraft performance, weather, and pilot decisions, a quieter but harsher truth is coming to light — this tragedy on the ground (at the medical college hostel) could have been avoided if proper building norms and smarter urban planning around airports had been followed. Past disasters have already shown how densely populated areas near runways can turn aviation accidents into large-scale tragedies. In 2020, Pakistan International Airlines Flight 8303 crashed into Karachi's Model Colony, a crowded residential area just short of the runway, killing 97 people. In 2012, Dana Air Flight 992 fell into a suburb of Lagos, wiping out entire families.

Even in New York, American Airlines Flight 587 crashed over the Belle Harbor neighbourhood in Queens. The tragic crash of Air India flight AI-171, along with the examples above, brings into sharp focus the urgent need for better urban planning — especially within the 5-kilometre radius of major airports. The 5 km radius around airports has long been considered a sensitive zone — not necessarily because buildings within it are illegal or too tall, but because it is a critical safety zone for aircraft during take-off and landing, the most vulnerable phases of flight. Traditionally in India, during British rule, airports (unlike railway stations) were built far away from populated areas. For example, when Delhi's Safdarjung Airport and Palam Airport were built, there were very few settlements nearby — only a few army barracks around Safdarjung (now known as Lodhi Colony) and the old, sparsely populated villages of Mehram Nagar and Palam around Palam Airport. In those days, air crashes were more frequent, and placing airports away from populated areas was a deliberate step to avoid ground casualties. Even today, airports in tier-II towns are located at a fair distance from cities, although the growing urban sprawl is now fast approaching them as well. After independence, as India witnessed a massive surge in population and rapid urbanisation, cities began expanding in all directions. The airports that were once located far from residential and commercial zones gradually found themselves surrounded by growing urban settlements. With the rise in land demand, areas around airports have become highly sought after due to their excellent connectivity and strategic location, significantly pushing up real estate values. This led to high-density development near airport boundaries.

However, this unchecked growth brought with it serious concerns like constructing buildings near active flight paths not just from a flight safety perspective, but also from a security point of view. As

a result, managing construction and land use near airports became a critical issue, demanding a careful balance between urban development and the uncompromising need for aviation safety and security. Globally, aviation authorities, including India's DGCA and AAI, have issued detailed zoning maps for every major airport. There is a formal process to apply for height clearance of any structure. All international airports in India follow Obstacle Limitation Surfaces (OLS) — a set of 3D safety rules that make sure aircraft have enough space to climb and descend without danger. These OLS regulations, overseen by the Airports Authority of India (AAI) and DGCA, are not optional. They are strict safety norms. Structures within 5 km of a runway face the toughest height limits.

The hostel where the recent crash caused casualties was most likely within the permitted height as per AAI rules. But what often escapes attention is not just height, but the density of the human population in such areas. Even if buildings technically follow all safety norms, the presence of thousands of people living or working near a runway increases the risk in case of crashes, aborted landings, or engine failure during low-altitude flights. This is what makes the crash of AI-171 even more tragic.

This raises a critical and timely question:

Is it time to completely rethink how we plan our cities around airports — or even relocate airports themselves? Hyderabad has already done it. The old Begumpet Airport was relocated to Shamshabad, about 24 km south of the city centre, to allow for future expansion and improved safety. With urban sprawl rapidly swallowing earlier remote zones, many airports in cities like Ahmedabad, Mumbai, and Chennai now find themselves trapped amid dense residential, institutional, and commercial structures.

The AI-171 crash should serve as a wake-up call. Not necessarily because rules were violated, but because the current model of reactive urban planning — where development chases growth without long-term thinking — is failing to safeguard lives. If airports are to expand safely along with cities, we may need to reimagine their place on the map.

That means moving older airports beyond city boundaries where possible, enforcing no-build or low-density zones around newer ones, and treating the 5 km airport radius not just as a regulatory guideline, but as a life-saving buffer zone. Urban planning must take into account not just real estate needs, but safety and long-term sustainability. The tragedy of AI-171 is not just a story of an aircraft gone wrong — it's also a story of a city that grew too close to danger.



AJAY S JASRA

(The writer is an aviation expert. Views expressed are personal)



# Corporate Communications Directorate

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DECCAN HERALD

BANGALORE

16 JUNE 2025

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## Animal slaughter near Navi Mumbai airport raises concern

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The horrific plane crash in Ahmedabad has once again drawn attention to the illegal open slaughter of animals near the under-construction Navi Mumbai International Airport (NMIA), despite a standing advisory from the DGCA to curb bird-attracting activities near airports.

An NGO has reiterated its concerns about the open sale and slaughter of mutton and chicken in Ulwe—just within a three-kilometre radius of the NMIA runway—accusing local authorities of ignoring DGCA norms.

They've urged the DGCA to take urgent action, warning that such activities attract birds like kites, increasing the risk of bird strikes.

While DGCA director Amit Gupta had earlier stated that the aerodrome operator was advised to act, no concrete steps have been taken.

Although a recent NOTAM (Notice to Airmen) from the Airports Authority of India cited multiple operational hurdles at NMIA—including 225 physical obstacles—the issue of bird hazards from illegal slaughter remains notably absent.

The Maharashtra government has banned slaughter activities within a 10-km radius of NMIA, but enforcement remains lax.



## Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

16 JUNE 2025

# Last-minute AI flight cancellation triggers chaos at Dabolim airport

THE GOAN NETWORK

## VASCO

The troubles surrounding Air India services continued over the weekend, as several passengers were left stranded at Goa International Airport in Dabolim after the Air India Express flight to Dubai was cancelled at the last minute early Sunday morning.

According to sources, Air India Express flight IX 839, which was scheduled to depart for Dubai at 1:05 am, was initially rescheduled to 2:55 am before being cancelled entirely, leading to widespread frustration



among travellers.

Passengers — many of whom had international connections and commitments — expressed anger over the lack of timely communication and support. The last-minute cancellation caused confusion and chaos at the airport terminal.

When contacted, Goa Airport Director George

Varghese confirmed the flight cancellation and attributed it to technical issues. "The Goa-Dubai flight was cancelled due to a technical snag. The aircraft, which was to arrive from Dubai and continue on the return leg from Goa, never reached Dabolim. As a result, the outbound flight from Goa to Dubai had to be

cancelled," Varghese said.

He added that the airline has since accommodated around 35 passengers on an alternate Goa-Dubai flight on Sunday and has promised to shift the remaining travellers to Monday's flight. "Passengers who requested a refund have been issued their refund amount," Varghese confirmed.

The incident has once again raised questions about the reliability of Air India Express operations, particularly on the busy Gulf routes where timely connectivity is crucial for both business and personal travel.



# Corporate Communications Directorate

HINDUSTAN

DELHI

17 JUNE 2025

## एयरपोर्ट से 80 विमानों ने देरी से उड़ान भरी, कई रद्द

### परेशानी

नई दिल्ली, प्रमुख संवाददाता। दिल्ली एयरपोर्ट के एक रनवे पर चल रहे मरम्मत कार्य का असर सोमवार को भी विमानों की उड़ान सेवा पर देखने को मिला। दिल्ली एयरपोर्ट से सोमवार को लगभग 80 विमानों ने देरी से उड़ान भरी, जबकि आधा दर्जन विमानों की यात्रा रद्द रही।

दिल्ली एयरपोर्ट पर रविवार से रनवे संख्या 28/10 को मरम्मत कार्य के चलते बंद किया गया है। यह मरम्मत कार्य तीन महीने तक चलेगा। इसे ध्यान में रखते हुए दिल्ली एयरपोर्ट प्रशासन की ओर से पहले ही 114 विमानों की यात्राएं रद्द कर दी गई थीं ताकि यात्रियों को परेशानी का सामना न करना पड़े।

- 20 अंतरराष्ट्रीय, 60 घरेलू उड़ान देर से उड़ीं
- रनवे के मरम्मत कार्य से पड़ रहा प्रभाव

इसके बावजूद विमान सेवाओं पर लगातार असर देखने को मिल रहा है।

**रविवार को भी प्रभावित हुई थी सेवा :** रविवार को भी दिल्ली एयरपोर्ट से एक दर्जन उड़ानें रद्द रही थीं, जबकि 100 से ज्यादा विमानों ने देरी से उड़ान भरी थी। सोमवार को दिल्ली एयरपोर्ट से 20 अंतरराष्ट्रीय जबकि 60 घरेलू विमानों ने देरी से उड़ान भरी। सूत्रों का कहना है कि विमानों की देरी का सिलसिला आगामी सितंबर तक रह सकता है। इसमें कमी लाने के लिए एयरपोर्ट प्रशासन एवं एयरलाइंस प्रयास कर रहे हैं।



# Corporate Communications Directorate

HINDUSTAN

DELHI

17 JUNE 2025

## हवाई अड्डे का निर्माण कार्य जल्द पूरा करें: पीके मिश्रा

नई दिल्ली, विशेष संवाददाता। प्रधानमंत्री नरेंद्र मोदी के प्रधान सचिव डॉ. पीके मिश्रा ने सोमवार को गुजरात के धोलेरा और लोथल में प्रमुख बुनियादी ढांचा परियोजनाओं निरीक्षण किया। उन्होंने उच्चस्तरीय समीक्षा बैठक में प्रोजेक्ट जल्द पूरा करने को लेकर निर्देश दिए।

मिश्रा ने भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) द्वारा कार्यान्वित निर्माणधीन अहमदाबाद-धोलेरा ग्रीनफील्ड एक्सप्रेसवे का दौरा किया। उन्होंने अहमदाबाद और धोलेरा के बीच यात्रा समय को 45 मिनट तक कम करने की एक्सप्रेसवे की क्षमता के बारे में बताया। उन्होंने वैश्विक गुणवत्ता वाली सड़क को

### ■ प्रधानमंत्री के प्रधान सचिव ने परियोजनाओं का निरीक्षण किया

मानकों के साथ समय पर पूरा करने पर जोर दिया।

अधिकारियों ने मिश्रा को बताया कि कार्गो संचालन अक्टूबर 2025 तक शुरू हो जाएगा। उन्होंने अधिकारियों को समयसीमा का पालन करने और एक्सप्रेसवे के साथ निर्बाध कनेक्टिविटी सुनिश्चित करने का निर्देश दिया। डॉ. मिश्रा ने घरेलू चिप निर्माण की प्रमुख पहल, टाटा इलेक्ट्रॉनिक्स की सेमीकंडक्टर फैब्रिकेशन (फैब) परियोजना का भी निरीक्षण किया।



# Corporate Communications Directorate

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HINDUSTAN TIMES

PATNA

16 JUNE 2025

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## BRITISH F-35 JET MAKES EMERGENCY LANDING AT INT'L AIRPORT IN KERALA

**Press Trust of India**

[letters@hindustantimes.com](mailto:letters@hindustantimes.com)

**THIRUVANANTHAPURAM:** A British F-35 fighter jet made an emergency landing at the Thiruvananthapuram International Airport on Saturday night after running low on fuel, sources said.

The fighter jet, which is believed to have taken off from an aircraft carrier, landed safely at around 9.30pm, they said on Sunday.

The airport authorities declared an emergency to ensure a smooth and safe landing, said a source.

"The pilot reported low fuel and asked for permission to land. Everything was handled quickly and professionally," the source said.

The aircraft is currently parked at the airport. Refuelling will take place once approval is received from the relevant authorities in the central government, sources said.

An IAF spokesperson in a brief statement on Sunday said, "A normal occurrence of diversion by F-35. The IAF is fully aware and facilitated the aircraft for flight safety reasons."

"All assistance being given and the IAF is in coordination with all agencies," he added.



# Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

17 JUNE 2025

## जेवर एयरपोर्ट के पास अब मिलेगा सस्ते प्लॉट का मौका

■ **NBT रिपोर्ट, ग्रेटर नोएडा:** यमुना अर्थॉरिटी जल्द ही असंगठित क्षेत्र के (आर्थिक रूप से कमजोर) लोगों के लिए यीडा सिटी में एयरपोर्ट के पास 7.5 लाख रुपये में प्लॉट स्कीम लाने जा रही है। फ्लैट की स्कीम तो पहले भी आती रही है, लेकिन पहली बार इस तरह की प्लॉट स्कीम आ रही है। इस कैटेगिरी में करीब 28 हजार प्लॉटों की योजना लाने का प्लान है। पहले चरण में 30 वर्गमीटर साइज के 8 हजार 288 प्लॉट की स्कीम लॉन्च होगी। असंगठित क्षेत्र में काम करने वाले (नाई, मोन्ची,

कारपेंटर, फैक्ट्री वर्कर आदि) लोगों का बजट इतना नहीं होता कि वे नोएडा, ग्रेटर नोएडा और यीडा सिटी जैसे एरिया में प्लॉट लेकर घर बना सकें। इसी वजह से यीडा ने यह प्लान बनाया है, ताकि वे अपने घर में मालिकाना हक के साथ रह सकें। यमुना अर्थॉरिटी के सीईओ डॉ. अरुणवीर सिंह ने बताया कि 18 जून को बोर्ड बैठक में इसका प्रस्ताव रखा जाएगा। इसके लिए यीडा सिटी के सबसे पुराने आवासीय सेक्टर-18 व 20 में जगह फाइनल हो गई है।

पहली बार इस तरह की प्लॉट स्कीम आ रही है



# Corporate Communications Directorate

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THE TIMES OF INDIA

DELHI

17 JUNE 2025

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## Saudia flight smoke triggers rescue at Lucknow airport

**F**irefighters' swift action prevented a plane tragedy at Lucknow airport when they doused smoke billowing from the wheels of an Airbus A300-343 flight from Jeddah taxiing at Chaudhary Charan Singh International Airport on Sunday morning. The Saudia — Jeddah-based flag carrier of Saudi Arabia — flight carrying 289 passengers, mostly Haj pilgrims, had just touched down when a ground handling crew noticed wisps of smoke curling from the left-side wheels.

Technical assessment identified a hydraulic fluid leak in the landing gear system, a common issue affecting older aircraft. Based on data in the public domain, the aircraft is about 15 years old.

“The aircraft has been grounded and is expected to take off for Jeddah by Tuesday morning after thorough inspections by engineers and technicians,” said a source. TNN



# Corporate Communications Directorate

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THE TIMES OF INDIA

AHMEDABAD

16 JUNE 2025

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## No ATC, no radar, pilots 'flying blind'

There is no air traffic control, no radar coverage, and no real-time weather monitoring at Kedarnath—yet helicopters fly in and out daily during yatra season, relying on visual cues and radio calls in one of India's most dangerous air corridors. "This is a high-risk zone with zero aviation infrastructure," said a senior helicopter pilot with over a decade of experience on the Char Dham circuit. "Pilots are flying blind."



# Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

16 JUNE 2025

## Airspace closures, Dreamliner checks trigger delays

**Saurabh Sinha**  
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**New Delhi:** Closure of multiple countries' airspaces and enhanced surveillance on Air India Dreamliners in the wake of the Ahmedabad crash is causing cascading delays for travellers. With Iran airspace closed, Dubai air traffic control is seeing a massive surge in diverted traffic it is handling—similar to Mumbai ATC.

Air India has found its flying time to and from the West increase by about an hour as Iranian and Jordan airspaces have been closed. AI Dreamliners, which fly to and from Europe and UK, are facing higher turnaround time.

Coupled with the enhanced



Ambulances parked as authorities prepare to transfer the dead bodies of victims from the hospital complex in Ahmedabad on Sunday

checks ordered by DGCA on Dreamliners, this is making it difficult for AI to keep its schedules. Sunday's Delhi-Paris service was cancelled. The Sydney flight could not operate. These sectors are served by Dreamliners.

Till Sunday evening, checks on 22 AI Dreamliners (out of a total of 33) had been completed. AI had warned of Dreamliner flights getting impacted on Saturday. "AI is in the process of completing the one-time safety checks direct-

ed by DGCA. These are being carried out on Boeing 787 fleet as they return to India, before being cleared for their next operations... Some of these checks could lead to higher turnaround time and potential delays...," the airline said.

The lags have spilled beyond AI. Over the weekend, multiple flights between India and Dubai were delayed. Indian carriers' flights to and from north India are facing longer delays than those to and from south India, say airlines sources.

"We have to board passengers on time so we do not miss our departure slot at Dubai. Then there's often a long wait to get take-off clearance, which is not a comfortable experience for passengers on board

aircraft on a very hot tarmac at this time of the year. The home airline (Emirates) understandably gets preferential treatment at its hub," said a source.

Many harried flyers took to social media to highlight their plight. Dubai Airports issued an advisory: "Some flights at Dubai International (DXB) and DWC (Al Maktoum, Dubai's second airport) are cancelled or delayed due to airspace closures over parts of the region. Please check with your airline for the latest updates..."

SpiceJet revealed Sunday that it was "experiencing massive air traffic control congestion at Dubai". Some other airports in the region, like Sharjah-based Air Arabia, were similarly impacted.



# Corporate Communications Directorate

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THE TIMES OF INDIA

HYDERABAD

16 JUNE 2025

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## UK F-35 makes emergency landing at Kerala airport

**New Delhi:** 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 air-

port 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. **TNN**



## Corporate Communications Directorate

THE TIMES OF INDIA

HYDERABAD

16 JUNE 2025

# No ATC, no radar: Kedar pilots fly blind in hostile airspace

**Gaurav Talwar**  
@timesofindia.com

**Dehradun:** There is no air traffic control, no radar coverage, and no real-time weather monitoring at Kedarnath — yet helicopters fly in and out during yatra season, relying on visual cues and radio calls in one of India's most dangerous air corridors.

Before DGCA stepped in last week and capped helicopter sorties to nine per hour, the skies over Kedarnath witnessed as many as 250–300 sorties daily. Following implementation of the new regulation, the district administration reported 152 sorties was conducted on Saturday.

“This is a high-risk zone with zero aviation infrastructure,” said a senior helicopter pilot with over a decade of experience on Char Dham circuit. “No ATC, no radar, no on-ground IMD presence. Pilots are flying blind.”

After a similar fatal crash in 2022, authorities had announced several steps. Rahul Choubey, nodal officer for chopper services, told **TOI** three fixed cameras had been installed on the Kedar route — at the entry point, Rudra point, and base camp — to

help pilots assess conditions before flying. UCADA also introduced an Airworthiness Operating System to monitor flight operations.

But experts said those measures fall far short of international safety norms. In its report on the 2022 crash, Aircraft Accident Investigation Bureau noted the absence of aviation-grade forecasting and centralised flight coordination. Flights were managed only by operator-level communication and UCADA-issued slots, without any regulatory oversight.

### **‘HIGH-RISK ZONE’**

Raman Jeet Singh, wife of Captain Anil Singh who died in the 2022 crash told **TOI**: “These aren’t freak accidents. My husband flew without radar or terrain-mapping, in unpredictable weather: It’s always a gamble.”

A proposed MoU between UCADA and IMD to establish a dedicated meteorological station at Kedarnath never materialised. Bikram Singh, director of the regional meteorological centre, told **TOI**, “The MoU could not be signed because Kedarnath doesn’t have an ATC.”



# Corporate Communications Directorate

THE ASIAN AGE

DELHI

17 JUNE 2025

## Air India's Black Thursday: Many questions to answer



Abhijit Bhattacharyya

The weather was clear at Ahmedabad's Sardar Vallabhbhai Patel International Airport on Thursday, June 12, as an 11-year-old Air India Boeing 787-900 (VT-AMJ), with 32 people on board, was airborne after a 4-second take-off run from the 3,200-metre runway 22-7. The temperature was 45.6 degrees Celsius, with normal breeze, humidity and visibility for an aircraft to get to cross the Ahmedabad London clearance that just after being airborne for less than a minute, the big Boeing Dreamliner failed to climb and accelerate the required engine thrust and speed to reach cruising height. Instead, it crashed and all on board, except one passenger, died.

The country's aviation authorities, unbeknownst to it, will thoroughly investigate the crash and offer suggestions to improve the system for future. Nevertheless, experienced air travellers will be fully justified in asking key questions and make their own independent assessment.

An crash of this magnitude, avoidable or unavoidable, is a gross flight safety failure of the airline, in this case Air India, which is no longer a government corporation. It was a black day for the House of Tata, which once had from the pioneer aviator J.R.H. Tata and Bhanu Tata.

However, to ease the investigation finds any kind of man-made misdeed causing this mishap, then the responsibility will fairly and squarely fall on the state security system.

But, all say, we must regard it as a flight safety failure as even a layman will ask the first, fundamental question: Why did the aircraft, despite leaving the runway, fail to climb with full engine thrust and speed? Some are saying "fuel fail", but it highly

unlikely? The circulating video on the Internet, by now widely seen, by all bona fide aviators, clearly shows that Air India Flight 771, Boeing 787-900, had "stalled", which in aviation terms means "gross change in lift/drag around aerodynamic" resulting in large reduction in lift. That is both surprising and shocking as the pilot-in-command had all the professional experience of thousands of flying hours and both General Electric built engines, each generating about 90,000 pound static thrust, are state-of-the-art technology. Finally, however, the engine makers' reputation didn't help anyone on Black Thursday on June 12, 2025.

A disturbing feature of the ill-fated flight was why it was flying so low, as if it was on the "approach" mode of descent, rather than ascent, and suddenly pulled up with its nose wheels showing a wide "angle-of-attack"? One felt, seeing the video, that the AI-771 pilot was desperately trying to lift his aircraft for "TOGA" (take-off and go around) exercise, when an approaching aircraft misses its landing spot by "overshoot" and ATIS (air traffic control) tells the captain to go around and come back for landing.

Another bizarre scenario was that the AI-771 aircraft undercarriage wasn't retracted, the moment it lifted off the ground. That is quite extraordinary, as the protruding undercarriage will only reduce the power-to-weight ratio, thereby increasing both overall drag and jet pressure on power plants already burdened with the lift of the 22-ton weight of the aircraft. What happened? Did the plane's undercarriage hydraulic system malfunction, the way it had happened on an Air India domestic Air India domestic flight in December 2013 when apparently a brand-new Boeing 787-900 flew the full 8,000

Let's face the harsh reality. Mega American aviation companies are showing a serious degree of stress and strain over quality control.

distance with an undercarriage protruding at the belly of the fuselage?

There are several questions which cross one's mind due to several thousand hours of cockpit flying from take-off to touch-down, years ago, when pilots loved to trade banter and interested passengers for full flight duration in the flight crew cabin.

Contextually, another Air India Boeing-787-900 (VT-ERD) crashed on January 1, 1993, enroute to Miami when AI Flight 605 took off from Mumbai's Santa Cruz airport in "rain and clear weather", only to plunge 39 seconds later into the Arabian Sea, just 12 km from the shore, hitting the water while descending at an "angle of attack of 35 to 40 degrees and exploding on impact". The inquiry report found that the disaster resulted from "stall-stall", control "wheel inputs" on the part of the captain "after his attitude direction indicator (ADI) malfunctioned".

