



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

18 JUNE 2025

Bihar Cabinet gives nod to 6 new airports

Six more cities in Bihar will get air connectivity, with the state Cabinet on Tuesday giving its nod for the signing of an agreement in this regard with the Airports Authority of India (AAI), officials said.

The new airports will be developed in Madhubani, Birpur in Supaul, Munger, Valmiki Nagar in Bettiah, Muzaffarpur, and Saharsa under the Centre's regional connectivity scheme UDAN, they said.

"A total of ₹150 crore has been allocated, with ₹25 crore for the development of each airport," Additional Chief Secretary S Siddharth told reporters.

The decision was taken with a few months left for the assembly elections in the state.

PTI



Corporate Communications Directorate

THE HINDU

DELHI

18 JUNE 2025



Bihar Cabinet nod to MoU with AAI for six small airports

The Bihar Cabinet on Tuesday approved the signing of an MoU between the Airports Authority of India and the State government for developing six small airports under the Ude Desh ka Aam Nagrik (UDAN) scheme in the State. The airports that would be developed are Madhubani, Birpur (Supaul), Munger, Valmikinagar (West Champaran), Muzaffarpur and Saharsa. The decision would pave the way for building airports and related infrastructure, Cabinet Secretariat Department's Additional Chief Secretary S. Siddharth said. The Cabinet has sanctioned initial allotment of ₹25 crore each for the airports.



Corporate Communications Directorate

THE PIONEER

DELHI

18 JUNE 2025

Bihar to get six new airports

PRESS TRUST OF INDIA ■ Patna

Six more cities in Bihar will get air connectivity, with the state cabinet on Tuesday giving its nod for the signing of an agreement in this regard with the Airports Authority of India (AAI), officials said.

The new airports will be developed in Madhubani, Birpur in Supaul, Munger, Valmiki Nagar in Bettiah, Muzaffarpur and Saharsa under the Centre's regional connectivity scheme UDAN, they said.

The cabinet, headed by Chief Minister Nitish Kumar, gave its go-ahead for signing the Memorandum of Understanding (MoU) between the state's Directorate of Aviation and the AAI for developing the airports, they added.

"A total of Rs 150 crore has been allocated, with Rs 25 crore for the development of each airport," Additional Chief Secretary S Siddharth told reporters.

The decision was taken with a few months left for the assembly elections in the state.

The cabinet also gave its nod to the issuance of the Letter of Award (LoA) to Kumar Infratrade Enterprises Ltd for the construction of a five-star hotel near Income Tax Golumber in Patna, he said.

"The hotel will be developed on the public-private partnership (PPP) mode, and the land will be given on a 90-year lease. The bidding process for the construction of two more five-star hotels, near Bankipore Bus Stand and near R Golumber in Patna, is also being finalised," he added.

The cabinet also fixed the Minimum Support Price (MSP) for chana at Rs 5,650, mustard at Rs 5,950 and masoor at Rs 6,700, Siddharth said.

It was also decided that the contract of 1,717 retired army personnel recruited in the Special Auxiliary Police (SAP) will be extended till 2025-26.

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



Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

17 JUNE 2025

Lost & (rarely) found: Forgotten items pile up at airport

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Chennai: A black waist belt, some currency notes, a bunch of keys, a pair of damaged gold earrings, and a women's watch with a silver strap were some of the many items lost, misplaced, forgotten, or, in some cases, willfully forfeited by passengers at Chennai airport until last Thursday. These items are now in the custody of the airport authority's materials management department, located just beside the T1 domestic terminal.

They have each been tagged with unique identifying numbers and displayed on the AAI's official website under the lost-and-found category for the owners to reclaim. Despite this, the percentage of people reclaiming lost properties at Chennai airport is low.

AIRPORT REGISTER

2023 Total items received 17,769 Returned 5,275	MOST ITEMS LOST IN 2025 (SO FAR) ➤ Bags 5,000 ➤ Phones 3,000 ➤ Wallets/Purses 2,500 ➤ Laptops 10 ➤ Passports/Visas	HOW TO CLAIM SOMETHING YOU LOST ➤ Within 3 days Contact the airport manager or duty terminal manager at 044-22563100 / 22563101 or email tm-dom-ch@aai.aero
2024 Total items received 21,770 Returned 5,275	➤ Phone and Laptop Chargers ➤ Keys ➤ Gold/Silver/Platinum Ornaments 	➤ After 3 days and within 3 months Approach the materials management department at 044-22564473 or email mmchnapt@aai.aero

Statistics show a total of 17,769 items were logged as lost property in 2023, of which 5,275 were claimed. In 2024, the figure rose to 21,770, but only 5,744 items were reclaim-

ed. Officials say bags top the list of lost items. The materials management department is in possession of more than 5,000 bags and trolleys of dif-

ferent sizes and shapes, mostly containing clothes and other items. These are followed by mobile phones (approximately 3,000) and wallets and purses (2,500). "Keys come next. There are about 10 laptops too in our possession," said AAI officials.

The security personnel and contract workers who find the unclaimed valuables in the operational and city side of the terminals hand them over to the airport manager in the terminals. After three days, if the goods are still unclaimed, they are sent to the materials management wing. While some passengers willfully forfeit unnecessary goods to keep the check-in and hand luggage within permissible weight, others misplace valuable items while bidding adieu to their dear ones.

The most tiring exercise for the AAI team is handling lost gold. "It is examined with a certified valuer to assess its worth, and it has to be kept in a safe," he said. A year later, the unclaimed items were auctioned through the MSTC portal. AAI Chennai generated 51 lakh just from the unclaimed gold in 2024.

Airport authorities, however, do not see this as a wealth-generating exercise. "We ideally want the goods to reach their genuine owners. We have started dispatching lost passports to the respective passport kendras. We have placed QR codes at terminals to locate the materials management department on Google Maps too," said an official. "Also, there is no charge on this service unlike private airports," said another official.

Despite AAI ban, biz jets fly out of city's Begumpet airport

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Hyderabad: Despite a total ban on commercial operations, the Begumpet airport in the heart of Hyderabad seems to be making way for several high-profile Hyderabadis to take off from the facility aboard private choppers. According to documents available with **TOI**, over half a dozen business jets ferrying three to six passengers each flew in and out of the airport between June 12 and now.

Most of the destinations were within Telangana and AP. This information, coming in days after the horrific Air India aircraft (Boeing 787)

BUSINESS AS USUAL AT THE OLD AIRPORT



► Choppers carrying several high-profile Hyderabadis take off from the Begumpet airport frequently

► In a span of just four days (from June 12), over half-a-dozen business jets ferrying three to six passengers each flew in and out of the airport

crash in Ahmedabad, has raised safety concerns especially since the Begumpet facility is nestled within a densely populated pocket of Hyderabad.

As part of the concession agreement signed between the Union ministry of civil aviation and the Hyderabad In-

ternational Airport Ltd in 2008, when the GMR airport was developed at Shamshabad, known as the Rajiv Gandhi International Airport, all commercial activity was suspended at the old facility.

► Continued on P2

Begumpet airport ops: AAI issued circular weeks ago

► From P1

Incidentally, only weeks ago on June 2, the Airports Authority of India, had issued a circular on implementation of the SOP for handling aircraft operations at Begumpet airport. (A copy is with **TOI**).

Among other guidelines it asked the city facility to ensure only aircraft belonging to defence forces, police, govt dignitaries, and some other non-commercial services are allowed to operate out of its premises. It reiterated the ban on non-scheduled operators (NSOPs)—or commercial aircraft—and allowed authorities a week's time to ensure it was implemented.

"Yet, in the last few days there has been hectic activity of such choppers from Begumpet. They have been ferrying prominent industrialists, corporate honchos and Tollywood A-listers, along with family members, for various private events," said a

FLYING INTO TURBULENCE

• Airport and ATC at Begumpet airport have just enough capacity and skilled workforce to handle VIP movement, says an airport official

• To add to its burden with commercial operations is not only unlawful but also risky, they say

• Another reason for concern is that there have been several instances of bird hits around the facility, says aviation expert familiar with the airport



source in the know of things.

When **TOI** verified the call signs (unique identifiers used for radio communication between pilots and air traffic control) of these business jets with the updated list of NSOPs available with the Directorate General of Civil Aviation, it found that all of them featured on it.

"This only confirms that commercial activity is being allowed from Begumpet despite AAI orders," said the so-

urce alleging that these operators are signing false undertakings, claiming that they are non-commercial flights, to use the city airport, and yet stay under the radar.

"We have been following all protocols and guidelines. These allegations have no basis. The aircraft that are permitted to operate out of the Begumpet facility are only allowed here," said an official from Begumpet airport, refusing to be quoted.



Corporate Communications Directorate

AMAR UJALA

DELHI

18 JUNE 2025

रेनिगुंटा एयरपोर्ट का नाम श्री वेंकटेश्वर करने की मांग

आंध्र प्रदेश। तिरुमाला तिरुपति देवस्थानम (टीटीडी) के अध्यक्ष बीआर नायडू ने बुधवार को कहा कि रेनिगुंटा हवाई अड्डे का नाम बदलकर श्री वेंकटेश्वर अंतर्राष्ट्रीय हवाई अड्डा किया जाना चाहिए। इसका प्रस्ताव नागरिक उड्डयन मंत्रालय को भेजा गया है।

नायडू ने पत्रकारों से कहा, हवाई अड्डा तिरुमाला के दिव्य सौंदर्यशास्त्र को दर्शाएगा। मंदिर निकाय की योजना कर्नाटक सरकार द्वारा भूमि आवंटन के अधीन, बेंगलुरु में एक प्रमुख स्थान पर श्रीवारी मंदिर बनाने की है। मंदिर निकाय ने एक बयान में कहा कि केंद्रीय भारी उद्योग मंत्री कुमार स्वामी ने टीटीडी को 100 इलेक्ट्रिक बसें उपलब्ध करने पर सहमति जताई है। उन्हें जल्द तिरुमाला लाने के प्रयास चल रहे हैं। टीटीडी ने मंदिर के प्रसाद में इस्तेमाल होने वाले धी, पानी और भोजन की गुणवत्ता की जांच करने के लिए सीएसआईआर लैब की स्थापना के लिए तिरुपति में जगह पट्टे पर देने का भी फैसला किया है। एजेसी



Corporate Communications Directorate

AMAR UJALA

DELHI

18 JUNE 2025

बिहार में छह नए एयरपोर्ट बनेंगे, कैबिनेट ने दी मंजूरी

पटना। बिहार के छह और शहरों में हवाई सेवा शुरू होगी। नए हवाई अड्डे मधुबनी, सुपौल के बीरपुर, मुंगेर, बेतिया के वाल्मीकि नगर, मुजफ्फरपुर और सहरसा में केंद्र सरकार की क्षेत्रीय संपर्क योजना उड़ान के तहत विकसित किए जाएंगे। मुख्यमंत्री नीतीश कुमार की अध्यक्षता में राज्य मंत्रिमंडल ने मंगलवार को इस संबंध में भारतीय विमानपत्तन प्राधिकरण (एएआई) के साथ एक समझौते पर हस्ताक्षर करने की मंजूरी दे दी।

अतिरिक्त मुख्य सचिव एस सिद्धार्थ ने बताया, कुल 150 करोड़ रुपये आवंटित किए गए हैं। इनमें से 25 करोड़ रुपये हर हवाई अड्डे के विकास के लिए हैं। यह निर्णय विधानसभा चुनाव से कुछ महीने पहले लिया गया है। उन्होंने बताया कि कैबिनेट ने पटना में आयकर गोलंबर के पास एक पांच सितारा होटल निर्माण के लिए कुमार इंफ्रास्ट्रक्चर एंटरप्राइजेज लिमिटेड को लेटर ऑफ अवार्ड (एलओए)

मुजफ्फरपुर, मधुबनी, सुपौल, मुंगेर, बेतिया और सहरसा में विकसित किए जाएंगे

जारी करने को भी मंजूरी दी। उन्होंने कहा, होटल को सार्वजनिक-निजी भागीदारी (पीपीपी) मोड पर विकसित किया जाएगा और जमीन 90 साल की लीज पर दी जाएगी। पटना में बांकीपुर बस स्टैंड और आर गोलंबर के पास दो और पांच सितारा होटलों के निर्माण के लिए बोली प्रक्रिया को भी अंतिम रूप दिया जा रहा।

सिद्धार्थ ने बताया कि कैबिनेट ने चना के लिए 5,650 रुपये, सरसों के लिए 5,950 रुपये और मसूर के लिए 6,700 रुपये न्यूनतम समर्थन मूल्य (एमएसपी) भी तय किया है। यह भी तय किया कि विशेष सहायक पुलिस (एसएपी) में भर्ती 1,717 सेवानिवृत्त सैन्यकर्मियों का अनुबंध 2025-26 तक बढ़ाया जाएगा। एजेंसी



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

18 JUNE 2025

'हवा-हवाई' अड्डे • इन्फ्रास्ट्रक्चर सेफ्टी को लेकर गंभीरता नहीं, रिपोर्ट बनती हैं, पालन नहीं होता

उड़ानें बढ़ाईं, रनवे नहीं: अहमदाबाद जैसे कई एयरपोर्ट सुरक्षा मानकों पर खरे नहीं

एम. रियाज हाशमी | नई दिल्ली

विमान हादसे में जब जिंदगियां चली जाती हैं, तब सबसे पहले तकनीकी विफलता नजर आती है। लेकिन, अहमदाबाद हादसे ने स्पष्ट कर दिया है कि यह तकनीकी ही नहीं, संस्थागत और प्रशासनिक स्तर की भी विफलता थी। डीजीसीए (डायरेक्टोरेट जनरल ऑफ सिविल एविएशन) के नियम, एएआई (एयरपोर्ट अथॉरिटी इंडिया) की मांगें और 2019 की निरीक्षण रिपोर्ट सब मौजूद है, फिर भी हादसा हुआ। दरअसल, अहमदाबाद की तरह कई एयरपोर्ट बुनियादी सुरक्षा मानकों पर खरे नहीं उतरते। देश में एक तरफ उड़ानों और यात्रियों की संख्या बढ़ रही है, वहीं रनवे सुरक्षा, बफर जोन और ओएलएस (ऑब्स्टेकल लिमिटेशन सरफेस) जैसे बुनियादी बिंदुओं पर गंभीर चूक बनी हुई है।

डीजीसीए की एरोड्रोम इंस्पेक्टर हैंडबुक और 'कार' (सीएआर- सिविल एविएशन रिकवायरमेंट्स) के अनुसार, हर रनवे के सिरो पर 90 से 240 मीटर तक का 'रेसा' (आरईएसए- रनवे एंड सेफ्टी एरिया) या रनवे छोर सुरक्षा क्षेत्र होना अनिवार्य है, ताकि टेकऑफ या लैंडिंग में किसी विफलता की स्थिति में विमान को सुरक्षित रोका जा सके।

- शेष पेज 12 पर

अहमदाबाद : 2018 में 29.79 एकड़ जमीन मंजूर, यह अब तक नहीं मिली

2018 में एयरपोर्ट अथॉरिटी ने बफर जोन के लिए गुजरात सरकार से 29.79 एकड़ जमीन मांगी थी। जमीन की फाइल को मंजूरी तो मिल गई, लेकिन जमीन मिलने की प्रक्रिया अभी जारी है। कारण- यहां 350 परिवारों का बसेरा है और इन्हें हटाना राजनीतिक रूप से संवेदनशील माना गया।

11 एयरपोर्ट ऐसे, जहां 10-20 साल बीतने के बाद भी हालात नहीं बदले

एयरपोर्ट	मांग और समस्या	स्थिति
पुरंदर (पुणे)	2832 हेक्टेयर भूमि पर किसान विरोध	निर्माण ठप
पटना	रनवे सीमित, आबादी से घिरा	विस्तार असंभव
त्रिवेंद्रम	4.5 एकड़ 'रेसा' के लिए	रक्षा मंत्रालय की मंजूरी लंबित
कोयंबटूर	17 एकड़ भूमि कानूनी विवाद में	जमीन अधूरी
मंगलुरु	33 एकड़ 'रेसा' के लिए जमीन	राज्य-केंद्र विवाद
मैसूर	240 में से 10 एकड़ लंबित	आंशिक हस्तांतरण
ग्वालियर (मध्यप्रदेश)	रनवे विस्तार प्रस्ताव लंबित; 'रेसा' सीमित	प्रशासनिक प्रतीक्षा
हिसार (हरियाणा)	रनवे/टैक्सीवे अधूरे, ओएलएस बाधाएं	आंशिक उड़ानें जारी
कुशीनगर (उत्तरप्रदेश)	अप्रोच, टर्मिनल व टैक्सीवे सुधार लंबित	अधूरा संचालन
शिमला (हिमाचल)	रनवे छोटा (1189 मी.), छोर पर ढलान	विस्तार संभव नहीं
जैसलमेर (राजस्थान)	सैन्य-साझा रनवे, बफर विस्तार नहीं	सीमित उड़ानें, मौसमी ट्रैफिक।

(स्रोत: एएआई, संबंधित स्टेट, डीजीसीए रिपोर्ट्स एवं प्रस्ताव)

नोएडा इंटरनेशनल एयरपोर्ट से युवाओं को रोजगार व व्यापार के अवसर होंगे प्राप्त : मुख्य सचिव

- मुख्य सचिव मनोज कुमार सिंह ने नोएडा इंटरनेशनल एयरपोर्ट जेवर का किया निरीक्षण
- मुख्य सचिव बोले 30 जून तक गुणवत्ता के साथ पूरा हो नोएडा इंटरनेशनल एयरपोर्ट का निर्माण कार्य



ग्रेटर नोएडा, 17 जून (देशबन्धु)। उत्तर प्रदेश के मुख्य सचिव मनोज कुमार सिंह ने मंगलवार जेवर स्थित नोएडा इंटरनेशनल एयरपोर्ट का स्थलीय निरीक्षण कर परियोजना की प्रगति की समीक्षा की। इस अवसर पर उन्होंने विभिन्न एजेंसियों एवं प्रशासनिक अधिकारियों के साथ उच्चस्तरीय बैठक कर निर्माण कार्यों की स्थिति की जानकारी ली। विकासकर्ता कंपनी यमुना इंटरनेशनल एयरपोर्ट लिमिटेड और ईपीसी कंट्रैक्टर टाटा प्रोजेक्ट लिमिटेड के अधिकारियों को 30 जून तक अधूरे निर्माण कार्यों को पूरा करने का निर्देश दिया।

मुख्य सचिव मनोज कुमार सिंह ने जेवर में निर्माणाधीन नोएडा अंतरराष्ट्रीय एयरपोर्ट के निर्माण कार्यों का प्रगति के बारे में जानकारी लेने के लिए

अधिकारियों के साथ समीक्षा बैठक की। बैठक में यमुना इंटरनेशनल एयरपोर्ट प्राइवेट लिमिटेड (यापल), टाटा प्रोजेक्ट्स लिमिटेड एवं नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड (नियाल) के अधिकारियों ने मुख्य सचिव को रनवे, टर्मिनल भवन, एस टी पी, वाटर ट्रीटमेंट प्लांट, कार्गो सुविधाओं सहित अन्य बुनियादी ढांचे की प्रगति से अवगत कराया। इस दौरान मुख्य सचिव ने सभी संबंधित एजेंसियों को निर्देशित किया कि एयरपोर्ट के शेष निर्माण कार्यों को निर्धारित समयसीमा के भीतर पूर्ण किया जाए। उन्होंने कहा कि यह परियोजना राज्य सरकार को सर्वोच्च प्राथमिकताओं में शामिल है। मुख्य सचिव ने अधिकारियों को निर्देश दिए कि एयरपोर्ट परियोजना की नियमित समीक्षा सुनिश्चित की जाए तथा निर्माण की गुणवत्ता से किसी प्रकार का समझौता न

किया जाए। उन्होंने कहा कि जेवर एयरपोर्ट प्रदेश की अर्थव्यवस्था को गति देने के साथ-साथ युवाओं के लिए रोजगार एवं व्यापार के नए अवसर सृजित करेगा।

बैठक के उपरांत मुख्य सचिव ने ए टी सी बिल्डिंग, टर्मिनल भवन, सीवेज ट्रीटमेंट प्लांट, वाटर ट्रीटमेंट प्लांट, पथवाया नाला एवं अन्य निर्माणाधीन स्थलों का स्थलीय निरीक्षण भी किया। इस दौरान उन्होंने संबंधित अधिकारियों को अवशेष कार्यों को शीघ्र पूर्ण करने हेतु आवश्यक दिशा-निर्देश प्रदान किए। बैठक एवं निरीक्षण के उपरांत मुख्य सचिव ने बंकापुर में स्थित पथवाये नाले के विकास कार्यों का भी स्थलीय निरीक्षण किया। उन्होंने निरीक्षण के दौरान सिंचाई विभाग एवं अन्य संबंधित विभागों का अधिकारियों को निर्देशित किया कि नोएडा इंटरनेशनल एयरपोर्ट जेवर से

निकलने वाली ड्रेन को इसी पथवाये से जोड़ा जाएगा इसलिए पथवायों का चौड़ीकरण, साफ सफाई एवं पुलिया निर्माण के कार्य में तेजी लाते हुए समय से गुणवत्ता के साथ पूरा किया जाए।

निरीक्षण के दौरान यमुना विकास प्राधिकरण के मुख्य कार्यपालक अधिकारी अरुणवीर सिंह, जिलाधिकारी मनीष कुमार वर्मा, जेवर इंटरनेशनल एयरपोर्ट लिमिटेड के सीईओ क्रिस्टोफ श्रेलमैन, यमुना प्राधिकरण के ओएसडी/नोडल अधिकारी जेवर एयरपोर्ट शैलेंद्र कुमार भाटिया, चीफ ऑपरेटिंग ऑफिसर किरन जैन, टाटा प्रोजेक्ट लिमिटेड के विनायक पाई, डीजीसीए एयरपोर्ट अथॉरिटी ऑफ इंडिया, उप जिलाधिकारी जेवर अभय कुमार सिंह, अधिशासी अभियंता ऊपरी माट शाखा गंग नहर खुर्जा मोर मुकुट, सहायक अभियंता अशोक कुमार जैन एवं संबंधित अधिकारी मौजूद थे।

Airport, schools get bomb threat, police say it's hoax

**Intensive search
at schools in Udupi
and Hassan**

BENGALURU/
UDUPI/HASSAN, DHNS

The bomb threats made to the Kempegowda International Airport (KIA) in Bengaluru and some schools in the city, in Udupi and in Hassan were a hoax, police officials said on Monday.

On June 13, the email ID of the Central Industrial Security Force (CISF) in-charge of handling security at the Bengaluru airport received an email. "Madras Tigers: Human IEDs to detonate near Fuselage/Airport Prayer Rooms. Evacuate All Soon! (sic)" the email read.

The email from chitrakalas_gopalan@outlook.com also claimed that EFPs (explosive projectiles) and pipe bombs were planted on the airport premises. A search, however, yielded nothing, and the threat was declared a hoax. An FIR was registered by the BIAL po-



Bomb disposal squad conducts a search at a private school in Hassan late on Sunday night. DH PHOTO

lice station. On Monday, a few schools in Bengaluru received bomb threat emails. Seemant Kumar Singh, Commissioner of Police, Bengaluru, told *DH* that the threats were declared a hoax after a thorough search on the school premises.

Police sources said that the emails were sent to some of the schools located in Kumbalgotu, RR Nagar and Kalasipalya police station limits. "FIRs will be registered and investigations will be launched to ascertain the origins of the email. Prima facie, it was found that these emails

were part of the ones sent to schools in Hassan, Udupi and some other states in the country," a police officer said.

Search at Udupi school

A hoax bomb threat created panic at Vidyodaya Public School in Udupi on Monday after an email claimed that a bomb had been planted on the premises.

The alert prompted an immediate response from the police, who swiftly evacuated the school and launched a full-scale search operation.

Police sources said that the emails were sent to some of the schools located in Kumbalgotu, RR Nagar and Kalasipalya police station limits in Bengaluru

The anti-sabotage team, along with the bomb disposal squad and dog squad, conducted an extensive inspection of the school grounds.

After a thorough search, officials confirmed that no explosive materials were found, and the threat was declared a hoax.

Police and bomb disposal squad personnel conducted an extensive search on the premises of three schools of the Vidyasoudha group of educational institutions in Hassan following a bomb threat.

According to the complaint lodged with Hassan City and Rural Police Stations, Vidyasoudha Public School, Vidyasoudha Kids, and Vidyasoudha College received an email threatening to explode the school building at 1 pm on Monday. An intense search since Sunday late at night did not detect any explosives on the premises.