One regrets to state that this author didn't have full satisfaction on a Boeing 787-900 "gross aircraft" which seems flexible but still lacking interior finishing and customer amenities) on July 14, 2011 as "cockpit passenger" for 30 minutes from Delhi and back (via the Agra stop) on a technical demonstration flight. This was recounted in three newspaper articles — "Romance of the maiden flight" (21-July 2011), "Faded romance of the maiden flight" (23-January 2012) and "A tale of two flights" (14-November 2015). Coway was raised "when the Boeing 787-900 was grounded for several months in early 2012" and in July 2013 when Boeing changed its 787 aircraft chief project engineer Mike Smith as the composite plastic jet continued to face glitches almost two years after its first ordered service. Let's face the harsh reality: Mega American avia-

tion companies are showing a serious degree of stress and strain over quality control. It is true that aviation tech development is no child's play, yet Boeing's vertical decline is too conspicuous to be ignored. Gone are days of its quality, credibility and customer satisfaction. It will be fairly impossible, in the near future, for the United States to revive the situation. The self-inflicted great of mega US corporations to capture the Chinese, and now the Indian market, is bound to backfire. Fifty years back the US was the dominant manufacturer, and the emerging market was Asia. The roles have almost been reversed.

One has to just peruse the annual publications of Jane's All the World's Aircraft from the early 2nd century to see the plight of the Boeing 787-900. Launched April 26, 2004, the first 787-900 was delivered to All Nippon September 25, 2011. In 2007, Boeing's "airworthiness" (was) delayed by flight control software. On April 2, 2008 Boeing announced plans to assign the first six aircraft to airlines. Boeing has been constantly plagued by delays due to its endless tech glitches. The seventh retooling of its test fleet grounding was due to an in-flight fire in November 2013, and a ground fire at London's Heathrow airport on July 12, 2013.

Without doubt, the Boeing 787-900 remains a chronic snag-prone aircraft. Jane's 2012-2013 revealed the truth, stating that "up to 40 per cent of the airframe (was) built by external suppliers". Japan's Kawasaki and China's Chengde Aviation supplied the rubber. The Boeing 787-900's quality control constitutes a real challenge. One only hopes the inquiry into the Ahmedabad air disaster exposes the reality behind the shattered "American Dream" of those killed on AI Flight 771 on Black Thursday.

The author is an alumnus of the National Defence College, New Delhi, and a life member of the Aeronautical Society of India. The views expressed here are personal.



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17 JUNE 2025

## 22 हजार फीट की ऊंचाई पर एअर इंडिया के विमान में आई गड़बड़ी, हांगकांग लौटा दिल्ली आ रहा था ड्रीमलाइनर विमान...36 घंटे में चार विमानों में आपात स्थिति

नई दिल्ली। हांगकांग से दिल्ली आ रहे एअर इंडिया के बोइंग 787-8 ड्रीमलाइनर विमान में 22 हजार फीट की ऊंचाई पर तकनीकी खराबी आ गई। उड़ान भरने के आधे घंटे के भीतर ही आई गड़बड़ी की वजह से विमान अचानक नीचे आने लगा। तब उसे हांगकांग लौटना पड़ा। विमान में सवार सभी यात्री सुरक्षित हैं। अहमदाबाद में ड्रीमलाइनर विमान हादसे के सप्ताह भर के अंदर यह घटना हुई है। 36 घंटे में चार विमानों को ऐसी आपात स्थिति का सामना करना पड़ा।

हांगकांग हवाईअड्डे के प्रवक्ता ने बताया, एअर इंडिया की उड़ान संख्या एआई 315 ने स्थानीय समयानुसार दोपहर 12:16 बजे उड़ान भरी थी। पायलट ने एयर ट्राफिक कंट्रोलर से उड़ान भरने के 15 मिनट बाद कहा कि तकनीकी समस्या के चलते उड़ान जारी नहीं रख सकते। एअर इंडिया ने कहा, विमान की जांच चल रही है। ब्यूरो

लखनऊ में पहियों से निकला धुआं, हज यात्री थे सवार



लखनऊ। सऊदी अरब से लखनऊ पहुंचे हज यात्रियों के विमान के पहियों से अचानक धुआं निकलने लगा। सऊदी अरब का यह विमान जेद्दा से रविवार सुबह लखनऊ के चौधरी चरण सिंह अंतरराष्ट्रीय एयरपोर्ट पर उतरा। विमान बचाव और अग्निशमन की टीम ने स्थिति पर काबू पा लिया। विमान में सवार सभी 242 हज यात्रियों को सुरक्षित बाहर निकाल लिया गया। ब्यूरो

हैदराबाद आ रहे विमान में बम की धमकी: जर्मनी के फ्रैंकफर्ट से हैदराबाद आ रहे लुफ्थान्सा के विमान को बम की धमकी के बाद फ्रैंकफर्ट लौटना पड़ा। हैदराबाद एयरपोर्ट को भेजे ईमेल में उड़ान एलएच-752 को बम से उड़ाने की धमकी दी गई थी। विमान अब सोमवार को रवाना होगा।

रांची जा रहा विमान दिल्ली लौटा, जांच के बाद फिर रवाना एअर इंडिया एक्सप्रेस के दिल्ली से रांची जा रहे विमान को तकनीकी खराबी के चलते उड़ान भरने के कुछ देर बाद दिल्ली लौटना पड़ा। यह 36 घंटे में इस तरह की चौथी घटना है। एयरलाइंस ने कहा कि बोइंग 737 मैक्स 8 विमान को जांच के बाद दोबारा रवाना किया।

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17 JUNE 2025

## विमान का कॉकपिट वॉयस रिकॉर्डर भी मिला, 125 मृतकों की पहचान

### केंद्रीय जांच समिति की पहली बैठक में कारणों पर मंथन

अहमदाबाद/नई दिल्ली। एअर इंडिया के दुर्घटनाग्रस्त हुए विमान का कॉकपिट वॉयस रिकॉर्डर भी मिल गया है। दुर्घटना के संभावित कारण का पता लगाने में यह अहम होता है। इससे पहले विमान दुर्घटना जांच ब्यूरो (एएआईबी) ने विमान का फ्लाइट डाटा रिकॉर्डर मिलने की पुष्टि की थी।

हादसे के बाद डीएनए मिलान के जरिये सोमवार तक 125 मृतकों की पहचान की गई। अब तक 80 शव परिजनों को सौंपे गए हैं। इस बीच, गुजरात के पूर्व सीएम विजय रूपानी का अंतिम संस्कार कर दिया गया है।

हादसे की जांच के लिए गठित उच्चस्तरीय समिति की सोमवार को पहली बैठक में कारणों पर मंथन हुआ।

केंद्रीय गृह सचिव गोविंद मोहन की अध्यक्षता वाली समिति ने बैठक में हितधारकों की राय सुनी और भविष्य में ऐसी दुर्घटना रोकने के लिए उठाए जाने वाले कदमों पर विचार-विमर्श किया। सूत्रों के मुताबिक एएआईबी तकनीकी पहलुओं पर गौर कर रहा है, इसलिए पैनल ने हादसे से सबक लेने के बारे में चर्चा की। बैठक में पूरा ध्यान हादसे के कारण और भविष्य के लिए मानक संचालन प्रक्रिया (एसओपी) पर रहा। बैठक में नागरिक उड़्डयन मंत्रालय, गृह मंत्रालय, वायुसेना, खुफिया ब्यूरो, गुजरात सरकार, नागरिक उड़्डयन महानिदेशालय व नागरिक उड़्डयन सुरक्षा ब्यूरो के प्रतिनिधि शामिल थे। ब्यूरो/एजेंसी >> जांच में तलाशेंगे जवाब : पेज 15



विमान हादसे की जांच में जुटे कर्मी।

# विमान को गति नहीं मिली या दोनों इंजन हुए थे फेल...जांच में तलाशेंगे जवाब

**अहमदाबाद विमान हादसा : दुर्घटना की जांच करने वाली टीम के सामने कई और सवालों के उत्तर ढूंढने की भी होगी चुनौती**

**विमान एक इंजन से उड़ान भरने में सक्षम था**

नई दिल्ली। अहमदाबाद में 12 को हुए विमान हादसे की जांच शुरू हो गई है। यह विमान उड़ान भरने के कुछ सेकेंड बाद ही नीचे आकर इमारत से टकराकर दुर्घटनाग्रस्त हो गया था।

ऐसे में हर कोई जानना चाहता है कि क्या विमान को ऊंचाई तक जाने के लिए जरूरी रफ्तार नहीं मिली या उसके दोनों इंजन फेल हो गए थे। दुर्घटना की जांच करने वाले जांचकर्ताओं को भी इन्हीं सवालों के जवाब तलाशने हैं। इस काम में महीनों लग सकते हैं, लेकिन दुर्घटना के वीडियो और साक्ष्यों से कुछ ऐसे सुराग मिले हैं जो एअर इंडिया के विमान के हादसे का शिकार होने का



**गृह मंत्री ने पूर्व सीएम विजय रूपाणी को दो श्रद्धांजलि...** केंद्रीय गृह मंत्री अमित शाह ने अहमदाबाद विमान हादसे में जान गंवाने वाले गुजरात के पूर्व सीएम विजय रूपाणी को श्रद्धांजलि अर्पित की। उन्होंने कहा कि वह संगठन से लेकर सरकार तक आजीवन विचारधारा के प्रति पूर्णतः समर्पित रहे। उनके जैसे साथी को खोना मेरे लिए व्यक्तिगत क्षति है। रूपाणी का सोमवार को राजकोट में राजकीय सम्मान के साथ अंतिम संस्कार किया गया।

संकेत देते हैं। विमानन सुरक्षा से जुड़े विशेषज्ञों के अनुसार, यहां कुछ ऐसे सवाल हैं जिनके जवाब जांचकर्ताओं को आने वाले दिनों में मिलने की उम्मीद है। सबसे पहला सवाल यह है कि क्या विमान के

विंग फ्लैप और स्लैट्स पूरी तरह से खुल गए थे। विशेषज्ञों का कहना है कि दुर्घटना से पहले का विमान का जो वीडियो सामने आया है उससे ऐसा लग रहा है कि विमान ने सामान्य उड़ान भरी है। लेकिन कुछ

ही सेकेंड में बोंगें 787 डीमलाइनर नीचे उतरने लगता है। वीडियो के बाद विशेषज्ञ कहते हैं कि वुनयादी तौर पर ऐसा लगता है कि विमान उड़ान की मूलभूत आवश्यकताओं को पूरा करने में विफल रहा। ब्यूरो

**फ्लैप्स और स्लैट्स के बारे में स्पष्ट जानकारी नहीं...** विशेषज्ञों के अनुसार, यह स्पष्ट नहीं है कि क्या विमान के फ्लैप्स और स्लैट्स को ठीक से बढ़ाया गया था। अगर ऐसा नहीं हुआ था, तो जांचकर्ता यह जानना चाहेंगे कि ऐसा क्यों हुआ। क्या पायलटों ने इन्हें नहीं बढ़ाने का निर्णय लिया या वह ऐसा करने में असफल रहे? क्या कोई तकनीकी खराबी थी जिसके कारण पायलट उन भागों को विस्तारित नहीं कर पाए? विशेषज्ञों का यह भी कहना है कि अगर स्लैट्स और फ्लैप्स को बढ़ा भी दिया गया तो यह पता करना मुश्किल होगा कि उनका उचित तरीके से विस्तार हुआ था या नहीं।

**विंग स्लैट्स और फ्लैप्स की सेटिंग पर सवाल...** अमेरिका के संघीय विमानन प्रशासन और राष्ट्रीय परिवहन सुरक्षा बोर्ड के दुर्घटना जांचकर्ता रह चुके जेफ गुजेंटी कहते हैं कि कोई भी विमान जब उड़ान भरता है तो उसके पंख के पीछे के फ्लैप और सामने के स्लैट्स को आमतौर पर बढ़ाया जाता है ताकि विमान की गति बढ़ने पर अधिक लिफ्ट बनाने के लिए ज्यादा सतह क्षेत्र मिल सके। जैसा कि एअर इंडिया का विमान उड़ान भरते ही दुर्घटनाग्रस्त हो गया, इससे उसके विंग स्लैट्स और फ्लैप्स की सेटिंग के बारे में सवाल उठता है, जो ईंधन से पूरी तरह भरे एक बड़े जेट में उड़ान भरने के लिए महत्वपूर्ण है।

एयर लाइन पायलट एसोसिएशन के पूर्व जांचकर्ता और ओहियो स्टेट यूनिवर्सिटी में विमानन सुरक्षा के सहायक प्रोफेसर शॉन पुचिनकी ने कहा कि विमानों को केवल एक इंजन के साथ उड़ान भरने के लिए डिज़ाइन किया जाता है। पायलटों को भी एक इंजन के सहारे विमान को उड़ाने का प्रशिक्षण दिया जाता है। उन्हें लगता है कि 787 डीमलाइनर के शावद दोनों इंजन खराब हो गए होंगे। अगर ऐसा हुआ होगा तो यह सबसे खराब होगा। उड़ान भरने के तुरंत बाद, जबकि विमान कुछ फीट की ऊंचाई पर हो, दोनों इंजन के खराब होने पर पायलट के पास आपातकालीन स्थिति से निपटने के लिए पर्याप्त समय नहीं था।

**क्या इंजन में कोई समस्या थी** विमान को ऊपर उठाने के लिए थ्रस्ट की जरूरत होती है जो इंजन प्रदान करते हैं। ऐसे में जांचकर्ता यह जानना चाहेंगे कि क्या किसी कारण से इंजन पर्याप्त थ्रस्ट देने में विफल रहे। इंजन के खराब होने पर कभी-कभी कुछ संकेत मिलते हैं- जैसे धुआं, आग, फ्लैश। लेकिन नीचे उतरते विमान के धुंधले वीडियो में इस हादसे के मामले में इनमें से कोई भी स्पष्ट रूप से नजर नहीं आता है। एक वीडियो में विमान के उड़ान भरने के कुछ समय बाद धूल उड़ती दिखाई देती है, लेकिन विशेषज्ञों ने कहा कि ऐसा इंजन के कारण हो सकता है या फिर पंखों के सिरे के हवा में गड़बड़ी के कारण हो सकता है।



# Corporate Communications Directorate

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## Airbus kicks off Paris Air Show with sale to AviLease

### Wins up to 50 widebody jets order from Riyadh Air

REUTERS  
16 June

Airbus bagged \$8 billion in aircraft orders from Saudi Arabia's wealth fund on an opening day of the Paris Air show clouded by a separate diplomatic dispute over France's decision to shut down four Israeli stands for displaying deadly weapons.

Delegates expect this year's iteration of the world's biggest aviation trade show to see less business than usual, partly due to last week's fatal crash of an Air India Boeing 787 and also because Boeing racked up huge deals during US President Donald Trump's recent tour of the West Asia.

But Airbus looks set to close a series of sales on its home turf, and interest in the defence

side of the show is high as Europe ramps up military spending and conflict between Israel and Iran escalates.

Tensions between long-standing allies France and Israel flared up as the show was getting underway, when Paris ordered the main four Israeli company stands to be closed down when they refused to remove weapons from display.

Israel's ministry of defence condemned the move as "outrageous and unprecedented" and accused France of trying to shield its companies from Israeli competition.

Speaking to reporters by the black partitions erected to block off the Israeli stands, US Republican Governor Sarah Huckabee Sanders described the French move as "pretty absurd".

Show organisers said they were holding talks to try to "find a favourable outcome".

Boeing's Chief Executive Officer Kelly Ortberg and Commercial Airplanes boss Stephanie Pope have cancelled their trip to Paris and the US company is scaling back its schedule at the event as it focuses on supporting the probe into last week's Air India crash that killed more than 240 people in the first fatal 787 accident. But Airbus was busy at the show working on deals.

Saudi leasing company AviLease said on Monday it had ordered 30 Airbus A320neo single-aisle jets and 10 A350 freighters in its first direct deal with the European planemaker.

That would be worth around \$3.5 billion, according to estimated prices from analysts Cirium Ascend.

Saudi Arabia is spending big on becoming a new



Closed Israel Aerospace Industries stall after four main Israeli company stands were shut down by organisers during the 55th Paris Air Show at Le Bourget Airport near Paris on Monday

PHOTO: REUTERS

regional aviation hub, seeking to catch up with Dubai and Qatar by launching new airline Riyadh Air and announcing a massive six-runway airport.

Riyadh Air also signed a deal with Airbus for 25 A350-1000 long-haul jets.

Two people familiar with the matter said earlier that Polish airline LOT was poised to announce an order for 40 Airbus A220 plus options for a further 44 aircraft — seen as a part of a broader reset of relations with France.



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**LIC ANNOUNCES RELAXATIONS FOR  
VICTIMS OF AIR INDIA AI 171 PLANE  
CRASH IN AHMEDABAD ON 12.06.2025**

LIC of India expresses deep grief over the death of on-board passengers and crew members of Air India flight AI 171 and also people on the ground who were killed due to the plane crash in Ahmedabad.

LIC of India is committed to supporting those affected and will expedite claim settlements to provide financial relief.

LIC of India has announced many concessions to mitigate the hardships of the claimants of LIC Policies. In lieu of death certificates, any evidence in Government Records of death of the policyholder due to the plane crash or any compensation paid by Central/State Government /Airline Authorities will be accepted as proof of death.

All efforts will be taken to ensure that the claimants are reached out and claims are settled expeditiously to the affected families. For further assistance the claimants may contact the nearest Branch/Division/Customer Zone.

The claimants may also call at our call centre: 022 68276827



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## AIR INDIA PLANE CRASH IN AHMEDABAD

### This is time to be brave: Chandra to A-I staffers

DEV CHATTERJEE  
Mumbai, 16 June

N Chandrasekaran (pictured), chairman of Air India (A-I) and Tata Sons, on Monday offered a message of solidarity and resolve in the wake of last week's fatal crash in Ahmedabad while addressing 700-odd employees at the airline's headquarters in Gurugram.

"I felt I had to be here and meet as many of you as possible," Chandrasekaran told the assembled staff, many of whom were part of the emergency response teams activated following the tragedy. Chandra also visited the Emergency Command Centre, the Integrated Operations Control Centre, and the Customer Service and Support to show his support for A-I.

Recalling his visit to the crash site near Ahmedabad airport, Chandra said: "It was not easy at all. I've seen a fair share of crises in my career, but nothing as heartbreaking as this. I never imagined I would face something like this."

He also acknowledged that no words or

actions could bring back the 241 lives lost in the crash, but stressed the company's commitment to standing by the families affected. "We consider everyone who lost someone in this tragedy as part of our family — now and forever," he added.

Addressing the emotional toll on employees, the chairman said: "Criticism is inevitable, especially for those who care deeply and work tirelessly to build a great airline. But I want you to be strong. When you feel distraught, remember one word: determination."

"We are going to get through this. We need to show resilience. We need to use this incident as an act of force to build a safer airline," Chandra said and urged employees to use the tragedy as a catalyst to build a stronger company.

Chandrasekaran emphasised the complexity of aviation operations, saying: "It's a business with multiple redundancies, checks, certifications — systems that have evolved over decades. Yet incidents like this happen. We have to wait for the investigation to understand why."

He concluded with a call for calm and collective strength: "This is the time to be brave. To be resolute. Our job is to get A-I to where it truly belongs — the place this country and every passenger who puts their trust in us deserves."

#### Top Boeing exec visits Air India HQ

The head of Boeing Commercial Airplanes, Stephanie Pope, met Chandrasekaran at the airline's headquarters in Gurugram on Monday and was accompanied by Boeing's India President Salil Gupte, Reuters reported. Details of the discussions were not immediately clear.

### Tata in talks with McKinsey for A-I overhaul

DEV CHATTERJEE  
Mumbai, 16 June

The Tata group is in talks with global consulting giant McKinsey & Co to spearhead a sweeping transformation of Air India (A-I), as the airline grapples with its gravest crisis following last week's fatal crash in Ahmedabad, people familiar with the matter said.

Tata Sons and Air India Chairman N Chandrasekaran met Vivek Pandit, a senior partner at McKinsey, in Mumbai over the weekend to chart a revival strategy for the airline, according to a person with direct knowledge.

The tragic accident, which marks one of the deadliest in India's aviation history, has placed intense scrutiny on the Tata group's turnaround plans for the former state-run carrier, which it

acquired from the Indian government in 2022.

Chandrasekaran also held internal consultations with key Tata group leaders, including Noel Tata, chairman of Tata Trusts and a director on the board of Tata Sons, the person said. The discussions focused on crisis management measures, including compensation and support for the victims' families.

McKinsey declined to comment, citing client confidentiality. An email sent to Tata Sons on Monday went unanswered.

The Tata group has already merged Air India with Vistara, the airline it co-owned with Singapore Airlines, in an ambitious bid to create a world-class global carrier.





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## Delhi-bound Dreamliner returns to Hong Kong after technical snag

**PRESS TRUST OF INDIA**  
Mumbai, 16 June

A Delhi-bound Air India Boeing 787-8 Dreamliner from Hong Kong returned to its airport of origin on Monday within an hour of takeoff after the pilot in command suspected a technical issue.

The flight, AI 315, landed safely in Hong Kong and all passengers have disembarked from the plane, the airline said in a statement, adding that the aircraft was undergoing inspection.

The flight departed from Hong Kong at 12:16 pm (local

time) and was scheduled to land in Delhi at 12:20 pm IST.

The flight had departed after a delay of almost 3.5 hours from its scheduled departure was at 8:50 am. "AI315 operating from Hong Kong to Delhi on 16 June 2025 returned to Hong Kong shortly after takeoff due to a technical issue.

The flight landed safely at Hong Kong and is undergoing checks as a matter of abundant precaution. Alternative arrangements have been planned to fly the passengers to their destination Delhi at the earliest," Air

India said.

"We are providing all necessary on-ground assistance to the passengers to minimise the inconvenience caused by this unforeseen disruption," it said.

The spokesperson of Airport Authority Hong Kong said: "A passenger flight, AI315, operated by Air India from Hong Kong to New Delhi made a return to Hong Kong International Airport and requested local standby around 1pm today (Monday). The flight landed safely around 1:15 pm. The airport operations were not affected."

## High-level probe panel holds its first meeting

A high-level multi-disciplinary committee, set up by the government to look into the Ahmedabad plane crash, on Monday deliberated on various possible theories that could have led to the country's worst air disaster in decades.

The panel, chaired by Union Home Secretary Govind Mohan,

listened to the opinions of various stakeholders about the possible causes of the air crash and deliberated on steps to be taken to check future occurrence of any such accident, sources said. In the first meeting of the panel, the focus of the participants was to analyse the possible causes of the aircraft crash and how to go about in

"formulating Standard Operating Procedures for preventing such occurrences in the future".

Since a separate investigation is also being carried out by the Aircraft Accident Investigation Bureau, the panel discussed about the possible causes and lesson to be taken from it, the sources said.