आइजीआइ एयरपोर्ट के टर्मिनल-1 के फूडकोर्ट पर छत से गिरता रहा पानी

गौतम कुमार मिश्रा • जागरण

नई दिल्ली: आइजीआइ एयरपोर्ट के टर्मिनल-1 में एक बार फिर वर्षा ने जलनिकासी प्रणाली को पोल खोलकर रख दी। इस बार जलनिकासी प्रणाली के पूरी तरह कारगर नहीं होने की पोल टर्मिनल के बाहर फोरकोर्ट में नहीं बल्कि टर्मिनल के भीतर फूडकोर्ट में खुली। फूड कोर्ट में कई जगह वर्षा के दौरान तेज बहाव के साथ पानी काफी देर तक छत से गिरता रहा। आइजीआइ एयरपोर्ट संचालन एजेंसी डायल ने इस प्रकरण पर कहा कि जलनिकासी से जुड़ी प्रणाली में पानी के ओवरफ्लो होने के कारण पानी फूड कोर्ट में उतर आया। हाउसकीपिंग स्टाफ ने तुरंत यहां सफाई की।

टर्मिनल-1 के भीतर पहली मंजिल पर फूड कोर्ट बना है। इसमें कई स्टाल हैं। रोज की तरह यहां काफी चहलपहल थी। लेकिन वर्षा

शुरू होते ही यहां कुछ स्टाल के आसपास पानी का बहाव इस कदर तेज था कि वहां आप खड़े नहीं हो सकते थे। जहां पानी नीचे गिर रहा था, वहां टेबल पर मौजूद लोग किसी ऐसे जगह की ओर जाने को मजबूर हो गए, जहां पानी नहीं गिर रहा था। लोगों को यह बात हैरान कर रही थी कि आखिर टर्मिनल-1 में जिसका उद्घाटन पिछले वर्ष मार्च महीने में हुआ, वहां वर्षा के दौरान विपरीत स्थिति से जुड़ा यह तीसरा मामला है। पहली बार



आइजीआइ एयरपोर्ट के टर्मिनल-1 के फूड कोर्ट में छत से गिर रहा पानी • वीडियो डेब

वर्षा के कारण 14 उड़ानों को करना पड़ा डायवर्ट

वर्षा के बीच आइजीआइ एयरपोर्ट से संचालित होने वाली उड़ानों पर जबरदस्त असर पड़ा। करीब 14 उड़ानों को डायवर्ट करना पड़ा। इनमें नौ उड़ाने एअर इंडिया की, तीन

इंडिगो की और एक स्पाइसजेट की उड़ान शामिल है। इसी तरह कई उड़ानों के प्रस्थान में काफी विलंब हुआ। कुल उड़ानों में करीब 85 प्रतिशत उड़ानें विलंबित रही।

फोरकोर्ट का शोड टूटा, दूसरी बार केनोपी का फैब्रिक फटा और अब फूड कोर्ट में पानी का ऊपर से बहकर नीचे गिरना।

टनल में जलभराव: टर्मिनल-1 व 3 के बीच आवागमन के मार्ग पर मेहरम नगर के किनारे बनी टनल में एयरोसिटी की ओर जलभराव हुआ। टनल की देखरेख का दायित्व डायल के पास है। यह जलभराव कई घंटे तक रहा। आलम यह था कि टनल पार करने में वाहनों को कम से 20 मिनट से आधे घंटे का वक्त लग

रहा था। यह जलभराव दोनों लेन पर एयरोसिटी की ओर से था। हैरानी की बात है कि एयरोसिटी की ओर तो पानी भरा था, लेकिन मेहरम नगर की ओर पानी नहीं था। जाम के कारण वाहनों की रफ्तार धीमी रही जो देखते ही देखते जाम का बड़ा कारण बन गया। टर्मिनल-1 से जिन्हें फ्लाइट पकड़नी थी, वे यहां लगे जाम के बीच कार से उतरने को मजबूर हो उठे। कई यात्री दौड़ते हुए टर्मिनल-1 के प्रस्थान की ओर जाते नजर आए।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

18 JUNE 2025

जयपुर हवाई अड्डे पर विमानों का शेड्यूल गड़बड़ाया

जागरण संवाददाता, जयपुर : ईरान-इजराइल युद्ध तथा खराब मौसम के कारण जयपुर अंतरराष्ट्रीय हवाई अड्डे पर विमानों का शेड्यूल गड़बड़ा गया है। मंगलवार को जयपुर से उड़ान भरने वाली दो अंतरराष्ट्रीय और एक घरेलू विमान अपने निर्धारित समय पर उड़ान नहीं भर पाई। इनमें शारजाह और दुबई जाने वाली दो अंतरराष्ट्रीय विमानों के साथ कुल्लू जाने वाली एक घरेलू विमान शामिल है।

दरअसल, ईरान और इजराइल युद्ध के कारण एयर स्पेस बंद है, जिसका व्यापक असर अरब देशों की ओर जाने वाले विमानों पर पड़ा है। शारजाह जाने वाली एयर अरेबिया की फ्लाइट जी9-436 सुबह 4:55 बजे उड़ान नहीं भर सकी। इस विमान को सुबह 10:05 बजे उड़ान का मौका मिला। इसी प्रकार, दुबई जाने वाली स्पाइसजेट की फ्लाइट एसजी-57 भी तय समय पर उड़ान नहीं भर सकी। कुल्लू में मौसम खराब होने के कारण अलायंस एयरलाइंस की फ्लाइट भी प्रभावित हुई। देश के दूसरे हवाई अड्डों पर भी परेशानी रही।



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RS DAINIK JAGRAN

DELHI

18 JUNE 2025

बिहार में छह एयरपोर्ट से शुरू होगी उड़ान, विमान पत्तन प्राधिकरण से होगा करार

राज्य ब्यूरो, जागरण • पटना

बिहार के छह जिलों में स्थिति छोटे हवाई अड्डों को सरकार उड़ान योजना के तहत विकसित करेगी। जिसके बाद यहां से छोटे विमानों का परिचालन होगा। कार्य तीव्र गति से और जल्द हो इसके लिए सरकार विमान पत्तन प्राधिकरण नई दिल्ली के साथ एक समझौता करेगी। मंगलवार को मुख्यमंत्री नीतीश कुमार की अध्यक्षता में हुई राज्य मंत्रिमंडल की बैठक में इस प्रस्ताव को स्वीकृति दी गई। इसके साथ ही हाई स्कूल और इंटर स्कूलों में लिपिक और परिचारी पद पर जो बहालियां होंगी, उनमें 50 प्रतिशत पद अनुकंपा से और शेष पद सीधी बहाली से भरे जाएंगे। बैठक में कुल 20 प्रस्ताव स्वीकृत किए गए।

मंत्रिमंडल की बैठक के बाद कैबिनेट

प्रत्येक एयरपोर्ट को विकसित करने के लिए 25-25 करोड़ स्वीकृत



प्रतीकात्मक

के अपर मुख्य सचिव डा. एस सिद्धार्थ ने बताया कि बैठक में विमान पत्तन प्राधिकरण से करार का प्रस्ताव स्वीकृत किया गया है। जिन एयरपोर्ट को विकसित किया जाएगा, उनमें मधुबनी, वीरपुर, मुंगेर, वाल्मीकि नगर, मुजफ्फरपुर और सहरसा हैं। इन एयरपोर्ट को विकसित

करने के लिए 150 करोड़ रुपये स्वीकृत किए गए हैं। प्रत्येक एयरपोर्ट के लिए 25-25 करोड़ का आवंटन मंजूर किया गया है। हवाई अड्डा के निर्माण से राज्य और स्थानीय निवासियों को हवाई आवागमन की सुविधा मिलेगी। साथ ही आर्थिक विकास में भी मदद मिलेगी।

सरकार ने राज्य के माध्यमिक, उच्च माध्यमिक स्कूलों में लिपिक और परिचारी संवर्ग में नियुक्ति के लिए दो नई नियमावली स्वीकृत की है। साथ ही लिपिक और परिचारी के नए संवर्ग का गठन भी किया गया। नई नियमावली में प्रविधान किए गए हैं कि हाई स्कूल और इंटर स्कूलों में लिपिक और परिचारी संवर्ग के 50 प्रतिशत पद अनुकंपा के आधार पर भरे जाएंगे। जबकि शेष 50 प्रतिशत पद प्रतियोगी परीक्षा के आधार पर सीधी नियुक्ति से भरे जाएंगे।



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

17 JUNE 2025

BACKDOOR ROUTE | Environmentalists view the new application as a covert move to circumvent conservation regulations

New Aranmula row as airport promoters plan IT cluster

HD Bureau
KOCHI

The state government is evaluating a proposal from the private firm KGS group, the promoters of the now-scrapped Aranmula airport project, to establish a ₹60-0crore electronics manufacturing cluster on the same 335.25 acres of land originally earmarked for the airport. Government records show that more than 90 percent of this site is officially registered as paddy fields or wetlands. The land in question, spread across Aranmula, Kidangannoor, Mezhuveli and Mallapuzhassery villages within Pathanamthitta's Kozhe-

ncherry taluk, mirrors the footprint of the earlier airport project. In November 2016, the Left Democratic Front government revoked all clearances and industrial status conferred by the previous administration, reaffirming its commitment to preserving agricultural land. The company has applied for an exemption under Section 81 of the Kerala Land Reforms Act, claiming that the new initiative would catalyse ₹4,000 crore in investment and deliver more than 100,000 jobs. Despite the economic promises, the revenue and agriculture departments have flagged serious environmental and regulatory iss-

ues. A district collector's report confirms that the land includes active paddy cultivation and wetland ecosystems still protected under the Kerala Conservation of Paddy Land and Wetland Act, 2008. The agriculture department has reportedly opposed the exemption, and the revenue department has withheld land tax as it reviews the excess land provisions. Revenue Minister K. Rajan noted that both departments have submitted their opinions, with the issue now pending cabinet consideration. No final decision has been made, even as concerns grow that this cluster proposal may be a veiled at-

tempt to revive the long-rejected airport plan through rebranding. The land ceiling exemption application is based on the claim that portions of the 335.25 acres exceed statutory landholding limits. However, official scrutiny reveals that 156.45 acres are classified as paddy land and another 13.77 acres as wetlands. Field inspections also indicate adjacent cultivation, notably the Kidangannur "puncha" fields, still operate under monsoon-supported farming practices. Historically, the airport proposal faced fierce resistance. Environmental clearance had been rescinded by the National Green Tri-

bunal in May 2014 and upheld by the Supreme Court, effectively terminating the project. The current proposal is being scrutinised not only for its environmental impact but also for whether it violates earlier legal safeguards. Opposition voices in the state warn against any dilution of land protection norms. They view the new application as a potential backdoor route circumventing the commitments made during the LDF's 2016 campaign. Critics argue that granting the exemption could set a dangerous precedent, undermining the paddy-wetland regulatory framework.



Corporate Communications Directorate

HINDUSTAN

DELHI

18 JUNE 2025

छह हवाई अड्डे बनाने को मंजूरी मिली

बिहार

पटना, हिब्यू। बिहार में छह और नए हवाई अड्डे बनेंगे। मुख्यमंत्री नीतीश कुमार की अध्यक्षता में मंगलवार को हुई राज्य मंत्रिपरिषद की बैठक में इस प्रस्ताव को हरी झंडी दे दी। बैठक में कुल 20 प्रस्तावों पर सहमति दी गई।

बैठक के बाद कैबिनेट विभाग के अपर मुख्य सचिव डॉ. एस. सिद्धार्थ ने बताया कि मधुवनी, वीरपुर, मुंगेर, वाल्मीकिनगर, मुजफ्फरपुर और

■ मधुवनी, वाल्मीकिनगर, वीरपुर, मुंगेर, मुजफ्फरपुर, सहरसा में होगा निर्माण

सहरसा में हवाई अड्डा बनाने का प्रस्ताव स्वीकृत किया गया है। उड़ान योजना के तहत छोटे हवाई अड्डा के रूप में इनके विकास की योजना है। इसके लिए नयी दिल्ली के भारतीय विमानपत्तन प्राधिकरण और राज्य सरकार के बीच समझौता ज्ञापन की स्वीकृति प्रदान की गयी है। डॉ. सिद्धार्थ ने बताया कि

सरकार तत्काल हर हवाई अड्डा के लिए 25-25 करोड़ रुपये देगी। सभी छह हवाई अड्डा के लिए 150 करोड़ की राशि मंजूर की गयी है। कैबिनेट इसके पहले भागलपुर और राजगीर में भी हवाई अड्डा के प्रस्ताव को मंजूरी दे चुका है। उपमुख्यमंत्री सम्राट चौधरी ने बताया कि मुजफ्फरपुर हवाई अड्डा पहले से ही विमानपत्तन प्राधिकरण के स्वामित्व में है। अन्य पांच के लिए राज्य सरकार भूमि, बुनियादी संरचना और दूसरे स्तर पर सहयोग करेगी।



Corporate Communications Directorate

THE PIONEER

LUCKNOW

17 JUNE 2025

Saudia's Haj flight causes alarm at CCS airport

Smoke detected from wheels while landing

PRESS TRUST OF INDIA ■
Lucknow /Ballia

A Saudia Airlines plane from Jeddah carrying 242 Haj pilgrims caused an alarm at the airport here on Sunday when smoke and sparks were detected from its wheels while landing, according to sources.

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.

UP's Minister of State for Minority Welfare and Chairman of the Haj Committee said on Monday that there was a "slight tech-

nical problem as some sparks were noticed from the wheel of the aircraft after landing."

"There was no problem during the journey. Everybody was comfortable. A minor problem was noticed after landing. All passengers have returned comfortably," he said in Ballia.

A source told PTI, "Smoke was detected from the wheels of a Saudi Aircraft that was bringing back 242 Haj Yatris from Jeddah."

"The ARFF team rushed to the spot. Working with the Saudia team, the smoke was contained and damage to the aircraft was averted," they said, adding there was no impact on airport operations.

"The aircraft, an Airbus, will return to its destination today,"

the sources added.

In response to a question, Ansari said that it is not appropriate to link the Lucknow incident with the Ahmedabad air crash.

"After landing, the air authority noticed some technical problems. The authorities resolved them. There was no problem anywhere. About 14,000 Haj pilgrims went from Uttar Pradesh. This Haj pilgrimage started 50 days ago. We are monitoring it every day. We are ensuring that there is no problem anywhere," Ansari said.

"Everything is being done efficiently. All precautions have been taken there. During the Haj pilgrimage, everything from ambulance to fire brigade and other resources are available," he said.



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

18 JUNE 2025

बिहार को मिलेंगे छह नए हवाई अड्डे

पटना (एसएनबी)। बिहार के छह और शहरों में हवाई अड्डे बनाने के खातिर एएआई के साथ एक समझौते पर हस्ताक्षर करने के लिए राज्य कैबिनेट ने मंगलवार को अपनी मंजूरी दे दी। अधिकारियों ने बताया कि केंद्र की क्षेत्रीय संपर्क योजना 'उड़ान' के तहत मधुवनी, सुपौल में बीरपुर, मुंगेर, बेतिया में वाल्मीकि नगर, मुजफ्फरपुर और सहरसा में नए हवाई अड्डे विकसित किए जाएंगे।



■ नीतीश
कैबिनेट
ने दी
मंजूरी

उन्होंने कहा कि मुख्यमंत्री नीतीश कुमार की अध्यक्षता वाली कैबिनेट ने हवाई अड्डों के विकास के लिए राज्य के विमानन निदेशालय और एएआई के बीच समझौता ज्ञापन पर हस्ताक्षर करने के लिए अपनी मंजूरी दे दी। अतिरिक्त मुख्य सचिव एस सिद्धार्थ ने बताया, कुल 150 करोड़ रुपए आवंटित किए गए हैं जिसमें से प्रत्येक हवाई अड्डे के विकास के लिए 25 करोड़ रुपए आवंटित किए गए हैं। राज्य में विधानसभा चुनाव से कुछ महीने पहले यह फैसला लिया गया। कैबिनेट ने पटना में आयकर गोलंबर के पास एक पांच सितारा होटल के निर्माण के लिए 'कुमार इंफ्रास्ट्रक्चर प्राइवेट लिमिटेड' को टेकर देने के लिए भी मंजूरी दे दी है।



Corporate Communications Directorate

THE TIMES OF INDIA

HYDERABAD

17 JUNE 2025

Hyd-bound flight returns to Frankfurt after 'bomb threat'

London/Hyderabad: A Lufthansa flight to Hyderabad was forced to make a U-turn and returned to land at Frankfurt Airport due to a bomb threat, the airline said on Monday.

Later in the day, the airline issued another statement saying, "the flight now took off and is expected to land in Hyderabad at 23:18 hrs on Monday."

Flight LH752, a Boeing 787-9 Dreamliner, departed from Germany around 2:14 pm (local time) on Sunday and was scheduled to land at Hyderabad's Rajiv Gandhi International Airport in the early hours of Monday but flight tracker data showed a

diversion after a few hours into the flight.

Lufthansa said the passengers had been provided overnight accommodation in Frankfurt and are scheduled to resume their journey to Hyderabad on Monday morning.

"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," the statement said. ❧

► Continued on P3

Bomb threat mail sent to Hyd airport

► From P1

In Hyderabad, airport sources on Monday said, "A bomb threat email targeting Lufthansa flight LH752 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. A passenger on board the flight told PTI from Frankfurt Airport that they were told that "Hyderabad hasn't given permission to land the flight there". "It was a smooth flight and after about two hours in the air, we were told that we would be returning to Frankfurt," said the passenger on her way from the US to visit her mother in

It was a smooth flight and after about two hours in the air, we were told that we would be returning to Frankfurt, said passenger on her way from the US to visit her mother in Hyd

Hyderabad. A Frankfurt Airport spokesperson confirmed that LH752 had landed back in Germany and Air Traffic Control (ATC) at Rajiv Gandhi International Airport received a message that the flight was returning to Frankfurt a short while after it had taken off from the German hub airport.

The incident comes after Air India Flight AI171 Boeing 787-8 Dreamliner en route to London airport crashed shortly after take-off from Ahmedabad on Thursday, killing all but one of its 242 passengers and crew on board. ❧



Corporate Communications Directorate

THE ASIAN AGE

DELHI

17 JUNE 2025

DGCA finds no lapses

The meeting which was chaired by the director general of civil aviation, Fazi Ahmed Kidwai, was attended by Air India managing director and CEO Campbell Wilson, director of flight operations captain Pankul Mathur and Air India Express CEO Alok Singh, alongside other senior officials responsible for operational and safety compliance across both airlines.

According to officials familiar with the matter, these meetings are expected to continue in the coming days as the aviation regulator sharpens its scrutiny on internal processes and oversight lapses.

The focus is particularly on pilot preparedness and adherence to safety procedures.

Meanwhile, sources said that Boeing's head of commercial airplanes, Stephanie Pope met Tata Sons chairman N Chandrasekaran during a visit to the Air India headquarters in Gurugram on Monday. While specific details of the meeting are not known, the discussions were centred around the crash of Air India flight.

"We are not going to comment on that. As we have said, our thoughts are with the loved ones of all those affected by Air India Flight 171. We are focused on supporting the investigation and our customer," a Boeing spokesperson told PTL. According to a Reuters report, the DGCA has formally sought detailed training records of both pilots and the dispatcher involved in the flight. The regulator has asked Air India to furnish documents including training logs, certifications and any relevant compliance records for these personnel. The same request extends to any follow-up action taken in response to findings from recent DGCA audits of the airline. Investigators are also expected to scrutinise the dispatcher's role in pre-flight planning and risk assessments. Dispatchers, certified by the DGCA, are crucial ground-based personnel tasked with coordinating flight paths, assessing weather and airspace conditions and maintaining real-time communication with pilots.



Corporate Communications Directorate

AMAR UJALA

DELHI

18 JUNE 2025

एअर इंडिया: एक दिन में 7 अंतरराष्ट्रीय फ्लाइट कैंसल, 5 दिन में 83 रद्द



भास्कर न्यूज | मुंबई/नई दिल्ली/अहमदाबाद

अहमदाबाद विमान हदसे का कारण जानने के लिए डीजीसीए ने एअर इंडिया के ड्रीमलाइनर विमानों की जांच की। इसके चलते मंगलवार को 7 अंतरराष्ट्रीय फ्लाइट उड़ान नहीं भर पाई। ये सभी उड़ानें बोइंग 787-8 ड्रीमलाइनर से संचालित होती हैं। एअर इंडिया ने मंगलवार से अहमदाबाद-लंदन उड़ान भी शुरू की। हालांकि विमान उपलब्ध न होने से उसे कैंसल करना पड़ा।

एअर इंडिया फ्लाइट

अहमदाबाद-लंदन
दिल्ली-पेरिस
दिल्ली-दुबई
बेंगलुरु-लंदन
दिल्ली-विना
लंदन-अमृतसर
सैन फ्रांसिस्को-मुंबई
मुंबई-सैन फ्रांसिस्को
दिल्ली-पुणे

कारण

विमान उपलब्ध नहीं
प्री-चेक में परेशानी
कारण स्पष्ट नहीं
कारण स्पष्ट नहीं
कारण स्पष्ट नहीं
हवाई क्षेत्र प्रतिबंध
एक इंजन में दिक्कत
पिछली फ्लाइट रद्द
कारण स्पष्ट नहीं

स्थिति

कैंसल
कैंसल
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कोलकाता में लैंडिंग
कैंसल
3 घंटे लेट

- डीजीसीए ने बताया, 12-17 जून के बीच एयर इंडिया की 83 वाइड-बॉडी उड़ानें रद्द। इनमें 66 बोइंग 787 की थीं।
- सुरक्षा की बड़ी चिंता नहीं : डीजीसीए ने एअर इंडिया के बेड़े की जांच के बाद कल, बोइंग 787 बेड़े की निगरानी में बड़ी सुरक्षा चिंता सामने नहीं आई है। विमान और संबंधित मेंटेनेंस सिस्टम मौजूदा सुरक्षा मानकों के अनुरूप पाए गए।



Corporate Communications Directorate

AMAR UJALA

DELHI

18 JUNE 2025

बोइंग की शीर्ष अधिकारी स्टेफनी ने टाटा संस चेयरमैन चंद्रशेखरन से की मुलाकात

मुंबई। अमेरिकी विमान निर्माता कंपनी बोइंग की वाणिज्यिक विमान प्रमुख स्टेफनी पोप ने सोमवार को पुरुग्राम में टाटा संस के चेयरमैन एन. चंद्रशेखरन से मुलाकात की। इस बैठक के बारे में कोई विशिष्ट विवरण नहीं दिया गया है। लेकिन सूत्रों का कहना है कि चर्चा पिछले सप्ताह अहमदाबाद में एअर इंडिया को उड़ान एआई171 (बोइंग 787-8 ड्रीमलैइन्डर) के टुर्नटाइम होने

के इर्द-गिर्द केंद्रित थी। बोइंग से जब बैठक के बाबत संपर्क किया गया तो पोप और चंद्रशेखरन के बीच बैठक पर टिप्पणी करने से इनकार कर दिया। बोइंग प्रवक्ता ने कहा, हम इस पर कोई टिप्पणी नहीं करेंगे। जैसा हमने कहा है, हमारी संवेदनाएं एअर इंडिया उड़ान 171 से प्रभावित सभी लोगों के प्रियजनों के साथ हैं। हम जांच और अपने ग्राहक का समर्थन करने पर ध्यान केंद्रित कर रहे हैं। व्यूट



Corporate Communications Directorate

AMAR UJALA

DELHI

18 JUNE 2025

बम की धमकी के बाद इंडिगो के विमान की आपात लैंडिंग

मुंबई। मस्कट से दिल्ली आ रहे इंडिगो के एक विमान को मंगलवार को बम धमकी के बाद नागपुर में आपात लैंडिंग करनी पड़ी।



विमान में 157 यात्री और चालकर दल के छह सदस्य सवार थे। कोच्चि

अंतरराष्ट्रीय हवाईअड्डे (सीआईएएल) ने बताया कि बम धमकी उसकी आधिकारिक ई-मेल आईडी पर भेजी गई थी। इंडिगो का विमान (उड़ान संख्या 6ई1272) मंगलवार को सुबह मस्कट से कोच्चि पहुंचा और फिर इसने यहाँ से 9:31 बजे दिल्ली के लिए उड़ान भरी।

इंडिगो प्रवक्ता ने बताया कि एयरपोर्ट अधिकारियों ने बम धमकी की सूचना तुरंत संबंधित अधिकारियों को दी, जिसके बाद विमान की नागपुर एयरपोर्ट पर आपात लैंडिंग कराई गई। सभी यात्री पूरी तरह सुरक्षित हैं।

इंडिगो की गोवा-लखनऊ उड़ान में लगे झटके...उधर, गोवा से लखनऊ जाने वाले इंडिगो की एक उड़ान में अचानक झटके लगने से यात्रियों की जान सांसत में पड़ गई। घटना सोमवार शाम को हुई, जब प्रतिकूल मौसम के कारण उत्तरी गोवा से लखनऊ जा रहे विमान (उड़ान संख्या 6ई6811) में झटके लगे। ब्यूरो

एअर इंडिया की 13 उड़ानें रद्द... सभी बोइंग ड्रीमलाइनर

छह दिनों में ड्रीमलाइनर की 248 में से 66 उड़ानें हो चुकी हैं निरस्त

हादसे के बाद अहमदाबाद से लंदन की दूसरी उड़ान भी रद्द

एयरलाइंस ने कहा, विमान उपलब्ध नहीं था दिल्ली-पेरिस उड़ान भी चेकिंग के बाद रोकी

अमर उजाला ब्यूरो/एजेंसी

नई दिल्ली/ अहमदाबाद/ मुंबई। एअर इंडिया ने अहमदाबाद विमान हादसे के बाद बड़ी सुरक्षा जांच और विमान की अनुपलब्धता समेत अन्य कारणों से मंगलवार को सात अंतरराष्ट्रीय उड़ानें रद्द कर दीं। इनमें से छह की वापसी भी रद्द हो गई है, जिससे रद्द उड़ानों की संख्या 13 हो गई। यह सभी बोइंग 787 ड्रीमलाइनर विमान की उड़ान थीं। इस बीच, नागरिक उड़्डयन महानिदेशालय (डीजीसीए) ने बताया कि विमानों की तकनीकी खामियों या अनुपलब्धता की वजह से पिछले छह दिनों में 12 से 17 जून तक एअर इंडिया की कुल 248 ड्रीमलाइनर उड़ानों में से 66 रद्द करनी

पड़ीं। इस दौरान, एअर इंडिया ने 462 बड़े विमानों का संचालन किया, जिनमें 83 उड़ानें रद्द हुईं। डीजीसीए के अनुसार, मंगलवार को जिन उड़ानों को रद्द किया गया, उनमें अहमदाबाद-लंदन, लंदन-अमृतसर, दिल्ली-दुबई, बंगलुरु-लंदन, दिल्ली-वियना और दिल्ली-पेरिस की उड़ानें शामिल हैं। वहीं, सैन फ्रांसिस्को से मुंबई आ रहे विमान को तकनीकी खराबी के कारण कोलकाता में ही उतार दिया गया और इसकी आगे मुंबई तक और फिर वापसी की यात्रा रद्द कर दी गई है। इन उड़ानों के रद्द होने से यात्रियों को भारी परेशानी हो रही है। मैटविक-लंदन से अमृतसर की उड़ान एआई-170 को भी मंगलवार को रद्द कर दिया गया। >> परेशान रहे यात्री : पेज 17



सैन फ्रांसिस्को से मुंबई जा रहे यात्रियों को कोलकाता एयरपोर्ट पर उतार लिया गया। एजेन्सी

सैन फ्रांसिस्को-मुंबई उड़ान कोलकाता में रोकी

सैन फ्रांसिस्को से मुंबई जा रहे एअर इंडिया के विमान के एक इंजन में तकनीकी खराबी आ गई। उड़ान संख्या एआई-180 रात को करीब पौने एक बजे कोलकाता एयरपोर्ट पहुंची थी। इंजन में खराबी के कारण उड़ान यहीं समाप्त कर दी गई।

पहले परिचालन समस्याओं के कारण रद्द होना बताया

अहमदाबाद-लंदन मार्ग पर रद्द एअर इंडिया की उड़ान पहले एआई-171 कोड के साथ चलती थी। हादसे के बाद इसे बदलकर एआई-159 दिया गया था।

17 जून को अहमदाबाद हवाईअड्डे के अधिकारी ने यात्रियों को बताया कि परिचालन संबंधी समस्याओं के कारण उड़ान संख्या एआई-159 रद्द हो गई है।

बाद में, एअर इंडिया के प्रवक्ता ने कहा, किसी तकनीकी समस्या के कारण नहीं, बल्कि विमानों की कमी के कारण उड़ान रद्द की गई है।

जांच में खामी दिखी, पेरिस उड़ान रद्द...एअर इंडिया की दिल्ली-पेरिस की उड़ान एआई-143 जांच में खामी दिखने पर रद्द कर दी गई। 18 जून को पेरिस से दिल्ली वापसी उड़ान भी रद्द हो गई। पेरिस हवाईअड्डे पर रात के संचालन पर प्रतिबंध भी उड़ान रद्द करने की वजह बताया जा रहा है।

उड़ानों में देरी या निरस्तगी की समय से सूचना देने के निर्देश

डीजीसीए ने कहा, एअर इंडिया के अधिकारियों के साथ विमानों के रखरखाव, विलंब, हवाई क्षेत्र

वायु क्षेत्र बंद होने से भी उड़ानों पर असर

प्रतिबंध, यात्रियों की शिकायतों, बोइंग 787 के बंदे की निगरानी और परिचालन के बारे में चर्चा की गई।

कई देशों में वायु क्षेत्र बंद होने या उड़ान प्रतिबंध लागू होने से असर पर भी चर्चा की गई। ईरान-इराक संघर्ष के कारण भी उड़ानों का मार्ग बदलना पड़ रहा है, जिससे भी इनमें देरी हो रही है या रद्द करना पड़ रहा है।

एअर इंडिया को निर्देश दिया कि उड़ानों में देरी, रद्द होने की सूचना यात्रियों को समय से दी जाए।

बोइंग 787 की जांच में कोई बड़ी सुरक्षा चिंता नहीं मिली : डीजीसीए

डीजीसीए के अधिकारियों ने मंगलवार को एअर इंडिया और एअर इंडिया एक्सप्रेस के वरिष्ठ अधिकारियों के साथ उच्चस्तरीय बैठक की। यह बैठक इन एयरलाइनों की परिचालन मजबूती की समीक्षा करने तथा सुरक्षा और यात्री सेवा नियमों का निरंतर अनुपालन सुनिश्चित करने के लिए बुलाई गई थी। बयान में कहा गया है कि एअर इंडिया के बोइंग-787 बंदे की हाल ही में की गई निगरानी में कोई बड़ी सुरक्षा चिंता सामने नहीं आई। विमान और संबंधित रखरखाव प्रणालियां मौजूदा सुरक्षा मानकों के अनुरूप पाई गईं।

No major safety issues in A-I's B787 fleet, but delays a concern: DGCA



Pushkaraj Sabharwal, father of Captain Sumeet Sabharwal who was the pilot of the Air India plane that crashed last week, at his funeral in Mumbai on Tuesday PHOTO: REUTERS

Airline's 13 foreign flights cancelled primarily due to safety checks

DEEPAK PATEL
New Delhi, 17 June

The Directorate General of Civil Aviation (DGCA) on Tuesday said it did not find any major safety issues with Air India's Boeing 787 Dreamliner fleet, following an intensive four-day inspection prompted by a fatal crash last week. However, the civil aviation regulator flagged concerns about recent maintenance-related issues that had been contributing to delays across the airline's net-

work.

At least 13 international flights of Air India were cancelled and several others took off way behind the schedule on Tuesday primarily due to mandatory safety inspections of Boeing 787 aircraft. Operational stress was compounded by weather-related disruptions, airspace restrictions, and crew duty-time limitations, all of which added further strain to the airline's wide-body network.