PH

## A-I crash may trigger \$475 mn in insurance claims

India's deadliest plane crash in more than a decade is set to send shock waves through the aviation insurance industry and trigger one of the country's costliest claims, estimated at around \$475 million.

"This aviation insurance claim could be one of the biggest in India's history," said Ramas-

wamy Narayanan, chairman and managing director at General Insurance Corporation of India, one of the firms that has provided coverage for A-I.

The claim for the aircraft hull and engine is estimated at around \$125 million, according to Narayanan. He estimates additional liability claims for loss of

life for passengers and others will be around \$350 million. The sum is more than triple the annual premium for the aviation industry in India in 2023, according to GlobalData. Insurance premiums across the aviation industry are expected to rise in India, according to people familiar with the matter.

BLOOMBERG

# चंद्रा ने एयर इंडिया के कर्मियों को दृढ़ रहने के लिए कहा

बीएस संवाददाता  
मुंबई, 16 जून

अहमदाबाद में पिछले सप्ताह हुई विमान दुर्घटना के मद्देनजर एयर इंडिया और टाटा संस के चेयरमैन एन चंद्रशेखरन ने गुरुग्राम में कंपनी के मुख्यालय और प्रशिक्षण अकादमी में करीब 700 से कर्मचारियों को संबोधित करते हुए उन्हें एकजुटता और दृढ़ संकल्प का संदेश दिया।

चंद्रशेखरन ने उपस्थित कर्मचारियों से कहा, 'मुझे लगा कि मुझे यहां आना चाहिए और यथासंभव आप लोगों से मिलना चाहिए।' इनमें से कई कर्मचारी उस आपातकालीन प्रतिक्रिया दल का हिस्सा थे, जिसे इस त्रासदी के बाद सक्रिय किया गया था। चंद्रा ने



आपातकालीन नियंत्रण केंद्र, एकीकृत संचालन नियंत्रण केंद्र और ग्राहक सेवा एवं सहायता केंद्र का भी दौरा किया। अहमदाबाद हवाई अड्डे के पास दुर्घटना स्थल के दौरे के बारे में बात करते हुए चंद्रा ने कहा, 'यह बिल्कुल भी आसान नहीं था। मैंने अपने करियर में कई संकट देखे हैं, लेकिन इस तरह का दुखद अनुभव नहीं हुआ। मैंने कभी नहीं सोचा था कि मुझे इस तरह की

स्थिति का सामना करना पड़ेगा।' चंद्रशेखरन ने माना कि कोई भी शब्द या कार्रवाई हादसे में खत्म 241 जिंदगियों को वापस नहीं ला सकती। लेकिन उन्होंने प्रभावित परिवारों के साथ खड़े रहने के लिए कंपनी की प्रतिबद्धता पर जोर दिया। उन्होंने कहा, 'हम इस त्रासदी में किसी को खोने वाले हर व्यक्ति को अपने परिवार का हिस्सा मानते हैं - अभी और हमेशा के लिए।'

उन्होंने कर्मचारियों से इस त्रासदी का उपयोग एयर इंडिया को मजबूत बनाने के लिए उत्प्रेरक के रूप में करने का आग्रह किया। उन्होंने कहा, 'अब वादे करने का समय नहीं है। यह कार्रवाई का समय है। अपने रास्ते पर बने रहें। आप जो कुछ भी करते हैं, उसमें अधिक दृढ़ संकल्प रखें।'



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# एयर इंडिया के कायापलट के लिए मैकिंजी से संपर्क

एयर इंडिया में आमूल बदलाव के लिए टाटा समूह सलाहकार क्षेत्र की वैश्विक दिग्गज मैकिंजी ऐंड कंपनी के साथ बातचीत कर रहा है। पिछले सप्ताह अहमदाबाद में हुई घातक दुर्घटना के बाद विमानन कंपनी अपने सबसे गंभीर संकट से जूझ रही है। मामले से अवगत सूत्रों ने यह जानकारी दी।

जानकार सूत्र के अनुसार टाटा संस के चेयरमैन एन चंद्रशेखरन ने विमानन कंपनी के पुनरुद्धार की रणनीति बनाने के लिए सप्ताहांत के दौरान मुंबई में मैकिंजी के वरिष्ठ पार्टनर विवेक पंडित से मुलाकात की। एयर

इंडिया द्वारा संचालित लंदन जाने वाले बोइंग ड्रीमलाइनर के उड़ान भरने के तुरंत बाद दुर्घटनाग्रस्त होने के कुछ दिन उपरांत यह मुलाकात हुई है। इस हादसे में 241 यात्री और चालक दल के सदस्य मारे गए थे। केवल एक ही यात्री जीवित बच पाया।

सूत्र ने बताया कि चंद्रशेखरन ने टाटा समूह के प्रमुख अधिकारियों के साथ आंतरिक परामर्श भी किया, जिनमें टाटा ट्रस्ट के चेयरमैन नोएल टाटा और टाटा संस के निदेशक मंडल के निदेशक भी शामिल थे।

बीएस



# Corporate Communications Directorate

DAINIK BHASKAR

DELHI

17 JUNE 2025

## दहशत • दिल्ली आ रहा एअर इंडिया का ड्रीमलाइनर विमान हॉंगकॉंग लौटा पायलट बोला-प्लेन में प्रॉब्लम, आगे नहीं जाऊंगा

टेकऑफ के 60 मिनट बाद  
पायलट का मैसेज आया

भास्कर न्यूज़ | मुंबई/ हॉंगकॉंग/लखनऊ

हॉंगकॉंग से दिल्ली आ रही एअर इंडिया की फ्लाइट संख्या एआई 315 लौट गई। इस बोइंग 787-8 ड्रीमलाइनर ने भारतीय समयानुसार सोमवार सुबह लगभग 9:45 बजे टेक ऑफ किया था। लगभग 60 मिनट बाद ही पायलट ने एटीसी को मैसेज दिया कि प्लेन में तकनीकी प्रॉब्लम है, मैं आगे नहीं जाना चाहता हूँ। पायलट ने विमान की हॉंगकॉंग में लैंडिंग

करा ली। सभी यात्री सुरक्षित हैं। इस बीच, एअर इंडिया ने कहा है कि विमान की तकनीकी जांच जारी है। बता दें कि रविवार को ब्रिटिश एयरवेज के लंदन से चेन्नई आ रहे बोइंग 787-8 ड्रीमलाइनर को तकनीकी खराबी (फ्लैप फेल) के चलते लौटना पड़ा।

- लखनऊ एयरपोर्ट पर रविवार को एक सऊदी फ्लाइट की लैंडिंग के समय पहिए से धुआं उठने पर पायलट ने तुरंत विमान रोक दिया। विमान में सवार 242 हज यात्री सुरक्षित बताए गए हैं।
- दिल्ली से 4:25 बजे रांची के लिए उड़ान भरी एअर इंडिया की एक फ्लाइट को तकनीकी कारणों से टेक ऑफ के बाद ही लौटना पड़ा।

अहमदाबाद: हादसे वाले प्लेन का  
कॉकपिट वॉयस रिकॉर्डर मिला

अहमदाबाद में हादसे का शिकार हुए एअर इंडिया के विमान का कॉकपिट वॉयस रिकॉर्डर बरामद कर लिया गया है। पीएम नरेंद्र मोदी के प्रधान सचिव पीके मिश्रा को इसकी जानकारी दे दी गई है। पूर्व में प्लेन का फ्लाइट डेटा रिकॉर्डर मिल चुका है। अब हादसे के कारणों की जांच में तकनीकी मदद मिल सकेगी।

- बोइंग व एयरक्राफ्ट एक्सीडेंट इन्वेस्टिगेशन ब्यूरो की टीम विमान हादसे की जांच करने सोमवार को अहमदाबाद में क्लेश साइट पहुंची।



# Corporate Communications Directorate

DAINIK BHASKAR

DELHI

17 JUNE 2025

**एविष्टान**

570 नए विमानों का ऑर्डर दिया था

## 2025 तक एअर इंडिया में सुधार का लक्ष्य तय किया था टाटा ने

एलेक्स ट्रेवेली

पिछले सप्ताह अहमदाबाद की विमान दुर्घटना एअर इंडिया के इतिहास में नाजुक मोड़ पर हुई है। 2022 में सरकार ने करीब 70 साल तक सरकारी नियंत्रण में रही एयरलाइन का निजीकरण कर दिया। टाटा ग्रुप ने उसे खरीद लिया था। एअर इंडिया की प्रतिष्ठा में लगातार गिरावट हो रही थी। उड़ानों में देर, टूटी सीटों और खराब सर्विस जैसी शिकायतें आम थीं। टाटा ग्रुप ने मैनेजमेंट में सुधार के लिए सिंगापुर में एक लो कॉस्ट एयरलाइन शुरू करने वाले कैम्पबेल विल्सन की सेवाएं लीं। 570 नए एयरक्राफ्ट का ऑर्डर दिया। बोइंग और एयरबस से प्लेन लिए गए। पैसा भी खूब लगाया।

एअर इंडिया का निजीकरण परिवारिक पुनर्मिलन जैसा था। 1932 में जेआरडी टाटा ने एअर इंडिया की शुरुआत की थी। 1953 में सरकार ने कंपनी का राष्ट्रीयकरण कर दिया। इससे पहले कई देश मुनाफे के लिए नेशनल एयरलाइन कंपनियों को प्राइवेट कंपनियों में बदल चुके थे।

टाटा के कंपनी खरीदने के बाद अहमदाबाद दुर्घटना से पहले एअर इंडिया का सेफ्टी रिकॉर्ड बढ़ा रहा है। कंपनी के पूर्व सीईओ जीतेंदर

**1978 में गिरावट की शुरुआत हुई**

22 साल तक एअर इंडिया के एकजीक्यूटिव डायरेक्टर रहे जीतेंदर भार्गव कहते हैं कि 1978 के आसपास फाइनेंशियल मैनेजमेंट बिगड़ने से एअर इंडिया के स्टैंडर्ड में गिरावट की शुरुआत हुई थी। उन्होंने कहा, मैं 25 वर्षों से ऐसा कह रहा हूँ। लीडरशिप और कार्यसंस्कृति पर सरकार और यूनियन का खासा प्रभाव है। आप एयरलाइन जैसे प्रतिस्पर्धी क्षेत्र में इस तरह से नहीं चल सकते हैं।

भार्गव का कहना है, एअर इंडिया जैसी एयरलाइन को बदलने में समय लगता है। टाटा ग्रुप ने एयरलाइंस की सेवाओं और फाइनेंशियल परफॉर्मेंस में सुधार के लिए 2025 का लक्ष्य तय किया था। ग्लोबल सप्लाय चैन की सुस्ती से बदलाव की प्रक्रिया धीमी रही है। फिर भी, एअर इंडिया ने कुछ काम सही किए हैं। टाटा ने चार छोटी एयरलाइंस को खरीदकर मार्केट मजबूत किया है। अब टाटा और इंडिगो मार्केट पर हावी हैं। भारत के घरेलू बाजार पर दोनों एयरलाइंस का 91 प्रतिशत नियंत्रण है। इससे लंबी अवधि में मुनाफा बढ़ेगा। © The New York Times



# Corporate Communications Directorate

DAINIK BHASKAR

DELHI

17 JUNE 2025

## संकट • एअर इंडिया हादसे ने देश के सबसे महंगे बीमा क्लेम को ट्रिगर किया एअर इंडिया हादसे पर 3,900 करोड़ का बीमा क्लेम, यह इंडस्ट्री के सालाना प्रीमियम से तीन गुना अधिक

बिजनेस संवाददाता | अहमदाबाद

इस घटना से एविएशन इंड्योरेंस महंगा हो सकता है

देश में अब तक के सबसे भीषण प्लेन हादसे ने इंड्योरेंस इंडस्ट्री को भी हिला कर रख दिया है। इसकी अनुमानित इंड्योरेंस क्लेम लागत 3,940 करोड़ रुपए हो सकती है। बता दें कि अहमदाबाद में हुए इस हादसे में 270 लोगों की मौत हुई थी। जनरल इंड्योरेंस कॉर्पोरेशन ऑफ इंडिया के प्रेसिडेंट और एमडी रामास्वामी नारायणन ने बताया, "यह भारत के इतिहास के सबसे बड़े दावों

यह घटना एविएशन इंड्योरेंस बाजार को भी प्रभावित करेगी। इससे भारत में एयरलाइंस के लिए बीमा महंगा होने की भी संभावना है। इतना ही नहीं, एअर इंडिया के बीमा भुगतान पर, कुल लागत बढ़ सकती है क्योंकि दुर्घटना में विदेशी नागरिक भी मारे गए थे।

में से एक हो सकता है।' यह उन बीमा फर्मों से एक है, जिसने एअर इंडिया को कवरेज दिया है। नारायणन के अनुसार, विमान के ढांचे और इंजन के लिए दावे का अनुमान 125 मिलियन डॉलर है। यात्रियों और अन्य लोगों

की जानमाल के नुकसान के लिए अतिरिक्त देयता दावे 350 मिलियन डॉलर होने का अनुमान है। ब्लूमबर्ग के डेटा के मुताबिक, यह लागत 2023 में भारत में एविएशन इंडस्ट्री के सालाना प्रीमियम से 3 गुना अधिक है।



# Corporate Communications Directorate

DESHBANDHU

DELHI

17 JUNE 2025

## एयर इंडिया ड्रीमलाइनर में फिर आई तकनीकी खराबी

नई दिल्ली, 16 जून (एजेंसियां)। अहमदाबाद लंदन एयर इंडिया विमान हादसे के चार दिन बाद हांगकांग से दिल्ली आ रहे एयर इंडिया के एक और बोइंग 787-8 ड्रीमलाइनर विमान में

**समस्या का पता लगने पर वापस हांगकांग लौटना पड़ा**

उड़ान भरने के चंद मिनट बाद तकनीकी समस्या का पता लगने पर उसे वापस हांगकांग लौटना पड़ा।

सूत्रों के अनुसार हांगकांग से दिल्ली आने वाली एयर इंडिया की उड़ान एआई315 बीती रात 11 बजे कर 59 मिनट पर हांगकांग से रवाना हुई थी। रिकार्डबुई के अनुसार यह उड़ान तीन घंटे नौ मिनट के विलंब से रवाना हुई थी। उड़ान भरने के बाद पायलट को हवा में ही तकनीकी समस्या का



### 119 शवों की पहचान हुई, 76 सौंपे गए

अहमदाबाद विमान हादसा हुए आज चौथा दिन है। इन चार दिनों में 250 शवों का डीएनए सैंपल लिया गया। अब तक 119 डीएनए मैच हो गए हैं, जिनमें से 76 शव उनके परिजनों को सौंपे गए हैं।

संदेह हुआ। इस पर पायलट ने विमान को समुद्र के ऊपर कुछ देर उड़ाया और जब दिक्कत दूर नहीं हुई तो वापस लौटने का फैसला किया। इसके बाद विमान करीब एक घंटे 19 मिनट बाद अपने मूल स्थान यानी हांगकांग हवाई अड्डे

पर वापस लौट आया। विमान स्थानीय समयानुसार एक बजे कर 18 मिनट पर हांगकांग हवाई अड्डे पर उतरा। जहां उसकी गहन तकनीकी जांच की जाएगी।

गौरतलब है कि 12 जून को एयर इंडिया का बोइंग 787-8

### विजय रूपाणी का राजकोट में अंतिम संस्कार

**उम्रित राह समेत कई नेता रहे मौजूद**

अहमदाबाद विमान हादसे में गुजरात के पूर्व मुख्यमंत्री विजय रूपाणी का भी निधन हुआ था। सोमवार रात राजकोट के रामनाथ परा श्मशान घाट में उनका अंतिम संस्कार किया गया। इस दौरान केंद्रीय गृह मंत्री अमित शाह, केंद्रीय मंत्री सीआर पाटिल, गुजरात के मुख्यमंत्री-राज्यपाल समेत दूसरे नेता मौजूद रहे। राजकोट के निर्मला रोड स्थित प्रकाश सोसाइटी से अंतिम यात्रा शाम करीब 7.30 बजे चली थी जो 9.45 के करीब श्मशान घाट पहुंची।

ड्रीमलाइनर अहमदाबाद से लंदन जा रहा था, जब हवाई अड्डे से उड़ान भरने के कुछ ही देर बाद यह दुर्घटनाग्रस्त हो गया था।



# Corporate Communications Directorate

THE DAILY GUARDIAN

DELHI

16 JUNE 2025

## Air India Express Kolkata-Hindon flight delayed due to “snag”

**TDG NETWORK**  
KOLKATA

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”

An Air India Express spokesperson told ANI, “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.”

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 the Directorate General of Civil Aviation (DGCA) mandating enhanced safety checks on Air India's Boeing 787-8 and 787-9 fleet, the airline on Saturday stated that inspections on nine out of its 33 Dreamliner aircraft had been completed. The remaining 24 aircraft



are on track to be inspected within the timeline provided by the civil aviation regulator.

In a post on X, an Air India spokesperson stated that the safety inspections are being conducted as the 787 fleet returns to India, with each aircraft undergoing thorough evaluations before being cleared for its next operation.

The move came following the tragic crash of the London-bound AI171 flight that rammed into a doctors' hostel of BJ Medical College in the Meghani Nagar area in Gujarat's Ahmedabad seconds after it took off from the Sardar Val-

labhai Patel International Airport on Thursday.

The DGCA on Friday directed Air India to immediately carry out the additional maintenance actions on its B787-8/9 aircraft equipped with Genx engines in coordination with the concerned regional DGCA offices.

“Air India is 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.

## Adani Green Energy ranks highest in NSE's ESG power sector benchmark

TDG NETWORK  
AHMEDABAD

Adani Green Energy Ltd (AGEL) has been ranked first in the ESG (Environmental, Social, and Governance) ratings in utilities/power sector by NSE Sustainability Ratings and Analytics Ltd, an entity of the National Stock Exchange (NSE), the Adani Group Company said in a statement.

Additionally, AGEL is among the top 5 entities in ESG ratings assessed from the top 100 listed companies by revenue across the National Stock Exchange (NSE).

NSE recently launched its ESG ratings for listed companies.

NSE's Rating rationale states AGEL performed well across Environment, Social and Governance parameters.

Environmental initiatives are well-integrated, supported by socially responsible practices and effective governance. It demonstrates



a mature sustainability approach.

According to NSE Sustainability Ratings and Analytics Ltd, AGEL received an impressive ESG score of 74, the highest within the utilities and power sector.

"This underscores AGEL's commitment to sustainable practices and its continuous efforts to uphold environmental, social, and governance standards," AGEL statement read.

"AGEL excelled in governance with a score of 76, reflecting the company's

robust governance practices, well-organized board structure, and ethical conduct. Its mature approach to risk management further highlights AGEL's commitment to transparency and accountability."

Gautam Adani, Chairman of the Adani Group, highlighted AGEL's dedication to governance and sustainability, in its 2024-25 Annual report stating, "Our governance is of global standards, and our compliance frameworks are robust and non-negotiable."

The Daily Guardian

epaper.thedailyguardian.com  
16 Jun 2025 - Page 8

# The Air India tragedy demands truth, reform and accountability

## OPINION

RAKESH K. CHITKARA



The crash of Air India Flight AI-171 in Ahmedabad is a gut-wrenching tragedy — lives lost in mid-air, families shattered in moments, and the collective conscience of a nation shaken once again. Among the victims were trusting passengers, including small children and young students full of promise and potential. Their loss is personal to all of us. But while condolences pour in from across the country and around the world, we must admit an uncomfortable truth: grief cannot be our only response. We must act courageously and with full accountability.

The nation has seen this pattern before. In last year's Balasore train disaster, early suggestions of sabotage quickly made headlines. Only later did investigations point to deeper sys-

temic flaws and neglected safety protocols. Today, whispers of an "external hand" have once again emerged in the context of this air crash. But India must rise above this reflex. Rushing to blame unseen enemies may serve political or narrative convenience, but it diverts attention from what truly matters — scientific investigation, operational accountability, and institutional reform.

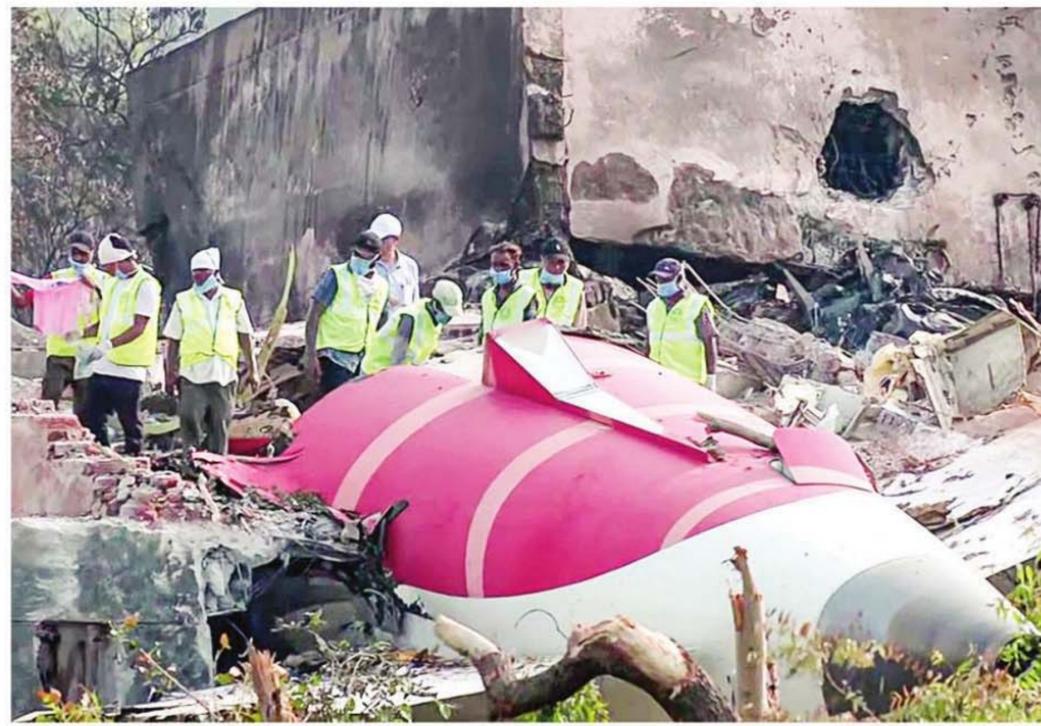
The aircraft involved — a Boeing 787-8 Dreamliner powered by GE engines is part of a globally respected fleet. This is no ageing relic; it is among the most advanced commercial aircraft flying today. GE's engines, part of which are manufactured in India's own Chakan facility, are globally certified and widely deployed. That is precisely what makes this incident so alarming: if the aircraft and engines are sound by design, then was the failure in execution — in maintenance, inspection, or human error?