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DGCA advises A-I to improve internal coordination

The DGCA, in a statement late in the evening, noted that it had examined 26 of Air India's 33 Dreamliners between June 13 and June 17, with the aircraft and their maintenance systems found compliant with safety regulations. "The recent surveillance conducted on Air India's Boeing 787 fleet did not reveal any major safety concerns," the regulator said.

It advised the Tata group airline to improve internal coordination between engineering, operations, and ground handling teams, and to ensure adequate availability of spare parts to reduce passenger inconvenience.

The DGCA had ordered "enhanced safety inspections" for all 33 Dreamliners in the airline's fleet after the crash last Thursday, when an Air India B787 flying to London went down shortly after take-off from Ahmedabad, killing all 241 passengers and crew.

By 3 pm on Tuesday, 24 aircraft had successfully completed the mandated checks. Two more were expected to have cleared the checks by the end of the day. One aircraft was scheduled for inspection on Wednesday.

Four aircraft undergoing heavy maintenance will be checked before their release, while two others grounded in Delhi shall be inspected before re-entering service, the regulator said.

"A more systematic and real-time defect reporting mechanism is required to ensure that safety-critical departments receive timely updates," it noted, adding that this would help strengthen decision-making and reduce disruptions.

The regulator also reviewed the wider operational challenges facing the aviation sector following recent airspace restrictions, especially over Iran, which have forced rerouting and delayed flights. Airlines were advised to keep passengers informed and explore alternative routing options to reduce the fallout.

Together, Air India and Air India Express operate over 1,000 flights daily. The DGCA reiterated its direction to both carriers to strictly follow passenger facilitation norms and keep flyers adequately informed in the event of delays or cancellations.

The DGCA also reviewed recent operational data on Air India's wide-body operations, with focus on the Boeing 787 fleet, which has seen a number of cancellations over the past several days. On June 12, the day of the crash, Air India

operated 50 B787 flights and cancelled five.

The number of cancellations rose significantly in the following days: On June 13, the airline operated 41 B787 flights while 11 were cancelled; on June 14, it operated 47 such flights and cancelled 12. The trend continued on June 15, with 41 operated and 14 cancelled, followed by 39 operated and 11 cancelled on June 16.

Between midnight and 3 PM on June 17, Air India operated just 30 Dreamliner flights, cancelling 13.

These operational figures indicate continued disruption to the wide-body schedule, even as DGCA inspections progressed. The regulator said it will continue to monitor the performance of all scheduled airlines closely.

Speaking on the spate of cancellations and delays, a senior Air India executive said: "It's not that every cancellation is due to the safety inspections, but there's no denying that the fleet-wide checks have strained availability and turnaround times."

On Tuesday, Air India cancelled flight AI-43 from Delhi to Paris after its pre-flight checks identified an issue. "The mandatory pre-flight checks identified an issue which is being presently addressed. However, in view of the flight coming under the restrictions on night operations at Paris Charles de Gaulle (CDG) airport, the said flight has been cancelled," the airline said. The return flight from Paris to Delhi on June 18 was also cancelled as a result.

Flight AI-59 from Ahmedabad to London Gatwick was cancelled due to longer-than-usual turnaround times. In a separate statement, the airline clarified: "Flight AI-59 from Ahmedabad to Gatwick has been cancelled today due to the unavailability of the aircraft, resulting from airspace restrictions and additional precautionary checks, and not due to any technical snag as claimed."

Air India added that it had arranged alternative travel, hotel stays, and full refunds or rescheduling for passengers. Other affected services on Tuesday included cancellations of AI-53 (Delhi-Vienna), AI-33 (Bengaluru-London), and AI-915 (Delhi-Dubai). AI-145 (Gatwick-London) faced a delay of over 90 minutes, while AI-148 (Paris-Delhi) and AI-2026 (Frankfurt-Delhi) were delayed by about two hours each.

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BUSINESS STANDARD

DELHI

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Airbus keeps sales momentum with 150 plane order from Vietjet

REUTERS
17 June

Airbus struck a deal with budget airline VietJet for up to 150 single-aisle jets at the Paris Airshow on Tuesday, where industry hopes of a return to tariff-free trade were given a boost by US Transport Secretary Sean Duffy.

Duffy said he wanted civil aviation to return to a 1979 zero-tariff trade agreement, in one of the clearest signs yet that the Trump administration might favour such a move.

However, Duffy added that while the White House was aware that the US is a net exporter in aero-

space, it was also dealing with a complex tariff situation.

US President Donald Trump's 10 per cent tariffs on nearly all airplane and parts imports are a headache for an industry already battling supply chain challenges and facing fresh turbulence from last week's deadly Air India crash and conflict in the West Asia.

In early May, the US Commerce Department launched a "Section 232" national security investigation into imports of commercial aircraft, jet engines and parts that could form the basis for

even higher tariffs on such imports.

Airlines, planemakers and several US trading partners have been lobbying Trump to restore the tariff-free regime under the 1979 Civil Aircraft Agreement.

On day two of the air show, European planemaker Airbus said it had signed a memorandum of understanding for VietJet to buy 100 A321neo planes, with the option to buy up to 50 more in future. The agreement confirmed an earlier *Reuters* story.

DEAL COULD BE WORTH AROUND \$9.4 BN, ACCORDING TO ESTIMATED PRICES PROVIDED BY CIRIUM ASCEND

A deal for 150 A321neos could be worth around \$9.4 billion, according to estimated prices provided by Cirium Ascend.

The agreement was the latest in a flurry of business announced by Airbus at the world's biggest **aviation** trade fair. US rival Boeing is expected to have a more subdued show as it focuses on the probe into last week's fatal crash of an Air India Boeing 787 and after it racked up huge deals during Trump's recent tour of the West Asia. On the defence side of the show, Leonardo Chair Stefano Pontecorvo said the Italian group had bought a European cybersecurity firm to strengthen its position in an area.



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BUSINESS STANDARD

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18 JUNE 2025

Rise in helicopter crashes may spur 15-30% hike in insurance premiums

AATHIRA VARIER

Mumbai, 17 June

Helicopter insurance premiums in India are likely to rise by 15-30 per cent owing to a recent spate of domestic accidents and mounting aviation losses faced by global reinsurers, industry insiders said.

Aviation insurance is largely a reinsurance-driven area, with the general aviation market comprising corporate jets, helicopters and others accounting for 15 per cent of the segment in India. The remaining is commercial aviation.

In FY25, the premium accumulated from the aviation segment in India was nearly ₹1,010 crore, up 4 per cent from the previous year.

In general aviation, the premium rates are calculated based on the age and seating capacity of the hull combined with liability.

The hull value of helicopters ranges from ₹25 crore to ₹30 crore going all the way up to ₹100 crore. The average premium in the helicopter segment is also around ₹75 lakh,

Amarnath yatra routes declared no-flying zone

Jammu and Kashmir (J&K) government on Tuesday declared the Amarnath yatra routes as 'No-Flying Zone' as part of beefed up security measures for the annual pilgrimage. The Amarnath yatra has two routes - the traditional Pahalgam route and the shorter Baltal route. The declaration issued by J&K Home Department on the orders of Lieutenant Governor Manoj Sinha said flying of any kind of aviation platforms and devices, including UAVs, drones, balloons, is prohibited from July 1 to August 10. #11

according to industry experts. This is likely to increase by 25-30 per cent in line with the overall hardening in the aviation insurance market.

"There have been 5-6 helicopter crashes in

the last few months. Overall, Indian insurers are under pressure in terms of premium versus claims. We have seen rates rising steeply for smaller rotor wing operators, like those who fly to Kedarnath, Chardham, or maybe small general aviation helicopter operators. In some cases, the premium has also doubled. Also, amid the Air India crash, there will be a hardening in the insurance market in the coming months," an insurance broker said.

On June 15, a helicopter crashed in Kedarnath, making it the fifth such incident in the Char Dham route, since the pilgrimage started on April 30. This comes days after the crash of Air India AI-171 in Ahmedabad.

Earlier, six people died when a helicopter crashed in Uttarkashi on May 8. Similarly, a crash was averted in Badrinath on May 12. On May 17, an air ambulance crashed in Kedarnath but no casualty was reported. On June 7, a helicopter on its way to Kedarnath made an emergency landing on the highway due to technical snag, developed during take-off.



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

18 JUNE 2025

विमान यात्रियों का संकट

अहमदाबाद में दिल दहलाने और भारत समेत विश्व भर को चिंतित करने वाली विमान दुर्घटना के बाद से एअर इंडिया की उड़ानें जिस तरह तकनीकी खामी, धमकी समेत अन्य कई कारणों से लगातार रद्द, बाधित या विलंब का शिकार हो रही हैं, वह गंभीर बात है। इसलिए और अधिक, क्योंकि इनमें कुछ उड़ानें बोइंग कंपनी के उस ड्रीमलाइनर विमान की भी हैं, जो अहमदाबाद में हादसे का शिकार हुआ और जिसमें 260 से अधिक लोग मारे गए। बीते 24 घंटों में ही एअर इंडिया के विमानों की कई अंतरराष्ट्रीय उड़ानें स्थगित या रद्द हुईं। इसने एअर इंडिया की मुश्किलें बढ़ा दी हैं। इसी के साथ हवाई यात्रा करने वालों के समक्ष भी परेशानी बढ़ गई है। इसका सामना विमान यात्रियों के साथ ट्रेवल कंपनियां और टूर ऑपरेटर भी कर रहे हैं, क्योंकि अन्य एयरलाइंस पर दबाव बढ़ रहा है। इस समस्या पर सरकार के साथ डीजीसीए जैसी नियामक एजेंसियों को भी ध्यान देना होगा, क्योंकि अब हवाई यात्रा करना लोगों की जरूरत बन गया है। इसलिए विमान यात्रियों की संख्या तेजी से बढ़ी है और यह कहा जाने लगा है कि अब हवाई चप्पल वाले भी हवाई यात्रा कर रहे हैं। हवाई यात्रा सुगम और सुरक्षित होनी ही चाहिए।

अहमदाबाद हादसे और उसके बाद ड्रीमलाइनर विमानों वाली उड़ानों के भी रद्द या स्थगित होने से बोइंग कंपनी के इस विमान के सुरक्षित होने पर संदेह के बादल गहरा गए हैं। ये बादल देश में ही नहीं, विदेश में भी गहराए हैं। एअर इंडिया समेत अन्य एयरलाइंस को ड्रीमलाइनर का उपयोग जारी रखने पर विचार करना चाहिए। इसलिए और भी, क्योंकि बोइंग का यह विमान पहले भी विवादों के साये में रह चुका है। भारत में भी उसके इन विमानों की बैटरी में कुछ समस्या पाई गई थी। ड्रीमलाइनर का उपयोग एअर इंडिया के साथ दुनिया भर की अन्य एयरलाइंस भी कर रही हैं। तथ्य यह भी है कि देश-विदेश में अपनी सेवा का तेजी से विस्तार कर रही एअर इंडिया ने ड्रीमलाइनर के कुछ और विमान खरीदने का आर्डर दे रखा है। अन्य एयरलाइंस की तरह उसे भी अपने विस्तार को लेकर महत्वाकांक्षी होना चाहिए, लेकिन सुरक्षा में बिना किसी समझौते के। सुविधाओं में कमी की कीमत पर भी नहीं। निःसंदेह सुविधाओं के मुक्ताबले सुरक्षित विमान यात्रा को सर्वोच्च प्राथमिकता देनी होगी और इसे सरकार को भी देखना होगा, अन्यथा विमान यात्रा के प्रति लोगों के मन में उपजा संदेह और बढ़ेगा। यह किसी भी लिहाज से ठीक नहीं होगा। इससे तेजी से अपना कद बढ़ा रहे भारत की अंतरराष्ट्रीय छवि भी प्रभावित हो सकती है। निःसंदेह केवल इतना पर्याप्त नहीं कि सरकार ने ड्रीमलाइनर 787 सीरीज के सभी विमानों की जांच के आदेश दिए हैं।

सुनिश्चित की जाए सुरक्षित हवाई यात्रा

दुनिया को स्तब्ध और भारतीयों को गहरी पीड़ा से भर देने वाली अहमदाबाद विमान दुर्घटना की चर्चा जारी रहना स्वाभाविक है। यह आवश्यक भी है, क्योंकि हाल के इतिहास में ऐसा हवाई हादसा याद करना कठिन है, जिसमें इतने अधिक भारतीयों की मौत हुई हो। एअर इंडिया के अभागे 787 ड्रीमलाइनर विमान के उड़ान भरते ही गिरने से एक यात्री के चमत्कारिक ढंग से बच जाने के अतिरिक्त सभी यात्री और चालक दल के सदस्य काल के गाल में समा गए। यह विमान पास के मेडिकल कालेज के जिस हास्टल की कैंटीन पर आग का गोला बनकर गिरा, वहां कुछ मेडिकल छात्र और अन्य लोग भी मारे गए। अहमदाबाद विमान हादसे के कारणों को लेकर आम लोगों के साथ विशेषज्ञों के अपने-अपने विचार हैं। इनमें एक कैप्टन स्टीव भी हैं, जिन्होंने अहमदाबाद हादसे के कारणों को लेकर जो दावा किया, उसे खुद ही बदल दिया, लेकिन इसके पहले उन्हें एक भारतीय टीवी चैनल पर 'ज्ञान' देते देखा गया। अन्य विशेषज्ञ अनुमान लगा रहे हैं कि बोइंग का अपेक्षाकृत नया और आधुनिक ड्रीमलाइनर विमान किन कारणों से ऐसे भयावह हादसे का शिकार बना। चूंकि बोइंग के इस विमान के साथ पेश आया यह पहला बड़ा हादसा है, इसलिए भारत समेत विश्व भर की एयरलाइंस एवं हवाई संचालन सेवा से जुड़ी संस्थाएं चिंतित हैं। इस हादसे की राष्ट्रीय के साथ

अंतरराष्ट्रीय स्तर पर गहन जांच हो रही है। इसी के साथ जो प्रश्न उठे हैं, उनके घेरे में एअर इंडिया प्रबंधन, टाटा समूह, डीजीसीपी, एयरपोर्ट अथॉरिटी और भारत सरकार आदि के साथ बोइंग कंपनी भी है। इस हादसे के बाद बोइंग के अलावा एअर इंडिया में भागीदार सिंगापुर एयरलाइंस (एसआइए) के साथ कुछ अन्य एयरलाइंस के शेयर भी गिरे। अहमदाबाद में हवाई हादसे के बाद से भारत समेत दुनिया भर में विमानों के संचालन में छोटी-बड़ी खामी मिलने, उड़ान रद्द होने, रोके जाने के समाचार थमने का नाम नहीं ले रहे हैं। इनमें ड्रीमलाइनर समेत अन्य विमान भी हैं।

निर्माण के दौरान अपने विमानों के सेफ्टी सिस्टम की अनदेखी के कारण बोइंग गंभीर सवालियों के घेरे में रही है। इस कंपनी के



राजीव सचान

अहमदाबाद विमान दुर्घटना के बाद उत्तराखंड में एक और हेलीकाप्टर हादसे ने चिंता बढ़ा दी है



अहमदाबाद का न भूलने वाला भयावह विमान हादसा ० ग्रेट 'व्हिसिलब्लोअर' इंजीनियर सैम ने ड्रीमलाइनर एवं अन्य विमानों के निर्माण में जानबूझकर लापरवाही बरतने का आरोप मढ़ा था। इसके चलते बोइंग की खूब बदनामी हुई थी। बोइंग ने इस इंजीनियर के आरोप खारिज करते हुए कहा था कि वह अपने सभी विमानों के निर्माण में जरूरी सावधानी बरतती है, पर शायद उसने ऐसा

नहीं किया। 2021 में अमेरिकी फेडरल एविएशन एडमिनिस्ट्रेशन ने ड्रीमलाइनर की डिलीवरी रोक दी थी। बोइंग के बदनाम हुए मैक्स विमान इस्तेमाल कर रही इंडोनेशिया और इथोपिया एयरलाइंस के नए विमान 2017-18 में दुर्घटनाग्रस्त हुए थे। इन हवाई हादसों की जांच में यह सामने आया था कि मैक्स विमानों के साफ्टवेयर में खामी थी और इस खामी को दूर करने वाले उपायों से विमान के लैस होने का बोइंग ने जो वादा किया था, वह उनमें थे ही नहीं। इसके चलते बोइंग को साख को धक्का तो लगा ही, उस हादसे में मारे गए लोगों के स्वजनों को अदालत के बाहर समझौता करने के बाद भी भारी हर्जाना देना पड़ा। इससे उसे तगड़ी आर्थिक क्षति उठानी पड़ी।

टाटा एयरलाइंस की स्थापना भारत में सिविल

एविएशन के जनक जेआरडी टाटा ने की थी। बाद में सरकार ने इसका अधिग्रहण कर लिया और नाम कर दिया एअर इंडिया। एअर इंडिया को कुप्रबंधन और घाटे से उबारने के लिए मोदी सरकार ने उसे निजी कंपनी को बेचने का फैसला लिया। स्वाभाविक रूप से पहली पसंद टाटा समूह बना। 2022 में एअर इंडिया उसके हाथों में चली गई। नाम एअर इंडिया ही रहा। इससे दुनिया में कुछ लोग इसे भारत सरकार की एयरलाइंस समझते हों तो हैरानी नहीं। टाटा समूह के हाथ में जाने के बाद माना यह गया कि अब इसका संचालन सुगम एवं सुरक्षित तरीके से होगा, लेकिन अहमदाबाद का हादसा संकेत कर रहा है कि संभवतः ऐसा नहीं हो सका है। उस पर विमान संचालन में पर्याप्त सजगता न बरतने के आरोप में जुर्माना भी लग चुका है। उसे सुविधाओं में कमी के आरोप से भी दो-चार होना पड़ा है। अहमदाबाद हादसे पर एअर इंडिया प्रबंधन के साथ टाटा समूह स्वाभाविक रूप से दुखी और गंभीर है, लेकिन एअर इंडिया में भागीदार सिंगापुर एयरलाइंस के बारे में कुछ कहना कठिन है। एसआइए में सिंगापुर सरकार की भी हिस्सेदारी है। वहां के पीएम ने तो अहमदाबाद हादसे पर दुख जताया, पर एसआइए के एक्स(ट्रिवटर) हैंडल पर संवेदना का एक शब्द नहीं दिखा। अहमदाबाद हादसे को लेकर जो सवाल उठे हैं, उनका उसे भी जवाब देना होगा।

निःसंदेह समय के साथ विमान यात्रा सुरक्षित हुई है, लेकिन हर हवाई हादसे पर विमानों के सुरक्षित संचालन पर वैसे ही सवाल भी उठते हैं, जैसे इन दिनों उठ रहे हैं। अहमदाबाद हादसे के बाद उत्तराखंड में एक और जानलेवा हेलीकाप्टर हादसे के चलते ये सवाल और अधिक चिंता का कारण बन गए हैं। अब अपने देश में विमान और हेलीकाप्टर सेवाओं का उपयोग बड़ी संख्या में आम आदमी कहे जाने वाले लोग भी करते हैं, क्योंकि हवाई यात्रा जरूरत बन गई है। हवाई यात्रा सुरक्षित हो, यह एयरलाइंस और नियामक संस्थाओं के साथ भारत सरकार को भी सुनिश्चित करना होगा।

(लेखक दैनिक जागरण में एनोसिप्ट एडिटर हैं)

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जांच हुई सख्त, एअर इंडिया ने एक ही दिन में रद्द कीं सात अंतरराष्ट्रीय उड़ानें

अहमदाबाद हादसे के बाद से विमानन कंपनी ने 83 उड़ानें रद्द कीं, इनमें 66 बोइंग विमान

मुंबई, प्रेस : अहमदाबाद विमान हादसे के चलते अब तक के सबसे बड़े संकट का सामना कर रही एअर इंडिया की मुश्किलें कम होने का नाम नहीं ले रही हैं। मंगलवार को विभिन्न कारणों से सात अंतरराष्ट्रीय उड़ानें रद्द करनी पड़ीं। इसके अलावा सैन फ्रांसिस्को-मुंबई उड़ान में गड़बड़ी के कारण यात्रियों को बीच में यानी कोलकाता में ही विमान से उतरना पड़ा। फ्लाइटें रद्द होने से यात्री परेशान रहे। 12 जून यानी विमान हादसे के बाद से एअर इंडिया की अब तक 83 उड़ानें रद्द हो चुकी हैं। इनमें 66 फ्लाइटें बोइंग 787 विमानों की हैं।

टाटा समूह द्वारा तीन साल पहले खरीदी गई एअर इंडिया ने कहा कि विमानन नियामक डीजीसीए द्वारा ड्रीमलाइनर बड़े की कड़ी जांच किए जाने के कारण एअर इंडिया ने छह अंतरराष्ट्रीय उड़ानें रद्द कर दीं, जबकि अहमदाबाद-लंदन गैटविक उड़ान को विमान की अनुपलब्धता के कारण रद्द किया गया। बता दें कि एअर इंडिया यूके और यूरोप के लिए बी 787-8 बोइंग ड्रीमलाइनर का संचालन करती है। मंगलवार को रद्द एअर इंडिया के ज्यादातर विमान बोइंग ड्रीमलाइनर हैं।

एअर इंडिया के सामने यह संकट ऐसे समय आया है, जब जांच टीमों यह पता लगाने में जुटी हैं कि 12 जून को अहमदाबाद से लंदन जा रहे बोइंग ड्रीमलाइनर विमान एआइ 171 के हादसे की वजह क्या थी? इस हादसे में विमान में सवार 242 में से 241 यात्रियों समेत 275 लोगों की जान गई थी। इस बीच, डीजीसीए ने एअर इंडिया से 12 जून को अहमदाबाद से लंदन के



कोलकाता हवाईअड्डे पर मंगलवार को खड़ा एअर इंडिया का विमान। यह मुंबई-सैन फ्रांसिस्को की उड़ान पर था • एएनआइ

ये फ्लाइटें रद्द

- अहमदाबाद- लंदन
- दिल्ली-गियना
- लंदन-अमृतसर
- दिल्ली-दुबई
- बेंगलुरु-लंदन
- दिल्ली-पेरिस
- मुंबई - सैन फ्रांसिस्को

एअर इंडिया के बोइंग 787 बड़े में चिंता की कोई बात नहीं: डीजीसीए

डीजीसीए ने मंगलवार को कहा कि एअर इंडिया के बोइंग 787 के बड़े में जांच के दौरान पाया गया कि चिंता की कोई बात नहीं है। विमान और संबंधित रखरखाव प्रणालियां मौजूदा सुरक्षा मानकों के अनुरूप पाई गईं। डीजीसीए ने एक बयान में कहा कि उसने एअर इंडिया और एअर इंडिया एक्सप्रेस के वरिष्ठ अधिकारियों से मुलाकात की, जो प्रतिदिन 1,000 से अधिक घरेलू और

- इंजन में खराबी के कारण एअर इंडिया की सैन फ्रांसिस्को-मुंबई उड़ान कोलकाता में समाप्त, अन्य विमान से यात्री मुंबई भेजे
- हादसे का शिकार एआइ 171 के बदले लंदन जाने वाली फ्लाइट एआइ 159 के लिए एअर इंडिया को नहीं मिला विमान, उड़ान रद्द
- विमानन नियामक डीजीसीए ने कहा- एअर इंडिया के बड़े में शामिल 33 बोइंग ड्रीमलाइनर विमानों में से 24 की जांच पूरी

अंतरराष्ट्रीय उड़ानें संचालित करती है। नियामक ने एयरलाइन को इंजीनियरिंग, संचालन, ग्राउंड हैंडलिंग इकाइयों के बीच आंतरिक समन्वय को मजबूत करने और फ्लाइटों में हो रही देरी को कम करने के लिए पर्याप्त स्पेयर पार्ट्स की उपलब्धता सुनिश्चित करने की सलाह दी है। साथ ही कहा कि एअर इंडिया के 33 बोइंग ड्रीमलाइनर में 24 की जांच पूरी हो गई है।

लिए उड़ान भरने के बाद कुछ ही क्षणों में दुर्घटनाग्रस्त हुए एआइ 171 विमान के पायलटों और डिस्पैचर्स के प्रशिक्षण रिकार्ड मांगे हैं।

उधर, एअर इंडिया की दिल्ली-पेरिस फ्लाइट एआइ 143 को उड़ान पूर्व जांच के दौरान कुछ समस्याओं का पता चलने के बाद रद्द कर दिया गया। कहा, 'पेरिस चार्ल्स डी गाल हवाई अड्डे पर रात के संचालन पर प्रतिबंध के तहत आने वाली उड़ान को देखते हुए फ्लाइट को रद्द कर दिया गया है। दिन के दौरान रद्द की गई अन्य उड़ानों में बेंगलुरु-लंदन, लंदन-अमृतसर, दिल्ली-गियना, दिल्ली-दुबई और मुंबई-सैन फ्रांसिस्को उड़ान शामिल हैं।

उधर, एयरलाइन ने 12 जून को दुर्घटनाग्रस्त हुई अहमदाबाद-लंदन उड़ान को एआइ 171 की बजाय नए कोड एआइ 159 के साथ शुरू करने का एलान किया, मगर विमान की अनुपलब्धता के कारण मंगलवार को यह फ्लाइट रद्द करनी पड़ी। एयरलाइन ने उन दावों से खारिज कर दिया कि तकनीकी खराबी के कारण उड़ान रद्द हुई।

एअर इंडिया ने अपनी सैन फ्रांसिस्को-मुंबई उड़ान के एक इंजन में तकनीकी खराबी आने के कारण इसे कोलकाता में निर्धारित ठहराव पर ही समाप्त कर दिया। विमान बोइंग 777-200 एलआर सोमवार-मंगलवार की दरमियानी

रात पौने एक बजे कोलकाता हवाईअड्डे पर पहुंचा। उसके बाद इंजन में तकनीकी खराबी आने के कारण आगे की उड़ान खत्म कर दी गई और उसमें सवार सभी 211 यात्रियों को बाद में दूसरे विमान से मुंबई ले जाने की व्यवस्था की गई। आमतौर पर एयरलाइन सैन फ्रांसिस्को से सीधे मुंबई के लिए उड़ान भरती है, लेकिन पाकिस्तानी व ईरानी हवाई क्षेत्र के बंद होने सहित अन्य भू-राजनीतिक घटनाओं के कारण एअर इंडिया को अपना मार्ग बदलना पड़ा और कोलकाता में तकनीकी ठहराव लेना पड़ा।

संशोधित >> पृष्ठ 13 व संपादकीय

लैंडिंग के वक्त विमान के पहिए से निकला धुआं, मांगी रिपोर्ट

लखनऊ एयरपोर्ट की घटना, सऊदी अरबिया एयरलाइन के इंजीनियर कर रहे जांच

जागरण संवाददाता, लखनऊ : जेद्दा से हज यात्रियों को लेकर चौधरी चरण सिंह अंतरराष्ट्रीय एयरपोर्ट पहुंचे सऊदी अरबिया एयरलाइन के विमान के बायें पहिए से धुआं निकलने के बाद अफरातफरी मच गई थी। रविवार को 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 ब्रिच के बाद रनवे पर पानी को देखकर पायलट ने हार्ड लैंडिंग कराई थी। वहीं, महानिदेशालय नागरिक उड्डयन (डीजीसीए) ने मामले की जांच के आदेश दिए हैं।

रविवार सुबह 6:30 बजे सऊदी अरबिया एयरलाइन का विमान एसवी-3112 284 हज यात्रियों को लेकर लखनऊ पहुंचा था। यह एयर बस ए-330 श्रेणी का बड़ा विमान है। चूंकि लखनऊ एयरपोर्ट के रनवे की लंबाई 2744 मीटर है, ऐसे में रनवे पर उतरते ही गति को नियंत्रित करने के लिए पायलट ने हार्ड लैंडिंग का उपयोग कर दिया। प्रोटोकाल के तहत फायर फाइटिंग की टीम मौके पर तैनात थी। एयरक्राफ्ट रेस्क्यू एंड फायर फाइटिंग टीम ने पहिए से धुआं उठते देखा तो उस पर पानी का छिड़काव कर दिया। विमान को एहतियात के तौर पर अलग खाली हिस्से ले जाया गया, जहां इंजीनियरों ने धुआं उठने के कारणों जांच की। रविवार शाम को यात्रियों को दूसरे



लखनऊ में सऊदी अरबिया एयरलाइन के विमान के पहिए से धुआं निकलने के बाद एयरपोर्ट पर खड़ा विमान ● वीडियो शूट

गोवा से टेकआफ के बाद नीचे आने लगा विमान

जासं, 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 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 स्थिति को संभाल लिया।

विमान से रवाना कर दिया गया। वहीं, सेंसर को ठीक करके यह विमान मंगलवार सुबह खाली ही वापस भेजा जाएगा। लखनऊ इंटरनेशनल एयरपोर्ट प्रबंधन के प्रवक्ता का कहना है कि धुआं उठने से विमान के लैंडिंग से जुड़ी समस्या सामने आई है। रविवार को दूसरे विमान से

यात्रियों को जेद्दा भेजा गया। मंगलवार को यह विमान भी लखनऊ से रवाना हो जाएगा। अक्सर मानसून के समय एक्वा मैनेजमेंट के तहत रनवे पर विमानों की हार्ड लैंडिंग कराई जाती है। रनवे के भीगा होने पर सुरक्षित लैंडिंग के लिए झटके से ब्रेक का इस्तेमाल पायलट करता है।



Corporate Communications Directorate

DAINIK NAVJYOTI

JAIPUR

17 JUNE 2025

हज यात्रियों की पहली फ्लाइट आज पहुँचेगी जयपुर

नवज्योति, जयपुर। हज यात्रियों की फ्लाइट मंगलवार सुबह 7 बजे 164 यात्रियों को लेकर जयपुर एयरपोर्ट के टर्मिनल-1 पर पहुँचेगी। जानकारी के अनुसार एयर इंडिया एक्सप्रेस की फ्लाइट जेद्दा से जयपुर एयरपोर्ट पहुँचेगी। एयरपोर्ट पर हाजियों के परिजन और एयरपोर्ट प्रशासन की ओर से उनका स्वागत किया जाएगा। राजस्थान से कुल 3,437 लोग हज यात्रा पर गए थे। इनमें जयपुर एयरपोर्ट से 2,726, दिल्ली एयरपोर्ट से 270, मुंबई एयरपोर्ट से 322 और अहमदाबाद एयरपोर्ट से 119 यात्री हज पर गए थे। जयपुर से पहली फ्लाइट एक मई को रवाना हुई थी। इस बार जयपुर से 17 फ्लाइट्स हज यात्रियों को लेकर गई थी। हज यात्रियों को वापस लेकर आने वाली अंतिम फ्लाइट 29 जून को सुबह 7 बजे आएगी।

Air India, Boeing may Face 'Unlimited' Liability

Cos may have to cough up compensation far more than cover if negligence is proven under global law

After the Tragedy

Montreal Convention
Air India must pay **151,800 SDR** even without proven fault.