Air India is responsible for the upkeep and technical condition of its fleet, under the regulatory supervision of India's Directorate General of Civil Aviation (DGCA). If, as early indica-

tors suggest, this particular aircraft experienced unresolved malfunctions or procedural lapses in previous legs of its journey, then both entities must answer hard questions. Were pre-flight safety reports ignored? Was the aircraft cleared in haste or without adequate diagnostics? This is not just about technical compliance — it is about a culture of safety, or the lack thereof.

As a frequent international traveller, I have flown Air India over the years — often out of sentiment and national loyalty. However, I must admit that my experiences have rarely matched the expectations one associates with a world-class airline. From malfunctioning screens to jammed seats, choked washrooms, and frayed upholstery, it often felt like flying through time — into the past. The warm hospitality of the crew and the comfort of Indian meals were the only saving graces. After this crash, I too will think twice before boarding an Air India flight — not out of anger, but out of concern for safety and accountability.

The airline has been under new ownership and branding for over three years now. Ambitious plans have been unveiled, international partnerships explored, and massive aircraft orders placed. Yet, the lived reality for many passengers remains stuck in a cycle of fatigue, under-performance, and chronic neglect. Fixing broken systems, whether technical or cultural, takes more than



The wreckage of the ill-fated London-bound Air India flight on the rooftop of the doctors' hostel, in Ahmedabad on Friday. ANI

rebranding. It takes leadership, investment, and ruthless prioritisation of safety and service.

This crash also has implications far beyond Air India. It threatens the credibility of India's aviation sector as a whole. Foreign airlines and alliances may become cautious in partnering with Indian carriers. Insurance underwriters and aircraft leasing firms will now factor this crash into their risk models. Even Indian travellers — a growing global consumer segment — may begin shifting toward international carriers, especially on long-haul routes. This incident is not just a blow to one airline's

reputation; it risks casting a shadow on the entire "India in the skies" story.

Furthermore, India's aerospace ambitions are at stake. Companies like Mahindra Aerospace and other private suppliers are key parts of global aviation supply chains. Any doubt cast on Indian maintenance practices or production quality, fair or not, could result in increased scrutiny and reduced trust. Even GE's "Make in India" components — a proud example of domestic manufacturing — could face reputational spillover. It's a dangerous domino effect.

So, what must be done?

First, the entire fleet oper-

ated by Air India should be temporarily grounded until a full forensic audit is carried out. This investigation must be led by an internationally respected aviation safety body, not just for credibility, but to ensure objectivity. The results of this audit must be made public. Lives have been lost; secrecy has no place in a tragedy of this scale.

Second, the DGCA must undergo an internal and external review of its systems, staffing, and inspection protocols. India needs its aviation regulator to be proactive, independent, and globally aligned. Oversight must mean more than rubber stamps; it must

mean vigilance, intervention, and, when needed, suspension of operations.

Third, Air India must take a long, hard look at itself. Beyond plans and press releases, the airline must ask: why has it failed to meet global benchmarks? What is holding back fleet renewal, service overhaul, and operational rigour? Its new owners must realise that India's skies do not need a symbolic national carrier — they need a safe and globally respected one.

Finally, Indian passengers — and I include myself here — must exercise the power of informed choice. Until the airline can demonstrate, through data and

audit, that its fleet is safe and its processes reformed, we should consider alternate options. This is not disloyalty; this is self-preservation. Just as passengers across the world have shunned airlines after safety failures, Indian travellers deserve the right to vote with their feet — and their wallets.

This crash must not be allowed to fade into the background of our memory, replaced by the next news cycle. It must mark a turning point — in how we treat aviation safety, how we assign responsibility, and how we reform broken institutions. This is about more than just an aircraft going down. It is about whether we, as a country, are willing to confront the uncomfortable truths behind the systems we depend on.

India has the potential to lead global aviation — not just through passenger numbers, but through safety standards, service excellence, and manufacturing leadership. But that potential means little if we allow preventable tragedies to go unchallenged.

Let this not be just a crash that shocked the nation. Let it be the moment we grounded not just aircraft, but the excuses, complacency, and neglect that too often come before disaster.

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## दुर्घटनाग्रस्त विमान की चार हजार किलो वजनी टेल हटाई गई

मिड-डे, अहमदाबाद : एअर इंडिया के हादसाग्रस्त हुए बोइंग एआइ-171 विमान का लगभग 4,000 किलोग्राम वजनी टेल सेक्शन अहमदाबाद के बीजे मेडिकल कालेज की हास्टल बिल्डिंग से सफलतापूर्वक हटा दिया गया। यह हिस्सा इमारत की 25 फीट की ऊंचाई पर फंसा हुआ था। यह चुनौतीपूर्ण कार्य अहमदाबाद नगर निगम (एएमसी) के टोस अपशिष्ट प्रबंधन विभाग के मोहम्मद शोएब वोहरा की देखरेख में किया गया। इसमें अनुभवी क्रेन ऑपरेटर ओमप्रकाश और रोहित यादव का विशेष सहयोग किया, जोकि पिछले 12 वर्षों से इस क्षेत्र में कार्यरत हैं।

मुख्य पर्यवेक्षक वोहरा ने मिड-डे को बताया—'मैं एएमसी के साथ कई वर्षों से काम कर रहा हूँ, लेकिन यह पहली बार था जब मुझे विमान के इस विशालकाय हिस्से को उठाने की निगरानी करने का मौका मिला। टेल सेक्शन बीजे मेडिकल कालेज की बिल्डिंग के एक हिस्से में फंसा हुआ था और यह जमीन से 25 फीट ऊपर था।' उन्होंने आगे कहा कि यह कार्य हमारी टीम के लिए बेहद चुनौतीपूर्ण था। न केवल इसके वजन, बल्कि एअर इंडिया के मिले निर्देशों की वजह से भी। हमें बिना किसी नुकसान के टेल सेक्शन को निकालने के लिए कहा गया था। उन्होंने बताया कि यह कार्य बेहद सावधानीपूर्वक किया गया। 50 टन और 60 टन की क्रेनों का इस्तेमाल किया। हमने 20



अहमदाबाद में विमान हादसे में हास्टल की छत में फंसी टेल को हटाती क्रेन • वीडियोरोव

मीटर लंबी नायलॉन रिसियों का भी उपयोग किया। पहले हमने एक क्रेन का इस्तेमाल करके टेल सेक्शन के सामने के हिस्से को उठाया। जब यह आंशिक रूप से उठ गया तो हमने

दूसरी क्रेन का इस्तेमाल करके पीछे के हिस्से को उठाया। दोनों क्रेन के समन्वय कर हमने बिना किसी और नुकसान के विमान की इस टेल को जमीन पर उतारा।

### 119 की डीएनए टेस्ट से शिनाख्त, 76 शव परिजनों को सौंपे जा चुके

अहमदाबाद, प्रेड: एअर इंडिया विमान हादसे में जान गंवाने वाले 119 पीड़ितों की पहचान डीएनए टेस्ट से अब तक हो गई है और इनमें से गुजरात के पूर्व गुजरात मुख्यमंत्री विजय रूपाणी समेत 76 के शव उनके परिवारों को सौंप दिए गए हैं। रूपाणी भी एअर इंडिया के उस बोइंग ड्रीमलाइनर विमान एआइ-171 में सवार थे जो 12 जून को अहमदाबाद के सरदार वल्लभभाई पटेल अंतरराष्ट्रीय हवाई अड्डे से उड़ान भरने के बाद दुर्घटनाग्रस्त हो गया। विमान

में सवार 242 लोगों में से 241 लोगों सहित कुल 275 लोगों की जान गई थी। अधिकारियों ने बताया कि हादसे में अधिकांश शव जल गए हैं या क्षतिग्रस्त हो गए हैं। सिविल अस्पताल के सुपरिटेण्डेंट डा. राकेश जोशी ने कहा— "अब तक 99 डीएनए टेस्टों का मिलान हो चुका है और इनमें से 64 शव उनके परिवारों को सौंप दिए गए हैं।" उन्होंने अपील की है कि देरी से घबराएं नहीं। इस प्रक्रिया को जल्द से जल्द पूरा करने की कोशिश कर रहे हैं।

### आक्सीजन मास्क पहन अंदर गए एसडीआरएफ कर्मी, हाथों में गीले कपड़े बांधकर लाशें निकालीं

अहमदाबाद, एएनआइ: एअर इंडिया विमान दुर्घटना के बाद स्टेट डिजास्टर रिस्पॉंस फोर्स (एसडीआरएफ) के कर्मियों ने युद्ध स्तर पर राहत एवं बचाव कार्य किया। जिस बीजे मेडिकल कालेज परिसर में विमान हादसाग्रस्त हुआ, वहां एसडीआरएफ के जवान आक्सीजन मास्क पहनकर इमारत में घुसे और अपने हाथों पर गीले कपड़े बांधकर जलते हुए लोगों व लाशों को बाहर निकाला।

एसडीआरएफ की एएसपी और आपातकालीन संचालन केंद्र की नोडल अधिकारी शीतल गुजर ने कहा कि एसडीआरएफ ने इमारत में फंसे लोगों को निकालने में महत्वपूर्ण भूमिका निभाई। कई लोगों के हाथ व पैर जल गए, पर हमने अपने हाथों को गीले कपड़ों से बांध उन्हें आग से बाहर निकाला। अंदर जाकर बचाव कार्य करना जोखिम भरा था, क्योंकि तब तापमान बहुत अधिक था।



# Corporate Communications Directorate

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17 JUNE 2025

## नीचे आने लगा विमान, यात्री करने लगे हनुमान चालीसा का पाठ

जागरण संवाददाता, लखनऊ : गोवा से लखनऊ आ रहे इंडिगो एयरलाइन के विमान के यात्री सोमवार को उस समय घबरा गए, जब विमान टेकआफ करने के बाद ऊपर की जगह नीचे की ओर जाने लगा। हालांकि, पायलट ने सूझबूझ से स्थिति को नियंत्रित किया और सभी यात्रियों को सुरक्षित चौधरी चरण सिंह अंतरराष्ट्रीय एयरपोर्ट लखनऊ पर लैंड कराया। लखनऊ पहुंचने तक यात्री हनुमान चालीसा का पाठ और महामृत्युंजय मंत्र का जाप करते रहे। लखनऊ पहुंचने के बाद यात्रियों ने नाराजगी जताते हुए शिकायत दर्ज कराई है।

इंडिगो एयरलाइन का विमान 6ई-6811 सोमवार को आठ मिनट की देरी से गोवा से दोपहर 3:48 बजे 172 यात्रियों को लेकर लखनऊ के लिए रवाना हुआ। गोवा एयरपोर्ट से टेकआफ करने के बाद विमान



लखनऊ में विमान के पहिए से धुआं निकलने के बाद एयरपोर्ट पर खड़ा विमान • वीडियो वॉब-सौजन्य इंटरनेट मीडिया

पहले ऊपर गया और फिर उसकी ऊंचाई धीरे-धीरे कम होने लगी। यात्री अहमदाबाद विमान हादसे को याद कर दहशत में आने लगे। इस बीच पायलट ने सूझबूझ से स्थिति को संभाल लिया।

इस विमान के यात्री जाली खान ने इंटरनेट मीडिया एक्स पर शिकायत करते हुए लिखा कि विमान के कैप्टन ने अपने साथ सभी यात्रियों की जान को जोखिम में डाल

सऊदी अरब के विमान के पहिये से निकला धुआं

जेद्दा से हज यात्रियों को लेकर चौधरी चरण सिंह अंतरराष्ट्रीय एयरपोर्ट लखनऊ पहुंचे सऊदी अरबिया एयरलाइन के विमान के बायें पहिए से धुआं निकलने के बाद अफरातफरी मच गई थी। रविवार को टैक्सी-वे जाते समय यह घटना हुई। यात्रियों को सुरक्षित उतारकर पायलट ने एटीसी को इसकी सूचना दी। सऊदी अरबिया एयरलाइन के इंजीनियर हाइड्रोलिक सिस्टम में गड़बड़ी की जांच कर रहे हैं। माना जा रहा है कि बारिश के बाद रन-वे पर पानी को देखकर पायलट ने हार्ड लैंडिंग कराई थी। वहीं, महानिदेशालय नागरिक उड़्डयन (डीजीसीए) ने मामले की जांच के आदेश दिए हैं।

दिया। गोवा एयरपोर्ट से टेकआफ करने के बाद विमान अचानक से नीचे जाने लगा। इससे सभी यात्री घबरा गए। क्रू मेंबर ने यात्रियों को समझाया। विमान ने जैसे ही शाम 06:08 बजे लखनऊ एयरपोर्ट पर लैंडिंग की घबराए हुए यात्रियों ने राहत भरी सांस ली।

मुंबई जाने वाले विमान में तकनीकी गड़बड़ी : लखनऊ एयरपोर्ट पर रविवार रात मुंबई जा रहे इंडिगो

एयरलाइन के विमान में तकनीकी गड़बड़ी आ गई। वहीं, तकनीकी जांच के लिए विमान को लखनऊ एयरपोर्ट पर खड़ा कर दिया गया। इंडिगो के विमान संख्या 6ई-2058 के यात्री रात नौ बजे एयरपोर्ट पहुंचे तो यात्रियों को बताया गया कि तकनीकी गड़बड़ी आ गई। बहुत देर तक इंतजार के बाद उड़ान को निरस्त किया जा सका। यात्रियों को दूसरे विमान से मुंबई भेजा गया।



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17 JUNE 2025

# गोवा से टेकआफ के बाद नीचे आने लगा विमान, यात्रियों की अटकी सांसें

जागरण संवाददाता, लखनऊ

गोवा से लखनऊ आ रहे इंडिगो एयरलाइन के विमान के यात्री सोमवार को उस समय घबरा गए, जब विमान टेकआफ करने के बाद ऊपर की जगह नीचे की ओर जाने लगा। हालांकि, पायलट ने सूझबूझ से विमान को किया नियंत्रित, यात्रियों ने जताई नाराजगी

इंडिगो एयरलाइन का विमान 6ई-6811 सोमवार को आठ मिनट की देरी से गोवा से दोपहर 3:48 बजे 172 यात्रियों को लेकर लखनऊ के लिए रवाना

### जेट्टा से 242 हज यात्रियों को ला रहे सऊदी विमान के पहिये से निकला धुआं

जेट्टा से हज यात्रियों को लेकर चौधरी चरण सिंह अंतरराष्ट्रीय एयरपोर्ट लखनऊ पहुंचे सऊदी अरबिया एयरलाइन के विमान के बायें पहिये से धुआं निकलने के बाद अफरातफरी मच गई थी। रविवार को टैक्सी-वे जाते समय यह घटना हुई। यात्रियों को सुरक्षित उतारकर पायलट ने एटीसी को इसकी सूचना दी। सऊदी अरबिया एयरलाइन के इंजीनियर हाइड्रोलिक सिस्टम में गड़बड़ी की जांच कर रहे हैं। माना जा रहा है कि बारिश के बाद रन-वे पर पानी को देखकर पायलट ने हार्ड लैंडिंग कराई थी। वहीं, महानिदेशालय नागरिक उड़्डयन (डीजीसीए) ने मामले की जांच के आदेश दिए हैं।



लखनऊ एयरपोर्ट पर विमान के पहिये से निकलता धुआं। एएनआई

हूआ। गोवा एयरपोर्ट से टेकआफ करने के बाद विमान पहले ऊपर गया और फिर उसकी ऊंचाई धीरे-धीरे कम होने लगी। यात्री अहमदाबाद विमान हादसे को याद कर दहशत में आने लगे। इस बीच पायलट ने सूझबूझ से स्थिति को संभाल लिया। इस विमान के यात्री जाली खान ने इंटरनेट मीडिया एक्स पर शिकायत करते हुए लिखा कि विमान के कैप्टन ने अपने साथ सभी यात्रियों की जान की जोखिम

में डाल दिया। गोवा एयरपोर्ट से टेकआफ करने के बाद विमान अचानक से नीचे आने लगा। इससे सभी यात्री घबरा गए। क्रू मेंबर ने यात्रियों को समझाया। विमान ने जैसे ही शाम 06:08 बजे लखनऊ एयरपोर्ट पर लैंडिंग की घबराए हुए यात्रियों ने राहत भरी सांस ली। मुंबई आने वाले विमान में तकनीकी गड़बड़ी : लखनऊ एयरपोर्ट पर रविवार रात मुंबई जा रहे इंडिगो एयरलाइन के

विमान में तकनीकी गड़बड़ी आ गई। वहीं, तकनीकी जांच के लिए विमान को लखनऊ एयरपोर्ट पर खड़ा कर दिया गया। इंडिगो के विमान संख्या 6ई-2058 के यात्री रात नौ बजे एयरपोर्ट पहुंचे तो यात्रियों को बताया गया कि तकनीकी गड़बड़ी आ गई। बहुत देर तक इंतजार के बाद उड़ान को निरस्त किया जा सका। यात्रियों को दूसरे विमान से मुंबई भेजा गया।

### वडोदरा और रांची के लिए उड़ान भर चुके विमान की ऐहतियातन लैंडिंग

जासं, नई दिल्ली : पिछले दो दिन में इंदिरा गांधी अंतरराष्ट्रीय (आइजीआई) अवाई अड्डे पर एअर इंडिया के दो विमानों की ऐहतियातन लैंडिंग कराई गई। दोनों ही उड़ान गंतव्य के लिए प्रस्थान कर चुके थे, लेकिन प्रस्थान के कुछ ही देर बाद पायलट को तकनीकी समस्या महसूस हुई और उन्होंने विमान को गंतव्य की ओर बढ़ाने के बजाय वापस नई दिल्ली लौटना मुनासिब समझा। सुकून की बात यह रही कि दोनों ही मामलों में विमानों की लैंडिंग सफल रही, जिसके बाद यात्रियों ने राहत की सांस ली।

### जयपुर में शारजाह के लिए उड़ान भरने के पहले विमान में आई तकनीकी खराबी

जासं, जयपुर : जयपुर अंतरराष्ट्रीय हवाई अड्डे पर सोमवार को एयर अरेबिया के विमान में तकनीकी खराबी आ गई। यह घटना तब हुई, जब विमान जी-9-436, जो शारजाह के लिए उड़ान भरने वाला था। वह रनवे पर पहुंच चुका था। पायलट को उड़ान भरने से कुछ मिनट पहले ही

तकनीकी समस्या की जानकारी मिली, जिसके बाद विमान को वापस एअर पर लाया गया। इस दौरान विमान में 180 यात्री सवार थे। तकनीकी खराबी को ठीक करने में लगभग तीन घंटे का समय लगा। इसके बाद विमान ने पुनः उड़ान भरी और सुबह 9:25 बजे शारजाह में सुरक्षित उतरा।

### वम की धमकी के कारण लुपथांसा की फ्लाइट को वापस फ्रैंकफर्ट भेजा गया

प्रथम पृष्ठ से आगे

वम की धमकी के कारण फ्रैंकफर्ट से हैदराबाद आने वाली लुपथांसा की एक फ्लाइट को रविवार को वापस फ्रैंकफर्ट हवाई अड्डे पर उतरना पड़ा। यात्रियों को पहले बताया गया था कि विमान को भारत में उतरने की अनुमति नहीं दी गई है। उड़ान संख्या एलएच752 रविवार दोपहर को जर्मनी से रवाना हुई थी और इसे सोमवार तड़के हैदराबाद हवाई अड्डे पर उतरना था। लेकिन, लुपथांसा ने कहा कि वम की धमकी के कारण इसे वापस लौटाना पड़ा और यात्रियों को रातभर टहरने की व्यवस्था की गई। सोमवार को यह विमान यात्रियों को लेकर फ्रैंकफर्ट से हैदराबाद के लिए उड़ान भर चुका है।



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THE ECONOMIC TIMES

DELHI

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## Emergency Workers Still Can't believe One Passenger Survived Airline Crash

**DP Bhattacharya**

**Ahmedabad:** Until they cross-checked the visuals and the flight manifest, emergency responders of the 108 Ambulance service could not believe that they had indeed rescued the sole survivor from the Air India plane that crashed in Ahmedabad Thursday.

Satinder Singh Sandhu, a 108 emergency management executive, said when they found Vishwas Kumar, the British national who survived the crash, was in confused state and wanted to walk back to the plane that was still in flames, saying he

had family members travelling on the same flight. "I put him in an ambulance and sent him to hospital without knowing that he was the sole survivor of the crash," he told ET.

Sandhu said he was having lunch at his office at the 1,200-bed new complex of the Civil hospital, which is about 200 meters away from the crash site, on Thursday when he heard a loud sound. He immediately mobilised five ambulances available there and rushed to the spot. "Initially I thought it was a big accident," he said. "But the fire and the smoke there told us that it was something much bigger, and probably an air crash." Sandhu



called his superior Jitendra Shahi, who rushed 25 more ambulances to the spot. "Meanwhile, we saw a wounded security guard and sent him to

hospital," Sandhu said. "And then, we saw a man walking out of the building premises somewhat wounded. Initially we thought he was someone from the building who had probably jumped out of the building." As they were taking the confused-looking man to the hospital, he told the paramedic in the ambulance that he was travelling to London in that plane, said Shahi. They did not believe him initially. "Later in the evening, when we checked the visual, cross-checked his name with the flight manifest, it was only then we realised that he was indeed the sole survivor of the crash," said Shahi.



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## Tata Sons Chairman Meets Team for Safety Review of Air India

Arindam Majumder & Kala Vijayraghavan

**New Delhi | Mumbai:** Tata Sons chairman N Chandrasekaran met Air India's leadership team for a complete safety review of the airline at its headquarters in Gurgaon. Chandrasekaran, who is also chairman of the airline, said the crash was the most heart-breaking crisis of his career and that it was an opportunity to build a safer airline.

A Boeing 787 plane crashed last week seconds after taking off, killing 241 passengers and 33 on the ground in Ahmedabad.

"Aviation is a very complex business, it's a complex machine, so there are a lot of redundancies, checks and balances, certifications, which have been perfected over years and years. Yet this happened, so we will figure out why it happened after the investigation is complete," said Chandrasekaran, according to a recording of the speech he gave at the airline's headquarters.

People in the know said he visited the Emergency Command Centre, the Integrated Operations Control Centre and the Customer Service and Support of Air India.

In the speech he said that while nothing can undo the tragedy, Air India must extend unwavering support to affected families, whom he described as part of the airline's family forever.

"Criticism is there, but it's not easy to face it. Especially for those of us who are very passionate, emotional, and who are working on making Air India a great airline, and who genuinely care about



N Chandrasekaran

what kind of a company we want to build. We are getting more determined," he said.

The top leadership of Boeing led by Stephanie Pope also met the senior leadership of Air India. "Our technical team has joined the US delegation led by National Transport Safety Board (NTSB) that is assisting Indian authorities with their investigation," Pope, president and CEO of Boeing Commercial Airplanes, said.