If aircraft faults proven, Boeing also faces unlimited liability in US, UK

For families that sue in the UK, award is based on future earnings

Payouts could vary based on country; nationals of 3 other countries had been on board



Air India has \$1.5 billion liability cover for widebody aircraft

Third-party damage liability also applicable on operator

Legal process complex, may span years

Kala Vijayraghavan & Shilpy Sinha

(SDRs) — an International Monetary Fund-defined unit tied to a currency basket— for death or serious injury in a crash. With one SDR valued at about ₹120, that's as much as ₹1.82 crore per person.

This airline is liable for this base compensation, regardless of fault. Beyond this, if negligence is proven, additional compensation can be sought.

Families of the victims may also file claims in their home countries, including the UK, where courts typically consider future earnings and personal circumstances. The passengers included 181 Indians, 53 Britons, seven Portuguese nationals and one Canadian.

Air India did not comment.

Complex, Long-winded Legalities >>> 12

Complex, Long-winded Legalities

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Boeing may also face unlimited liability if a fault with the 787 aircraft is discovered. Payouts could vary based on victims' nationality and income, the experts said.

If there is any evidence of faults with the Boeing 787, Boeing will also face unlimited liability, in the US and English courts, said James Healy-Pratt, aviation specialist on UK-based Keystone Law's international aviation legal team.

Keystone and Chicago-based Wisner Law Firm have commenced an independent investigation into the disaster. Wisner specialises in aviation-related litigation and also advised clients in the 2020 Air India Express crash.

TORTS

Negligence-related claims are subject to the jurisdiction of UK courts under tort law, said Ashish Kumar Singh, cofounder and joint managing partner of Capstone Legal. Tort law covers injury or loss caused to a person. "After adducing evidence, cross examination etc, the court can award compensation which is way beyond the insurance limits under the Montreal Convention," he said. "However, this exercise is a tedious one and involves complex questions of fact and law."

"Air India is liable to the families for unlimited damages, unless they can prove they were not negligent, and only then can they limit their liability to 151,800 SDRs," said Healy-Pratt. "The legal presumption is that Air India is liable without limit until there is evidence that it can

prove to the contrary."

Air India has \$1.5-billion insurance cover for widebody aircraft, which industry experts believe is sufficient to absorb payouts, though legal battles could push claims higher. "Investigations can stretch for months to years and, in such cases, claims are settled in tranches — starting with initial compensation, followed by negotiated settlements or litigation outcomes," said a senior insurance industry executive. "Even after paying full SDR-based compensation and some additional settlements, the liability pool is not likely to be exhausted."

However, people in the know said the \$1.5-billion liability policy should be sufficient to cover even catastrophic events, unless there are multiple large-scale claims in a single year. "The liability on the operator, Air India, will have multiple angles — the nationality of the passengers on board will define the minimum liability that is applicable to the operator as per the Montreal Convention," said Hitesh Girotra, vice president, aviation and specialty lines, Prudent Insurance Brokers. "Since the aircraft crashed into a residential apartment, there is third-party property damage liability on the operator."

In 2010, ₹7.6 crore was awarded to the family of a passenger in the Air India Express crash at Mangalore airport that killed 158 people. "No amount of money can ever compensate families who have lost loved ones, but our international team will be seeking the fullest compensation from all potentially responsible parties," said Healy-Pratt.

Mumbai: Air India or Boeing could be liable for 'unlimited' damages if found negligent under international aviation law, according to UK legal experts. While Air India holds \$1.5 billion in liability insurance, reinsured through the London market, claims could exceed standard limits in such an event, they said.

The Air India Boeing 787 plane that crashed in Ahmedabad on June 12, killed 241 people on board, including 12 crew, and 33 on the ground. Air India has already announced ₹1 crore each as compensation for those killed.

Under the Montreal Convention, the airline is presumed liable and needs to pay a prescribed minimum compensation of 151,800 special drawing rights

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THE ECONOMIC TIMES

DELHI

18 JUNE 2025

'NO MAJOR CONCERNS'

DGCA Finds Dreamliners to be Safe

Systems compliant with standards

Arindam Majumder

New Delhi: The Directorate General of Civil Aviation (DGCA) on Tuesday said intensive checks on Air India's Boeing 787 Dreamliner fleet did not reveal any major safety concern. A regulatory directive had called for enhanced surveillance of these planes after the crash.

Certain take-off parameters, electronic engine control tests and engine fuel-related matters were checked. "The recent surveillance conducted on Air India's Boeing 787 fleet did not reveal any major safety concerns. The aircraft and associated maintenance systems were found to be compliant with existing safety standards," DGCA said. According to classification by the International Civil Aviation Organisation, complete failure of major components of a plane are termed as major issues.

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Regulator to AI

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DGCA said checks have been completed on 24 Dreamliners so far, with another three planes by Wednesday. Six aircraft, currently under maintenance, will undergo checks when they return to the fleet.

Air India has a fleet of 33 Dreamliners, the oldest of which was acquired in 2012. The plane that went down in Ahmedabad entered service in 2014.

The regulator also asked the airline to ensure communication with passengers and take alternate routing strategies to minimise disruptions following cancellation of over 50 flights over the last six days. These flights were to be operated by 787 jets and were cancelled due to DGCA's enhanced inspection, the effect of which was compounded due to the closure of the Iran airspace, forcing airlines to take longer diversions. Night curfew in European airports further delayed the return leg as pilots also ran out of their permitted duty hours.

The cancelled flights included London-Amritsar, Delhi-Dubai, Bengaluru-London, Delhi-Vienna and Delhi-Paris, according to the airline.

Earlier in the day, Director General of Civil Aviation Faiz Ahmed Kidwai held a virtual meeting with chief executives of Air India and its low-cost arm Air India Express, Campbell Wilson and Aloke Singh. Heads of operations, safety and training of both airlines also participated.

This was the first meeting between the regulator and Wilson after the crash.

"The operators were reminded of their obligations under the relevant rules to inform passengers well in advance regarding delays and cancellations. Emphasis was placed on effective passenger facilitation and timely dissemination of information through all available channels," DGCA said.

"We regret the inconvenience caused to our passengers and are making alternative arrangements to fly them to their destination at the earliest. We are providing hotel accommodation and also offering full refunds on cancellations or complimentary re-scheduling if opted by the passengers," an Air India spokesperson said.

Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

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Make It 'Volvo' of Global Airlines



Shivaji Dasgupta

In 1992, civil aviation minister Madhavrao Scindia resigned when a Russian aircraft leased by Indian Airlines crashed, despite zero casualties. An emotion-first response mechanism to disasters has historically been considered appropriate for Indian audiences, unlike the more rational SOP in the West. The tragedy of AI 171 must inspire Air India to build world-beating safety protocols, on a foundation of meaningful empathy.

As per the Montreal Convention, families of perished passengers are already eligible for about ₹1.5 cr as insurance claims. Tata Sons has additionally contributed ₹1 cr, and Air India an interim of ₹25 lakh. Both chairman N Chandrababu Naidu and CEO Campbell Wilson have been hands-on in their commitment, while other CEOs of Tata Group are suitably aligned. In terms of emotional sincerity leading to actionable evidence, Tatas are doubtlessly delivering. They must now shift focus to hard-nosed safety considerations as a scalable service to the global flying community.

According to DGCA data, India clocked 1.61 mn domestic flyers in 2024, while globally the number was around 9.5 bn. For starters, Air India must take complete ownership over the accident inquiry using regulatory authorities and equipment manufacturers as allies, setting a new benchmark in process and outcomes. This will ensure that it doesn't degenerate into a 'Machine vs Man' debate with allied conspiracy theories, fuelled by zealous online speculators.

Safety and integrity are the Tatas' calling cards. This should lead to a continuing culture of intelligence-sharing with other airlines, pivoted on the supreme cause of passenger safety. This can be a valuable differentiator on a runway occupied by competitive nitpicking over 'softer' virtues like comfort, cuisine and entertainment.

Such an approach also makes sense in a digital search-intensive customer cohort, increasingly willing to pay a premium for 'hygiene' virtues, as proven by diverse categories like autos and wellness. 60% of Indian customers evaluate on-line prior to purchase, mirroring a global pattern. Air India is uniquely positioned to re-emphasise a safety-first credo in a customer base, equipped to co-create the emerging narrative.

The Air India Flying Training Academy at Amravati, Maharashtra, can be a vital pillar for this momentum, with the 'knowledge' resilience of the Tatas pooling in to build a leading

facility. To this, one can add maintenance training and protocols, in tandem with softer but critical customer service interfaces, both physical and digital, resonating with a win-win safety mandate.

Influencers and campaigns can be calibrated for in-flight customer accountability, extending to an overall 'tough love' care regime rooted in sincere empathy. In the envisioned future, Air India curated content can become globally viral for building a co-created safety culture.

In the auto universe, Volvo's culture of safety is embedded in its ethos and drives a premium for prioritising human life. A 'Zero Accidents Vision', human-centric approach, and pioneering safety innovations like the 3-point seat belt (subsequently shared universally) and various other driver assistance tools have made the Swedish multinational the byword for auto safety. Global accident data is collated to ensure a safer future ride, which is further amplified by AI.

This human value system is stock-in-trade for the Tatas. Adapting it proactively for Air India will lead to credible stakeholder leverage, coming from a diversified, and not just an industry perspective. Over time, this can become a vital demonstration of Air India's intent to be a world-class airline, passenger-first on the most vital dimensions.

Several other aspects of safety, direct and extended, can be part of the airlines' agenda. The Montreal Convention, for instance, does not compensate crew members for loss of life — they are governed by employment contracts. High-rise construction near airports, endangering aircraft, is common across the world, and newer protocols must be considered. FDTL (Flight Duty Time Limitations) clearly do not consider mental health dimensions. An amendment to these may be in order.

More stringent legal provisions could deter the growing cult of unruly passengers from misbehaving. Customer-centric application of AI can smoothen the overall flying experience, from terminal management to scheduling to dietary preferences. Again, in all this, Air India can bring about a first-mover advantage.

Safety is usually a point of parity in the airline industry. It can equally become a point of valuable difference. With its time-tested pedigree, the Tatas can well make Air India the thought-to-action Volvo of global aviation.

The writer is an autonomous brand consultant

Tatas' Trust, Lift And Take Wing



Harsh Goenka

AI 171 was not just a transportation disaster. It was an emotional rupture. Because Air India isn't just an airline. It's memory, identity, legacy. And for the Tata Group, last week's tragedy wasn't just a corporate setback — it was personal.

When the Tata Group, last week's tragedy wasn't just a business decision driven by profits or market share, but a commitment, reclamation of heritage. With the airline weighed down by decades of neglect, red tape and political indecision, the Tatas stepped in with quiet resolve to revive not just a business but a symbol. That symbol now lies bruised.

At its core, this tragedy is about human loss. No compensation or inquiry can undo the pain of those whose loved ones never made it home. But it's also in these raw, painful moments that the true nature of an institution

is revealed. This is where Tata Group stands apart. There were no deflections. No cold press releases drafted by PR firms. Senior leaders were visible. Their response was swift, dignified, grounded in empathy.

This is not the first time the Tatas have faced a public tragedy. During the 25/11 Mumbai terror attacks, when the Taj Mahal Palace hotel became ground zero, the group stood firmly behind its people. Employees were supported, families of victims

were cared for, the hotel was restored swiftly. Difficult questions will, and must, be asked — about safety protocols, pilot training, aircraft maintenance, internal systems. Only when what is broken is confronted can it be truly fixed. If the past is any indication, that is the strength of a values-driven institution like Tata.

Since the takeover, Air India had shown signs of revival. New aircraft were ordered, services were improving, morale was lifting, brand pride was cautiously returning. And then came the crash, setting back momentum. But it isn't per-

manent. The faith people place in Tata runs deeper than a single event. It is built on a century of consistent conduct, during highs and lows alike. Burden of leadership now rests heavily on the shoulders of chairman N Chandrababu Naidu and CEO Campbell Wilson. They've displayed vision and agility over the last few years. But this is not a test of execution but of character. In such moments, leadership is not about strategies or investor calls, but about presence, reassuring staff, comforting families, owning failures, listening with humility and acting with clarity. If the past few days are an indicator, they are doing just that.

Air India will have to rebuild not just systems but confidence. Every SOP will need to be reviewed, every decision reevaluated. But beyond all checklists and audits, what will matter most is how passengers, employees, families feel. Because safety is not just a function of machinery; it's a cultural mindset. And that's where the Tatas will need to lead by example.

Opinions will fly. Screeches will comment. But Tatas know how to navigate noise, with focus. In an era where brands chase quarterly headlines and social media approval, they have quietly done what they believe is right.

Pilots, engineers, ground staff, cabin crew — they're shaken too. Their confidence will need rebuilding. This can't be achieved through a town hall or training manual. It will require empathy. The Tata culture has always been about nurturing people. That approach will now be their greatest strength.

Then there are families who lost someone. Tatas will have to show that their support doesn't end with compensation, but will continue in quiet, dignified ways — education support, counselling, job help, even community care. This would separate legacy from largesse.

For many companies, such a disaster would have triggered a reputational spiral — panic, posturing, denial. But the Tata Group's foundation

When the Taj Mahal Palace hotel became ground zero in 26/11, Tata Group stood firmly behind its people



tion is trust. Which is why this moment is not the end of a journey, but a brutal detour.

Air India's story will continue, after this dark chapter. And what happens next — how the airline responds, how the group recovers, how the nation heals — will shape the future of not just the company but of public faith in corporate conduct. In a world increasingly cynical about business ethics, Tatas have been a beacon. That light must not flicker now.

The writer is chairman, RFG Enterprises



DGCA finds no security lapses in AI's Boeing 787s

● Seeks training data of pilots, dispatcher of crashed plane

NITIN KUMAR
New Delhi, June 17

THE DIRECTORATE GENERAL of Civil Aviation (DGCA) on Tuesday said surveillance of Air India's Boeing 787 fleet did not reveal any major safety concerns. The fatal Boeing 787-8 Dreamliner crash in Ahmedabad last week sparked safety concerns and the DGCA had ordered enhanced surveillance of Air India's 787 fleet.

"The recent surveillance conducted on Air India's Boeing 787 fleet did not reveal any major safety concerns. The aircraft and associated maintenance systems were found to be compliant with existing safety standards," DGCA said in a statement. Air India's fleet has 33 Boeing 787-8/9 planes.

Earlier in the day, DGCA had convened a high-level

UNDER THE LENS



■ Tuesday's meeting was chaired by the director general of civil aviation Fazi Ahmed Kidwai and was also attended by AI MD & CEO Campbell Wilson

■ These meetings are expected to continue in the coming days

■ After the crash, DGCA ordered enhanced surveillance of AI's 787 fleet

«INSIDE»

AI CANCELS 9 FLIGHTS IN 2 DAYS AFTER DGCA CHECKS

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virtual meeting with Air India's top brass, deepening its ongoing investigation into last week's tragic crash.

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DGCA finds no lapses

The meeting which was chaired by the director general of civil aviation, Fazi Ahmed Kidwai, was attended by Air India managing director and CEO Campbell Wilson, director of flight operations captain Pankul Mathur and Air India Express CEO Alope Singh, alongside other senior officials responsible for operational and safety compliance across both airlines.

According to officials familiar with the matter, these meetings are expected to continue in the coming days as the aviation regulator sharpens its scrutiny on internal processes and oversight lapses.

The focus is particularly on pilot preparedness and adherence to safety procedures.

Meanwhile, sources said that Boeing's head of commercial airplanes, Stephanie Pope met Tata Sons chairman N Chandrasekaran during a visit to the Air India headquarters in Gurugram on Monday. While specific details of the meeting are not known, the discussions were centred around the crash of Air India flight.

"We are not going to comment on that. As we have said, our thoughts are with the loved ones of all those affected by Air India Flight 171. We are focused on supporting the investigation and our customer," a Boeing spokesperson told PTL. According to a Reuters report, the DGCA has formally sought detailed training records of both pilots and the dispatcher involved in the flight. The regulator has asked Air India to furnish documents including training logs, certifications and any relevant compliance records for these personnel. The same request extends to any follow-up action taken in response to findings from recent DGCA audits of the airline. Investigators are also expected to scrutinise the dispatcher's role in pre-flight planning and risk assessments. Dispatchers, certified by the DGCA, are crucial ground-based personnel tasked with coordinating flight paths, assessing weather and airspace conditions and maintaining real-time communication with pilots.

Air India forced to cancel nine flights in two days

● Cancellations come amid safety checks, glitches

SWARAJ BAGGONKAR
Mumbai, June 17

AIR INDIA CANCELLED eight international flights on Tuesday, taking the total such cancellations—due to mid-air technical glitches or non-availability of aircraft—in the past 48 hours to nine.

The airline has been mandated to conduct additional checks on all its 787-8 Dreamliners by the regulator after the plane crash on June 12, which killed 241 of 242 on board.

While a Delhi to Paris flight was cancelled after the mandatory pre-flight checks identified an issue, an Ahmedabad to London (Gatwick) flight had to be cancelled as an aircraft was not made available in time. Return flights to India that were to be serviced by these flights also had to be cancelled subsequently.

"Flight AI143 from Delhi to Paris on June 17 has been cancelled. The mandatory pre-flight checks identified an issue which is being presently addressed. However, in view of the flight coming under the restrictions on night operations at Paris Charles de Gaulle airport, the

RUNNING INTO ROUGH WEATHER

- A Delhi-Paris flight cancelled after mandatory pre-flight checks identified an issue
- An Ahmedabad-London flight cancelled as aircraft was not available on time
- Returns to India that were to be serviced by these flights cancelled
- DGCA has ordered mandatory checks on all the Boeing 787 fleet of Air India



said flight has been cancelled," an Air India spokesperson said.

Air India planned to restart Ahmedabad-London flight from today, which would have been the first after the deadly crash. However, flight AI159—which was to be the replacement for the ill-fated AI171 Ahmedabad-London flight—was cancelled by the airline.

"Flight AI159 from Ahmedabad to Gatwick has been cancelled due to the unavailability of the aircraft, resulting from airspace restrictions and additional precautionary checks, leading to longer than usual

turnaround of aircraft, and not due to any technical snag as claimed," a spokesperson said.

AI170 from London Gatwick to Amritsar for June 17 was also cancelled since the Ahmedabad to London flight was to become the return flight from there to Amritsar.

Air India added that alternative arrangements to fly the passengers to their destination were being made in addition to providing hotel accommodation and offer of full refunds on cancellations or complimentary rescheduling if opted.

Other cancelled Air India

flights are Delhi to Dubai and Bengaluru to London, both of which were to be serviced by 787-8 Dreamliners. A Mumbai to San Francisco flight was also cancelled, but it was to be serviced by a Boeing 777. The flight developed a technical issue upon landing at Kolkata from San Francisco earlier today.

On June 16, a British Airways London (Heathrow) to Chennai Boeing 787-8 had to return to its origin after its captain reported a 'flap adjustment failure'. On the same day, another 787-8 of Air India and bound for Delhi developed an engine issue within 90 minutes, forcing a return to the Hong Kong International Airport. The flight was later cancelled for the day.

The Directorate General of Civil Aviation (DGCA) late last week had ordered mandatory checks on all the Boeing 787 fleet of Air India.

IndiGo flight makes emergency landing after bomb threat

A DELHI-BOUND IndiGo flight with 157 passengers on board made an emergency landing in Nagpur on Tuesday after getting a bomb threat, the Cochin International Airport said. The flight, coming from Muscat, was on its way to Delhi after its scheduled stop in Kochi.



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FREE PRESS JOURNAL

MUMBAI

17 JUNE 2025

Smoke scare: Hajj flight lands safely

Biswajeet Banerjee

LUCKNOW

A Saudia Airlines flight carrying 242 Hajj pilgrims from Jeddah to Lucknow triggered a brief emergency at the Chaudhary Charan Singh International Airport on Sunday morning after smoke was spotted coming from the aircraft's left wheel during landing.

Airport sources confirmed that the smoke was noticed shortly after the flight touched down, raising immediate alarm. However, a swift response by the Aircraft Rescue and Fire Fighting (ARFF) team, the situation was brought under control quickly, and no damage was caused to the aircraft.

"All 242 passengers, returning from their Hajj pilgrimage, were safely deboarded. No injuries were reported, and there was no harm to the aircraft," said an airport official.

The ARFF team acted promptly in coordination with the Saudia technical staff to contain the smoke and ensure the aircraft's safety.

"There was no disruption to airport operations," the official added.



The airline has arranged for the now-empty aircraft to return to its base for further inspection and technical checks. "The empty flight is scheduled to fly back today," sources said.

While the exact cause of the smoke is yet to be officially confirmed, initial reports suggest a minor technical snag in the landing gear. An investigation has been initiated by Saudia's engineering team.

Passengers expressed relief over the safe landing. "We were scared when we heard about the smoke, but the crew kept us calm. We're grateful to be back safely," said Imran Qureshi, a returnee from the pilgrimage.



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HINDUSTAN

DELHI

18 JUNE 2025

बोइंग की अब तक 66 उड़ानें रद्द हुईं

नई दिल्ली, वि.सं./एजेंसी। अहमदाबाद से लंदन जा रहे एयर इंडिया के विमान हादसे के बाद से बोइंग-787 ड्रीमलाइनर विमानों की 66 उड़ानें को रद्द किया जा चुका है।

हादसे के बाद डीजीसीए द्वारा सुरक्षा एवं तकनीकी जांच का निर्देश दिया गया था, जिस कारण से तकनीकी जांच प्रक्रिया लंबी चलने पर उड़ानों को रद्द करना पड़ा। मंगलवार को डीजीसीए ने मैसर्स एयर इंडिया और एयर इंडिया एक्सप्रेस के अधिकारियों के साथ उच्च स्तरीय बैठक की, जिसमें एयर इंडिया विमानों में आ रही तकनीकी खराबी और अभी तक ड्रीमलाइनर

देशभर में कुछ अन्य उड़ान भी प्रभावित हुईं

- सैन फ्रांसिस्को से मुंबई जा रहे विमान के इंजन में गड़बड़ी पर कोलकाता में उतारा
- गोवा से लखनऊ जा रहा विमान भीषण तूफान में फंसा, सुरक्षित लैंडिंग कराई
- कोच्चि से दिल्ली जा रही इंडिगो फ्लाइट को बम की धमकी मिलने के बाद नागपुर एयरपोर्ट पर इमरजेंसी लैंडिंग कराई गई

विमानों को तकनीकी जांच से जुड़ी प्रगति रिपोर्ट पर चर्चा हुई।

डीजीसीए ने कहा कि एयर इंडिया बोइंग 787 बेड़े की निगरानी में कोई बड़ी सुरक्षा चिंता उजागर नहीं हुई है। बैठक में बोइंग के ड्रीमलाइनर विमानों की अभी तक तकनीकी जांच से जुड़ी प्रगति रिपोर्ट मांगी गई। डीजीसीए ने

दोनों कंपनियों के अधिकारियों को स्पष्ट निर्देश दिया कि उड़ान से पहले हर विमान की तकनीकी जांच की जाए।

इंडोनेशिया का विमान उतरा : खराब मौसम और ईंधन होते देखकर इंडोनेशिया से दिल्ली आ रहे एयर इंडिया के विमान को मंगलवार शाम चाबतपुर एयरपोर्ट पर उतारा गया।



Corporate Communications Directorate

HINDUSTAN

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18 JUNE 2025

एयर इंडिया की सात उड़ानें रद्द, डीजीसीए ने रिपोर्ट तलब की

नई दिल्ली, विशेष संवाददाता। एयर इंडिया के विमानों में तकनीकी खराबी के मामले बढ़ रहे हैं। मंगलवार को तकनीकी खराबी के बाद एयर इंडिया ने सात अंतरराष्ट्रीय उड़ानों को रद्द कर दिया। इसे लेकर नागर विमानन महानिदेशालय (डीजीसीए) ने एयर इंडिया से विस्तृत रिपोर्ट मांगी है।

एयर इंडिया की सैन फ्रान्सिस्को से मुंबई आ रही उड़ान संख्या एआई 180 कोलकाता हवाई अड्डे पर रात पौने एक बजे पहुंची। इसे दो बजे मुंबई जाना था, मगर एक इंजन में तकनीकी खराबी के

बारिश के कारण 14 विमानों के मार्ग बदले

दिल्ली में मंगलवार को हुई तेज बारिश के चलते 14 विमानों के मार्ग परिवर्तित करने पड़े। वहीं, रनवे की मरम्मत के चलते भी दिल्ली हवाई अड्डे से लगभग 80 विमानों ने मंगलवार को देरी से उड़ान भरी। विमानों के मार्ग परिवर्तन के कारण यात्रियों को भारी परेशानी का सामना करना पड़ा।

चलते इसे रद्द कर दिया गया। वहीं, अहमदाबाद से लंदन और दिल्ली से पेरिस जाने वाली उड़ान को भी रद्द किया गया। एयर इंडिया ने बताया कि यात्रियों की संख्या कम होने के चलते उड़ानें रद्द की गईं। मगर सूत्र बताते हैं कि विमान की तकनीकी जांच में कुछ खराबी नजर

आई, जिसके बाद यह फैसला लिया गया। एयर इंडिया की लंदन से अमृतसर, दिल्ली से दुबई, बेंगलुरु से लंदन, दिल्ली से विपना की उड़ानों को भी रद्द किया गया है। वहीं, अतिरिक्त जांच के कारण विलंब भी हो रहा है।

➤ अब तक 66 उड़ानें रद्द P14



Corporate Communications Directorate

THE HINDU

DELHI

18 JUNE 2025

Air India cancels 16 flights; DGCA finds no major safety issues with Boeing 787s

Jagriti Chandra
NEW DELHI

The Directorate-General of Civil Aviation (DGCA) called a high-level meeting with Air India and Air India Express officials on Tuesday after Air India's international flights continued to get delayed and cancelled due to a combination of factors, including technical glitches.