However, experts closely following Air India's turnaround under the ownership of Tatas, said that it will be a Herculean task and that the airline would need a complete overhaul of its structure. After taking over Air India in 2022, the Tatas embarked on ambitious turnaround plan, ordering a record 470 aircraft and investing crores to upgrade existing planes. The airline intends to compete against global majors, CEO Campbell Wilson had told ET in an interview, a few days before the crash.

"A lot needs to be done. They need to go back to the drawing board and see if the fast pace of expansion was stretching the safety, and also improve the culture," a consultant who worked with Air India said.



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## Reach Deep Into Air India's Pockets



**Ramesh V Vaidyanathan  
& Suyash Sarvankar**

Aircraft accidents, though rare, leave a devastating impact that extends far beyond the wreckage of lives. Compensation becomes not only a matter of monetary redress, but a crucial step toward accountability, closure and rebuilding lives.

In the aftermath of last week's AI 171 tragedy, Air India offered ₹1 cr as compensation per deceased person to his or her next of kin. While this announcement was prompt and appears generous, the airline could be on the hook for a much higher amount. Families may have significant claims, depending on how the investigation unfolds.

India has ratified the 'Montreal Convention'—Convention for the Unification of Certain Rules for International Carriage by Air—by incorporating it into the Carriage by Air Act

1972. This provides for a 2-tier compensation system defined in terms of special drawing rights (SDR), an international reserve asset created by IMF to supplement official reserves of its member countries. Accordingly:

► The airline must compensate the kin of the deceased passengers up to SDR 129,821 (₹1.6 cr), regardless of any fault or wrongdoing by the airline. This compensation is the absolute minimum, without exception. Some media reports have indicated that the ₹1 cr offered by AI is separate, and in addition to the SDR amount required under the convention.

► Kin of the deceased may seek compensation over and above this SDR amount, based on actual loss. This would be calculated on lost income, and companionship of victims who sustained their families and dependents. AI could avoid higher compensation only if it proves there was no negligence, wrongful act or omission by the airline (including its servants or agents, which include various third parties engaged by the airline to service the aircraft or assist with the flight).

Alternatively, the airline could defend itself if the accident occurred solely due to wrongful acts, or omissions of a third party, such as in the case of terrorism. The legal burden is on the air-



**Piecing things together**

line to prove that the mishap did not occur due to its conduct, or that it occurred due to the conduct of a third party.

In such cases, families of Indian victims could also approach consumer fora under the Consumer Protection Act 2019. The consumer protection law is in addition to remedies available under the Montreal Convention as read with the Carriage by Air Act.

For families of foreign passengers, legal options extend beyond India. Since the convention applies almost globally, they could file lawsuits in their home countries, where compensation standards may be higher.

Air India has also offered ₹1 cr to the families of the deceased medical college students and staff, and people on the ground. Securing higher compensation is more challenging for families

of victims on the ground. Both Carriage by Air Act and Consumer Protection Act are meant for passengers on the ill-fated aircraft. The next of kin of ground fatalities would have to approach a civil court in India seeking compensation under Fatal Accidents Act 1855, which provides compensation to the family of a person who dies in the case of wrongful accidents.

Another option is a tort law claim, where damages for negligence could be sought. In both these options, Air India would be liable if it's at fault—that is, if the accident was a result of its act, omission or oversight. The total compensation payout to victims could well exceed ₹1,000 cr. Beyond victim compensation, Air India also faces significant costs for property damage, aircraft loss, emergency response and disrupted flights.

Globally, the compensation payout in cases of similar incidents has touched ₹4,500 cr (\$500 mn). Air India likely maintains adequate insurance coverage that would cover these costs, or at least a substantial part. But if claims exceed coverage, the financial hit could be severe.

*Vaidyanathan is managing partner, and Sarvankar is senior associate, BTG Adveya*



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## ● SHOW OF AIR POWER



Lockheed Martin and Boeing, participants at the Paris Air Show 2025 (above), said on Monday they are positioning themselves to secure a significant share of US President Donald Trump's Golden Dome missile defence system, as competition intensifies over what could become one of the world's largest defence contracts. »

Tata Sons chairman exhorts employees to stay the course, build a safer airline

# Chandra: AI crash my career's most heartbreaking

**NITIN KUMAR**  
New Delhi, June 16

**ADDRESSING THE EMPLOYEES** of Air India following the tragic crash of a Boeing 787-8 Dreamliner in Ahmedabad last week, Tata Sons and Air India chairman N Chandrasekaran made an emotional appeal for resilience, urging the airline's staff to "stay the course" and commit to building a safer and stronger airline.

Speaking to nearly 700 employees and leadership team members at the Air India headquarters and training academy in Gurugram on Monday, Chandrasekaran acknowledged the deep pain caused by the June 12 crash that claimed over 270 lives. "I have seen a reasonable number of crises in my career, but this is the most heartbreaking one which I never thought I would see," he said, recalling his

visit to the crash site and the difficult moments shared with the emergency response team.

The Air India Dreamliner took off at 1:39 pm on Thursday and within a few seconds, after reaching a height of about 650 feet, it started sinking. At 1:39 pm, the pilot gave Ahmedabad ATC a MayDay call, a code word used for emergency.

**»INSIDE«**  
**TWO INDIA-BOUND BOEING FLIGHTS HIT BY SNAGS**  
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When the ATC tried to contact the aircraft, it did not receive any response. Exactly one minute later, the plane crashed in Meghaninagar, about 2 km from the airport.

Air Accident Investigation Bureau (AAIB), which comes under the civil aviation ministry, is probing the accident.

Amid the shock and grief, Chandrasekaran's message to the Air India community was clear, that determination must guide the path forward. "Whatever I say and whatever we do is

**N CHANDRASEKARAN**, CHAIRMAN, TATA SONS & AIR INDIA

**Criticisms are there... but it's not easy to face criticisms when you genuinely care**

**Our job is to take Air India where it truly belongs, a place of trust, excellence, and national pride**

■ The Tata Sons chairman said that the airline's future depends on collective resilience and a re-dedication to safety

■ He also recognised the emotional toll on AI workforce and called for unity & strength in the face of public scrutiny

■ The tragic crash of a Boeing 787-8 Dreamliner last week left all 270 passengers dead

not going to bring the lives back. Those affected, they are going to feel the pain for a very long time. But having said that, we have got to do our very best humanly possible to help each

of them," he told the employees.

He said that the airline's future depends on collective resilience and

a re-dedication to safety. "We need to show resilience. We need to use this incident as an act of force to build a safer airline. So we have to make sure that we stay the course. Be more determined in everything we do. We need to wait for the investigation to find out."

Addressing the complexity of the aviation industry, Chandrasekaran noted that aircraft systems are layered with "redundancies, checks and balances, certifications perfected over years." Yet, he said, tragic failures like

this still occur. "So we will figure out why it happens after the investigation," he added.

He also recognised the emotional toll on the Air India workforce and called for unity and strength in the face of public scrutiny. "Criticisms are there... but it's not easy to face criticisms when you genuinely care. If you feel distraught, the word you should remember is determination. We are going to get through this," he said.

Visiting key operations areas, including the Emergency Command Centre, the Integrated Operations Control Centre and the Customer Service and Support unit, the chairman underscored the importance of every employee's contribution. "What you do makes an airline. Big things get done by small actions. Just stay the course."

Chandrasekaran said the airline must rise above the crisis to become the airline "this country deserves".





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## चार विमानों में यात्रियों की सांसें अटकीं

नई दिल्ली, विशेष संवाददाता। चार विमानों में आई तकनीकी खराबी से यात्रियों की सांसें अटकी रहीं। इनमें एअर इंडिया, एअर इंडिया एक्सप्रेस, ब्रिटिश एयरवेज, सऊदिया एयरलाइंस के विमान शामिल हैं।

हांगकांग से सोमवार को दिल्ली आ रहे एअर इंडिया के विमान में उड़ान के दौरान तकनीकी खराबी का संदेह हुआ। इसके बाद उसे वापस हांगकांग भेजा गया। इससे पहले रविवार को लंदन से चेन्नई आ रहे ब्रिटिश एयरवेज के

### बम की धमकी के बाद फ्रैंकफर्ट लौटा विमान

हेदराबाद जा रहे लुफ्थांसा के विमान को बम की धमकी के बाद फ्रैंकफर्ट हवाईअड्डे पर लौटना पड़ा। विमान रविवार को जर्मनी से स्थानीय समयानुसार दोपहर 2.14 बजे रवाना हुआ था। बम की धमकी के बाद विमान को वापस बुलाना पड़ा। धमकी वाला ईमेल शाम छह बजे हेदराबाद हवाईअड्डे को मिला था।

विमान को तकनीकी खराब के चलते लौटना पड़ा।

दिल्ली से रांची जा रहे एअर इंडिया एक्सप्रेस के विमान को उड़ान भरने के बाद तकनीकी खराबी के संदेह पर बुलाया गया। जांच के बाद विमान ने

दोबारा उड़ान भरी।

वहीं, लखनऊ में रविवार को सऊदिया एयरलाइंस के विमान के पहियों से धुआं उठने का वीडियो वायरल होने पर डीजीसीए ने रिपोर्ट तलब की है। घटना 15 जून की है।



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## हवा में उठते ही गोता खा गया विमान, दहशत में आए यात्री

लखनऊ, प्रमुख संवाददाता। गोवा से लखनऊ आ रही फ्लाइट हवा में ऊपर उठते ही गोता खा गई। इससे यात्री सहम गए। हालांकि तुरंत पायलट ने स्थिति संभाल ली और विमान को नियंत्रित किया।

पूरे सफर के दौरान केबिन में सन्नाटा पसरा रहा। डरे-सहमे 172 यात्री विमान के लखनऊ पहुंचने तक सुरक्षित उतरने की कामना करते रहे। लोग इसलिए भी ज्यादा डर गए थे कि अभी कुछ दिन पहले अहमदाबाद में एयर इंडिया का झीमलाइनर विमान दुर्घटनाग्रस्त हो गया था।

इंडिगो की फ्लाइट 6ई 6811 गोवा से दिन में 03:40 बजे उड़ान भरने के बाद लखनऊ में शाम 6:15 बजे उतरती है। सोमवार को इसने करीब आठ मिनट की देरी से 03:48 बजे उड़ान भरी। विमान में सवार जाली खान ने सोशल मीडिया पर घटना को साझा करते हुए लिखा कि विमान ने जैसे ही टेकऑफ किया, वह अचानक से नीचे

### विमान के पहियों से उठा धुआं, रिपोर्ट तलब

लखनऊ, प्र.सं.। लखनऊ एयरपोर्ट के रनवे पर एक विमान के पहियों से धुआं उठने का वीडियो वायरल होने पर डीजीसीए ने रिपोर्ट तलब की है। घटना 15 जून की है। सुबह लखनऊ एयरपोर्ट पर सऊदिया एयरलाइंस का विमान एसवी 3112 रनवे पर उतारते वक्त रनवे पर पानी दिखा तो पायलट ने झटके से विमान उतारते हुए ब्रेक लिया। इसी दौरान विमान के पहियों से तेज रगड़ खाने की वजह से धुआं निकलने लगा। इस बीच पेट्रोलिंग कर रहे एयरक्राफ्ट रेस्क्यू एंड फायर फाइटिंग टीम की नजर पड़ी तो पानी की तेज धार से उनको भिगो दिया।

आ गया। ऐसे में विमान में बैठे यात्री दहशत में आ गए। पायलट ने तत्काल ही स्थिति संभाल ली। इसके बाद भी यात्री सवाल करते रहे कि आखिर किसकी गलती है।



# Corporate Communications Directorate

HINDUSTAN

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## चारधाम यात्रा के लिए हेली सेवाएं आज से शुरू होंगी

### हेली हादसा

देहरादून, वि.सं.। चारधाम यात्रा मार्ग पर हेली सेवाएं मंगलवार से पुनः शुरू हो जाएंगी। रविवार सुबह केदारनाथ में हेलीकॉप्टर हादसे में पायलट समेत सात यात्रियों की मौत के बाद सरकार ने हेली सेवाओं पर सोमवार तक रोक लगा दी थी।

सोमवार शाम सूचना महानिदेशक बंशीधर तिवारी ने हेली सेवाओं के शुरू होने की पुष्टि की। सभी हेली ऑपरेटर को संचालन के दौरान डीजीसीए से तय मानकों का सख्ती से पालन करने के आदेश दिए गए हैं।

**मामले की जांच शुरू:** डीजीसीए ने हेलीकॉप्टर हादसे की जांच शुरू की

रुद्रप्रयाग, संवाददाता। नागरिक उड्डयन महानिदेशालय (डीजीसीए) की तीन सदस्यीय टीम हेली क्रेश मामले की जांच के लिए सोमवार को केदारघाटी पहुंची। इस दौरान टीम ने हेली क्रेश साइट के साथ ही केदारनाथ का निरीक्षण किया।

**वाँच से पायलट के शव की पहचान:** केदारनाथ धाम से गुप्तकाशी लौट रहे आर्यन कंपनी के हेलीकॉप्टर हादसे में मृतक पायलट सहित सभी सात लोगों का जिला चिकित्सालय में पोस्टमार्टम किया गया। हेली के पायलट लेफ्टिनेंट कर्नल राजवीर सिंह चौहान के शव की पहचान उनके हाथ में एप्पल की वाँच से की गई। उनकी पहचान उनके भाई चन्द्रवीर चौहान ने की।



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## Delhi-bound Air India flight returns to Hong Kong after snag

**Press Trust of India**  
MUMBAI

A Delhi-bound Air India Boeing 787-8 Dreamliner from Hong Kong returned to its airport of origin on Monday within an hour of take-off after the pilot-in-command suspected a technical issue.

"A1315 operating from Hong Kong to Delhi on 16 June 2025 returned to Hong Kong shortly after takeoff due to a technical issue. The flight landed safely at Hong Kong and is undergoing checks as a matter of abundant pre-

caution. Alternative arrangements have been planned to fly the passengers to their destination Delhi at the earliest," Air India said.

The Airport Authority Hong Kong spokesperson said, "The flight landed safely around 1.15 pm."

The flight departed after a delay of almost 3.5 hours as its scheduled departure was at 8.50 am, as per the website [flightradar24.com](http://flightradar24.com). The flight departed from Hong Kong at 12.16 p.m. (local time) and was scheduled to land in Delhi at 12.20 pm IST.



## Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

17 JUNE 2025

# Channel criticism to build a safer airline: AI chair

**Neha LM Tripathi**

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**NEW DELHI:** Air India chairman N Chandrasekaran on Monday urged employees to channel criticism over the crash of AI Flight 171 in Ahmedabad last week into building a safer and better airline even as he met a top Boeing executive and Union aviation minister Ram Mohan Naidu to discuss the accident and its aftermath.

Describing the crash as the “most heartbreaking” crisis of his career, Chandrasekaran told the company’s employees at the airline’s headquarters that “we must wait for the outcome of the investigation before drawing conclusions,” an airline official said.

Addressing the criticism the

airline has faced, Chandrasekaran acknowledged that it is difficult for those who care deeply about their work and the future of the airline. However, he encouraged employees instead to draw strength from determination and channel their emotions into building a safer and better airline.

“We need to show resilience. We need to use this incident as an act of force to build a safer airline,” news agency PTI quoted him as saying.

The Air India chairman said that the airline was doing its best to help the families of the victims.

Chandrasekaran, also chairman of Air India’s owner, Tata Sons, discussed the accident with civil aviation minister



**N Chandrasekaran**

Ram Mohan Naidu in a 45-minute meeting, officials said.

“The Tata group will begin to disburse their insurance amount of ₹25 lakhs in a couple of days,” a ministry official said.

The Boeing 787-8 Dreamliner crashed soon after taking off from Ahmedabad airport, killing 241 of the 242 passengers and crew on board. In a

letter, Chandrasekaran had announced Rs 1 crore as compensation to the families of each victim. The company later said it would pay ₹25 lakhs as interim compensation to the families.

A Reuters report citing two sources said the head of Boeing Commercial Airplanes, Stephanie Pope, also met Chandrasekaran Air India’s headquarters in New Delhi on Monday. Boeing, in a statement to Reuters, declined to comment on Pope’s visit and meeting with Air India but said it is “focused on supporting the investigation” and its customer.

Air India was one of Boeing’s earlier customers for the Dreamliner when it rolled out the assembly lines in 2011. Air

India has a total of 33 Dreamliner 787, which are undergoing enhanced safety checks ordered by India’s aviation regulator.

Pope was accompanied by Boeing’s India President Sailil Gupte, one of the sources said in the report. Pope oversees design, production and delivery of advanced jetliners to Boeing customers around the world, according to the US plane maker’s website.

The Dreamliner was fitted with GE engines and GE Aerospace’s CEO for Commercial Engines and Services, Russell Stokes, and its South Asia chief, Vikram Rai, also met Chandrasekaran on Monday, one of the sources added, according to the report.

# Airbus dominates air show, Boeing sits out order frenzy

## Bloomberg

letters@hindustantimes.com

**LE BOURGET, FRANCE:** Airbus kicked off the Paris Air Show with orders from Saudi Arabian customers valued at as much as \$17 billion and a major purchase from Poland, building an early lead over Boeing, which scaled back its presence at the event following the Air India Boeing 787 Dreamliner crash in Ahmedabad.

Airbus first landed an order for 77 freighter and passenger aircraft from Saudi Arabian lessor AviLease, followed by a deal for 50 of its A350-1000 widebody jets from Riyadh Air. Later in the day, Poland's LOT Airlines said it would purchase 40 A220 airliners, with an option to extend the accord to 84 units.

The two announcements give Airbus a leg-up in the typically hard-fought contest for orders at the expo.

Following the crash, Boeing cancelled its senior executives' appearances at the show, and the company has also scaled back plans for any commercial announcements.

AviLease, backed by the kingdom's sovereign wealth fund, agreed to acquire 30 Airbus A321 single-aisle jets, with options for 25 more, as well as 10 A350 freighters plus 12 options. After typical industry discounts, the order could approach \$8 billion in value, based on estimates from consulting firm Ishka.

The deal follows the Public Investment Fund-backed leasing firm's purchase of as many as 30 Boeing Co. 737 jets last month during US President Donald Trump's Gulf tour.

"It was a very hard-fought battle" between the A350 and Boe-

ing's 777 freighter, AviLease CEO Edward O'Byrne said at a press event announcing the deal. "A350 came out on top."

The two announcements underscore Saudi Arabia's rising clout in the global aviation market, as the kingdom seeks to assert its presence in global trade and tourism. Riyadh Air, which plans to begin operations by the end of the year, has already purchased 60 A321 narrowbody jets from the European planemaker.

Even before the disaster set back Boeing's plans, Airbus was set to have a strong showing in Paris. A number of Boeing deals were announced during Trump's tour through the West Asia last month, leaving Airbus on the sidelines as the US president played the role of head salesman for his US rival.

"We have to be better," Airbus CEO Guillaume Faury said in a Bloomberg TV interview on Monday. "That is what we are trying to achieve with our products, making sure Airbus sells planes on the merits of the planes." AviLease was founded in 2022 and is among companies that the Saudi sovereign wealth fund has bankrolled as part of a push to turn the kingdom into a global trade, logistics and tourism hub, and pivot away from its reliance on oil.

"There is a tremendous amount of infrastructure needed in the kingdom for cargo and logistics," O'Byrne said.

The Saudi lessor purchased the aviation leasing business of Standard Chartered in 2023, and now has a portfolio of 200 owned and managed aircraft on lease to 48 airlines globally. The Polish deal gives Airbus a foothold in a market that's historically been Boeing's home turf.

# U'khand HC flags rising chopper crashes during Char Dham yatra

## HT Correspondent

letters@hindustantimes.com

**DEHRADUN:** The Uttarakhand high court on Monday expressed concern over the rising number of helicopter accidents during the ongoing Char Dham Yatra and called on the state government to take strict measures to ensure the safety of pilgrims.

Meanwhile, the police have also registered an FIR against two officials of Aryan Aviation Pvt Limited, after its chopper crashed near Gaurikund killing seven people, including its pilot on Sunday, an official said on Monday.

According to police, Kaushik Pathak, accounts manager of the company, and Vikas Tomar, manager of the company, were booked under Section 105 (punishment for culpable homicide not amounting to murder) and relevant sections of the Aircraft



**NDRF and SDRF personnel at the spot of the helicopter crash in Uttarakhand.**

Act on the complaint of revenue sub inspector Rajiv Nakholia.

A division bench comprising chief justice G Narender and justice Alok Mahra raised queries before the start of regular proceedings on Monday. Addressing chief standing counsel (CSC) Chandrashekhar Rawat, the bench raised pointed queries about the government's response to the repeated mis-

haps. The court noted that weather conditions in the Char Dham region were adverse and questioned the rationale behind allowing heli services to continue under such circumstances.

Chief standing counsel CS Rawat said that the court has not taken suo motu cognisance in the matter. "The court just raised some queries regarding the helicopter mishaps and I apprised court various steps that have been taken and are being taken."

Meanwhile, a team from Aircraft Accident Investigation Bureau reached Rudraprayag district for an investigation into the chopper crash. Rahul Chaudhary, Rudraprayag district tourism officer said, "The AAIB officials arrived in Rudraprayag on Sunday to carry out the investigation. The DGCA has already conveyed to the helicopter operators to be extra cautious and not operate in bad weather."



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HINDUSTAN TIMES

MUMBAI

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### 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 AI171 flight in Ahmedabad. **HTC**



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THE INDIAN EXPRESS

DELHI

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## McKinsey likely to aid Air India overhaul

**GEORGE MATHEW**  
MUMBAI, JUNE 16

THE TATA group is exploring the possibility of a major revamp of Air India. The group is reportedly in discussions with global consulting firm McKinsey & Company to lead a comprehensive overhaul of the airline, which is currently grappling with one of the most severe crises in its recent history.

A top Tata Sons official met a senior partner of McKinsey in Mumbai last week to discuss a revival strategy for the carrier, according to a source. The meeting took place just days after a London-bound Air India Boeing Dreamliner crashed shortly after takeoff from Ahmedabad, claiming the lives of 241 passengers and crew. Only one passenger survived the crash.

"While we do not comment on or publicly discuss details of any client work, it would be inaccurate to report that McKinsey is currently serving the Tata group on a transformation project for Air India," McKinsey & Company said in a statement to *The Indian Express*.

However, when contacted, a

**A top Tata Sons official met a senior partner of McKinsey in Mumbai last week to discuss a revival strategy for the carrier, according to a source**

Tata group official did not comment on the issue.

This isn't McKinsey's first engagement with the consulting firm. Its relationship with Air India started almost eight years ago. In 2017, Air India selected McKinsey to help develop its long-term strategic business plan — especially on cash-flow, route networks, marketing strategies and updating its loyalty program.

Watson Farley & Williams (WFW) advised multiple parties on the historic merger of Tata SIA Airlines Ltd (Vistara) with Air India, creating a unified full-service airline under the Air India brand. This followed the merger of Air India group's low-cost airlines Air India Express and AIX Connect earlier.