The regulator later said that the enhanced inspections of Air India's Boeing 787 fleet "did not reveal any major safety concerns" so far.

The exercise, ordered by the regulator after the crash of Air India flight AI-171 on June 12, has been completed on 24 out of the 33 Boeing 787s of the airline. "The recent surveillance conducted on Air India's Boeing 787 fleet did not reveal any major safety concerns. The aircraft and associated maintenance systems were found to be compliant with existing safety standards," the DGCA said.

On Tuesday, 16 Air India flights were cancelled due to unavailability of aircraft and glitches, the DGCA said. Thirteen of these

were scheduled to be operated using Boeing 787 aircraft. Since the crash, 83 flights operated on wide-body aircraft, which include Boeing 787s and Boeing 777s, have been cancelled. Of these, 66 were Boeing 787 flights.

Some of the services cancelled on Tuesday included Air India's Ahmedabad-London, London-Amritsar, Delhi-Dubai, Bengaluru-London, Delhi-Vienna, Delhi-Paris and Mumbai-San Francisco flights, according to PTL.

'More turnaround time'

According to Air India, Tuesday's cancellations were due to increased turnaround times because of a combination of factors, which included the enhanced inspections as well as restrictions on Iranian airspace.

The DGCA has advised Air India to "mitigate passenger delays" resulting from maintenance-related issues. "The airline was advised to strengthen internal coordination and ensure availability of adequate spares," it said.

16 AI flights cancelled; no major issues found

The DGCA has also emphasised passenger facilitation and timely dissemination of information to passengers.

On Monday, three flights were delayed due to either a technical snag being identified or additional checks ordered by the DGCA, resulting in delays longer than anticipated due to restrictions on night flying at European airports.

On the status of the enhanced inspection, the DGCA said the process will be completed on two Boeing 787s on Tuesday followed by one on Wednesday.

Two aircraft that were already grounded will undergo specific checks only once they are made serviceable. Four other aircraft are undergoing scheduled major checks at a maintenance, repair and overhaul facility, the DGCA said.

A chance to rebuild the trust, restore faith in air travel

The fatal crash of Air India flight AI171 at Ahmedabad on June 12, 2025, has thrown open the floodgates for TRP-seeking media channels to cause fear among air travellers. 'Experts' on YouTube channels are going overboard with theories about what caused the accident, that are in turn being lapped up by viewers. The media has also been reporting events days after the accident that have involved Boeing 787 Dreamliners, such as flights of various airlines returning to airports for various reasons, adding to the general anxiety.

The Digital Flight Data Recorder and the Cockpit Voice Recorder (DFDR and CVR) of AI171 have been recovered intact from the wreckage. The National Transportation Safety Board (NTSB) of the United States and the Air Accidents Investigation Branch of the United Kingdom are a part of the investigation and we should wait for accurate data soon. Boeing has a heavy stake in the matter and the rumours that are flooding WhatsApp groups are something the company needs to address swiftly, keeping in mind the reliability of the Dreamliner.

Some clues

The only survivor on board the flight had mentioned to some channels that he had heard a loud thud a few seconds after lift off and of lights on board flickering. The deployment of the RAT or ram air turbine on the aircraft, which has been highlighted on some YouTube channel posts based on amateur video footage of the flight, has initiated discussion on dual engine failure due to power malfunctions on the aircraft.

As mentioned earlier, the incidents involving other international airlines flying the Boeing 787s have become a weapon for many to condemn the aircraft. Fortunately for us, while waiting for the DFDR and CVR data to be released to the public – which will be a few years in India due to the bureaucratic stonewalling in removing any adverse indication against government agencies – CCTV footage released by the airport operator (Ahmedabad) – and widely distributed on YouTube – gives us a fairly good idea of what could have happened in those few seconds. The statement issued by officials that the aircraft took up the entire length of the runway for take off is another useful item to use to analyse the accident.

Runway 23 at Ahmedabad is of a length of 3,505 metres (11,499 ft) long. This length is based on the outside temperature being 15° C. On the day of the accident, the temperature reported was 37° C (on a hot day the heated runway surface could be more than 40° C) and the



Captain A. (Mohan) Ranganathan

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

Conducting the investigation into the air crash at Ahmedabad in a professional manner is an important step in reassuring air passengers that air travel is still a safe mode of travel

pressure reported was 1000 hPa. The International Civil Aviation Organization (ICAO) Doc.9157 prescribes corrections for temperatures, and the corrected length in this case would be only 9,068 ft (2,764m) of runway. Engine performance is based on temperature and atmospheric pressure. When data is entered in the aircraft's flight management computer, it will give the crew the correct speed and thrust to be used. All take-offs weights are based on an aircraft losing one engine and climbing out safely, clearing all obstacles in its take-off path. The landing gear has to be retracted as soon as an aircraft takes off and before reaching 35ft, indicated by an increase in altimeter reading in the cockpit primary flight display. In this case, the landing gear was not retracted and must have created tremendous drag. With a loss of thrust in even one engine, the climb gradient will be severely affected.

In the CCTV footage released by the airport operator, the take off acceleration appears normal in the first 18 seconds of the video. As the nose is raised for the take off, one can see the nose swinging to the right, indicating engine failure. If the statement of an official, that the aircraft took off right at the end of the runway, can be correlated with the swing of the plane to the right, it indicates engine failure. Only the DFDR can confirm whether it was normal engine failure or due to a bird hit or debris ingestion. The thud that the surviving passenger mentions could be due to these possibilities. The video frame shows the aircraft inside a cloud of dust. Did it pick up debris from just beyond the end of the runway? ADS-B data indicate a lift off almost at the end of the runway. One can see the exhaust from the left engine causing a dust cloud for another couple of seconds before even that stops. The second engine may have failed due to debris ingestion or bird ingestion – the video clearly shows birds flying in the vicinity. An official's statement that no bird remains were found on the runway is due to the fact that the aircraft may have ingested birds beyond the runway in the overrun area. The frames after that show the aircraft sinking slowly due to a stall and impacting the building before exploding in flames.

A similar incident

On September 29, 1986, there was a similar incident to flight IC571, an Indian Airlines Airbus A300 aircraft with 185 passengers and 11 crew on a flight from Chennai to Mumbai. A report on that accident said: 'The copilot rotated the aircraft and when the aircraft attained 5° to 8° nose up

attitude, a loud noise was heard from the right side followed by severe vibration. The commander took over the controls from the copilot at this stage and initiated action to abort the takeoff. Reverse thrust and wheel brakes were applied but the aircraft could not be stopped on the runway and rolled over to kutch ground. There was no fire but the aircraft was damaged beyond repair. All 196 occupants were evacuated; among them 14 were slightly injured. Probable cause: Wrong decision of the commander to reject the take-off after the aircraft had been rotated for a lift-off, following a loud sound and severe vibrations from right engine due to bird hit.'

The similarities are interesting as a flight safety study. The take-off safety speed is where an engine failure makes a pilot take a decision to continue or reject the take off and stop within the end of the runway. The Indian Airlines pilots were crucified for taking their own decisions which saved the lives of all on board because the decision to reject was after commencing rotation and beyond the take-off safety speed.

In this case, the captain of AI 171, was reaching almost the end of the runway before lifting off. He has been lost along with the rest of his crew, passengers and many others on ground. It is a Hobson's choice where a pilot has to make a decision in a split second.

The long take off run could have been due to overloading. This writer has been told that several passengers have more than the permitted seven kilograms of hand baggage. If one adds the weight of what they buy in duty free and carry with them on board, it would result in additional weight – of at least 10 kg a passenger. When you add two tons of excess weight on a very hot day, that could explain the very long take-off run of the aircraft.

Why did the pilots not recognise the slow acceleration? Why did they forget to retract the landing gear on take off? The runway marking, of the last 2,000 ft, if recognised by the pilots, could have saved lives had take-off been rejected. The DFDR and CVR should provide the answers.

Rebuild the trust

Meanwhile, passengers should know that air travel is one of the safest modes of transport and travel and the Boeing 787 Dreamliner has had a wonderful safety record for 14 years, which is something one can trust. Boeing soiled its hands with the Boeing 737MAX fiasco and the Federal Aviation Administration and the NTSB remained passive. We hope they will all rise to the occasion and rebuild the trust.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

18 JUNE 2025

66 Dreamliner flights cancelled since June 12

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: At least 13 Air India Dreamliner flights, including one on the Ahmedabad-London route that was restarted after a fatal crash on June 12, were grounded due to technical or operational issues on Tuesday as regulatory

checks and the closure of airspace on some sectors continued to disrupt the airline's schedules.

The Directorate General of Civil Aviation (DGCA) said 66 Boeing 787 Dreamliner flights — the type of aircraft involved in the crash — were cancelled by the airline since June 12, among 83 cancellations involving the airline's

broader widebody fleet. On June 12, the airline operated 90 wide-body flights, out of which 50 were on 787s. Out of these, six were cancelled, including five on Dreamliners.

To be sure, such cancellations aren't new to the airline. According to figures tabled in Parliament, Air India averaged around four

cancellations a day over technical or operational causes in 2024, based on data till September.

The regulator held a high-level meeting with senior officials of Air India and Air India Express on Tuesday and stated the airlines are "currently operating over 1,000 flights daily across domestic and international sectors." →P10

No major safety issue in AI 787 fleet: DGCA

Regulator says last of Air India's Boeing 787 jets to undergo their pending expanded safety checks soon

HTC and agencies

letters@hindustantimes.com

NEW DELHI: Air India's Boeing 787 fleet is largely compliant with existing safety standards, India's aviation regulator said on Tuesday, following a meeting with the heads of the airline and its subsidiary Air India Express to review safety mechanisms following last week's fatal crash of Flight 171.

The Directorate General of Civil Aviation's (DGCA) statement comes at a time of heightened anxiety within the sector and among passengers, with a spike in flight cancellations arising out of enhanced checks ordered by authorities following the June 12 crash and what appears to be an abundance of caution on the part of the airline as well as pilots.

"Recent surveillance conducted on Air India's Boeing 787 fleet did not reveal any major safety concerns. The aircraft and associated maintenance systems were found to be compliant with existing safety standards," DGCA said in a statement Tuesday.

DGCA director general Faiz Ahmed Kidwai conducted a virtual meeting with Air India and Air India Express executives Tuesday afternoon. The regulator said 24 of Air India's 33 Dreamliners have successfully completed mandatory enhanced

continued on → 15



Pushkaraj Sabharwal, the father of captain Sumeet Sabharwal, who died in the Air India crash in Ahmedabad, breaks down next to his son's body at their Powai residence on Tuesday. SATISH BATE/HT

DNA PROFILING OF VICTIMS NEARS END, 124 BODIES GIVEN TO FAMILIES

Ateeq Shaikh and Maulik Pathak

letters@hindustantimes.com

AHMEDABAD: The bodies of 124 victims of Air India flight, which crashed, have been handed over to their relatives, officials said on Tuesday, adding that DNA profiling of all victims will be complete by Wednesday. "So far, DNA of 163 mortal remains have been matched, 124 bodies have been handed over," said Dr Rakesh S Joshi, medical superintendent at Ahmedabad Civil Hospital. →P10

Shadow over return of Kuki air hostess's body

Prawesh Lama

letters@hindustantimes.com

NEW DELHI: The shadow of the ethnic conflict that has ravaged Manipur for over two years and effectively split the state into two has cast a shadow over the more recent tragedy, the crash of Flight AI 171 in Ahmedabad, killing all but one of the passengers and crew, including two stewards from Manipur.

One of the dead cabin crew, Nganthoi K Sharma, was a Meitei, and the other, Lamnunthiem Singson, was a Kuki-Zo. And even as



(Left) Lamnunthiem Singson; Nganthoi K Sharma

authorities in Ahmedabad are working to identify and return the bodies of the two women, in Manipur, hectic parleys are on between the local administration, the police, and leaders of Meitei and Kuki bodies. →P10

787 FLEET-SAFETY ISSUE

safety inspections as of 3pm on Tuesday, with three more scheduled for similar checks through Wednesday. The remaining six aircraft include two currently grounded at Delhi and four undergoing maintenance.

The clearance comes within days of DGCA asking Air India for training records of pilots and dispatchers involved in Flight 171 that crashed in Ahmedabad last Thursday, reports said.

The meeting was convened to "review the operational robustness of the airlines and ensure continued compliance with safety and passenger service regulations," DGCA said, noting that the airlines are "currently operating over 1,000 flights daily across domestic and international sectors."

Investigators have been surveying the wreckage of Air India flight AI-171 to determine what caused the aircraft to crash shortly after take-off on June 12, plunging into a densely populated residential area in Ahmedabad. The incident ranks as the worst disaster in civil aviation in more than a decade globally, and in India in over 30 years.

The aircraft, bound for London with 242 people aboard, began losing altitude seconds after take-off on Thursday before crashing into buildings near Ahmedabad airport. Only one passenger survived, while approximately 30 people on the ground were also killed.

While the DGCA handles regulatory oversight, the primary accident investigation is being conducted by the Aircraft Accident Investigation Bureau (AAIB), a separate unit under the aviation ministry. AAIB is examining technical aspects of the crash involving the Boeing 787-8 Dreamliner.

The regulator sought records of pilot training and dispatcher details for flight 171 as part of a "regulatory" review of the crash, Reuters reported on Tuesday, citing government documents. The regulator also sought details of actions taken following its recent audits of Air India, according to the news agency.

The watchdog specifically requested training details and supporting documents for both pilots aboard the doomed flight, as well as the flight dispatcher, Reuters reported. Captain Sumeet Sabharwal, who the government said had 8,200 flying hours of experience and served as an Air India instructor, was the commanding pilot. His co-pilot was Clive Kunder, who had 1,100 hours of experience. Sabharwal's funeral took place in Mumbai on Tuesday.

While the training records memo did not elaborate on specific documents required, accident investigations typically examine crew training and qualifications, flight history, medical records, and any previous disciplinary actions, according to Reuters.

Dispatchers are DGCA-certified

ground-based employees responsible for flight planning, weather assessment, airspace coordination, and pilot communication—all critical elements in flight safety protocols.

Despite the fleet clearance, the regulator raised concerns regarding recent maintenance-related issues reported by Air India during Tuesday's meeting. The airline was advised to "strengthen internal coordination across engineering, operations, ground handling units and ensure availability of adequate spares to mitigate passenger delays resulting from such issues and strictly adhere to regulations."

DGCA also recommended implementation of "a more systematic and real-time defect reporting mechanism to ensure that operational and safety-critical departments receive timely updates," which is expected to enhance overall decision-making and reduce downstream disruptions.

Beyond the Air India-specific requests, DGCA issued separate directives aimed at systemwide safety improvements. In a June 16 memo, the regulator instructed flying schools across the country to "strictly follow additional safety and operational measures," Reuters reported.

The directive requires instructors to verify compliance with training, maintenance, and licensing procedures, while mandating advance coordination of flight plans with nearby airports to ensure swift emergency response capabilities.

"Compliance will be assessed during audits/surveillance," DGCA memo stated, according to Reuters.

Government-managed airports have also been directed to conduct full-scale emergency training exercises on June 30, according to a separate June 13 memo on "updating airport emergency plan".

It was not clear whether Air India had complied with DGCA's request for information, Reuters said, noting that both the airline and the DGCA did not respond to requests for comment.

W ASIA CONFLICT

The deployments include F-16, F-22 and F-35 fighter aircraft, an official told Reuters, which earlier reported the movement of a large number of tanker aircraft to Europe as well as the deployment of an aircraft carrier to West Asia,

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Renamed AI-171 among 13 Dreamliners affected in 1 day

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: At least 13 Air India Dreamliner flights, including one on the Ahmedabad-London route that was restarted after a fatal crash on June 12, were grounded due to technical or operational issues on Tuesday as regulatory checks and the closure of airspace on some sectors continued to disrupt the airline's schedules.

The Directorate General of Civil Aviation (DGCA) said 66 Boeing 787 Dreamliner flights – the type of aircraft involved in the crash – were cancelled by the airline since June 12, among 83 cancellations involving the airline's broader widebody fleet. On June 12, the airline operated 90 wide-body flights, out of which 50 were 787s. Out of these, six were cancelled, including five Dreamliners.

To be sure, such cancellations aren't new to the airline. According to figures presented in Parliament, Air India averaged around four cancellations per day due to technical or operational reasons in 2024, based on data till September.

The regulator held a high-level meeting with senior officials of Air India and Air India Express on Tuesday and stated the airlines are "currently operating over 1,000 flights daily across domestic and international sectors."

The airline was told by the aviation regulator to conduct enhanced safety checks on its fleet of Dreamliners after Thursday's crash, while teams of Indian, US, and UK investigators as well as those from Boeing and the engine



maker GE are in Ahmedabad to probe the reasons behind crash.

Among the flights cancelled on Tuesday was Air India Flight AI-159, a Dreamliner, first scheduled to depart Ahmedabad at 11.0pm. A delayed departure set for 3pm was cancelled due to the "unavailability of the aircraft", the airline said, adding that the jet that was meant to fly on the route had arrived late from London. Airspace restrictions and additional precautionary checks had led to a delay in the turnaround of aircraft, a spokesperson said. "Flight AI-170 from London Gatwick to Amritsar of 17 June stands cancelled," the spokesperson added.

AI-159 is Air India's new designation for flight 171. It was this flight – a Boeing 787-8 Dreamliner – that crashed shortly after

take-off from Ahmedabad Airport on Thursday, killing 241 out of 242 passengers and crew and at least 30 more at the crash site and its neighbourhood.

HT reported on June 14 that Air India would withdraw the flight number 171 for the Ahmedabad-London Gatwick and replace it with 159. The airline had warned on June 13 that a wave of Israeli attacks on Iran, and the consequent closure of airspace, could potentially affect flight schedules.

According to DGCA, 24 of the company's 33 Dreamliners have undergone these checks as of Tuesday. "An additional 2 aircraft are planned for completion today, with 1 more scheduled for tomorrow. The remaining 6 aircraft include 2 aircraft, which are presently AOG at Delhi," the DGCA

said in a statement. AOG refers to "aircraft on ground", jets out of use temporarily, which could be due to maintenance work.

Another seven flights were delayed, which included two return flights impacted because the jet that was to be used on the sector was held up, either due to the safety checks or because of the route-related issues.

Among this was AI-143 from Delhi to Paris, which was cancelled after issues identified during mandatory pre-flight checks required time to address. "The mandatory pre-flight checks identified an issue which is being presently addressed. However, in view of the flight coming under the restrictions on night operations at Paris airport, the said flight has been cancelled," the airline said.

As a result, the return flight AI-142 from Paris to Delhi on June 18 was also cancelled.

Air India's flight AI-180 from San Francisco to Mumbai via Kolkata was terminated in Kolkata after one of its engines developed a technical snag. The Boeing 777-200LR was carrying 211 passengers. The return flight AI-179 from Mumbai to San Francisco was also cancelled. The airline typically operates direct flights on this route, but due to ongoing geopolitical issues including the closure of Pakistani airspace, the flight was rerouted with a planned technical halt in Kolkata.

Other cancellations included Delhi-Dubai (AI-915), Bengaluru-London Heathrow (AI-133), and Delhi-Vienna (AI-153). Additionally, flights on Delhi-Indore-Delhi, Delhi-Trivandrum-Delhi, Delhi-Mumbai-Delhi and Delhi-Hyderabad-Delhi were cancelled due to weather reasons.

Safety expert Mohan Ranganathan said the multiple disruptions were expected given the circumstances. "The airline has lost one Dreamliner aircraft in the crash, it is undergoing checks on all the B787s that takes hours to get clearance for operations. Plus, Pakistan and Iran airspace is closed leading to crew duty time limitations – all this will definitely have a major impact on their network."

The airline said it was providing hotel accommodation and offering refunds on cancellations or complimentary rescheduling to affected passengers, while making alternative arrangements.

[AI, DGCA MUST INTROSPECT]

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

Anjali Bhargava



This is perhaps the piece one looks least forward to writing as a journalist who has covered or a columnist who has offered opinion on the aviation sector for over a quarter of a century. So as I put pen to paper (or in fact fingers to keyboard), I'll begin by borrowing a few words already uttered by the Tata chairman in the same context: this is definitely one of the worst subjects that I am forced to address, one I had hoped I would never be required to do.

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

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

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



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

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

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



PICK OF THE DAY

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

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

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

All Indian aviation fatalities on govt flights

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

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

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

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

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

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

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

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



Corporate Communications Directorate

THE HINDU

CHENNAI

17 JUNE 2025

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. 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 INDIAN EXPRESS

DELHI

18 JUNE 2025

One link ties all seven Portuguese nationals in A-I crash — Diu roots

SADAF MODAK
& MOHAMED THAYER
AHMEDABAD, JUNE 17

THERE WERE seven Portuguese nationals on the passenger list of the Air India flight from Ahmedabad to London, which crashed on June 12. It turns out all seven had their roots in the island of Diu, the former Portuguese colony on the western coast of India.

According to local officials, a total of 14 deaths from the crash were of passengers with links to Diu, including nine from Bucharwada gram panchayat. The sole survivor,



Family members of some of the Portuguese nationals.

Mohamed Thayer

Viswashkumar Ramesh, is among others with roots in Diu who are British nationals.

CONTINUED ON PAGE 4

• One link ties all seven Portuguese nationals in A-I crash — Diu roots

"Many from villages in Diu have taken up citizenship of Portugal and the UK but they remain connected to their roots and make at least one annual visit to meet elders back home or attend weddings and major festivals," Dinesh Bhanubhai, a panchayat member of Bucharwada, told The Indian Express.

According to officials from the Union Territory of Dadra and Nagar Haveli & Daman and Diu, the Air India crash brought grief to many families in the region whose members were on "regular visits". Of the over 50,000 population of Diu, they estimated that at least half the

households have members who have taken up Portuguese citizenship or are British nationals.

"Most residents depend on fishing and tourism for their livelihood, and most families have members who have taken up Portuguese citizenship for future prospects. Some of those abroad help in managing local businesses, such as fishing, which is handled by their families back home. Hence, they visit frequently. Youngsters eligible for citizenship continue to aspire to settle in Portugal," Bhanubhai said.

The unique link in Diu's history dates back to the 16th century when it became a colony of

Portugal until the island joined India in 1961. Portugal, subsequently, allowed those born in its erstwhile "Estado da Índia" (state of India) to retain Portuguese nationality — an offer that also covered two generations of their descendants.

According to officials, many from the villages of Diu further chose to become British nationals. Once they obtained Portuguese citizenship, they were permitted to stay and work in the UK when the country was part of the EU. And once they stayed for a certain period of time in the UK, they were eligible to seek dual citizenship — a route chosen by several Goans to

become British nationals.

Since the crash, several people from villages in Diu have travelled to Ahmedabad to help in the identification of loved ones. On Monday, officials said two bodies were sent to Diu after identification.

The seven Portuguese nationals with links to Diu who lost their lives have been identified as Chandu Baguane, Santubhai Bica, Hemaxi Shantilal, Vanita Kanha, Devji Lachmane, Girish Lalji and R Vassaramo Premgi.

The lone survivor and his brother Ajay were also on a visit to Diu to also help manage the local fishing business of his family. Ajay died in the crash.

787-OPERATED 13 FLIGHTS CANCELLED

No safety concern in A-I 787s, DGCA flags maintenance issues

SUKALP SHARMA
NEW DELHI, JUNE 17

NO MAJOR safety concerns have been found in the recent surveillance conducted on Air India's Boeing 787 fleet following the crash on June 12, according to the Directorate General of Civil Aviation (DGCA).

The DGCA, however, did raise concerns over recent maintenance-related issues reported by the airline in a meeting with senior Air India group officials, as per an official statement from the Ministry of Civil Aviation (MoCA).

The DGCA Tuesday held a "high-level" meeting with top brass of AI and its subsidiary airline Air India Express to review "operational robustness of the airlines and ensure continued compliance with safety and passenger service regulations".

Meanwhile, 13 Boeing 787-operated AI flights were cancelled Tuesday (until 6 pm) as the enhanced safety inspections mandated by DGCA and airspace closures in West Asia led to delays and non-availability of aircraft for some flights, according to sources in the know.

At the meeting, the airline was advised by the regulator to "strictly adhere to regulations" and strengthen coordination among its engineering, operations, and ground handling units, and ensure availability of adequate spares to mitigate passenger delays resulting from such issues.

The regulator also recommended implementation of a more systematic and real-time defect reporting mechanism to



ANI

San Francisco to Mumbai A-I flight, which suffered a technical snag, during a scheduled halt at the Kolkata airport, Tuesday.

ensure that operational and safety-critical departments receive timely updates. This is expected to enhance overall decision-making and reduce downstream disruptions in flight operations.

"The recent surveillance conducted on Air India's Boeing 787 fleet did not reveal any major safety concerns. The aircraft and associated maintenance systems were found to be compliant with existing safety standards... The 'Enhanced Safety Inspection' mandated is applicable to the entire Air India B787-8/9 fleet, comprising 33 aircraft. Of these, 4 aircraft are currently undergoing major checks at various MRO (maintenance, repair, and overhaul) facilities. As of 1500 hrs on 17 June 2025, a total of 24 aircraft have successfully completed the required check. An additional 2 aircraft are planned for completion today, with 1 more scheduled for tomorrow," the MoCA statement said.

Another two 787s of AI are grounded in Delhi and the checks on these will be done before they return to service, while

the remaining four aircraft currently at MROs will undergo the mandated check prior to their release from maintenance.

Following the crash killing all but one of 242 people on board, DGCA had directed the airline to carry out additional maintenance inspections on all 33 of its 787s.

According to data shared by MoCA, AI had operated a total of 55 wide-body aircraft-operated flights Tuesday till 6 pm, while 16 were cancelled. Of these, 13 were to be operated by the Boeing 787 aircraft. A-I's Boeing 787 fleet operated 30 flights Tuesday, as of 6 pm. Since Thursday, 787-operated 66 flights of AI have been cancelled, while the number of flights operated stands at 248.

The 787-operated flight cancelled Tuesday included AI 143 (Delhi-Paris), AI 159 (Ahmedabad-London Gatwick), AI 915 (Delhi-Dubai), AI 153 (Delhi-Vienna), and AI 133 (Bengaluru-London). In most of these cases, as the flight from India was cancelled, it led to the cancellation of the return leg that was to be operated by the same aircraft.





Corporate Communications Directorate

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A-I plane crash: What brought overseas safety experts to India?

RITIKA CHOPRA
NEW DELHI, JUNE 17

JUST DAYS after the Air India Boeing 787 Dreamliner crash in Ahmedabad on June 12, several international aviation agencies arrived at the spot to participate in the investigation of the accident. Among those who reached were representatives of the United States' National Transportation Safety Board (NTSB) — the country's top transport accident investigation agency — officials from the Federal Aviation Administration (FAA), the US civil aviation regulator, and the United Kingdom's Civil Aviation Authority (CAA).

Why are foreign agencies involved in investigating an aviation disaster that took place in India? Which countries can partici-

pate in an aircraft accident investigation?

The global aviation rulebook

The rules of airspace, aircraft registration and safety, security, etc. have been established by the Convention on International Civil Aviation, also known as the Chicago Convention. The international agreement was signed in 1944, as World War II was drawing to a close. Its framers understood that aviation would connect the world in unprecedented ways, and that ensuring air safety would require shared global responsibility.

Currently, the Convention has 193 member countries including India, the US, and the UK. Its technical standards are overseen by the International Civil Aviation Organisation (ICAO), a Montreal-based United Nations agency.

The Convention has 19 annexes containing the basic standards and recommended practices of international civil aviation. Annex 13 (Aircraft Accident and Incident Investigation) to the Convention sets out the international protocols for investigating aircraft accidents and serious incidents.

Chapter 5 of the annex outlines the core responsibilities for how such investigations should be conducted. It clarifies that the goal is not to assign blame or liability, but to improve aviation safety by uncovering causes and preventing future accidents.