The combined entity is now

the largest international carrier with more than 90 destinations worldwide and the second largest domestic carrier. The Indian aviation market is the third largest in the world and is one of the fastest growing.

Founded in 1932, Air India is a pioneer of India's aviation sector and has developed an extensive global network, becoming a major international carrier. The consolidation of the four Tata-owned airlines into one group is part of Air India's ongoing, five-year transformation program, *Vimaan AI* which is focused on establishing Air India Group as a world-class aviation company.

Air India reported a lower loss of Rs 4,444.10 crore for FY24, a significant decrease of 60 per cent compared to the Rs 11,388 crore loss in FY23. The airline's turnover also increased by 23.69 per cent to Rs 38,812 crore during the same period.

The Dreamliner crash has cast a spotlight on the Tata group's efforts to turn around the airline, which it acquired from the Indian government in 2022 with the goal of restoring its performance and reputation. **FULL REPORT ON**

[www.indianexpress.com](http://www.indianexpress.com)



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THE INDIAN EXPRESS

DELHI

17 JUNE 2025

## Tata chief: Need to use crash as 'act of force' to build a safer A-I

SUKALP SHARMA  
NEW DELHI, JUNE 16

TATA GROUP and Air India chairman N Chandrasekaran on Monday asked the airline's employees to stay strong and use last week's crash of the airline's Boeing 787-8 aircraft in Ahmedabad as "an act of force to build a safer airline", according to sources in the know. Chandrasekaran also told Air India employees that while the reasons behind the crash will be known only once the investigation is complete, they should "stay the course" and not put their "shoulders down" in the face of criticism.

Chandrasekaran addressed around 700 Air India employees and its leadership team on Monday at the company headquarters and its training academy in Gurugram. According to sources, he later met Civil Aviation Minister K Ram Mohan Naidu at the Ministry of Civil Aviation (MoCA) in the Capital, and held discussions.

"Criticisms are there, and those of us who are very passionate...who are working on making this airline a great airline, and who genuinely care about what



N Chandrasekaran, Tata Group & Air India Chairman. (PTI)

kind of a company we want to build, but it's not easy to face criticisms. I want you to be strong. If you feel distraught, the word you should remember is determination. We are going to get through this. We need to show resilience. We need to use this incident an act of force to build a safer airline," Chandrasekaran is learnt to have said.

According to sources, the Tata group chairman told Air India staff that the Ahmedabad air crash is the "most heartbreaking crisis" he has seen in his career. All but one of the 242 people on board the doomed aircraft perished in Thursday's crash. There were a number of casualties on the

ground as well. The accident was the worst aviation disaster involving an Indian carrier in four decades. It is also the first crash of the Boeing 787 globally.

"I went to the site on that day...it was not easy at all. I know many of you here in this room are part of the emergency response team, may be even at the site or were handling all the shocks of that day...Whatever I say and whatever we do is not going to bring the lives back. Those affected, they're going to feel the pain for a very long time. But having said that, we have got to do our very best humanly possible to help each of them," Chandrasekaran said, according to sources.

"It's a very complex business...it's a complex machine, so a lot of redundancies, checks and balances, certifications which have been perfected over years and years. Yet this happens, so we will figure out why it happens after the investigation. So we just have to stay calm and not put your shoulders down. This is the time to be brave, time to be resolute, time to know that you have the full support," he is learnt to have told employees. **FULL REPORT ON**  
[www.indianexpress.com](http://www.indianexpress.com)

JANSATTA

DELHI

17 JUNE 2025

## हज यात्रियों को लखनऊ लेकर पहुंचे विमान के पहियों से निकला धुआं, सभी सुरक्षित

नई दिल्ली, 16 जून (ब्यूरो)।

विभिन्न अंतरराष्ट्रीय उड़ानों में सोमवार को तकनीकी खामियों और सुरक्षा चेतावनी की घटनाएं सामने आईं। इनमें लखनऊ, दिल्ली और हैदराबाद से जुड़ी उड़ानें शामिल हैं।



दिल्ली आ रहा एअर इंडिया के बोइंग 787-8 ड्रीमलाइनर को तकनीकी समस्या के संदेह के बाद हांगकांग वापस भेजा गया।

हज यात्रियों को लेकर लखनऊ के अमीसी हवाई अड्डे पहुंचे विमान के उतरते समय कुछ तकनीकी खामी आ गई। इससे विमान के पहिए से धुआं निकलने लगा। धुआं निकलने के बाद हवाई अड्डे पर अलार्म बज गया। सूत्रों ने सोमवार को यह जानकारी दी। यह घटना रविवार की सुबह शहर के चौधरी चरण सिंह अंतरराष्ट्रीय हवाई अड्डे पर हुई और सभी यात्रियों को सुरक्षित उतार लिया गया। विमान को कोई बाकी पेज 8 पर

## हज यात्रियों को लखनऊ लेकर आए विमान के पहियों से निकला धुआं, सभी सुरक्षित

नुकसान नहीं पहुंचा। सूत्रों ने बताया कि जेद्दा से 242 हज यात्रियों को वापस ला रहे सऊदी विमान के पहियों से धुआं निकलता देखा गया। विमान बचाव और अग्निशमन (एआरएफएफ) टीम मौके पर पहुंची। सऊदी टीम के साथ मिलकर धुएं पर काबू पाया गया और विमान को होने वाले नुकसान को टाला गया। हवाई अड्डे के परिचालन पर कोई असर नहीं पड़ा।

वहीं, एअर इंडिया के एक बोइंग 787-8 ड्रीमलाइनर विमान के दिल्ली के लिए उड़ान भरने के एक घंटे के भीतर उसमें तकनीकी समस्या का संदेह होने के बाद सोमवार को उसे हांगकांग लौटना पड़ा। एअरलाइन ने एक बयान में कहा कि उड़ान संख्या एआइ 315 हांगकांग में सुरक्षित तरीके से उतरी और सभी यात्री भी उसमें से उतर चुके हैं। विमान का निरीक्षण किया जा रहा है। उड़ान हांगकांग से

दोपहर 12:16 बजे (स्थानीय समयानुसार) रवाना हुई और इसे भारतीय समयानुसार दोपहर 12:20 बजे दिल्ली में उतरना था। फ्लाइट ट्रेकिंग वेबसाइट 'फ्लाइटरेडार.कॉम' के अनुसार, यह उड़ान लगभग 3.5 घंटे की देरी से रवाना हुई थी। इसका निर्धारित प्रस्थान समय सुबह 8:50 बजे था।

उधर, फ्रैंकफर्ट से हैदराबाद के लिए उड़ान भरने वाले लुपथांसा कंपनी के बोइंग 787-9 ड्रीमलाइनर विमान में बम रखा होने की धमकी मिलने के बाद उसे रविवार को उसके प्रस्थान स्थल पर लौटाया गया। एअरलाइन के प्रवक्ता ने एक बयान में कहा कि सोशल मीडिया पर बम की धमकी के बारे में अधिकारियों को पता चलने के बाद अत्यधिक सावधानी बरतते हुए फ्रैंकफर्ट से हैदराबाद जाने वाली लुपथांसा की उड़ान एलएच752 को प्रस्थान बिंदु पर लौटाया गया।



# Corporate Communications Directorate

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MINT

DELHI

17 JUNE 2025

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## AI crash may trigger \$475 mn in claims

[Bloomberg](https://www.bloomberglia.com)  
[feedback@bloomberglia.com](mailto:feedback@bloomberglia.com)

India's deadliest plane crash in more than a decade is set to send shock waves through the aviation insurance industry and trigger one of the country's costliest claims, estimated at around \$475 million.

"This aviation insurance claim could be one of the biggest in India's history," said Ramaswamy Narayanan, chairman and managing director at General Insurance Corporation of India, one of the firms that has provided coverage for Air India.

The claim for the aircraft hull and engine is estimated at around \$125 million, according to Narayanan. He estimates additional liability claims for loss of life for passengers and others will be around \$350 million. The sum is more than triple the annual premium for the aviation industry in India in 2023, according to GlobalData.

The financial repercussions of the crash that killed 241 people on board and others as it fell in a densely populated part of Ahmedabad in western India on Thursday will ripple through the global aviation insurance and reinsurance market.

It's also likely to make insurance costlier for airlines in India.

Insurance premiums across the aviation industry are expected to rise in India, either now or at the time of policy renewals, according to people familiar with the matter.

On the Air India insurance payout, totals could climb, since there were foreign nationals killed in the accident, and those claims will be calculated according to the rules in their respective jurisdictions, the people said, who asked not to be identified discussing private matters.



# Corporate Communications Directorate

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MINT

DELHI

17 JUNE 2025

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## 'Crash catalyst to build safer airline'

**A**ir India's chairman N. Chandrasekaran on Monday told staff that last week's plane crash that killed at least 271 people should be a catalyst to build a safer airline, urging employees to stay resolute amid any criticism. In a town hall held at the headquarters of the Tata Group-owned airline near New Delhi and attended by 700 staff, Chandrasekaran said the crash was the "most heartbreaking" crisis of his career, a spokesperson told *Reuters*.

"I've seen a reasonable number of crises in my career, but this is the most heartbreaking one," he said, as per a Tata Group spokesperson.

"We need to use this incident as an act of force to build a safer airline," Chandrasekaran said.

The Boeing 787-8 Dreamliner with 242 people on board bound for London's Gatwick Airport began losing height seconds after take-off in Ahmedabad on Thursday, and erupted in a huge fireball as it hit buildings below. **REUTERS**



# Corporate Communications Directorate

MILLENNIUM POST

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17 JUNE 2025

## Air India Dreamliner returns to Hong Kong mid-air due to suspected tech issue

**MPOST BUREAU**

**MUMBAI:** An Air India Boeing 787-8 Dreamliner en route to New Delhi was forced to return to Hong Kong on Monday, less than an hour after departure, due to a suspected technical problem, the airline confirmed. Flight AI315 took off from Hong Kong International Airport at 12:16 pm local time but soon turned back after the pilot in command reported a potential issue. The aircraft landed safely around 1:15 pm and all passengers disembarked without incident.

"AI315 operating from Hong Kong to Delhi on 16 June 2025 returned to Hong Kong shortly after takeoff due to a technical issue," Air India said in a statement.

**Continued on P4**

## Air India

"The flight landed safely at Hong Kong and is undergoing checks as a matter of abundant precaution."

The carrier said it was making alternative arrangements to transport the passengers to Delhi. "We are providing all necessary on-ground assistance to the passengers to minimise the inconvenience caused by this unforeseen disruption," the airline added.

The Airport Authority Hong Kong confirmed the incident. "A passenger flight, AI315, operated by Air India from Hong Kong to New Delhi made a return to Hong Kong International Airport and requested local standby around 1 pm. The flight landed safely at 1.15 pm. Airport operations were not affected," a spokesperson stated.

The aircraft had originally been scheduled to depart at 8:50 am but faced a delay of over three hours before taking off, according to data from Flightradar24.

The incident occurred just a day after a similar mid-air turnaround involving a British Airways Boeing 787-8 Dreamliner. Flight BA35 to Chennai returned to London Heathrow nearly two hours into its journey due to a technical fault. The aircraft, which departed at 1:16 pm after a delay, landed safely and all passengers were deplaned normally.

As of 2025, Air India operates 33 Boeing 787 aircraft, making it India's largest operator of the widebody Dreamliner jet. Currently, only Air India and IndiGo deploy this aircraft type on international routes.

## 'Enhanced DGCA oversight key to avert flight crashes'

**CAPTAIN CS Randhawa** is a big name in the Indian aviation industry. The former Deputy Chief Flight Operations Inspector at the Directorate General of Civil Aviation (DGCA) has 45 years of flying experience, including 37 years of flying Boeing aircraft and fighter planes. As President of the Federation of Indian Pilots, he has been vocal about the need to boost the safety of flying for both passengers and crew. He spoke to **S. Lalitha** about the way ahead for the grief-stricken industry. **Excerpts:**



**In the aftermath of one of the world's deadliest air crashes, which took place at Ahmedabad on June 12, resulting in over 270 deaths and a spate of incidents involving helicopters, too, in the recent past, what steps do you suggest to boost safety in the country's aviation industry?**

The DGCA needs to exercise greater oversight of all operators. Airlines need to be regularly asked to send reports. For instance, in one of the recent helicopter crashes at Kedarnath, which caused casualties of all on board, the private op-

erator flew in inclement weather. All these aspects need to be brought under strict vigilance.

for over a century, has had very few crashes in the past three to four decades. This is the first fatal accident on the B-787 and B-777 aircraft. Air travel is still the safest mode of travel.

Air accidents are rare and still the safest mode of travel. I have served as a pilot for 45 years. I have also flown fighter aircraft, including the A-310, Boeing 777, and Boeing 747. Throughout my entire career in commercial flying, I have had one incident involving a B-747 aircraft where the right-wing gear failed to lower due to a technical issue. All aircraft are manufactured with redundancy factored in and considering all safety aspects.

erator flew in inclement weather. All these aspects need to be brought under strict vigilance.



**Do you think the training programme offered to pilots in India has any lacunae?**

Also, we must involve expert pilots or aviators whenever any inquiry is conducted by the Aircraft Accident Investigation Bureau. As FIP president, I want to take up this issue with the Minister of Civil Aviation or the Prime Minister. All regulators like the Federal Aviation Administration (FAA) in the USA, the Civil Aviation Authority in the UK and European Aviation Safety Agency in Europe involve veteran pilots with much experience in such investigations.

Not at all. Our training is among the best in the world. There is nothing found wanting on that front. However, when the DGCA finds any lacunae from time to time, the pilots are given additional training. Indian pilots are well-trained, and DGCA maintains vigilant oversight of airlines and other operators.

**Have aspersions been cast on the safety of wide-bodied planes manufactured by Boeing? Given your vast experience in flying this specific model, what are your thoughts on this?**

I do not at all subscribe to this point of view. What has happened is a malfunctioning of the equipment/systems. This could happen to a car or even a two-wheeler. As an aircraft manufacturer, Boeing began its company in 1916, whereas Airbus, the other major player in this industry started manufacturing aircraft only in 1970. Airbus manufactures the 320 series of aircraft. If you compare the two, one will understand that Boeing, which has been manufacturing aircraft

**Finally, the Black Box has been recovered from the mishap involving AI 171, and the actual reason for the crash will be out soon. Based on your experience, what might have happened?**

As of now, it appears as if there has been an electrical malfunction of Electronic Engine Control (EEC), which may have caused a failure of both the engines after being airborne. Additionally, the long take-off run for getting airborne is a concern, as the aircraft took off at the end of the runway. These are speculations, but facts will emerge after the decoding of the Digital Flight Data Recorder and the Cockpit Voice Recorder. Such accidents are extremely tragic in nature and should never occur. However, increased oversight by the DGCA of flight operators will improve safety measures in aviation.



# Corporate Communications Directorate

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## एयर इंडिया प्लेन में दिक्कत, उड़ान हॉंग कॉंग लौटी



**दिल्ली आ रही फ्लाइट में समस्या।**

■ पीटीआई, मुंबई: हॉंग कॉंग से दिल्ली आ रही एयर इंडिया ड्रीमलाइनर बोइंग 787-8 फ्लाइट को सोमवार को गड़बड़ी की वजह से लौटना पड़ा। उड़ान भरने के तुरंत बाद पायलट ने तकनीकी समस्या का संदेह जताया था। एयरलाइन ने कहा कि उड़ान संख्या AI 315 हॉंग कॉंग में सुरक्षित तरीके से उतर गई और विमान की जांच की जा रही है। एयर इंडिया ने कहा, 'यात्रियों को जल्द दिल्ली तक पहुंचाने के लिए वैकल्पिक व्यवस्था कर रहे हैं।' वहीं, हैदराबाद के लिए उड़ान भरने वाले लुफ्थान्सा के विमान में बम रखा होने की धमकी मिलने के बाद उसे फ्रैंकफर्ट हवाई अड्डे पर लौटना पड़ा। जेद्दा से लखनऊ पहुंचे सऊदी एयरलाइंस के विमान के उतरते समय पहियों से धुआं निकला।

## प्लेन क्रैश में 119 शवों की पहचान, 76 सौंपे गए

Social Media

पीछे आग, आगे विरवास... प्लेन क्रैश में बचे विरवास रमेश कुमार का नया विडियो आया है। वह आग और धुएँ के बीच निकलते दिख रहे हैं।



■ आईएनएस, अहमदाबाद

गुजरात के अहमदाबाद में एयर इंडिया विमान हादसे के बाद मृतकों के डीएनए का मिलान जारी है। सोमवार तक 119 शवों की पहचान हो चुकी है और 76 लोगों के शव परिजनों को सौंपे जा चुके हैं। हादसे में जान गंवाने वाले गुजरात के पूर्व सीएम विजय रूपाणी का सोमवार शाम अंतिम संस्कार किया गया।

12 जून को एयर इंडिया की लंदन जाने वाली फ्लाइट AI-171 उड़ान के कुछ देर बाद ही क्रैश हुई थी। इस हादसे में विमान में सवार 241 लोगों



प्लेन क्रैश को बयां कर रहे एक के बाद एक शव

कहा था- पापा को लेने आऊंगा, अब घरवालों को शव का इंतजार ▶▶ पेज 11

समेत 270 की जान गई है। हालांकि मीतों का अंतिम आंकड़ा सभी DNA टेस्ट के बाद साफ होगा। हादसे की जांच के लिए गठित उच्चस्तरीय कमिटी ने सोमवार को पहली बैठक की।

## AI बेड़े के 33 ड्रीमलाइनर में से 25 की जांच पूरी हुई

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■ नई दिल्ली : अहमदाबाद में 12 जून को क्रैश हुए एयर इंडिया के बेड़े के 34 बोइंग ड्रीमलाइनर 787-8 में से सोमवार रात तक 25 ड्रीमलाइनर की जांच पूरी कर ली गई है। बाकी बचे आठ ड्रीमलाइनर में से चार शेड्यूल मेंटेनेंस के लिए एमआरओ में हैं। बाकी चार भी अभी बाहर हैं। भारत आने के बाद इनकी भी जांच

एआई-171 को क्रैश से बचाने के लिए बाहर आ गई थी RAT भी

की जाएगी। यह जांच ड्रीमलाइनर के क्रैश होने के बाद डीजीसीए द्वारा दिए गए आदेशों के तहत

की जा रही है। डीजीसीए ने 13 जून को एयर इंडिया को आदेश देते हुए कहा था कि वह अपने बेड़े में शामिल बोइंग के सभी 33 ड्रीमलाइनर 787-8/9 की वन टाइम जांच करे। जांच में इन सभी ड्रीमलाइनर एयरक्राफ्ट के फ्यूल पैरामीटर, केबिन एयर कंप्रेसर, इलेक्ट्रॉनिक इंजन कंट्रोल, इंजन फ्यूल ऑपरेशनल, ऑयल सिस्टम और हाइड्रोलिक सिस्टम समेत अन्य पार्ट की चेकिंग की जा रही है। एविएशन सूत्रों का कहना है कि अभी तक करीब 25 ड्रीमलाइनर की जांच पूरी कर ली गई है। इनमें से किसी भी एयरक्राफ्ट में कोई गंभीर खामी सामने नहीं आई है।



अभी तक की जांच में क्या सामने आया?

सूत्रों ने बताया कि एआई-171 के क्रैश होने से पहले प्लेन से काफी तेज शोर भी सुनाई दिया था। असल में यह शोर इमरजेंसी के वक्त प्लेन के अंदर से बाहर निकली रैम एयर टर्बाइन (RAT) का था। जो प्लेन से ऐसी बेहद आपातकालीन परिस्थिति में निकलती है। जब प्लेन के इंजन फेल हो जाए या हाइड्रोलिक फेलियर होने जैसी इमरजेंसी स्थिति हो जाए। मालूम हो कि रैम एयर टर्बाइन को स्मॉल विंड टर्बाइन भी कहा जाता है। यह प्लेन की मेन पावर सप्लाय फेल होने पर प्लेन का इमरजेंसी पावर सॉर्स होता है। जो हवा के बहाव से घूमते हुए प्लेन के हाइड्रोलिक सिस्टम, लैंडिंग गियर और अन्य इमरजेंसी इस्ट्रुमेंट को चालू रखने के लिए पावर देने का काम करता है।



# Corporate Communications Directorate

NAVBHARAT TIMES

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## हादसे के बाद लंदन के लिए AI की पहली फ्लाइट

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■ नई दिल्ली : अहमदाबाद में 12 जून को फ्लाइट नंबर-एआई-171 के क्रैश होने के बाद 16 जून को पहली बार एयर इंडिया की फ्लाइट ने अहमदाबाद के सरदार वल्लभ भाई पटेल इंटरनेशनल एयरपोर्ट से लंदन के गैटविक के लिए टेक ऑफ किया। इस बार हालात काफी बदले हुए थे। क्रैश होने के बाद एयर इंडिया ने अहमदाबाद से गैटविक जाने वाली फ्लाइट के नंबर एआई-171 को हमेशा के लिए अपनी सीरीज से हटा दिया है। इसकी जगह फ्लाइट का नया नंबर एआई-159 रख दिया गया है। फ्लाइट में पहले के मुकाबले यात्री कम थे। जो थोड़ा सहमे और एकदम शांत थे। यात्रियों को हिम्मत और भरोसा दिलाने के लिए फ्लाइट के पायलट और क्रू ने उनकी काउंसिलिंग भी की।

सूत्रों ने बताया कि 12 जून को क्रैश होने के बाद 16 जून को पहली बार अहमदाबाद से गैटविक के लिए टेक ऑफ करने वाली एयर इंडिया की फ्लाइट में बोइंग की उसी सीरीज 787-8 ड्रीमलाइनर का इस्तेमाल किया गया। इस एयरक्राफ्ट को टेक ऑफ करने से पहले डबल चेक करके जांच की गई।



जांच में यह एयरक्राफ्ट एकदम ओके पाया गया। इसके बाद ही इसे लंदन के लिए टेक ऑफ की मंजूरी दी गई। फ्लाइट में करीब 200 लोग सवार थे। पहली वाली फ्लाइट में 230 यात्री सवार थे। सूत्रों का कहना है कि प्लेन में बोर्ड करते तमाम यात्री बार-बार सीट नंबर-11ए की तरफ ही देख रहे थे। कोई किसी से बोल कुछ नहीं रहा था, लेकिन उस सीट को सब देखते हुए अपनी सीटों पर बैठ रहे थे। इसी सीट नंबर-11ए पर बैठा यात्री किस्मत से इस भयानक प्लेन क्रैश हादसे में जिंदा बचे थे। बाकी 230 यात्रियों में से 229 की मौत हो गई थी और दो पायलट समेत क्रू के सभी 12 सदस्यों की भी मौत हो गई थी। सूत्रों ने बताया कि अहमदाबाद से गैटविक जाने वाली फ्लाइट में टेक ऑफ करते हुए एयरपोर्ट का माहौल भी शांत था।

हेलीकॉप्टर हादसा

उत्तराखंड सरकार ने बताया- हेली सेवाओं पर लगा दी है रोक

# हाईकोर्ट ने लिया संज्ञान, **सख्त** कदम उठाने का आदेश

नैनीताल, 16 जून (नवोदय टाइम्स) : उत्तराखंड के चारधाम यात्रा मार्ग पर लगातार हो रही हेलीकॉप्टर दुर्घटनाओं का सोमवार को उच्च न्यायालय ने भी संज्ञान लिया तथा सरकार को कड़े कदम उठाने का मौखिक आदेश दिया। मुख्य न्यायाधीश जी. नरेन्द्र और न्यायमूर्ति आलोक मेहरा की खंडपीठ ने सोमवार की कार्यवाही शुरू होने से पहले इस मामले का संज्ञान लिया।

खंडपीठ ने मुख्य स्थाई अधिवक्ता चंद्रशेखर रावत से इस मामले में संबंध में सवाल पूछा। अदालत ने यह भी कहा कि चारधाम क्षेत्र में मौसम खराब है। ऐसे में हेली सेवाओं का संचालन क्यों किया जा रहा है? सीएससी ने बताया कि श्रद्धालुओं



की सुरक्षा को लेकर प्रदेश सरकार गंभीर है। सरकार ने सख्त कदम उठाते हुए हेली सेवाओं के संचालन पर रोक लगा दी है। यह भी कहा कि सरकार की ओर से नई मानक संचालन प्रक्रिया (एसओपी) लागू करने की बात कही गई है। रावत ने आगे कहा कि डीजीसीए की गाइड लाइन पर हेली सेवाओं का संचालन किया जाता है।

**आज से बहाल होंगी केदारनाथ धाम के लिए हेली सेवाएं**

रुद्रप्रयाग : बीते दिन केदारनाथ में आर्यन कंपनी का हेलीकॉप्टर क्रैश हो गया था। इस कारण केदारनाथ यात्रा में हेली सेवा पर रोक लगा दी गई थी। मंगलवार से हेली सेवाएं पुनः बहाल हो जाएंगी। सोमवार को डीजीसीए की तीन सदस्यीय दल ने हेलीकॉप्टर दुर्घटना की जांच शुरू की। रविवार को हेलीकॉप्टर दुर्घटना में 7 लोगों की मौत हो गई थी। वहीं, डीजीसीए की टीम ने केदारघाटी पहुंच कर हेलीकॉप्टर की जांच शुरू कर दी है। हेलीकॉप्टर दुर्घटना के कारणों का पता लगाया जा रहा है। यहां मशीन रिकॉर्ड को ढूंढा जा रहा है।

**आर्यन एविएशन पर एफआईआर**

देहरादून : केदारनाथ के पास रविवार को हुए हेलीकॉप्टर हादसे के संबंध में उत्तराखंड सरकार ने आर्यन एविएशन प्राइवेट लिमिटेड के खिलाफ लापरवाही बरतने के आरोप में मुकदमा दर्ज किया है।

गौरीकुंड और त्रियुगीनारायण के बीच गौरीमाई खर्क के जंगलों में खराब मौसम और कम दृश्यता के कारण हुई दुर्घटना में, हेलीकॉप्टर में सवार पायलट समेत सभी सात यात्रियों की मौके पर ही मृत्यु हो गई

थी। रुद्रप्रयाग पुलिस ने बताया कि आर्यन एविएशन के एकाउंटेबल मैनेजर कौशिक पाठक तथा मैनेजर विकास तोमर के खिलाफ सोनप्रयाग पुलिस थाने में भारतीय न्याय संहिता की धारा 105 और वायुयान अधिनियम 134 की धारा 10 के तहत मुकदमा दर्ज किया गया है।

फाटा में तैनात राजस्व उप निरीक्षक राजीव नखोलिया द्वारा दर्ज कराई गई शिकायत के आधार पर यह मुकदमा दर्ज किया गया।



# Corporate Communications Directorate

THE PIONEER

DELHI

17 JUNE 2025

## Three India-bound 787s return mid-air

PIONEER NEWS SERVICE ■  
New Delhi/Mumbai/Hyderabad

In a concerning turn of events, three Boeing 787 Dreamliner aircraft bound for India were forced to return mid-air within a span of just 36 hours due to a bomb threat and technical snags, raising fresh safety concerns among air passengers and authorities. The incidents involved flights heading to Delhi, Chennai, and Hyderabad, operated by Air India, British Airways, and Lufthansa respectively. These incidents come days after an Air India Boeing 787 Dreamliner aircraft bound for London crashed in Ahmedabad, shortly after takeoff, killing 241 of the 242 passengers on board.

A Delhi-bound Air India Boeing 787-8 Dreamliner from Hong Kong returned to its airport of origin on Monday within an hour of takeoff after the pilot in command suspected a technical issue. The pilots of the Delhi-bound Air India flight, which returned to Hong Kong after nearly 90 minutes of take-off, didn't want to continue their journey after a suspected technical glitch was

detected in the aircraft. The pilot could be heard telling Air Traffic Control, "We don't want to continue further." An audio of the pilot's conversation with the Air Traffic Control has emerged where they are heard saying that they don't want to continue and return to the airport.

The aircraft involved in the

**Pilots of the Air India flight, which returned to Hong Kong didn't want to continue their journey after a suspected technical glitch was detected**

incident was also a Boeing 787-8 Dreamliner, the same aircraft model which crashed shortly after taking-off from Ahmedabad airport on Thursday, June 12, killing 241 out of 242 on board.

The flight, AI 315, landed safely in Hong Kong and all passengers have disembarked from the plane, the airline said in a statement, adding that the aircraft is undergoing inspection.

Continued on >> P2

## Three India-bound 787s return mid-air

Continued from >> P1 The flight departed from Hong Kong at 12.16 pm (local time) and was scheduled to land in Delhi at 12.20 pm IST. The flight had departed after a delay of almost 3.5 hours as its scheduled departure was at 8.50 am, as per flight tracking website flightradar24.Com.

AI315 operating from Hong Kong to Delhi on 16 June 2025 returned to Hong Kong shortly after takeoff due to a technical issue. The flight landed safely at Hong Kong and is undergoing checks as a matter of abundant precaution. Alternative arrangements have been planned to fly the passengers to their destination Delhi at the earliest," Air India said.

"We are providing all necessary on-ground assistance to the passengers to minimise the inconvenience caused by this unforeseen disruption," it said. The spokesperson of Airport Authority Hong Kong said, "A passenger flight, AI315, operated by Air India from Hong Kong to New Delhi made a return to Hong Kong International Airport and requested local standby around 1pm today (Monday). The flight landed safely around 1.15 pm. The airport operations were not affected."

Prior to this, a Lufthansa flight to Hyderabad that was forced to make a U-turn and

return to land at Frankfurt Airport due to a bomb threat is now en route and scheduled to land in the Telangana capital on Monday night local time. "The flight took off and is expected to land at 23:18 hrs," Lufthansa said in response to a query. Flight tracker website Flightaware.Com data shows Sunday's aborted flight was en route to Rajiv Gandhi International Airport in Hyderabad. Flight LH752 had earlier departed from Germany on Sunday afternoon local time and was scheduled to land at the Hyderabad airport in the early hours of Monday, but Lufthansa said it had to be turned around over a bomb threat, with passengers provided overnight accommodation.

"Out of an abundance of caution, Lufthansa flight LH752 from Frankfurt to Hyderabad returned to its point of departure after authorities were made aware of a bomb threat posted on social media," Lufthansa said in a statement. "The safety of our passengers and crew is Lufthansa's highest priority. Affected passengers were provided with accommodation in Frankfurt and will be continuing their journey to Hyderabad today," the statement said. In Hyderabad, airport sources on Monday said, "A bomb threat email targeting Lufthansa flight LH 752 was received at the Hyderabad airport at 18:01 hrs

on 15th June 2025." They said a bomb threat assessment committee was formed and all procedures were followed as per standard operating procedure. In the interest of safety, the airline was advised to divert back to the origin or the nearest suitable airport.

Flight LH 752 — operated by a Boeing 787-9 Dreamliner aircraft — departed from Frankfurt at 14.29 hours instead of its scheduled departure time of 13.05 hours, as per flight tracking website flightradar24.Com. The aircraft was to land in Hyderabad at 1.20 hours, as per the website. In the third incident, another Boeing 787 Dreamliner, this time operated by British Airways, was forced to return to London Heathrow after facing a technical issue mid-air on Sunday. The flight had departed for Chennai following a 36-minute delay, and after takeoff, it was seen circling over the Strait of Dover multiple times before heading back to London, according to tracking data from Flightradar24. British Airways issued a statement saying, "The flight landed safely with crew and customers disembarking as they normally would. Our teams are working hard to get their journeys back on track as soon as possible."

In the fourth incident, a Saudia Airlines plane from Jeddah carrying 242 Haj pil-

grims caused an alarm at the airport here on Sunday when smoke and sparks were detected from its wheels while landing. Smoke was seen emanating from the left wheel as the Saudi Arabia Airlines flight landed at Lucknow airport, prompting an immediate emergency response.

The Aircraft Rescue and Fire Fighting (ARFF) team acted swiftly to contain the smoke, preventing any damage to the aircraft. All passengers were safely deboarded and flight operations continued at the Chaudhary Charan Singh International Airport. According to sources, sparks and smoke were seen coming from the aircraft's wheel as it touched down around 6:30 am. The aircraft, flight SV 3112, had departed from Jeddah at 10:45 pm the previous night with 250 Haj pilgrims and crew members onboard. The incident occurred while the plane was taxiing on the runway. The pilot promptly brought the aircraft to a halt, and the airport's fire and rescue team responded immediately, bringing the situation under control within 20 minutes. Preliminary investigation points to a hydraulic system leak as the cause of the malfunction. The plane, an Airbus A330-343, left Jeddah at 10:45 pm and reached Lucknow around 6:50 am, according to data from Flightradar24.



# Corporate Communications Directorate

THE PIONEER

DELHI

17 JUNE 2025

## Air India chairman urges staff to build safer airline after crash

**PIONEER NEWS SERVICE ■**  
New Delhi/Ahmedabad

**T**ata Sons and Air India Chairman N Chandrasekaran on Monday told the airline staff to use the plane crash in Ahmedabad as an "act of force" to build a "safer airline", as a high-level Government panel held its first meeting to probe the possible causes of the air disaster.

Meanwhile Four days after the deadliest crash in the country in three decades claimed 270 lives, 119 victims have so far been identified through DNA matching with their family members, authorities said, adding mortal remains of 76 of them including that of former Gujarat chief minister Vijay Rupani were handed over to their families.

Addressing close to 700 employees and the leadership team across the Air India headquarters and Air India Training Academy in Gurugram, Chandrasekaran urged them to stay on course, terming the accident the most "heartbreak-



ing" crisis of his career.

"We need to show resilience. We need to use this incident as an act of force to build a safer airline," he said, urging the employees to be "strong". "So we have to make sure that we stay the course. Be more determined in everything we do. We need to wait for the investigation to find out (the cause)," the Tata Sons chief said.

"I've seen a reasonable number of crises in my career, but this is the most heartbreaking

one which I never thought I would see," sources quoted Chandrasekaran as having told the meeting.

As grief-stricken families endure an agonising wait for bodies of the victims, Ahmedabad Civil Hospital Medical Superintendent Dr Rakesh Joshi appealed to them not to panic over the time-consuming process of matching the DNA samples of relatives with the remains of the deceased. He expressed the

hope that the DNA profiling all the victims will be completed by either Tuesday evening or Wednesday morning.

"We visited the DNA collection centre yesterday but were told that our samples were yet to be matched," Pooja Sukhadare, a relative of crew member Roshni Songhare, told PTL.

Sukhadare has been camping in Ahmedabad since the day of the disaster with the father and brother of Songhare, whose family resides at Dombivli in Maharashtra's Thane district.

The high-level panel, chaired by Union Home Secretary Govind Mohan, deliberated on various possibilities that could have led to the Ahmedabad crash at its first meeting in Delhi.

It was set up by the government on Saturday to ascertain the "root cause" of the accident and assess any contributing factors including mechanical failure, human error and regulatory compliances.

The panel heard the opinion of various stake-holders about

the possible causes and deliberated on steps to be taken to check future occurrence of such accidents by formulating Standard Operating Procedures(SOPs).

Since 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, the panel discussed about the possible causes and lesson to be taken from it, sources said.

Probe agencies were looking into all possible causes for the crash, including loss of thrust in both engines of the aircraft, multiple bird strikes, or a potential wing flap issue. The doomed aircraft's black box — which includes the Flight Data Recorder and Cockpit Voice Recorder — has already been recovered and may hold vital clues to understanding what led to the disaster.

The United States' National Transportation Safety Board (NTSB) has also launched a parallel probe into the crash, drawing several international experts to the accident site.

The NTSB is conducting a parallel probe under international protocols, as the aircraft is American-made, an official release said.

**इजरायल-ईरान संघर्ष:** उड़ानों के रूट बदले, मिडिल-ईस्ट से व्यापार पर असर

## 50% बढ़ी माल ढुलाई लागत, हवाई किराया 20% तक बढ़ा



पत्रिका न्यूज नेटवर्क  
patrika.com

नई दिल्ली. ईरान-इजरायल तनाव के कारण भारत से यूरोप-अमरीका सहित पश्चिमी देशों की हवाई यात्रा पर बड़ा असर पड़ा है। पहले पाकिस्तान और अब ईरान-इराक और इजरायल के साथ जॉर्डन और सीरिया ने भी अपने हवाई क्षेत्र को बंद कर दिया है, जिससे विमानों का मार्ग बदल गया है और यूरोप जाने वाले यात्रियों को काफी परेशानियों का सामना करना पड़ रहा है। उड़ानों के रूट बदलने से प्लेन के किराए में इस हफ्ते 20% तक बढ़ोतरी हुई है।

जानकारों का कहना है कि ईरान-इजरायल के बीच संघर्ष और हवाई क्षेत्र बंद होने से उड़ानों का रास्ता लंबा हो गया है, जिसका सीधा असर विमानों के समय पर किराए पर पड़ना तय है। कुछ क्षेत्रों में पहले से ही 12 से 15% की वृद्धि देखी जा रही है। यात्रा ऑनलाइन की को-फाउंडर सर्बिना चोपड़ा ने बताया कि हवाई क्षेत्रों पर अस्थायी प्रतिबंध से विमानों को आने-जाने में 2 से 4 घंटे का वक्त अधिक लग रहा है। इससे विमानन कंपनियों की परिचालन लागत में वृद्धि हुई है। मार्ग बदलने से कुछ मार्गों के किराए में 15 से 20% फासदी की वृद्धि हुई है। हवाई क्षेत्रों में जारी प्रतिबंध के कारण खाड़ी देशों से आने-जाने वाले उड़ान मार्गों पर भारी भीड़ है।

21 अरब डॉलर का निर्यात किया था भारत ने इजरायल को 2024-25 में, जो 2023-24 में 4.5 अरब डॉलर था 1.4 अरब डॉलर रहा ईरान को होने वाला निर्यात 2024-25 में

अगर इजरायल-ईरान युद्ध लंबे समय तक जारी रहा तो भारत से दोनों देशों को होने वाला निर्यात प्रभावित होने की आशंका



### क्या होगा भारत पर असर...

अगर युद्ध लंबे समय तक चलता रहा, तो ईरान और यूएई के बीच होर्मुज जलमार्ग और लाल सागर जैसे मार्गों के जरिए व्यापारिक जहाजों की आवाजाही प्रभावित होगी। फियो का कहना है कि यूक्रेन संकट के बाद मालवाहक जहाज धीरे-धीरे लाल सागर के मार्गों पर लौट आए हैं। इससे भारत और एशिया के अन्य हिस्सों से अमरीका और यूरोप जाने में 15-20 दिन की बचत हो रही है। पर अब इस युद्ध के कारण मालवाहन जहाज फिर से लाल सागर मार्ग का इस्तेमाल करने से बर्हेंगे। यूरोप के साथ भारत का 80% व्यापार लाल सागर के जरिए होता है।

### माल ढुलाई की लागत बढ़ी:

ईरान-इजरायल युद्ध से भारत में केवल हवाई यात्रा मंहंगा नहीं हुआ है, बल्कि समुद्री माल ढुलाई दरों में भी 50% तक इजाफा हुआ है। इसके साथ ही बीमा शुल्क में भी बढ़ोतरी का भी जोखिम बना हुआ है। निर्यातकों का कहना है कि इस युद्ध के कारण यूरोप और रूस जैसे देशों को निर्यात प्रभावित हो सकता है।



# Corporate Communications Directorate

RAJASTHAN PATRIKA

DELHI

17 JUNE 2025

## तकनीकी खराबी के चलते एयर इंडिया की दो उड़ानें वापस लौटी

**उड़ान पर संकट : 36 घंटे में तीन बोइंग सहित चार उड़ानों में गड़बड़ी**

नई दिल्ली. अहमदाबाद विमान हदसे के बाद पिछले दो दिन में बोइंग 787 के तीन विमानों सहित चार उड़ानों में गड़बड़ी मिलने से हवाई यात्रा की सुरक्षा सवालों के घेरे में है। सोमवार को तकनीकी खराबी के कारण एयर इंडिया की दो उड़ानों को लौटना पड़ा। दिल्ली से रांची जाने वाली फ्लाइट एआइ9695 को शाम 6.20 बजे बिरसा मुंडा एयरपोर्ट पर उतरना था, लेकिन तकनीकी कारणों से इसे वापस दिल्ली के लिए मोड़ दिया गया। यह घटना एयर इंडिया की हांगकांग से दिल्ली आ रही उड़ान संख्या एआइ315 में तकनीकी खराबी के कारण वापस लौटने के कुछ घंटों बाद हुई। विमान में खराबी का पता चलने के बाद पायलटों ने इसे उड़ान के 90 मिनट बाद ही वापस हांगकांग ले जाने का निर्णय लिया। एयर इंडिया का ने बताया, हांगकांग उतरने के बाद विमान के सभी यात्री सुरक्षित हैं। इससे पहले रविवार को भी दो उड़ानों में

तकनीकी गड़बड़ी देखी गई। लंदन के हीथ्रो एयरपोर्ट से चेन्नई के लिए रवाना हुई ब्रिटिश एयरवेज के विमान को कुछ ही मिनटों बाद हीथ्रो पर लाया गया। बोइंग 787-8 ड्रीमलाइनर जब 15 हजार फीट की ऊंचाई पर था, तब फ्लैप सिस्टम में गड़बड़ी के संकेत मिले थे। रविवार को ही मुंबई जेद्दा से लखनऊ एयरपोर्ट पर उतरने वाली अरब के एक विमान के पहियों से धुआं निकलता हुआ देखा गया। विमान बचाव और अग्निशमन (एआरएफएफ) की टीम मौके पर पहुंची और सऊदी अरब की टीम के साथ मिलकर धुएं को नियंत्रित किया। सभी यात्रियों को सुरक्षित उतार लिया गया।

### रक्षामंत्री राजनाथ सिंह का हेलीकॉप्टर खराब

भाजपा के प्रशिक्षण वर्ग के सम्मपन सत्र को संबोधित करने मध्यप्रदेश के पंचमढ़ी आए रक्षामंत्री राजनाथ सिंह का हेलीकॉप्टर जेडएम् 2967 खराब हो गया। सिंह को दूसरे हेलीकॉप्टर से रवाना किया गया। बाद में खराब हुए हेलीकॉप्टर को ठीक कर शाम साढ़े पांच बजे भेजा गया।



# Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

17 JUNE 2025

## विमान हादसा मेरे करियर की सबसे दुखद घटना : चंद्रशेखरन मुंबई (भाषा)।

टाटा संस और एयर इंडिया के चेयरमैन एन. चंद्रशेखरन ने एयर इंडिया के कर्मचारियों से सोमवार को कहा कि उन्हें आगे बढ़ते रहना चाहिए और जो कुछ भी हम करते हैं, उसमें दृढ़ निश्चयी होना चाहिए। सूत्रों ने यह जानकारी दी।

एयर इंडिया के एक विमान के अहमदाबाद में पिछले सप्ताह दुर्घटनाग्रस्त होने के मद्देनजर उन्होंने यह बात कही और इस दुर्घटना को अपने 'करियर' का सबसे दिल दहला देने वाला संकट बताया। चंद्रशेखरन ने गुरुग्राम स्थित एयर इंडिया मुख्यालय एवं एयर इंडिया प्रशिक्षण अकादमी में करीब 700 कर्मचारियों व नेतृत्व दल को संबोधित करते हुए कहा कि कर्मचारियों को दृढ़ता दिखाने की जरूरत है और इस घटना से सबक लेते हुए एक 'सुरक्षित विमानन कंपनी' बनाने की राह पर बढ़ना चाहिए।

सूत्रों ने चंद्रशेखरन के हवाले से कहा, 'हमें यह सुनिश्चित करना होगा कि हम आगे बढ़ते रहें। हम जो भी करें, उसमें और दृढ़ निश्चयी रहें। हमें जांच के पूरी होने का इंतजार करना होगा, ताकि घटना के कारणों का पता चल सके।' सूत्रों के अनुसार उन्होंने कहा, 'मैंने अपने करियर में काफी संकट देखे हैं, लेकिन यह सबसे दुखद घटना है। मैंने कभी नहीं सोचा था कि मुझे ऐसा दिन देखना पड़ेगा।'



# Corporate Communications Directorate

THE STATESMAN

DELHI

17 JUNE 2025

## Air India flight: Investigators recover cockpit voice recorder from crash site

**STATESMAN NEWS SERVICE**  
NEW DELHI, 16 JUNE

The investigators on Monday recovered the cockpit voice recorder (CVR), a crucial piece of evidence to know what happened in the last few minutes, from the crashed Air India flight in Ahmedabad.

The CVR captures audio from the cockpit, including pilot conversations, alarms and ambient sounds.

The flight data recorder (FDR), which logs crucial flight parameters like altitude, speed and engine performance, had been recovered from the debris on Friday.

Together both CVR and FDR form what we call 'black box' in common terminology.

Aircraft Accident Investigation Bureau (AAIB) is leading



the inquiry into the cause of the crash, helped by teams from the US and the UK.

On Sunday, officials from the US National Transportation Safety Board (NTSB) surveyed the site of the plane crash.

Moreover, officials from Boeing, the manufacturer of the 787 Dreamliner aircraft, also visited the accident site to help the investigators.

Following the accident, doctors said 270 bodies had been recovered from the site of the crash.

More than 90 victims have been identified through DNA matching, Dr Rajnish Patel of Ahmedabad's Civil Hospital said on Monday. He added that 47 of the identified bodies have been sent to their families.

Among the identified victims is Vijay Rupani, the former chief minister of Gujarat, whose funeral was conducted on Monday. Rupani, whose political career spanned more than 50 years, was laid to rest with full state honours in Rajkot city.