The participants

According to Chapter 5, the responsibility to investigate an aircraft accident lies with the "State of Occurrence", meaning the coun-

try where the accident took place. Also, other countries connected to the aircraft have a formal right to participate. These include the "State of Registry" (where the aircraft is registered), the "State of the Operator" (which operated the flight), the "State of Design", and the "State of Manufacture" (of the aircraft in question).

As the Air India Boeing 787 Dreamliner crashed in India, the investigation is being led by the Aircraft Accident Investigation Bureau (AAIB), the government agency under the country's Ministry of Civil Aviation responsible for investigating civil aviation accidents and serious incidents. Moreover, the flight operator was Air India, an Indian company, and the aircraft carried the country's registration markings.

However, the "State of Design" and the "State of Manufacture" in Air India Boeing 787 Dreamliner's case was the US as the aircraft was manufactured by Boeing and had engines made by American firm General Electric. Therefore, under Annex 13 of the Chicago Convention, US agencies such as NTSB and FAA are entitled to participate in the investigation of the crash.

Boeing may also send its own experts as part of the NTSB's accredited team.

The UK's representatives have joined the investigation because 53 British nationals were on board Air India plane — and all of them died.

All participants in the investigation are entitled to visit the crash site, examine the wreckage and evidence, make technical submissions, and receive the final report.

The significance

The involvement of the international agencies in the investigation is a practical necessity. The aim is to ensure a thorough, technically sound investigation, with all relevant stakeholders contributing to uncovering the root cause and enhancing global aviation safety. The participation reflects the principle that air safety is a shared international responsibility — especially in an era where aircraft design, technology, and manufacturing are globalised, and a single aircraft model flies for dozens of airlines across the world.

International agencies have come to India for aviation crash investigations earlier also. When Air India Express Flight 812 crashed in Mangaluru in 2010, the NTSB provided technical assistance at the request of Indian authorities.



विमानन क्षेत्र के नियामक डीजीसीए ने कहा

एअर इंडिया बोइंग 787 की पांच दिनों में 66 उड़ानें रद्द

जनसत्ता ब्यूरो
नई दिल्ली, 17 जून।

विमानन क्षेत्र के नियामक नागर विमानन महानिदेशालय (डीजीसीए) ने मंगलवार को कहा कि एअर इंडिया ने 12 जून से 17 जून के बीच बोइंग 787 से संचालित होने वाली 66 उड़ानें रद्द की हैं। एअर इंडिया के बोइंग 787-8/9 बड़े में 33 विमान हैं।

डीजीसीए ने यह भी कहा कि एअर इंडिया के बोइंग 787 बड़े की निगरानी में कोई बड़ी सुरक्षा चिंता सामने नहीं आई। वहीं, मंगलवार को विभिन्न कारणों से जहां एअर इंडिया को सात अंतरराष्ट्रीय उड़ानें रद्द कर दी गईं। सैन फ्रांसिस्को-मुंबई उड़ान में तकनीकी गड़बड़ी के कारण यात्रियों को बीच में ही विमान से उतरना पड़ा।

पिछले सप्ताह अहमदाबाद में बोइंग 787-8 डीमलाइनर के दुर्घटनाग्रस्त होने से सुरक्षा संबंधी चिंताएं पैदा हो गई थीं और डीजीसीए ने एअर इंडिया के बोइंग 787 बड़े की निगरानी बढ़ाने का आदेश दिया था। डीजीसीए ने एक बयान में कहा कि एअर इंडिया के बोइंग 787 बड़े की हाल में की गई निगरानी में कोई बड़ी सुरक्षा चिंता सामने नहीं आई। विमान और उससे संबंधित रखरखाव प्रणाली मौजूदा सुरक्षा मानकों के अनुरूप पाई गई।

विमानन कंपनी ने कहा कि मंगलवार को डीजीसीए द्वारा डीमलाइनर बड़े की कड़ी जांच किए जाने के कारण एअर इंडिया ने छह अंतरराष्ट्रीय उड़ानें रद्द कर दीं, जबकि अहमदाबाद-लंदन



कोलकाता में हवाई अड्डे पर खड़ा एअर इंडिया का विमान।

डीजीसीए ने कहा कि एअर इंडिया बोइंग 787 की निगरानी में कोई बड़ी सुरक्षा चिंता सामने नहीं आई। एअर इंडिया की मंगलवार को सात अंतरराष्ट्रीय उड़ानें रद्द सैन फ्रांसिस्को-मुंबई उड़ान में भी गड़बड़ी।

पिछले सप्ताह अहमदाबाद में बोइंग 787-8 डीमलाइनर के दुर्घटनाग्रस्त होने से सुरक्षा संबंधी चिंताएं पैदा हो गई थीं।

दैनिक उड़ान को विमान की अनुपलब्धता के कारण रद्द कर दिया गया। दिल्ली-पेरिस उड़ान को उड़ान-पूर्व जांच के दौरान कुछ समस्याओं का पता चलने के बाद रद्द कर दिया गया। रद्द की गई अन्य उड़ानों में बंगलुरु-लंदन, लंदन-अमृतसर, दिल्ली-वियना, दिल्ली-दुबई और मुंबई-सैन फ्रांसिस्को शामिल हैं। इसके अलावा, एअर इंडिया ने अपनी सैन फ्रांसिस्को-मुंबई उड़ान के एक इंजन में तकनीकी खराबी आने के कारण मंगलवार सुबह इसे कोलकाता में निर्धारित ठहराव पर ही समाप्त कर दिया।

संघ में यह व्यवधान ऐसे समय में हुआ है, जब अधिकारी इस बात की जांच कर रहे हैं कि 12 जून को लंदन जा रही एअर इंडिया की उड़ान अहमदाबाद से रवाना होने के तुरंत बाद

दुर्घटनाग्रस्त क्यों हो गई थी। एअर इंडिया ने एक बयान में कहा कि दिल्ली से पेरिस जाने वाली उड़ान एआइ143 को रद्द कर दिया गया है क्योंकि 'अनिवार्य उड़ान-पूर्व जांच में एक समस्या सामने आई है, जिसे फिलहाल सुलझाया जा रहा है।'

एअर इंडिया ने कहा कि हालांकि, पेरिस के चार्ल्स डी गाल (सीडीजी) हवाई अड्डे पर रात्रि परिचालन पर प्रतिबंध के तहत उड़ान के आने के मद्देनजर इसे रद्द कर दिया गया है। एअर इंडिया ने कहा कि वह यात्रियों को होटल में आवास की सुविधा प्रदान कर रही है और यात्रा रद्द करने पर पूर्ण बाकी पेज 8 पर

दिल्ली में खराब मौसम के कारण 12 उड़ानों का मार्ग बदल गया

पेज 5

एअर इंडिया बोइंग 787 की पांच दिनों में 66 उड़ानें रद्द

धन वापसी का उड़ान पुनर्निर्धारण की पेशकश भी कर रही है। विमानन कंपनी ने यह भी कहा कि यह यात्रियों को जल्द से जल्द उनके गंतव्य तक पहुंचाने के लिए वैकल्पिक व्यवस्था कर रही है। अहमदाबाद से लंदन जाने वाली एअर इंडिया की उड़ान मंगलवार को विमान की अनुपलब्धता के कारण रद्द कर दी गई। यह उड़ान 12 जून को एआइ-171 विमान के दुर्घटनाग्रस्त होने के बाद नए कोड एआइ-159 के साथ संचालित हो रही थी।

एअर इंडिया ने इस घरे से इनकार किया कि तकनीकी खराबी के कारण उड़ान रद्द हुई। कंपनी ने कहा कि उड़ान प्रभावित यात्रियों को उनके गंतव्य तक पहुंचाने के लिए वैकल्पिक व्यवस्था की है और यात्रा रद्द करने पर पूर्ण धन वापसी या यात्रा कार्यक्रम पुनर्निर्धारण की पेशकश की है। एअर इंडिया की आधिकारिक वेबसाइट ने भी पुष्टि की है कि अहमदाबाद से लंदन के दैनिक हवाई अड्डे तक जाने वाली एआइ-159 उड़ान रद्द कर दी गई है। विमान को सरदार

वल्लभभाई पटेल अंतरराष्ट्रीय हवाई अड्डे से दोपहर बाद तीन बजे उड़ान भरनी थी इसके अलावा, सैन फ्रांसिस्को से कोलकाता होते हुए मुंबई जाने वाली एअर इंडिया की एक उड़ान में मंगलवार तड़के तकनीकी खराबी आ गई, जिसके कारण यात्रियों को नेताजी सुभाष चंद्र बोस अंतरराष्ट्रीय हवाई अड्डे पर निर्धारित ठहराव के दौरान ही विमान से उतरना पड़ा। उड़ान को समाप्त किए जाने के कारण नेताजी सुभाष चंद्र बोस अंतरराष्ट्रीय हवाई अड्डे पर अफय-तफरी का माहौल पैदा हो गया और 'बोइंग777-200 एलआर' के यात्री, अधिकारियों से यह सुनिश्चित करने में लग गए कि उन्हें जल्द से जल्द उनके गंतव्य तक पहुंचाया जाए।

विमानन कंपनी ने इस मामले में कोई आधिकारिक बयान जारी नहीं किया है। सूत्रों ने बताया कि एअर इंडिया फंसे हुए यात्रियों को मुंबई ले जाने के लिए 'विशेष व्यवस्था' कर रही है। फिलहाल इस बारे में और कोई जानकारी उपलब्ध नहीं है। आमतौर पर एअरलाइन सैन

फ्रांसिस्को से सीधे मुंबई के लिए उड़ान भरती है, लेकिन पाकिस्तानी हवाई क्षेत्र के बंद होने रहित अन्य भू-राजनीतिक घटनाओं के कारण एअर इंडिया को अपना मार्ग बदलना पड़ा और कोलकाता में 'तकनीकी रूप से रुकना' पड़ा। उड़ान एआइ-180 निर्धारित समय 12:45 बजे कोलकाता में उतरी, हालांकि यह सैन फ्रांसिस्को से एक घंटे देरी से रवाना हुई थी। सूत्रों के अनुसार, लैंडिंग के बाद की नियमित जांच के दौरान तकनीकी खामी का पता चला जिसके बाद विमानन कंपनी ने व्यापक जांच का निर्णय लिया। विमान में मौजूद एक संवाददाता ने बताया कि विमान को मुंबई के लिए रात को बजे रवाना होना था, लेकिन यात्रियों को 2:40 बजे के बाद खामी का पता तब चला जब चालक दल ने बताया कि इंजन में बाएं तरफ समस्या है। संवाददाता ने बताया कि इस घोषणा के साथ एक विशेष वादा भी किया गया था कि इस खामी को ठीक करने में 25 मिनट तक का समय लगेगा। हालांकि, जैसे-जैसे समय बीतता गया, मुंबई से

'कनेक्टिंग फ्लाइट' लेने वाले परेशान यात्रियों ने चालक दल से काम की प्रगति के बारे में पुछताछ शुरू की लेकिन कोई उन्हें स्पष्ट जवाब नहीं मिला। हाल में अहमदाबाद में विमान दुर्घटना के कारण कुछ यात्रियों ने कहा कि दुर्घटना से देरी बेहतर है, जबकि कुछ ने अक्षयप जताया कि हजारों किलोमीटर की यात्रा करने वाले विमान को कोलकाता से मुंबई तक की अंतिम उड़ान में कैसे समस्या का सहना करना पड़ सकता है। संवाददाता ने बताया कि अगली घोषणा सुबह 4:20 बजे हुई, जिसमें पाबलट ने खामी को ठीक करने के लिए 15-20 मिनट का और वक्ता मांगा, लेकिन खामी दूर नहीं हुई। अधिकारक, सुबह करीब 5:20 बजे पाबलट ने घोषणा की कि समस्या का समाधान संभव नहीं है और सभी यात्रियों को विमान से उतरने के लिए कहा। विमान से उतरने, अनिवार्य आग्रजन प्रक्रिया से गुजरने, सामान लेने और सीमा शुल्क चैनलों से गुजरने के बाद यात्रियों को एक निर्दिष्ट क्षेत्र में बैठने के लिए कहा गया।



Corporate Communications Directorate

MINT

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DGCA faces staff crunch as airlines expand fleets rapidly

As per Lok Sabha submissions, 814 out of 1,692 sanctioned DGCA positions were vacant

Dipali Banika & K. Vaeshnavi
MUMBAI/BENGALURU

Nearly half of the sanctioned posts at the Directorate General of Civil Aviation (DGCA) remain vacant, underscoring the regulator's inability to fill them at a time when the country's largest carriers expect their fleet size to more than double in the coming five years.

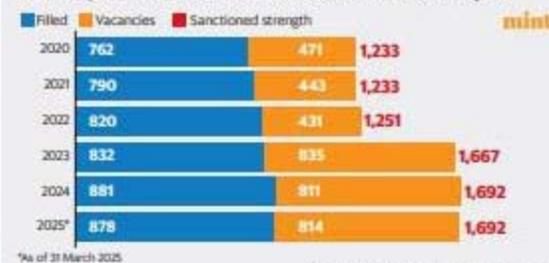
According to submissions made in the Lok Sabha, 814 out of 1,692 sanctioned positions at DGCA remained vacant as of 31 March 2025. DGCA had 878 staff as of 31 March 2025. At the end of March 2020, DGCA had 471 vacancies and 762 people.

According to their latest annual reports, InterGlobe Aviation, which runs India's largest carrier IndiGo, Air India, and SpiceJet had a fleet size of 434, 205, and 61 aircraft, respectively, at the end of March 2025. The country's five largest commercial carriers' fleet increased from 566 at the end of March 2020 to 780 at the end of March 2025, implying 214 planes were added.

DGCA has added 116 people during this time, as its workforce increased from 762 to 878. However, according to parliament discussion records reviewed by Mint, the number of unfilled positions has jumped from 471 to 814.

Manpower woes

The DGCA has been struggling to fill its vacancies at a time when India's largest carriers expect to more than double their fleet size in the next five years



Put simply, the world's fastest-growing commercial airline market added more planes than people to oversee safe and efficient air travel.

"The shortage of trained manpower at DGCA is one of the biggest issues," said Amit Singh, the founder of Safety Matters Foundation, a not-for-profit focused on building a safety culture in the aviation sector.

IndiGo, Air India, and Alasa Air expect to increase their fleets by 950, 570, and 266 planes by 2035.

"This is something that the government of India needs to look at very strongly because if they have encouraged and developed such growth in

the aviation sector, the minister concerned should also be looking at how they are going to bring in a professionally skilled workforce into the aviation market," said Sanjay Lazar, chief executive of Avialaz Consultants.

Lazar said greater emphasis should be placed on training to keep up with the 500,000 jobs the aviation sector is estimated to generate by 2030.

"The current staffing levels at DGCA are inadequate for the scale of India's aviation growth," said Ravreet Singh, an independent aviation consultant who also runs an aviation blog called Avia-Insights. "India's avia-

tion ecosystem is expanding, but regulatory capacity has not scaled in proportion," he said.

Mint's request to DGCA for comment remained unanswered till press time.

"They don't have the workforce to enforce safety," said captain Mohan Ranganathan, former airline instructor pilot. "DGCA keeps telling that they are hiring and trying their best to fill the vacant positions, but they are terribly understaffed," he said.

Per data from the International Air Transport Association (IATA), India is the third-largest aviation market globally based on passenger volume.

"When the fleet size and operational complexity grows quickly, human capital must grow alongside," said Ravreet Singh. "A shortfall in skilled personnel risks delayed audits, weaker oversight, and limited bandwidth to address emerging safety concerns."

On Tuesday, the DGCA said it did not find any major safety concern in the Dreamliner fleet. Last week, an Air India flight from Ahmedabad to London crashed soon after take-off, killing more than 240 people.

"Recent surveillance conducted on Air India's Boeing 787 fleet did not reveal any major safety concerns. The aircraft and associated maintenance systems were found to be compliant with existing safety standards," the regulator said.

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214

Number of new planes added in March 2020-25

500,000

Number of jobs the aviation sector is to generate by 2030



Corporate Communications Directorate

MINT

DELHI

18 JUNE 2025

DGCA seeks crashed AI plane's pilot training data

Reuters
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NEW DELHI

India's aviation watchdog asked Air India for training records of the pilots and dispatcher for the plane that crashed last week, as part of its investigation into the incident that killed at least 271 people, government memos showed.

The Directorate General of Civil Aviation (DGCA) also asked all flying schools to conduct training compliance checks, as per the memos.

The DGCA said the requests were part of a "regulatory" review of the accident and sought details of action taken after the watchdog's audits of Air India in the last few months. It asked for the details to be provided by Monday.

It was not clear whether Air India had complied with the directive. The airline and the DGCA did not respond to Reuters' requests for comment.

The Boeing 787-8 Dreamliner bound for London with 242 people on board began losing height seconds after take-off in Ahmedabad on Thursday before crashing into nearby buildings.

Sumeet Sabharwal, who the government has said had 8,200 flying hours of experience and was also an Air India instructor, was the commanding pilot of flight AI171. His co-pilot Clive Kunder had 1,100 hours of experience.



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DELHI

18 JUNE 2025

Air India axes many flights as woes widen

PTI
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MUMBAI/KOLKATA

Troubles continued at Air India, which is facing the biggest crisis since Tata group bought the airline three and a half years back, with its flights to London and Paris on Tuesday being cancelled for varied reasons and a glitch forcing fliers on San Francisco-Mumbai flight to deplane during a stop-over.

While Air India cancelled the Delhi-Paris flight after some problems were detected during pre-flight checks, its Ahmedabad-London one was cancelled due to unavailability of aircraft, the airline said.

Separately, Air India terminated its San Francisco-Mumbai flight at its scheduled stop-over at Kolkata early on Tuesday morning after one of its engines developed a technical snag.

The disruptions came as

investigators probe what caused a London-bound Air India flight crash in Ahmedabad shortly after take off on 12 June, killing over 270 people onboard and on ground.

The incident dealt a severe blow to the airline and its owner Tata.

In a statement, Air India said flight AI-43 from Delhi to Paris has been cancelled after "mandatory pre-flight checks identified an issue which is being

The disruptions come as investigators probe an Ahmedabad-London Air India crash on 12 June

presently addressed". It did not detail the issue that came to light during pre-flight checks.

"However, in view of the flight coming under the restrictions on night operations at Paris Charles de Gaulle (CDG) airport, the said flight has been cancelled," Air India said.

The airline said it is providing hotel accommodation and also offering full refunds on cancellations or complimentary rescheduling if opted by the passengers.



Corporate Communications Directorate

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18 JUNE 2025

Air India flight from San Francisco to Mumbai suffers technical snag

Kolkata: An Air India flight from San Francisco to Mumbai suffered a technical snag in one of its engines, due to which passengers had to be deplaned during a scheduled halt at the Kolkata airport early on Tuesday. Flight AI180 arrived on time at 12.45 am at the airport, but a technical snag in the left engine of the Boeing 777-300 aircraft resulted in the takeoff getting delayed, officials said.

PTI



Corporate Communications Directorate

MINT

DELHI

18 JUNE 2025



Digital twins of aircraft: Aviation's next big leap?

Why do we still rely on 'black box' data troves kept aboard planes? Technology enablers now largely seem in place to link aircraft exhaustively with their digital shadows on the ground

Expertise is a wonderful thing that allows an expert to achieve what a non-expert cannot. At the same time, it can also be a bane, obscuring new avenues of excellence in the expert's own area of specialization that seem visible from afar. It is in this light that some thinking aloud ought to be done on why a few obvious digital technologies have not fully been put to use in civil aviation. One field of concern relates to the flight-data and cockpit voice recorders that commercial aircraft carry. The contents of these 'black boxes' are analysed by air-safety experts to identify the causes of an aviation mishap. To ease recovery in case of a crash, they are typically stored in the tail section of a plane that's considered least prone to damage. Given today's advances in digital communication, why should these boxes and the data they capture be kept only aboard aircraft? Locating black boxes after an accident has often been an expensive hunt—in terms of time, money and human emotion. Why shouldn't all that data be transmitted to ground locations? After all, airlines do offer inflight access to the internet at high altitudes.

Some of it is happening. There have been two technical constraints. One is effective communication from a plane travelling at a speed close to that of sound. This has been overcome. The other is the ability of satcom networks to handle the volume of data that a plane would generate. This constraint grows ever less binding. Starlink has placed over 7,500 satellites in orbit around the planet and is ready to roll out new services enabled by their coverage. Eutelsat's OneWeb, Amazon's Kuiper and others have big plans too, while China may soon have its own network through a constellation of low-earth-

orbit satellites. On the ground, server farms and data storage facilities have proliferated. Links exist, but a leap can be taken by the global civil aviation industry. Should planes encounter a transmission squeeze, they could send just the most important flight parameters to a digital cloud. To speed things up, satellite network operators could be obliged—as a condition of their operating licence—to allot a portion of their capacity to aviation data.

The second aspect that calls for thinking aloud relates to the Digital Twin technology that GE uses for engine maintenance and Airbus for monitoring the performance of some of its aircraft. A 'digital twin' is the virtual representation of a physical object, system or process that constantly absorbs and deploys data from its real-world counterpart for purposes of simulation, prognosis and optimization. Why should every aircraft not have a digital twin for each of its systems, assemblies and parts? Sensors aboard planes could constantly relay information on their status to digital twins kept under the watch of engineers (or AI). An entire plane could have a digital twin fed with all manner of real-time readings for a comprehensive system to process, simulate scenarios and offer cues. Live interaction between the physical and digital entities could conceivably sort out several problems. The kinks that cannot be ironed out digitally could be flagged for pilots and engineers. Again, the challenge lies in relaying and crunching data. Thankfully, Digital Twin technology has been evolving and the aviation industry has already deployed it in bits and pieces. The task now is to take this concept to its technological conclusion. Air India and TCS, both under the Tata Group, should be able to find a viable solution.

DGCA finds no major flaws in Air India's Dreamliner fleet

Troubles at Air India continue as 7 international flights cancelled

OUR CORRESPONDENT

MUMBAI: The Directorate General of Civil Aviation (DGCA) on Tuesday said it found no major safety lapses in Air India's Boeing 787 Dreamliner fleet following enhanced checks initiated after last week's deadly crash in Ahmedabad that claimed 241 lives.

The regulator had launched heightened surveillance of Air India's 33 Dreamliners—a mix of 26 B787-8 and seven B787-9 aircraft—after the June 13 incident. "The recent surveillance conducted on Air India's Boeing 787 fleet did not reveal any major safety concerns. The aircraft and associated maintenance systems were found to be compliant with existing safety standards," the DGCA



THE REGULATOR RECOMMENDED A REAL-TIME DEFECT REPORTING SYSTEM TO AID FASTER DECISION-MAKING AND PREVENT CASCADING DISRUPTIONS

CLOSER LOOK

Between June 12 and 17, at least 66 Dreamliner-operated Air India flights were cancelled amid technical checks; 248 B787 flights were still operated

DGCA FLAGGED INTERNAL COORDINATION ISSUES ACROSS AIR INDIA'S ENGINEERING, OPERATIONS, AND GROUND TEAMS, AND DIRECTED IMPROVEMENTS IN SPARE PART AVAILABILITY

said in a statement.

A comprehensive review was conducted by DGCA officials

with senior executives of Air India and Air India Express amid rising public concerns and

the cancellation of 66 Dreamliner-operated flights between June 12 and June 17. During this

time, 248 scheduled flights with B787s were operated.

While no immediate safety violations were identified, the DGCA drew attention to certain maintenance-related issues reported by the airline. Directions were issued to reinforce coordination between departments such as engineering, operations, and ground handling.

"The airline was advised to ensure the availability of adequate spare parts and to strictly follow regulatory provisions to avoid further passenger inconvenience," the DGCA said.

To further streamline operations, the regulator has recommended a real-time defect reporting mechanism. This, officials said, would help operational units make quicker decisions and

Continued on P6

DGCA finds no major flaws in Air India's...

Continued from Page 1
Avoid cascading disruptions. The review also addressed the broader operational challenges caused by the recent closure of Iranian airspace, which has forced Indian carriers to alter or cancel flights to Europe and the Gulf.

"The impact of the airspace closure was reviewed. Operators have been instructed to inform passengers promptly and adopt alternate routes to reduce delays," the DGCA said. Both Air India and Air India Express operate over 1,000 flights daily. The aviation regulator reiterated the need for airlines to ensure passengers receive timely updates through all available communication platforms. Air India encountered a series of operational setbacks on Tuesday, disrupting international services and stranding passengers at multiple locations. Seven international flights were cancelled, while a San Francisco-Mumbai flight was forced to offload passengers in Kolkata after a technical issue was discovered during a scheduled stopover.

Six of the cancelled flights were linked to intensified inspections of the airline's Boeing 787 Dreamliner

aircraft by the Directorate General of Civil Aviation (DGCA). The seventh, from Ahmedabad to London Gatwick, was called off due to the non-availability of an aircraft.

In a statement issued earlier in the day, Air India said flight AI143 from Delhi to Paris was grounded after "mandatory pre-flight checks identified an issue which is being presently addressed." The carrier cited night operation restrictions at Paris Charles de Gaulle Airport as a reason for the cancellation.

Affected passengers were offered hotel accommodation and the choice of either a full refund or complimentary rescheduling. "We are arranging alternate travel options for our guests at the earliest," the airline noted. Other services disrupted included Bengaluru-London, London-Amritsar, Delhi-Vienna, Delhi-Dubai and Mumbai-San Francisco. The airline did not disclose specifics of the checks or how many aircraft were affected.

Meanwhile, the Ahmedabad-London Gatwick service—resumed only a day ago under a new flight code following the June 12 crash of flight AI171—was also cancelled. Air India clarified that this was due to aircraft unavail-

ability and not a technical problem. "Alternative arrangements are being made for all impacted guests," a spokesperson said.

The June 12 tragedy in Ahmedabad, where a London-bound Air India aircraft crashed shortly after take-off killing over 270 people, remains under investigation and continues to weigh heavily on the airline's operations. In a separate incident, flight AI180 from San Francisco to Mumbai via Kolkata, carrying 211 passengers, encountered a mechanical snag at Netaji Subhash Chandra Bose International Airport during its scheduled halt. Passengers were asked to remain on board while engineers attempted to fix the left engine. A passenger who was on the flight described the sequence of events: "The crew told us the problem would be resolved in 25 minutes, but hours passed with no update."

Another announcement was made at 4:20 am, giving a new estimate of 15-20 minutes, but the issue persisted. "Eventually, around 5:20 am, the pilot told us the problem couldn't be resolved and asked everyone to deplane," the passenger added. Scenes at the Kolkata airport were described as tense and chaotic. Many passengers had con-

nnecting flights from Mumbai and were seeking answers. "Some passengers were visibly upset. Others were relieved, saying it's better to delay than risk a mishap," said an eyewitness.

Sources at the airport said the airline is working on "special arrangements" to fly the stranded passengers to Mumbai. However, Air India has not released an official statement on the matter.

Flight AI180 had landed in Kolkata at 12:45 am after departing from San Francisco an hour behind schedule. The route currently includes a technical halt in Kolkata due to the closure of Pakistani and Iranian airspace amid the ongoing conflict involving Israel.

Following deplaning, passengers were moved through immigration and customs. Some were accommodated on alternate flights, while others were taken to hotels. "Most flights to Mumbai were full, and only a few passengers were able to get a seat immediately," said one official at the scene.

The series of disruptions have added to the growing challenges for Air India as it navigates an intense phase of operational scrutiny, technical audits, and heightened passenger concerns.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

18 JUNE 2025

AI's 66 Boeing 787s cancelled after crash

Safety checks

Enhanced safety checks of the AI B787-8/9 fleet of 33 aircraft are on. Four are undergoing major checks at MRO facilities. As of 3 pm on Tuesday, 24 aircraft have successfully completed the check, with two more scheduled to be completed by end of day.

EXPRESS NEWS SERVICE @ New Delhi

THE Directorate General of Civil Aviation (DGCA) has revealed that Air India has cancelled 66 of its Dreamliner (Boeing 787) flights since the June 12 mishap at Ahmedabad. It has operated 248 wide-bodied aircraft in 6 days.