A high level committee under the chairmanship of Union Home Secretary Govind Mohan has been formed by the government which includes Secretary Ministry of Civil Aviation, Senior Officials from Home Ministry, Officials of Home Department and State Disaster Response Authority of Gujarat, Police Commissioner of Ahmedabad, Director General of Inspection and Safety in the Indian Air Force and Director General of Bureau of Civil Aviation Security.



# Corporate Communications Directorate

THE STATESMAN

DELHI

17 JUNE 2025

## Manipur group appeals for dignified return of Air India crash victims

**STATESMAN NEWS SERVICE**  
IMPHAL, 16 JUNE

The Coordinating Committee on Manipur Integrity (COCOMI) has issued a public appeal urging community members, civil society groups, and local organisations to come together in receiving the mortal remains of two Manipuri women who tragically lost their lives in the devastating crash of Air India Flight AI 171 on June 12.

Kongbrailatpam Nganthoi Sharma and Namlunthem Singson were among the victims of the ill-fated flight bound for Gatwick, London, which crashed shortly after take off from Ahmedabad.

Their untimely deaths have cast a shadow of grief across Manipur, sparking spontaneous outpourings of sorrow, including candlelight vigils and interfaith prayer meetings across districts.

In a statement, COCOMI expressed profound sorrow over the tragedy and called upon the public to extend solidarity and logistical support as the bodies are expected



to arrive in Manipur once DNA identification, currently underway, is completed—likely within the next 72 hours. The organisation stressed the importance of ensuring a dignified homecoming and urged all stakeholders, including local youth clubs, religious leaders, and community elders, to be present at Imphal Airport for the solemn occasion.

The June 12 crash of Flight AI 171 is one of the deadliest in recent Indian aviation history. The Boeing aircraft, carrying over 200 passengers, experienced a technical failure shortly after take off, leading to its catastrophic descent

into a sparsely populated area outside Ahmedabad. Recovery operations are ongoing, and authorities have begun the process of DNA identification to confirm the identities of the deceased.

COCOMI, which plays a pivotal role in civil society engagement in the state, is also liaising with the Manipur government and central agencies to ensure smooth coordination for the transportation and final rites of the victims. It has pledged to assist the bereaved families at every step, including emotional counselling, logistical aid, and traditional rituals, as needed.



## Corporate Communications Directorate

THE STATESMAN

KOLKATA

16 JUNE 2025

# Air India Express Kolkata-Hindon flight delayed due to 'snag'

### AGENCIES

KOLKATA, 15 JUNE

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"

An Air India Express spokesperson told ANI, "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."

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 the Directorate General of Civil Aviation (DGCA) mandating enhanced safety checks on Air India's Boeing 787-8 and 787-9 fleet, the airline on Saturday stated

that inspections on nine out of its 33 Dreamliner aircraft had been completed. The remaining 24 aircraft are on track to be inspected within the timeline provided by the civil aviation regulator.

In a post on X, an Air India spokesperson stated that the safety inspections are being conducted as the 787 fleet returns to India, with each aircraft undergoing thorough evaluations before being cleared for its next operation.

The move came following the tragic crash of the London-bound AI171 flight that rammed into a doctors' hostel of BJ Medical College in the Meghani Nagar area in Gujarat's Ahmedabad seconds after it took off from the Sardar Vallabhai Patel International Airport on Thursday.

The DGCA on Friday directed Air India to immediately carry out the additional maintenance actions on its B787-8/9 aircraft equipped

with Genx engines in coordination with the concerned regional DGCA offices.

"Air India is 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. 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," Air India stated.

Acknowledging potential disruptions, Air India warned that some checks might lead to increased turnaround times and possible delays, particularly on long-haul routes to airports with operating curfews. The airline has also offered e-funds on cancellations or complimentary rescheduling for those impacted by the disruptions.



# Corporate Communications Directorate

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THE TELEGRAPH

KOLKATA

16 JUNE 2025

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## AI Express woes: 18hr delay, twice deboarded

**Guwahati:** Passengers on an Air India Express flight from Guwahati to Calcutta were deboarded twice because of a glitch in the aircraft before they were flown to their destination on Sunday afternoon more than 18 hours after the scheduled departure.

There were 170 passengers aboard Air India Express flight IX-1226, which was scheduled to depart at 9.30pm on Saturday.

The flight was delayed post-midnight because of a glitch and passengers remained seated inside for long, an aggrieved traveller said in a video that has gone viral on social media. "Around 1.30am, 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," the passenger is heard saying.

On Sunday morning, the passengers were brought back to the airport and told to board the same aircraft around 9.30am. However, they were again informed by the captain and crew that the flight was further delayed because of the same technical issue.

They were deboarded and brought back to the airport. Finally, they left Guwahati at 3.34pm in a separate flight.

An Air India Express spokesperson told PTI that the evening flight on the Guwahati-Calcutta route had developed a "technical issue". An official rejected the allegation that passengers were put up in a cheap hotel. PTI

## Stray tiger caged, released back into wild

DEBRAJ MITRA

Calcutta: A tiger that had strayed near a village in Kultali in the Sunderbans was trapped in a cage early on Sunday.

The big cat is suspected to have sneaked out of Deulbari forest compartment in South 24-Parganas forest division.

Villagers spotted pugmarks near Deulbari village on Saturday morning and informed the forest department. Soon, a team arrived and a search began for the tiger.

"It was traced to a thicket in the village, around 3.5km from Madia river. The area was fenced with nets. Two trap cages were set up," said an official of South 24-Parganas forest division.

The tiger was traced around 10am on Saturday. It was finally trapped in a cage around 3am on Sunday," the official said.

The tiger was taken for a medical check-up at a forest camp where veterinarians examined it. The tiger was a male adult that was approximately seven years old. "It was physically fit and the canines were intact," said the forest official.



The tiger being released from a mechanised trawler at the edge of the Chamta forest, part of the Sundarban Tiger Reserve, on Sunday

A mechanised trawler carried the big cat to the edge of the Chamta forest, part of the Sundarban Tiger Reserve.

As the door of the cage was lifted, the forest guards onboard let out a collective cry. The tiger leapt off the boat

into the shallow waters of the creek around 2.30pm. Within seconds, it took rapid strides and disappeared into the forest.

Tigers from the forests strayed near villages in Kultali more than 20 times between

September last year and June this year.

Breaches in the nets, caused naturally and by humans, were one of the main reasons for the intrusions, said foresters.

This newspaper had re-

ported that ragged nylon nets bordering the forests in Kultali will soon be replaced.

Nylon nets border around 85km of forests in the entire division.

Bulk of the project — around 45km — will cover forest compartments of Ajmalmar 1 and 11 and Herobhanga 9. They fall under the Raibhiti range, one of three tiger ranges in the South 24-Parganas forest division.

On the other side of the forests are villages — part of the Kultali block and under the jurisdiction of Malpith coastal police station — like Nagenaabad, Deulbari and Kishorimohanpur.

A creek, locally called Makri, separates the villages and the forests.

Foresters believe the increase in the tiger population in the mangrove delta is also behind the rise in straying incidents.

"Earlier, the straying incidents would happen during winter. Now, it happens almost all year. The ragged nets could be a reason, but the number of tigers has also gone up. That could also be the reason. Tigers are straying while looking out for new territories," said a veteran forester.

## Are Low Fares Making Char Dham Choppers Risky?

Cheap tickets are forcing operators to fly too many trips, disregarding pilot fatigue, machine maintenance and risks from terrain and weather

**Manmohan Bahadur**



Retired Air Vice Marshal

“Toddler among 7 killed as Kedarnath chopper crashes,” ran this paper’s headline yesterday, after the fifth such crash in six weeks. Relatives of the deceased will shed tears, but will tears move officialdom to prevent these recurring fatal accidents? There is a dire need to look at the culpability of business policies, commercial interests, talent shortage and govt indifference if we are to stop this loss of pilgrims.

Official information is difficult to come by, but evidence in the open domain suggests the pursuit of profit is the main driver of unsafe operations in this pilgrimage belt. Yes, this is strong language, but this writer hopes that it moves the powers-that-be to look at four points that require immediate attention.

**Low fares** | First, the Uttarakhand Civil Aviation Development Authority (UCADA), which controls operations, may have laid down high charges for each helipad landing but kept passenger ticket costs impractically low; it is believed that at some places helicopter tickets are cheaper than pony fares! While this may be good for pilgrims, it places enormous pressure on helicopter operators.

**Too many trips** | Second, to compensate for the landing charges and low returns per ticket, operators feel compelled to fly more trips per hour. Though DGCA has set a limit on this, at times operators under-log the number of trips.

**Too much pressure** | Third, maximising the number of trips for commercial gains is a sure recipe for disaster as pilots are forced to cut corners in their procedures or take chances with weather. PIB’s June 15 release says, “...the helicopter landed at Kedarnath at 0518 hours

and took off at 0519 hours for Guptakashi...” So, in just one minute, six passengers were off-loaded and six climbed in. Obviously, there was extraordinary pressure on the pilot to expedite this activity. In aviation there is something called ‘get-home-itis’ – the strong irrational pull on the psyche of a pilot to jettison common sense and press on with a mission to get home. In Uttarakhand, it may be ‘commercialitis’ – in which safe flying gets step-motherly treatment.

**Neglecting maintenance** | Fourth, technicians come under intense pressure to service helicopters in the restricted time frames available to meet the unrealistic



requirement of trips per hour. Rectifying unserviceabilities in hostile weather, terrain and under pressure of time magnifies chances of servicing errors.

In this scenario, the blame for an accident usually gets pinned on the helicopter and/or the pilot. This writer has spoken to many aircrew who have operated there and they talk of a third cause – the existence of the unrealistic environment of meeting daily passenger transportation targets that have not been given due weightage by an unprofessional supervisory body.

In aviation, experience cannot be compressed as developing a culture of flight safety takes years. In IAF,

a pilot becomes a flight commander in 12 years and a commanding officer (CO) in about 14 years. The CO then becomes a station commander (who has operational, maintenance and administrative jurisdiction) of an airbase in 20-odd years. This time frame is necessary to gain field knowledge and, more importantly, wisdom in matters of aviation. One needs to honestly answer the question whether this level of experience and wisdom, or even a percentage of it, is available in the top UCADA hierarchy that is making policies and overseeing helicopter operations in the challenging Char Dham hills? The PIB release says qualified officers from DGCA “...are to be immediately posted in to supervise operations.” This would be a band-aid solution to a malignant problem that demands radical surgery. Here are four actionable recommendations.

**Cost model** | First, UCADA should re-examine the financial structuring of royalty, ticketing costs, tender requirements, etc, so that business pressures on operators do not impinge on safe flying operations.

**Pilot selection** | Second, every helicopter pilot with a licence is not automatically qualified for hill flying; operating companies must ensure deployment of suitable aircrew.

**Specialist regulators** | Third, the govt should restructure UCADA to bring in aviation professionals at the helm. And, as is the practice worldwide, shouldn’t DGCA itself be headed and manned by professionals and not by generalists, just as the Railway Board is headed by railway professionals?

**Consult experts** | Finally, aviation should be seen as a system with multiple prongs that requires a systems approach to ensure safe flying. The Rotary Wing Society of India, whose only aim is to work for safe helicopter operations, should be tapped for advice.

## Crashed AI plane's insurance was hiked by ₹100cr in April

### This Followed An Engine Replacement

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**Kolkata:** Air India had raised insurance cover on the Boeing 787-8 Dreamliner that crashed in Ahmedabad from Rs 750 crore to Rs 850 crore during its April policy renewal following an engine replacement, sources said Monday. Total claims from the June 12 crash are expected to exceed Rs 1,500 crore.

Indian insurers led by Tata AIG will absorb only Rs 100-150 crore of the financial hit, having ceded over 90% of the risk to global reinsurers in London and Bermuda markets, including AIG and AXA XL.

The aircraft was part of a fleet-wide aviation cover worth Rs 8,000-10,000 crore, for which AI paid an annual pre-



Home minister Amit Shah pays respects to Vijay Rupani in Rajkot Monday

mium of about Rs 250 crore.

The crash is set to trigger compensation under the Montreal Convention, entitling families of deceased passengers to around Rs 1.8 crore each. With 241 onboard deaths liabilities under this clause alone could cross Rs 420 crore. There will be additional third-party claims as the accident also killed over 30 people on the ground and destroyed a medical college hostel, experts said.

The Dreamliner — about 11.5 years old, and operated by

AI since Jan 2014 — has been declared a total loss. The hull claim alone is pegged at Rs 850 crore, based on the aircraft's age-adjusted insured value.

The Ahmedabad accident is the first major crash of a wide-body aircraft in Asia in recent years and is expected to tighten the global aviation insurance market for regional carriers operating large jets.

Domestic insurers retaining only 7.5-10% of exposure include Tata AIG, GIC Re, United India, Oriental Insurance,

### Total claims could hit \$475m: GIC Re

Total claims from the crash could touch \$475 million, driven by liability payouts that are expected to be over 2.5 times the aircraft value, said Ramaswamy Narayanan, chairman and MD of GIC Re.

"The way we see it, the hull will be around \$125 million and liability claims on account of passenger liability, third-party liability and other PA and travel policies in vogue should work out to \$350 million," he said. "The estimate is on the higher side since passengers from the West are also involved." TNN

National Insurance, and ICICI Lombard. Reinsurers are expected to bear brunt of payouts.

In a June 14 circular, IRDA directed insurers to expedite settlements under life and accident policies and waive documentation requirements such as FIRs and autopsy reports.

## 37 years on, families of 1988 Ahmd air crash victims await 'fair compensation'

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**Ahmedabad:** The AI-171 plane crash, among the deadliest aviation disasters in the country, has brought renewed attention on unresolved struggles of families affected by the 1988 Ahmedabad air tragedy. An Indian Airlines flight 171 from Bombay to Ahmedabad crashed on Oct 19, 1988, killing 133 passengers and crew of the 130 on board the aircraft. The families of the deceased were then offered Rs 2L in compensation.

Today nearly 37 years since the tragedy, around 30 families from Ahmedabad remain locked in a legal battle with authorities over what they consider "inadequate compensation" for their losses.

### 83 bodies handed over to relatives

Mortal remains of 83 passengers on board the flight AI 171 were handed over to families after DNA matching, Gujarat health minister Rishikesh Patel said late Monday.

So far, 125 DNA samples have been matched with those given by relatives, and the families of 124 victims have been informed, he said in a post on X.

"There are around 30 families that are still fighting a legal battle for fair compensation. After the tragedy, the authorities had announced a compensation of Rs 2 lakh per victim. We believe the compensation should be based on the income and age of the victims. So, after the high court order, we moved Supreme Court in April 2010 for higher compensation," said Parkesh Patel, secretary of the association formed by families.

According to the case details, in 2003, the sessions court had directed Indian Airlines (IA) and Airport Authority of India (AAI) to give the petitioner families of the IA 171 victims a 6% interest on the compensation amount. In 2009, HC ordered this to be raised to 9%. However, the 30 families, organised under the Air Crash Claimants' As-

sociation, moved SC in 2010, demanding a higher compensation based on the age and earning potential of their deceased relatives.

Ushaben Patel, now 74, had lost her husband Sharad Patel, a chartered accountant and company secretary who served as finance director for a German company. Thursday's plane crash has reopened old wounds for her. "At the time of the 1988 crash, my sons Jaysheel and Milan were in Class 5 & Class 3, respectively. I raised them both with support from our families and they are both chartered accountants now, settled in Canada," she said. "The compensation offered in the aftermath of the AI 171 tragedy is better than what we were offered," she added.

Rostaben Shah, 74, remembers her husband Sunil Shah, an IIM-A graduate who worked as a management consultant. Their daughter was 12 years old when the crash occurred. "We did not accept the Rs 2 lakh compensation and initiated legal action. We finally moved SC," she said.

Ketan Patel, now 61, lost his father Ranjitbhai Patel, a 48-year-old chartered accountant, to the tragedy. "We had demanded compensation based on his age and income, which was around Rs 1.25 lakh per annum at that time. It has been 37 years since the legal battle began and we are awaiting justice," he said.

The families have created a lasting memorial at the Kotarair crash site. "We installed a marble replica of an aircraft at the site," Ushaben Patel said. "Many families visit the site on Oct 19 every year to pay tribute to their loved ones." Along with the Ahmedabad Municipal Corporation, the families also set up the Shantivan, a memorial garden featuring 133 trees in remembrance of the 133 people who lost their lives in the crash.



The mother of Sainveeta Chakravarty, a crew member and victim of the AI 171 crash, breaks down as her mortal remains are brought home to Mumbai's Juhu on Monday. The last rites of Sainveeta and Shraddha Dhaswan, also part of the crew, were performed in the city on Monday.



## Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

16 JUNE 2025

# Air India renumbers A'bad-Gatwick flight

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**F**our days after the Air India flight, AI 171 crashed the direct flight between Ahmedabad and Gatwick-London is set to resume from Monday, albeit with a new flight number. Sources confirmed that the flight service will resume from Monday, whereas bookings are currently available for flights on Tuesday.

Although Air India has not issued an official statement on the renumbering, the updated flight number is reflected on the airline's official website. A Boeing 787-8 aircraft will operate the said flight. The service will now operate under a new flight number – AI 159 – with the return journey designated as AI 160, as learnt from sources.

In the aftermath of the tragedy, the airline has retired the AI 171 designation in an effort to help passengers and crew psychologically distance the

AIR INDIA	
AI 159 BOEING 787-8	
<b>13:10 AHMEDABAD (AMD)</b>	
Sardar Vallabhbhai Patel International	
Terminal 2	
AI 159 BOEING 787-8	
<b>18:25 LONDON (LGW)</b>	

revived route from the devastating incident, as is learnt. Aviation sources confirm that such changes are not uncommon and are generally adopted to provide emotional closure and restore traveller confidence.

"Renumbering a flight after a major accident is standard industry practice. It is a mark of respect for the lives that were lost," a source said. Notably, this approach has precedent. The Malaysia Airlines flight MH370 and Lion Air flight JT610 both underwent renumbering following high-profile crashes, in line with international aviation norms aimed at addressing public sentiment.



# Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

16 JUNE 2025

## Airspace closures, Dreamliner checks result in delays

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**New Delhi:** Closure of multiple countries' airspaces and enhanced surveillance on Air India Dreamliners in the wake of the Ahmedabad crash is causing cascading delays for travellers. With Iran airspace closed, Dubai air traffic control is seeing a massive surge in diverted traffic it is handling — similar to Mumbai ATC.

Air India has found its flying time to and from the West increase by about an hour as Iranian and Jordan airspaces have been closed. AI Dreamliners, which fly to and from Europe and UK, are facing higher turnaround time. Coupled with the enhanced

checks ordered by DGCA on Dreamliners, this is making it difficult for AI to keep its schedules. Sunday's Delhi-Paris service was cancelled. The Sydney flight could not operate. These sectors are served by Dreamliners.

Till Sunday evening, checks on 22 AI Dreamliners (out of a total of 33) had been completed. AI had warned of Dreamliner flights getting impacted on Saturday. "AI is in the process of completing the one-time safety checks directed by DGCA. These are being carried out on Boeing 787 fleet as they return to India, before being cleared for their next operations... Some of these checks could lead to higher turnaround time and poten-



Air India has found its flying time to and from the West increase by about an hour as Iranian and Jordan airspaces have been closed

tial delays..." the airline said.

The lags have spilled beyond AI. Over the weekend, multiple flights between India and Dubai were delayed. Indian carriers' flights to and from north India are facing longer delays than those to and from south India, say air-

lines sources. "We have to board passengers on time so we do not miss our departure slot at Dubai. Then there's often a long wait to get take-off clearance, which is not a comfortable experience for passengers on board aircraft on a very hot tarmac at this time of

the year. The home airline (Emirates) understandably gets preferential treatment at its hub," said a source.

Many harried flyers took to social media to highlight their plight. Dubai Airports issued an advisory: "Some flights at Dubai International (DXB) and DWC (Al Maktoum, Dubai's second airport) are cancelled or delayed due to airspace closures over parts of the region. Please check with your airline for the latest updates..." SpiceJet revealed Sunday that it was "experiencing massive air traffic control congestion at Dubai". Some other airports in the region, like Sharjah-based Air Arabia, were similarly impacted.



# Corporate Communications Directorate

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THE TIMES OF INDIA

CHENNAI

16 JUNE 2025

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## Flight to city circles back to Heathrow after mid-air snag

TIMES NEWS NETWORK

**Chennai:** A British Airlines flight to Chennai from London returned to Heathrow airport two hours after taking off on Sunday, after the pilots encountered issues in adjusting the flaps.

The flight took off from London around 5.46pm (here) but the pilots encountered a snag in controlling the flaps.

Since it couldn't be resolved mid air, the flight returned to London after circling around to dump the fuel for safer landing. Passengers were deboarded, but the journey was eventually cancelled as the issue could not be resolved.

British Airways in an official statement said that aircraft returned to Heathrow as a standard precaution after reports of a technical issue. "Our teams are working hard to get their journeys back on track ASAP," it said. The airlines also clarified that it was not an emergency landing.

Meanwhile, the airlines' flight to London from Chennai scheduled on Monday at 5.35am was also cancelled due to cancellation of arriving flight.



# Corporate Communications Directorate

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THE TRIBUNE

DELHI

17 JUNE 2025

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## After the crash

Aviation boom must not ignore warnings

**T**HE tragic crash of Air India Flight AI171 in Ahmedabad has spotlighted the Boeing 787 Dreamliner, a jet already burdened with a history of technical and safety concerns. The Directorate General of Civil Aviation (DGCA) has ordered enhanced safety inspections for Air India's entire fleet of Boeing 787-8 and 787-9 aircraft. While this is a necessary step, it is also a reactive one. Aviation regulators and manufacturers must move beyond this pattern. The Dreamliner was once hailed as a game-changer in commercial aviation with its fuel-efficient design and advanced composites. However, over the years, reports of structural weaknesses, quality control issues at Boeing's South Carolina plant and manufacturing delays have raised repeated concerns. The recent crash — involving an 11-year-old aircraft — has reinforced global scrutiny of both the model and Boeing's production standards.

India's civil aviation sector is expanding at high speed. Passenger traffic hit record highs in 2024-25 and the fleet size is set to more than double by 2028-29. Infrastructure is rapidly growing, too. From 157 airports today, the target is to increase them to around 350 by 2047 to boost domestic connectivity and tourism. Regional runway projects, like that in Nashik, are underway. Both safety infrastructure and enforcement must be seen to be foolproof, so that if and when accidents happen, it's not the first thing that comes under a cloud. The DGCA's directive is a start. Merely responding to tragedy after the fact cannot inspire passenger confidence or ensure systemic improvement.

Boeing, too, must be held accountable. If safety issues stem from manufacturing lapses, the company must face financial penalties and operational restrictions. Passenger safety must never be sacrificed at the altar of commercial expediency. Both manufacturers and regulators must act with foresight, rigour and transparency.