A Ministry of Civil Aviation release stated that this data was valid from June 12 to June 17. Thirteen cancellations were effected on Tuesday alone up to 6 pm, while 14 cancellations were carried out on June 15.

In a high-level review meeting on Tuesday with senior officials of Air India and its subsidiary, Air India Express, which together operate over 1,000 flights daily across domestic and international sectors,



the regulator asked airlines to implement a system to report real-time defects, ensuring that operational and safety-critical departments receive timely updates. This kind of mechanism "is expected to enhance overall decision making and reduce downstream disruptions."

It also said the recent enhanced surveillance conducted on Boeing 787 fleet did not re-

veal any major safety concerns with the aircraft and its associated maintenance systems, which were found to be compliant with existing safety standards.

The release said, "The meeting was convened to review the operational robustness of the airlines and ensure continued compliance with safety and passenger service regulations."

The impact of recent airspace closures, particularly over Iranian airspace, was also reviewed. The closures have led to flight diversions, delays, and cancellations. "The operators have been asked to ensure timely communication with passengers and crew and adopt alternate routing strategies to minimise disruptions," it said.

देश में हवाई यात्रा को और सुरक्षित बनाने के उपायों पर करना होगा विचार पायलटों के हालात पर नहीं होती बहस



मनोज हाथी

हर हवाई हादसा पायलटों की भूमिका पर तीखे सवाल खड़े कर देता है, लेकिन कभी इस पर चर्चा नहीं होती कि पायलटों का काम कितना जटिल और चुनौती भरा होता है। उन्हें इंसानी दक्षता और तकनीकी उलझनों की कैसी

मुश्किल रस्साकशी के बीच सेकंड के भी एक छोटे से हिस्से में वे फैसले करने पड़ते हैं, जिन पर सैकड़ों जिंदगियां निर्भर करती हैं।

कॉकपिट तक का सफर। किसी एयरलाइन के कॉकपिट तक की यात्रा सच पूछिए तो सबसे कठिन और थका देने वाली प्रवेशनल यात्राओं में आती है। बड़े विमानों तक पहुंचने के लिए कमर्शल पायलटों को 1500 से 4000 घंटों की उड़ान का अनुभव लेना होता है। लेकिन उसके बाद भी सीखने की यह प्रक्रिया समाप्त नहीं होती। नियमों के मुताबिक, छह से 12 महीनों के अंतराल पर उन्हें विस्तृत प्रशिक्षण से अनिवार्य तौर पर गुजरना होता है। एक तो एविएशन टेक्नॉलजी लगातार उन्नत होती रहती है और दूसरे इंसानी दक्षता को भी निरंतर मांजते रहने की जरूरत होती है।

कल्पना से परे हालात। सिमुलेटर सेशंस यानी अभ्यास सत्रों के दौरान पायलटों को खराब मौसम से लेकर मल्टिपल सिस्टम फेल्यूर और मेडिकल इमर्जेंसी तक - हर तरह की चुनौतियों से सामना कराया जाता है। मकसद होता है कि अत्यधिक तनाव की स्थितियों में सही फैसले करने और प्राथमिकताएं तय करने की उनकी क्षमता को परखा जाए। फिर भी, वास्तविक जिंदगी में पायलटों को इन सिमुलेटर सेशंस से बहुत आगे की और कई बार अकल्पनीय स्थितियों से निपटना पड़ता है।

रोटेशन का मसला। 1993 में एक बार जब मैं एयर इंडिया बोइंग 747 पर कमांडर था, ऐसी ही एक घटना हुई। एक पूरी तरह भरे बोइंग 737-200 ने टेक-ऑफ रन शुरू किया और रनवे के आखिरी सिरे पर कॉन्टैक्ट लदी एक लॉरी से टकराकर हाई टेंशन इलेक्ट्रिक वायर की चपेट में आ गया। इस दुर्घटना में 55 लोग मारे गए, 63 किसी तरह बचाए गए। अंतिम जांच रिपोर्ट में रोटेशन शुरू करने में हुई देरी और फ्लाइट आवर्स के दौरान रनवे पर ट्रेफिक रोकने में ग्राउंड टीम की नाकामी को संभावित कारण बताया गया था।

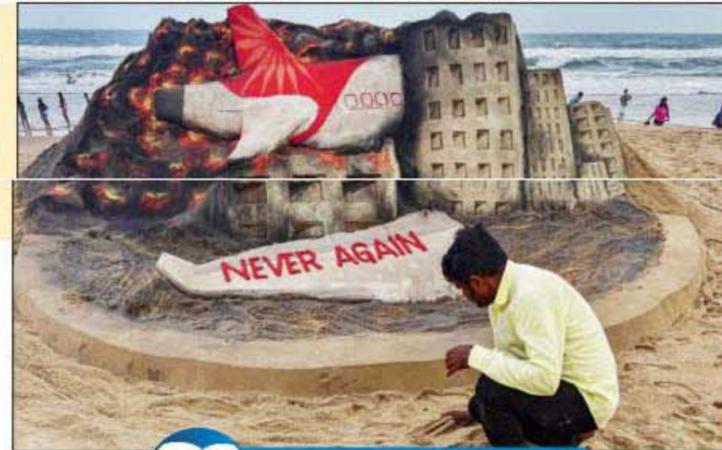
दो सेकंड की देर। रिपोर्ट के मुताबिक, 'लॉरी पर ध्यान जाने के बाद पायलट हड़बड़ा गया, उसने दो सेकंड तक कुछ नहीं किया और उसके बाद तेजी से ओवर-रोटेशन शुरू कर दिया।' पायलट की दृष्टि से यह 'तेज ओवर-रोटेशन' का मामला नहीं था। दो सेकंड की देर बहुत ज्यादा होती है। हर पायलट यह जानता है कि सही समय पर रोटेट करना है। हम सब ऐसा करते ही हैं। लेकिन, एक छोटी सी चूक और 55 जिंदगियां खत्म।

कामयाबियां कम नहीं। ऐसे नायक भी कम नहीं, जिन्होंने इन चंद सेकंड्स का बेहतरीन इस्तेमाल किया। मिसाल के तौर पर सिचुआन एयरलाइंस के कैप्टन लिड चुआन्चियान को लीजिए। 2018 में उनकी एयरबस ए319 की खिड़की का शीशा 32000 फीट की ऊंचाई पर उखड़ गया था। उस विषम स्थिति में उन्होंने मैनुअली संचालित करते हुए 119 यात्रियों वाले उस विमान को सुरक्षित उतार लिया।

फ्लाइट में टूटी खिड़की। ऐसा ही एक और मामला कैप्टन टैमी जो शुल्ज का है। बोइंग 737 का एक इंजन फैन ब्लेड टूट गया और बाईं तरफ विमान के धड़े और एक खिड़की से टकराया। टूटी खिड़की से एक यात्री आंशिक रूप से बाहर खिंच गया, जिसे बाद में अस्पताल में मृत घोषित कर दिया गया। इन सबके बीच असामान्य कुशलता का परिचय देते हुए लेडी कैप्टन शुल्ज ने विमान की सेफ लैंडिंग कराई।

क्या है सचाई

- अनियमित शेड्यूल शरीर की लय बिगाड़ देते हैं
- हादसे टल जाएं तो भी उनका ट्रॉमा बना रहता है
- व्यवस्थागत ज़ुटियां दूर करने पर बड़े जोर



कड़वी हकीकत।

चमक-दमक के पीछे छिपी इस पेशे की कड़वी हकीकत यह है कि 78 फीसदी पायलट खुद को बुरी तरह थका हुआ बताते हैं, 22 फीसदी डिप्रेशन से जूझ रहे हैं और 12 फीसदी में एंजाइटी के लक्षण हैं। अनियमित शेड्यूल आवर्स के चलते शरीर की आंतरिक लय बिगाड़ जाती है। हादसे टल जाएं तो भी उनका ट्रॉमा लंबे समय तक बना रहता है।

क्या है विरोधाभास। आधुनिक विमानों में बैठे पायलटों को आधुनिकतम तकनीकों से पूरी तरह अवगत होते हुए मैनुअल फ्लाइट स्किल पर भी पकड़ बनाए रखनी होती है, जिसका इस्तेमाल करने का मौका उन्हें शायद ही कभी मिलता है। वे ऐसी जटिल स्वचालित व्यवस्था संचालित करते हैं, जो अप्रत्याशित रूप से कभी भी नाकाम हो सकती है।

व्यवस्था में सुधार हो। एविएशन इंडस्ट्री को व्यवस्थागत ज़ुटियों पर काम करते रहना होगा, चाहे वे विमानों की डिजाइन से जुड़ी हों या एयरपोर्ट प्रबंधन से या फिर शेड्यूलिंग के तरीकों से। आखिर मामला उस प्रेशन को सपोर्ट करने का है जहां हीरोइज्म अपवाद नहीं बल्कि रोजाना की जरूरत है।

(लेखक एयर इंडिया के डायरेक्टर रह चुके हैं)

हादसे से बहुत कुछ सीख सकता है भारत



राकेश शुक्ला

भारत में 12 जून की दोपहर जासदी लेकर आई। अहमदाबाद के हवाई अड्डे से उड़ान भरने के कुछ ही क्षणों बाद एयर इंडिया का विमान दुर्घटनाग्रस्त हो गया। 'फ्लाइट राडार 24' के आंकड़ों के अनुसार, विमान ने ऊंचाई खोने से पहले 322 किमी प्रति घंटे की जमीनी गति से 625 फीट की ऊंचाई तक पहुंचने की सूचना दी थी।

इमेज को धक्का। हादसे का शिकार हुआ बोइंग 787 अमेरिकी विमान कंपनी का सबसे आधुनिक वाइड-बॉडी जेट है। दुर्घटना ऐसे वक्त हुई, जब कंपनी अपने नैरो बॉडी 737 मैक्स 8 से जुड़े हादसों के कारण प्रतिष्ठा को हुए नुकसान से उबरने की कोशिश कर रही थी। इसी तरह, एयर इंडिया भी निजीकरण के बाद से अपनी इमेज सुधारने के प्रयास में है। पहले यह

साल है। वहीं, एयर इंडिया का बेड़ा लगभग दोगुना पुराना है। हालांकि नए विमानों की डिलिवरी के साथ उसमें भी बदलाव दिखेगा। कुछ दिनों पहले भारत में आयोजित इंटरनेशनल एयर ट्रांसपोर्ट असोसिएशन की वार्षिक बैठक में बताया गया कि भारत दुनिया का चौथा सबसे बड़ा विमानन बाजार है। अनुमान है कि तेजी से बढ़ती मांग के चलते भारत जल्द ही अमेरिका और चीन के बाद तीसरे स्थान पर पहुंच जाएगा।

बढ़ रहे यात्री। हवाई यात्रा को लेकर भारतीयों का उत्साह लगातार बढ़ रहा है। 2019 में घरेलू हवाई यात्रियों की संख्या 13.7 करोड़ थी, जो 2024 में बढ़कर 22.8 करोड़ से भी अधिक हो गई है। कोरोना महामारी से पहले देश में घरेलू रूटों पर 646 विमान संचालित हो रहे थे। मार्च 2023 तक यह संख्या 823 हो गई थी। आय बढ़ने के साथ ही हवाई यात्रा की प्रवृत्ति भी बढ़ रही है।

सुधार की जरूरत

- सबसे तेजी से बढ़ रहा भारत का विमानन सेक्टर
- घरेलू हवाई यात्रियों की संख्या व रूट में बढ़ोतरी
- इंटरनेशनल रूटिंग में अब भी चीन से पीछे भारत

ग्लोबल सेंटर। भारत को सरकार ग्लोबल एविएशन सेंटर बनाना चाहती है, यानी यूरोप, पूर्वी एशिया या अफ्रीका से उत्तर एशिया जाने वाले यात्री सिंगापुर या दुबई के बजाय दिल्ली या मुंबई में विमान बदलें।

एयरलाइंस के लिए इसका मतलब सिर्फ नए चमकदार हवाई अड्डे और अच्छी सेवा प्रदान करना ही नहीं, वैश्विक यात्रियों का भरोसा भी जीतना है कि भारत बिल्कुल सुरक्षित है। अहमदाबाद जैसे हादसे कुछ समय के लिए इस महत्वाकांक्षा पर सवाल खड़े करेंगे।

ड्रीमलाइनर का इतिहास। बोइंग 787 ड्रीमलाइनर की शुरुआत 26 अप्रैल 2004 को हुई, जब जापान के आल निप्पन एयरवेज (ANA) ने इसके 50 विमानों का पहला ऑर्डर दिया। इस विमान ने अपनी पहली उड़ान 15 दिसंबर 2009 को भरी और अक्टूबर 2011 में इसे व्यावसायिक सेवा में शामिल किया गया। फिलहाल दुनियाभर में बोइंग 787 ड्रीमलाइनर के लगभग 1,189 विमान सेवा में हैं। अधिकांश विमानों को जापान एयरलाइंस, ANA, एयर इंडिया, कतर एयरवेज और सिंगापुर एयरलाइंस जैसे प्रतिष्ठित एयरलाइंस द्वारा संचालित किया जा रहा है।

आधुनिक तकनीक। ड्रीमलाइनर अपनी उन्नत तकनीक और विशेषताओं के लिए जाना जाता है। इसका ढांचा कार्बन फाइबर रिइंफोर्सड पॉलिमर से बना है। यह सामग्री हल्की होने के साथ मजबूत भी है। इससे विमान का वजन कम रहता है, ईंधन की खपत पारंपरिक विमानों की तुलना में 20% तक कम होती है। ड्रीमलाइनर की खिड़कियां पारंपरिक विमानों के मुकाबले बड़ी होती हैं।

सीखने की जरूरत। दुनिया की कुछ ऐसी एयरलाइंस भी हैं - जैसे ऑस्ट्रेलिया की क्वांटस, दुबई की एमिरेट्स और अमेरिका की अलास्का, जिनके पास हजारों विमानों का बेड़ा है और हर साल करोड़ों यात्री इनमें सफर करते हैं। दशकों के इतिहास में आज तक एक भी बड़ा हादसा नहीं हुआ। हमें उनसे सीखने की जरूरत है। (लेखक वरिष्ठ पत्रकार और हवाई मामलों के जानकार हैं)



एयरलाइंस सेवा में देरी और उदासीनता के लिए जानी जाती

थी। 2022 में इसका निजीकरण कर दिया गया और अब इसका नियंत्रण टाटा समूह के पास है। तब से एयरलाइंस अपनी सेवाओं में लगातार सुधार कर रही है। **हवाई सेवा का विस्तार**। हाल के वर्षों में भारतीय विमानन क्षेत्र में तेजी से उछाल आया है। हवाई अड्डों, यात्रियों और घरेलू व अंतरराष्ट्रीय - दोनों मार्गों की संख्या में तेज गति से विस्तार हुआ है। पिछले दशक में गुजरात के राजकोट सहित कई भारतीय शहरों में आधुनिक हवाई अड्डे खोले गए।

अच्छा रेकॉर्ड। भारतीय विमानन उद्योग को आमतौर पर सुरक्षित माना जाता है। संयुक्त राष्ट्र की संस्था अंतरराष्ट्रीय नागरिक विमानन संगठन द्वारा जारी सूचकांक में भारत की रेटिंग वैश्विक औसत से ऊपर है। हालांकि यह अब भी पश्चिमी देशों और चीन से पीछे है। इसके बावजूद, भारत का आपदाओं से सीखने और बदलाव का रेकॉर्ड सराहनीय रहा है।

सेक्टर में मौके। करीब 18 साल पहले शुरू हुई इंडिगो आज भारतीय विमानन बाजार में अग्रणी है। इसके पास दुनिया की किसी भी बड़ी एयरलाइन के मुकाबले सबसे युवा बेड़ा है। इसके विमानों की औसत आयु लगभग 4



Corporate Communications Directorate

PIONEER

DELHI

18 JUNE 2025

एअर इंडिया की कई उड़ानें रद्द

● विमान हादसे के बाद एयरलाइन के अंतरराष्ट्रीय संचालन पर असर

भाषा। मुंबई, कोलकाता

एअर इंडिया की उड़ानों में मुश्किलें जारी हैं। साढ़े तीन साल पहले टायट समूह द्वारा एयरलाइन को खरीदे जाने के बाद यह सबसे बड़े संकट का सामना कर रही है। मंगलवार को विभिन्न कारणों से लंदन और पेरिस के लिए इसकी उड़ानें रद्द कर दी गईं। इसके अलावा, सैन फ्रांसिस्को-मुंबई उड़ान में तकनीकी गड़बड़ी के कारण यात्रियों को बीच में ही विमान से उतरना पड़ा। विमानन कंपनी ने कहा कि उड़ान से पहले जांच के दौरान कुछ समस्याएं पाए जाने के बाद एअर इंडिया ने दिल्ली-पेरिस उड़ान रद्द कर दी, जबकि विमान की अनुपलब्धता के कारण अहमदाबाद-लंदन उड़ान रद्द की गई। इसके अलावा, एअर इंडिया ने अपनी सैन फ्रांसिस्को-मुंबई उड़ान के एक इंजन में तकनीकी खराबी आने के कारण मंगलवार सुबह इसे कोलकाता में निर्धारित टहराव पर ही समाप्त कर दिया। सेवा में यह व्यवधान ऐसे समय में हुआ है जब अधिकारी इस बात को जांच कर रहे हैं कि 12 जून को लंदन जा रही एअर इंडिया की उड़ान अहमदाबाद से खाना होने के तुरंत बाद दुर्घटनाग्रस्त क्यों हो गई थी। इस हादसे में विमान में सवार और जमीन पर मौजूद 270 से अधिक लोगों को मौत हो गई थी। इस घटना से एयरलाइन और उसके मालिक टायट समूह को गहरा झटका लगा है, जो लक्जरी कारों से लेकर नमक और सॉफ्टवेयर के साथ-साथ आईफोन तैयार करने पर गर्व करता है।

एअर इंडिया ने एक बयान में कहा कि दिल्ली से पेरिस जाने वाली उड़ान एआई-143 को रद्द कर दिया गया है क्योंकि अनिवार्य उड़ान-पूर्व जांच में एक समस्या सामने आई है, जिसे फिलहाल सुलझाया जा रहा है। विमानन कंपनी ने उड़ान-पूर्व जांच के दौरान सामने आई समस्या के बारे में विस्तार से नहीं बताया। एअर इंडिया ने कहा, हालांकि, पेरिस के चार्ल्स डी गॉल (सीडीजी) हवाई अड्डे पर रात्रि परिचालन पर प्रतिबंध के तहत उड़ान के आने के मद्देनजर इसे रद्द कर दिया गया है। एअर इंडिया ने कहा कि वह यात्रियों को होटल में आवास की सुविधा प्रदान कर रही है और यात्रा रद्द करने पर पूर्ण धन वापसी या उड़ान पुनर्निर्धारण की पेशकश भी कर रही है। विमानन कंपनी ने यह भी कहा कि वह यात्रियों को जल्द से जल्द उनके गंतव्य तक पहुंचाने



एअर इंडिया ने अपनी सैन फ्रांसिस्को-मुंबई उड़ान के एक इंजन में तकनीकी खराबी आने के कारण मंगलवार सुबह इसे कोलकाता में निर्धारित टहराव पर ही समाप्त कर दिया।

एअर इंडिया बोइंग 787 की निगरानी में कोई बड़ी सुरक्षा चिंता सामने नहीं आई: डीजीसीए

मुंबई (भाषा)। विमानन क्षेत्र के नियामक नागर विमानन महानिदेशालय (डीजीसीए) ने कहा कि एअर इंडिया के बोइंग 787 बेड़े की निगरानी में कोई बड़ी सुरक्षा चिंता सामने नहीं आई। पिछले सप्ताह अहमदाबाद में बोइंग 787-8 ड्रीमलाइनर के दुर्घटनाग्रस्त होने से सुरक्षा संबंधी चिंताएं पैदा हो गई थीं और डीजीसीए ने एअर इंडिया के बोइंग 787 बेड़े की निगरानी बढ़ाने का आदेश दिया था। डीजीसीए ने एक बयान में कहा, एअर इंडिया के बोइंग 787 बेड़े की हाल में की गई निगरानी में कोई बड़ी सुरक्षा चिंता सामने नहीं आई। विमान और उससे संबंधित रखरखाव प्रणाली मौजूदा सुरक्षा मानकों के अनुरूप पाई गई।

के लिए वैकल्पिक व्यवस्था कर रही है। अहमदाबाद से लंदन जाने वाली एअर इंडिया की उड़ान मंगलवार को विमान की अनुपलब्धता के कारण रद्द कर दी गई। यह उड़ान 12 जून को एआई-171 विमान के दुर्घटनाग्रस्त होने के बाद नए कोड के साथ संचालित हो रही थी। एअर इंडिया ने इस दावे से इनकार किया कि तकनीकी खराबी के कारण उड़ान रद्द हुई। कंपनी ने कहा कि उसने प्रभावित यात्रियों को उनके गंतव्य तक पहुंचाने के लिए वैकल्पिक व्यवस्था की है और यात्रा रद्द करने पर पूर्ण धन वापसी या यात्रा कार्यक्रम पुनर्निर्धारण की पेशकश की है।

एअर इंडिया की आधिकारिक वेबसाइट ने भी पुष्टि की

है कि अहमदाबाद से लंदन के गैटविक हवाई अड्डे तक जाने वाली एआई-159 उड़ान रद्द कर दी गई है। विमान को सरदार वल्लभभाई पटेल अंतरराष्ट्रीय हवाई अड्डे से अपराहन तीन बजे उड़ान भरनी थी। एअर इंडिया के प्रवक्ता ने कहा, अहमदाबाद से गैटविक (लंदन) जाने वाली उड़ान एआई-159 को आज (मंगलवार) रद्द कर दिया गया है, क्योंकि विमान उपलब्ध नहीं था। यह हवाई क्षेत्र पर प्रतिबंध और अतिरिक्त एहतियाती जांच के कारण हुआ, जिसके कारण विमानों को सामान्य से अधिक समय लग रहा है, न कि किसी तकनीकी खराबी के कारण, जैसा कि दावा किया गया था। उन्होंने कहा, हमें अपने यात्रियों (शेष पृष्ठ 9)

पेज 1 का शेष

एअर इंडिया..

को हुई असुविधा के लिए खेद है और हमने उनके गंतव्य तक उड़ान भरने के लिए वैकल्पिक व्यवस्था की है। हम होटल में उतरने की व्यवस्था कर रहे हैं और यात्रा रद्द करने पर पूर्ण धन वापसी या यात्रा कार्यक्रम पुनर्निर्धारण की पेशकश भी की है। विमानन कंपनी ने कहा कि इसके परिणामस्वरूप 17 जून को लंदन (गैटविक) से अमृतसर आने वाली उड़ान संख्या एआई-170 रद्द कर दी गई है। ईरान ने इजराइल के साथ युद्ध के कारण अपना हवाई क्षेत्र बंद कर दिया है, जिससे यूरोप जाने वाली उड़ानें प्रभावित हो रही हैं। अहमदाबाद से लंदन के लिए एअर इंडिया की सीधी उड़ान को पहले एआई-171 कोड से जाना जाता था। हवाई अड्डे के सूत्रों ने बताया कि कोड एआई-171 वाली उड़ान को भीषण दुर्घटना के बाद स्थगित कर दिया गया था। दुर्घटना में 270 लोगों को जान चली गई, जिनमें 29 लोग जमीन पर थे। हवाई अड्डे के एक अधिकारी ने बताया कि दुर्घटना के पांच दिन बाद सोमवार (16 जून) से नए उड़ान कोड एआई-159 के साथ उड़ान फिर से शुरू

हुई। इसके अलावा, सैन फ्रांसिस्को से कोलकाता होते हुए मुंबई जाने वाली एअर इंडिया की एक उड़ान में मंगलवार तड़के तकनीकी खराबी आ गई, जिसके कारण यात्रियों को नेताजी सुभाष चंद्र बोस अंतरराष्ट्रीय हवाई अड्डे पर निर्धारित टहराव के दौरान ही विमान से उतरना पड़ा। उड़ान को समाप्त किए जाने के कारण नेताजी सुभाष चंद्र बोस अंतरराष्ट्रीय हवाई अड्डे पर अफगान-तफरी का माहौल पैदा हो गया और बोइंग 777-200 एलआर के 211 यात्री, अधिकारियों से यह सुनिश्चित करने में लग गए कि उन्हें जल्द से जल्द उनके गंतव्य तक पहुंचाया जाए। विमानन कंपनी ने इस मामले में कोई आधिकारिक बयान जारी नहीं किया है।



Corporate Communications Directorate

THE PIONEER

DELHI

18 JUNE 2025

DGCA gives clean chit to 787 Dreamliner fleet

RAJESH KUMAR ■ New Delhi

The Directorate General of Civil Aviation (DGCA) said on Tuesday the recent inspection of Air India's Boeing 787 Dreamliner fleet has not revealed any significant safety issues and Air India has cancelled 66 flights to be operated with Boeing 787 since the June 12 fatal Ahmedabad plane crash which involved an aircraft of the same model.

"The recent surveillance conducted on Air India's Boeing 787 fleet did not reveal any major safety concerns. The aircraft and associated maintenance systems were found to be compliant with existing safety standards," the DGCA said. It has advised Air India to strengthen internal coordination. DGCA also reviewed recent operational data for Air India's wide-body operations, with specific attention to the Boeing 787 fleet.

Air India's Dreamliners came under intense scrutiny from aviation authorities after flight AI 171, bound for London, crashed shortly after takeoff from Ahmedabad at 1:38 pm on June 12, killing 241 of the 242 people on

AI FLIGHTS DISRUPTED

Technical snags continued to dog Air India for the second consecutive days on Tuesday as seven international flights – all using the 787-8 Dreamliner – were cancelled while several others reported mid flight scares due to adverse weather conditions. The cancelled services are AI 915 (Delhi-Dubai), AI 153 (Delhi-Vienna), AI 143 (Delhi-Paris), AI 159 (Ahmedabad-London), AI 133 (Bengaluru-London) AI 170 (London-Amritsar) and AI 179 - Mumbai to San Francisco.

Continued on >> P8

board.

DGCA has completed a focused review of Air India's Boeing 787 Dreamliner fleet, amid rising concerns over recurring technical issues and increasing international flight volumes post Ahmedabad crash.

In a meeting held with key executives from Air India and Air India Express, the DGCA reviewed the operational robustness of the carriers, with particular attention to the Boeing 787 aircraft, which form the backbone of Air India's long-haul network.

Continued on >> P8

DGCA gives clean chit to 787 Dreamliner fleet

Continued from >> P3

While recent weeks have seen a spate of long-haul cancellations and flight disruptions, many involving the Dreamliner, the DGCA clarified that enhanced surveillance checks conducted on the 787 fleet revealed no major safety concerns.

"A total of 24 Boeing 787 aircraft underwent required safety inspections. All were found compliant with existing aviation safety standards. Emphasis was placed on effective passenger facilitation and timely dissemination of information through all available

channels," the regulator said in a statement.

The DGCA said that the "Enhances Safety Inspection" mandated under Order Para 1 is applicable to the entire Air India B787-8/9 fleet, comprising 33 aircraft. Of these, 4 aircraft are currently undergoing major checks at various MRO facilities.

As of 1500 hrs on 17 June 2025, a total of 24 aircraft have successfully completed the required check. An additional 2 aircraft are planned for completion today, with 1 more scheduled for tomorrow. The

remaining six aircraft include two aircraft, which are presently AOG at Delhi. The checks on these two will be carried out post-declaration of service-ability and prior to their return to service. The remaining 4 aircraft currently under MRO will undergo the mandated check prior to their release from the respective maintenance hangars.

However, the DGCA flagged maintenance-related issues, particularly around the availability of spare parts and internal coordination between engineering, ground handling,

and operations teams. The regulator advised Air India to strengthen these areas to minimise flight delays and improve reliability.

The Boeing 787 Dreamliner is central to Air India's global ambitions, operating on key routes to Europe, North America, and Southeast Asia. As flight volumes surge post-Covid, ensuring the aircraft remain operationally sound is critical to the airline's turn-around strategy under the Tata Group. Air India has not yet issued a statement following the DGCA's advisory.

उड़ानें रद्द अहमदाबाद-लंदन, दिल्ली-वियना, लंदन-अमृतसर, दिल्ली-दुबई, बंगलुरु-लंदन, दिल्ली-पेरिस, सैनफ्रांसिसको-मुम्बई...

तकनीकी खराबी के चलते एअर इंडिया की उड़ानों पर ग्रहण

पंजाब केसरी/अहमदाबाद

अहमदाबाद विमान हादसे के बाद एयर इंडिया की फ्लाइट में लगातार तकनीकी खामियां मिल रही हैं। इस बीच एअर इंडिया की कई उड़ानें रद्द कर दी गई हैं। जो उड़ानें रद्द की गई उनमें अहमदाबाद-लंदन, दिल्ली-वियना, लंदन-अमृतसर, दिल्ली-दुबई, बंगलुरु-लंदन, दिल्ली-पेरिस, सैनफ्रांसिसको-मुम्बई उड़ानें शामिल हैं।

जानकारी के अनुसार, एयर इंडिया फ्लाइट के उड़ान से कुछ घंटे पहले ही उसमें तकनीकी खराबी का पता चला था। इसके बाद एयर इंडिया की फ्लाइट संख्या एआई 159 को रद्द कर दिया गया। यह फ्लाइट अहमदाबाद से लंदन के लिए मंगलवार दोपहर 1:10 बजे रवाना होने वाली थी, लेकिन तकनीकी खराबी के कारण फ्लाइट रद्द कर दी गई। पता चला है कि एयर इंडिया को फ्लाइट में 200 से अधिक लोग यात्रा करने वाले थे, जो फ्लाइट

- हवाई अड्डों पर अफरा-तफरी का माहौल
- अहमदाबाद विमान क्रैश के बाद लगातार मिल रही हैं खराबी



के कैंसिल होने से प्रभावित हुए हैं। मंगलवार सुबह ही एअर इंडिया ने अपनी सैन फ्रांसिस्को-मुंबई उड़ान के एक इंजन में तकनीकी खराबी आने के कारण इसे कोलकाता में निर्धारित उतराव पर ही समाप्त कर दिया। उड़ान को समाप्त किए जाने के कारण नेताजी सुभाष चंद्र बोस अंतरराष्ट्रीय हवाई अड्डे पर अफरा-तफरी का माहौल पैदा हो गया और 'बोइंग 777-200 एलआर' के 211 यात्री, अधिकारियों से यह सुनिश्चित करने में लग

गए कि उन्हें जल्द से जल्द उनके गंतव्य तक पहुंचाया जाए। टाटा समूह के स्वामित्व वाली इस विमानन कंपनी ने कोई आधिकारिक बयान जारी नहीं किया है। यह घटना 12 जून को अहमदाबाद से लंदन जा रही एअर इंडिया की उड़ान के उड़ान भरने के कुछ सेकंड बाद ही दुर्घटनाग्रस्त हो जाने के कुछ दिनों बाद हुई है। सूत्रों ने बताया कि एअर इंडिया फंसे हुए यात्रियों को मुंबई ले जाने के लिए विशेष व्यवस्था कर रही है। फिलहाल इस बारे में

बोइंग 787 की निगरानी में सुरक्षा चिंता नहीं : डीजीसीए

विमानन क्षेत्र के नियामक नागर विमानन महानिदेशालय (डीजीसीए) ने मंगलवार को कहा कि एअर इंडिया के बोइंग 787 बेड़े की निगरानी में कोई बड़ी सुरक्षा चिंता सामने नहीं आई। बढ़ती सुरक्षा चिंताओं और बोइंग 787 ड्रीमलाइनर विमानों से संचालित होने वाली कम से कम 66 उड़ानों को रद्द किए जाने के बीच डीजीसीए अधिकारियों ने एअर इंडिया और एअर इंडिया एक्सप्रेस के शीर्ष अधिकारियों के साथ एक विस्तृत समीक्षा बैठक की। समीक्षा बैठक में डीजीसीए ने एअर इंडिया में हाल में सामने आए रखरखाव संबंधी मुद्दों के बारे में चिंता जताई। अहमदाबाद में बोइंग 787-8 ड्रीमलाइनर के दुर्घटनाग्रस्त होने के एक दिन बाद 13 जून को डीजीसीए ने एअर इंडिया के बोइंग 787 बेड़े की निगरानी बढ़ाने का आदेश दिया जिसमें 787-8 के 26 और 787-9 के सात विमान शामिल हैं। अहमदाबाद में 12 जून को हुई विमान दुर्घटना में 241 यात्रियों की मौत हो गई थी।

डीजीसीए ने एक बयान में कहा, "एअर इंडिया के बोइंग 787 बेड़े की हाल में की गई निगरानी में कोई बड़ी सुरक्षा चिंता सामने नहीं आई। विमान और उससे संबंधित रखरखाव प्रणाली मौजूदा सुरक्षा मानकों के अनुरूप पाई गई।"

और कोई जानकारी उपलब्ध नहीं है। आमतौर पर एअरलाइन सैन फ्रांसिस्को से सीधे मुंबई के लिए उड़ान भरती है, लेकिन पाकिस्तानी

हवाई क्षेत्र के बंद होने सहित अन्य भू-राजनीतिक घटनाओं के कारण एअर इंडिया को अपना मार्ग बदलना पड़ा।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

18 JUNE 2025

प्रतिकूल मौसम

रविवार को हुई हेलीकाप्टर दुर्घटना के बाद सोमवार तक के लिए स्थगित कर दी गई थीं सभी उड़ानें, मंगलवार पूरे दिन प्रतिकूल रहा मौसम का मिजाज, 900 हेली टिकटों की बुकिंग हुई निरस्त

शुरू नहीं हो सकी केदारघाटी में हेलीकाप्टर सेवा

जागरण संवाददाता, रुद्रप्रयाग

केदारनाथ धाम के लिए मंगलवार को हेलीकाप्टर सेवाएं शुरू होनी थीं, लेकिन मौसम अनुकूल न होने के कारण दिनभर कोई उड़ान नहीं हो सकी। ऐसे में देर शाम मंगलवार के सभी 900 टिकटों की बुकिंग निरस्त कर दी गई। बीते रविवार को गौरीकुंड के ऊपर गौरी खर्क में हुई हेली दुर्घटना के बाद सोमवार तक के लिए सभी उड़ान स्थगित कर दी गई थीं। केदारनाथ की पैदल और घोड़ा खच्चर से यात्रा जारी रही।

दो दिन उड़ानों पर रोक के बाद मंगलवार से दोबारा हेली सेवा का संचालन शुरू होना था, लेकिन मौसम का मिजाज अनुकूल न होने के कारण यह संभव नहीं हो पाया। तीर्थयात्री हेलीपैड पर दिनभर मौसम के खुलने का इंतजार करते रहे। जब शाम तक भी मौसम ज्यों का त्यों रहा तो उन्हें



प्रतीकात्मक

मायूस होकर लौटना पड़ा। दुर्घटना के बाद नागरिक उड्डयन महानिदेशालय (डीजीसीए) के कड़े निर्देशों के चलते एविएशन कंपनियां उड़ान में काफी सतर्कता बरत रही हैं।

हेली सेवा के नोडल अधिकारी राहुल चौबे के अनुसार डीजीसीए के स्पष्ट निर्देश हैं कि प्रतिकूल मौसम में उड़ान नहीं होगी। उड़ान न होने के कारण जो तीर्थयात्री दर्शन को नहीं जा पाए, उनके हेली टिकट निरस्त कर दिए गए हैं।

सोनप्रयाग में डेरा डाले रहा डीजीसीए का दल

हेली दुर्घटना की जांच के लिए आया डीजीसीए का तीन सदस्यीय दल मंगलवार को भी सोनप्रयाग में डेरा जमाए रहा। 15 जून को आर्यन एविएशन का हेलीकाप्टर केदारनाथ धाम से गुप्तकाशी लौटते समय गौरीकुंड के ऊपर गौरी खर्क पहाड़ी पर एक पेड़ से टकराकर दुर्घटनाग्रस्त हो गया था। इसमें पायलट समेत सात लोगों की मौत हो गई थी।

उसी दिन डीजीसीए का दल आरएस यादव के नेतृत्व में दिल्ली से केदारघाटी पहुंच गया था। सोमवार को जांच दल ने दुर्घटनास्थल का हवाई निरीक्षण करने के साथ नारायणकोटी और केदारनाथ हेलीपैड का जायजा लिया था। साथ ही घाटी में मौसम के मिजाज को भी जाना था। हेली सेवा के नोडल अधिकारी राहुल चौबे ने बताया कि मंगलवार को भी दल सोनप्रयाग व त्रियुगीनारायण से केदारघाटी के पल-पल बदलते मौसम पर नजर रखे रहा और जानकारियां जुटाईं। साथ ही जांच दल ने घाटी के हेलीपैडों का भी निरीक्षण किया। डीजीसीए के जांच दल को एक वीडियो मिला है, जिसमें दुर्घटना से पहले पायलट राजवीर सिंह चौहान हेलीकाप्टर के इंजन समेत अन्य हिस्सों की जांच कर रहे हैं। यह वीडियो रविवार सुबह पांच बजे का बताया जा रहा है।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

18 JUNE 2025

केदारघाटी से 23 जून को बोरिया-बिस्तर समेट लेंगी सभी आठ हेली कंपनियां

जागरण संवाददाता, रुद्रप्रयाग: केदारनाथ घाम के लिए हेली सेवा का संचालन करने वाली सभी आठ एविएशन कंपनियां 23 जून को अपना बोरिया-बिस्तर समेट कर दिल्ली रवाना हो जाएंगी।

केदारनाथ घाम के लिए 22 जून तक ही हेली टिकट की बुकिंग है। मानसून को देखते हुए जून अंतिम सप्ताह से हेली सेवाएं बंद कर दी जाती हैं। हेली सेवा के नोडल अधिकारी के अनुसार प्रथम चरण की हेली सेवाएं मई से जून के अंत तक संचालित होती हैं, जबकि दूसरे चरण की हेली सेवाएं सितंबर में शुरू होती हैं और यात्रा के समापन तक चलती हैं। वर्षाकाल में केदारनाथ के लिए उड़ान जोखिम भरी हो जाती है। वहीं डीजीसीए ने यहां हेली संचालन के मानक तय किए हैं। लेकिन, हेली कंपनियां इन मानकों को दरकिनार कर उड़ान भरती हैं और डीजीसीए के अधिकारी भी इनका पालन कराने में रुचि नहीं दिखाते। रविवार को केदारघाटी में हुई हेली दुर्घटना इसका प्रमाण रही। हेलीकाप्टर की इमरजेंसी लैंडिंग के बाद डीजीसीए ने हेली कंपनियों के लिए नए दिशा-निर्देश जारी किए।

DGCA : छह दिन में एयर इंडिया की बोइंग 787 की 66 उड़ानें रद्द

मंगलवार को 7 अंतरराष्ट्रीय फ्लाइट कैंसिल, एक बीच में ही खत्म

नई दिल्ली (एसएनबी)। अहमदाबाद लंदन एयर इंडिया विमान हादसे के बाद डीजीसीए के नये सुरक्षा दिशानिर्देशों के क्रियान्वयन के बाद अब तक बोइंग 787 ड्रीमलाइनर विमानों की 66 उड़ानें रद्द हो चुकी हैं। मंगलवार को विभिन्न कारणों से जहाँ एयर इंडिया की सात अंतरराष्ट्रीय उड़ानें रद्द कर दी गईं, वहीं सैन फ्रांसिस्को-मुंबई उड़ान में तकनीकी गड़बड़ी के कारण यात्रियों को बीच में ही विमान से उतरना पड़ा।

डीजीसीए ने एयर इंडिया और एयर इंडिया एक्सप्रेस के बरिष्ठ अधिकारियों के साथ एक उच्च स्तरीय बैठक की जो सामूहिक रूप से घरेलू और अंतरराष्ट्रीय मार्गों पर एक हजार से अधिक दैनिक उड़ानें संचालित करती हैं।

बैठक में डीजीसीए ने बोइंग 787 बेड़े पर विशेष ध्यान देते हुए एयर इंडिया के व्यापक संचालन के लिए हाल के परिचालन आंकड़ों की भी समीक्षा की जिसमें बताया गया कि 12 जून से 17 जून शाम 6 बजे तक, एयर इंडिया के वाइड-बॉडी संचालन में कुल 83 उड़ानें रद्द कर दी गईं, जिनमें से 66 बोइंग 787 उड़ानें थीं। देश में विमानन सेवाओं के नियामक तंत्र डीजीसीए द्वारा आहत इस



निगरानी में कोई बड़ी सुरक्षा चिंता सामने नहीं आई

विमानन क्षेत्र के नियामक नागर विमानन महानिदेशालय ने मंगलवार को कहा कि एअर इंडिया के बोइंग 787 बेड़े की निगरानी में कोई बड़ी सुरक्षा चिंता सामने नहीं आई। पिछले सप्ताह अहमदाबाद में बोइंग 787-8 ड्रीमलाइनर के दुर्घटनाग्रस्त होने से सुरक्षा संबंधी चिंताएं पैदा हो गई थी और डीजीसीए ने एअर इंडिया के बोइंग 787 बेड़े की निगरानी बढ़ाने का आदेश दिया था। डीजीसीए ने एक बयान में कहा, एअर इंडिया के बोइंग 787 बेड़े की हाल में की गई निगरानी में कोई बड़ी सुरक्षा चिंता सामने नहीं आई। विमान और उससे संबंधित रखरखाव प्रणाली मौजूदा सुरक्षा मानकों के अनुरूप पाई गईं।

बैठक का उद्देश्य परिचालन लचीलेपन का आकलन करना और दोनों वाहकों द्वारा सुरक्षा मानकों और यात्री सेवा नियमों का पालन करने की पुष्टि करना था। बैठक के दौरान कुल 7 प्रमुख फोकस क्षेत्रों पर चर्चा की गई, जो नियामक अनुपालन को बनाए रखने और परिचालन विश्वसनीयता को बढ़ाने पर केंद्रित थे।

विस्फोट की धमकी के बाद इंडिगो की इमरजेंसी लैंडिंग



कोच्चि (भाषा)। कोच्चि से दिल्ली के लिए रवाना हुए विमान को बम रखे होने की धमकी के बाद मंगलवार को नागपुर में आपात स्थिति में उतरा गया। विमान में 157 यात्री सवार थे। कोचीन अंतरराष्ट्रीय हवाई अड्डा लिमिटेड ने यह जानकारी दी। मस्कट से यात्रा शुरू करने वाले विमान ने कोच्चि में अपने तय पड़ाव के बाद दिल्ली के लिए उड़ान भरी थी। सीआईएएल ने कहा कि इंडिगो की उड़ान के बारे में आधिकारिक ईमेल आईडी पर धमकी मिली थी। यह उड़ान 157 यात्रियों और चालक दल के छह सदस्यों के साथ सुबह 9:31 बजे दिल्ली के लिए रवाना हुई थी।

विमान हादसा : कारणों का पता लगाएं

अहमदाबाद में एयर इंडिया की उड़ान एआइ 171 गुरुवार दोपहर को टेकऑफ करने के करीब 30 सेकंड के अंदर मेघापीनगर में एक मेडिकल कॉलेज के हॉस्टल के ऊपर गिर कर जिस तरह बिखर गयी, वह स्तब्ध कर देने वाली घटना थी. हादसे के बाद उस विमान के उड़ते हुए नीचे गिरने की जो तस्वीर वायरल हुई है, वह डराती है और कई

- एस.के. मिश्रा

आशंकाओं को जन्म देती है. अहमदाबाद में हुए इस विमान हादसे में 270 से भी अधिक लोगों के मारे जाने की आशंका है, जिनमें गुजरात के पूर्व मुख्यमंत्री विजय रुपाणी भी थे. इस क्षेत्र के अनुभवी लोग जानते हैं कि विमान ज्यादातर टेकऑफ करते समय या फिर लैंडिंग के वक्त दुर्घटनाग्रस्त होते हैं, लेकिन टेकऑफ करते समय विमान का दुर्घटनाग्रस्त होना कहीं ज्यादा खतरनाक होता है, क्योंकि तब उसमें ईंधन पूरा भरा होता है. इस विमान दुर्घटना में यही हुआ. हादसे के वक्त विमान में करीब 1.25 लाख लीटर तेल रहा होगा. ऐसे में, विमान के नीचे गिरते ही वह आग का गोला बन गया. दरअसल उड़ान भरने के तुरंत बाद पायलट को गड़बड़ी का पता चल गया था. लिहाजा उन्होंने तत्काल एयर

ट्रैफिक कंट्रोल को मेडे का आपातकालीन संदेश भेजा था, लेकिन उसके बाद एटीसी को विमान से कोई जवाब नहीं मिला. अहमदाबाद में हुई यह दुर्घटना 2020 के बाद भारत में सबसे बड़ी विमान दुर्घटना है. इससे पहले सात अगस्त, 2020 को एयर इंडिया एक्सप्रेस का विमान केरल के कोझीकोड में उतरते हुए दो टुकड़ों में बंट गया था. उस हादसे में 21 लोग मारे गये थे. हालांकि देश में सबसे भीषण विमान हादसा 12 नवंबर, 1996 को हुआ था, जब हरियाणा के चरखी-दादरी में दो विमानों की टक्कर में 349 लोग मारे गये थे. गुजरात में यह दूसरा विमान हादसा है. इससे पहले 19 अक्टूबर, 1988 को इंडियन एयरलाइंस का मुंबई से आ रहा विमान अहमदाबाद एयरपोर्ट पर लैंडिंग से पहले दुर्घटनाग्रस्त हो गया था, जिसमें 130 लोग मारे गये थे. कुल आठ केंद्रीय एजेंसियों द्वारा इस विमान क्राश की जांच शुरू कर दी गयी है. हादसे की वजह तो ब्लैक बॉक्स की रिपोर्ट आने पर ही पता चलेगी. फ्लिहाल इस भीषण हादसे के बारे में विशेषज्ञों द्वारा कई अनुमान लगाये जा रहे हैं. विमान जिस तरह से नीचे गया, उसे देखते हुए कुछ विशेषज्ञों ने इंजन में खराबी की आशंका जतायी. उनके मुताबिक, ऐसा लग रहा था कि वह विमान उड़ने के लिए पर्याप्त पावर नहीं बना पा रहा था.

पावर की कमी इंजन की खराबी के कारण हो सकती है. हालांकि विमान के टेकऑफ करते ही दोनों इंजन का फेज होना दुर्लभतम मामला है. इसकी आशंका बहुत कम है कि दोनों इंजन एक साथ खराब हो जाएं, क्योंकि इसका इंजन बहुत बड़ा होता है. ऐसे में, यह संभव ही नहीं है कि उड़ान भरने के तुरंत बाद दोनों इंजन अपनी पावर खो दें. विमान के लैंडिंग गियर के नीचे होने पर भी सवाल उठाने गये, क्योंकि उड़ान भरते ही विमान के लैंडिंग गियर को ऊपर होना चाहिए था. कुछ विशेषज्ञों ने पक्षी के टकराने की भी बात कही है, लेकिन वैसी स्थिति में इंजन से धुआं उठता दिखाई देता, जबकि ऐसा कुछ नहीं था. निश्चित रूप से जांच से पहले कुछ कहा नहीं जा सकता, क्योंकि हम सबने उस विमान की स्थिति नजदीक से देखी नहीं. इस हादसे को साजिश की तरह भी देखा जाना चाहिए, खासकर पाकिस्तान से संघर्ष की पृष्ठभूमि में और इसलिए भी कि यह हादसा प्रधानमंत्री और गृह मंत्री के राज्य में हुआ है. हालांकि इसकी पुष्टि करने के लिए फ्लिहाल कोई तथ्य नहीं हैं, लेकिन इस दिशा में भी जांच होगी ही कि कहीं इंजन में ईंधन की आपूर्ति रोकने की कोई सुनियोजित साजिश तो नहीं रची गयी थी. हो सकता है कि फ्यूल टैंक में 1.25 लाख लीटर ईंधन भरकर फ्यूल टैंक का मेन स्विच बंद

कर दिया गया हो. फ्यूल टैंक के मेन स्विच से इंजन तक की सप्लाय पाइप में जितना ईंधन समा सकता है, वह केवल तीस-चालीस सेकंड तक इंजन को चालू रख सकता है. फ्यूल सप्लाय लाइन ग्राउंड स्टाफ का दायित्व है. फ्लाइट कर्ू (पायलट्स) को विमान जांच के बाद बुलाया जाता है. वे फ्यूल लाइन की जांच करने या उन्हें खोलने-बंद करने के अधिकारी नहीं होते. लिहाजा साजिश की आशंका से



इनकार नहीं किया जा सकता. खासकर तुर्किये की तरफ से. यह बोइंग के ड्रीमलाइनर प्लेन की पहली खेप का विमान था. बोइंग के 787 ड्रीमलाइनर विमानों ने देश में चौदह साल पहले पहली उड़ान भरी थी और इस विमान के दुर्घटनाग्रस्त होने की यह पहली ही घटना है. साढ़े ग्यारह साल पुराना यह

विमान बहुत पुराना नहीं था. ऐसे में यह चिंतित करने वाली बात तो है ही कि जिस विमान को इतना सुरक्षित बताया गया, उसके साथ ऐसा भला कैसे हो गया. एक समय ड्रीमलाइनर को भविष्य का विमान बताया जाता था. हल्का वजन, लंबी रेंज और उन्नत तकनीक के कारण इसे उड्डयन की दुनिया में गेम चेंजर बताया गया. हालांकि यह भी सच है कि बीते कुछ वर्षों में ड्रीमलाइनर विमान लगातार

तकनीकी खामियों, सॉफ्टवेयर बग्स और बैटरी फेल जैसी गंभीर समस्याओं का शिकार बने हैं. बोइंग दुनिया की सबसे बड़ी विमान निर्माता कंपनियों में से एक है, लेकिन पिछले कुछ वर्षों से उस पर सुरक्षा मानकों और निर्माण गुणवत्ता को लेकर सवाल उठ रहे हैं. हादसे से थोड़ी देर पहले उसी विमान से दिल्ली से अहमदाबाद आये एक यात्री की शिकायत थी कि विमान में कई फीचर काम नहीं कर रहे थे. ऐसे में, सवाल यह भी उठ रहा है कि उड़ान भरने से पहले विमान की ठीक से तकनीकी जांच हुई भी थी या नहीं.

भूलना नहीं चाहिए कि एयर इंडिया के प्रति भी यात्रियों की काफी शिकायतें रही हैं. अक्टूबर, 2021 में टाटा समूह ने एयर इंडिया को खरीद लिया. उसके बाद से कंपनी ने हालांकि कई बड़े बदलाव किये, लेकिन धरातल पर चीजें बहुत ज्यादा नहीं बदली हैं. इस हादसे से एयर इंडिया को वैश्विक ब्रांड बनाने की कोशिश को धक्का लग सकता है. पूर्व केंद्रीय विमानन मंत्री प्रफुल्ल पटेल ने कहा है कि भारतीय विमानन क्षेत्र पूरी तरह सुरक्षित है, लेकिन इसमें भी कोई शक नहीं कि इस विमान हादसे ने हमारे विमानन क्षेत्र के सामने गंभीर चुनौती पेश की है. खासकर देश में जिस तेजी से विमानन क्षेत्र का विस्तार हो रहा है और दूसरी श्रेणी के शहरों में विमान सेवा की मांग बढ़ने लगी है, उसे देखते हुए यह हादसा यात्रियों पर मनोवैज्ञानिक असर डाल सकता है. भारत का विमानन क्षेत्र वैश्विक स्तर पर तीसरे नंबर पर पहुंच चुका है और देश की जीडीपी में इसकी हिस्सेदारी 1.5 फीसदी है. लिहाजा भारतीय विमानन क्षेत्र के हित में यही है कि यथाशीघ्र हादसे के कारणों का पता लगाया जाए और विमानन क्षेत्र के प्रति लोगों का भरोसा बनाने खा जाए। (लेखक आइजीआइ एयरपोर्ट के पूर्व निदेशक और पूर्व एग्जीक्यूटिव डायरेक्टर, ऑपरेशंस हैं)



Corporate Communications Directorate

THE STATESMAN

KOLKATA

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 TIMES OF INDIA

DELHI

18 JUNE 2025

Plane shortage grounds AI's Ahd-London flight

'Addl Checks Causing Longer Turnarounds'

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Ahmedabad: Air India's Ahmedabad-London Gatwick flight, renumbered AI159 from AI 171 after the tragic crash last week, was cancelled Tuesday shortly after it missed its scheduled 1.10pm departure amid speculation of a snag. The airline clarified that the reason was "aircraft unavailability" resulting from airspace restrictions over West Asia and extended safety checks since the June 12 Dreamliner crash on this route.

Air India, which resumed the flight on Monday after a gap of four days, announced Tuesday's cancellation after the Boeing 787-8 had completed its return leg from Gatwick to Ahmedabad airport only at 1.19pm, hours behind schedule.

"There was no technical snag, as claimed," Air India sa-

9 INT'L FLIGHTS OFF IN A DAY

AIR INDIA FLIGHTS THAT WERE CANCELLED ON TUESDAY

Boeing 787 Dreamliner	> London-Bengaluru
> Ahmedabad-London (Gatwick)	> Delhi-Dubai
> Gatwick-Amritsar	> Delhi-Paris
> Delhi-Vienna	> Paris-Delhi
> Bengaluru-London	B777
	> Mumbai-San Francisco

REASONS

- > 6 flights cancelled due to **enhanced checks** on Dreamliners; Ahmedabad-London – **unavailability of aircraft**; Delhi-Paris – an **'issue' detected in pre-flight checks**
- > Separately, San Francisco-Mumbai flight terminated at scheduled stopover in Kolkata due to **technical snag in engine**

'Concerned' DGCA tells AI to focus on safety

Expressing "concern over recent maintenance-related issues", DGCA directed Air India to focus on safety while strengthening "internal coordination across engineering, ops, ground handling units". A DGCA team led by DG Faiz Ahmed Kidwai Tuesday called a meeting with AI officials, including MD Campbell Wilson, to "review the operational robustness and ensure continued compliance with safety & passenger service regulations". **P 16**

id, adding that airspace curbs and additional checks were "leading to longer than usual turnaround of aircraft".

"We regret the inconvenience caused and have made alternate arrangements for af-

ected passengers. Hotel stays, full refunds, or complimentary rescheduling are being offered, based on passenger preference," the statement said.

► **Safety checks, P 16**

Safety checks curtail AI fleet availability

► Continued from P1

A source said civil aviation regulator Directorate General of Civil Aviation had ordered some mandatory extra safety inspections of all Boeing 787 aircraft operated by Air India. "These checks are limiting aircraft availability for regular scheduled commercial operations and may lead to minor delays or temporary frequency reductions," he said.

Air India currently operates a fleet of 63 wide-body aircraft, including 34 Boeing 787-8 Dreamliners. The rest of the fleet includes 127 narrow-body aircraft serving domestic and short-haul international routes such as Dubai, Singapore, Dhaka and Colombo.

Plane shortage, snags force AI to cancel 9 overseas flights

8 Involved
Boeing 787-8
Dreamliners

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New Delhi: Air India cancelled nine scheduled international flights Tuesday, eight of them involving Boeing 787-8 Dreamliner aircraft, as factors ranging from DGCA-mandated additional safety checks to increased turnaround time because of airspace closures stretched the carrier's maintenance and operational capabilities.

Besides the renumbered AI 159 Dreamliner from Ahmedabad to London Gatwick, the airline announced the cancellation of its Gatwick-Amritsar, Delhi-Vienna, Delhi-Paris, Paris-Delhi, Delhi-Dubai, Bengaluru-London and London-Bengaluru flights.

A ninth flight, a Boeing 777 operating between San Francisco and Mumbai with a pit stop in Kolkata, was grounded in the Bengal capital because of a snag. This led to return Mumbai-San Francisco flight being cancelled soon after.

The scheduled Vienna-Delhi flight escaped the cascading effect of multiple cancellations because a Boeing 787-8 was already



Attempts to fix the malfunction on the tarmac failed and engineers had to be flown into Kolkata from other cities. Passengers were deplaned after nearly 5 hours and asked to go through immigration

parked there, officials said.

Air India's fleet includes 33 Dreamliners, of which four are undergoing long-term maintenance. At least 24 of the remaining 29 aircraft of this series have gone through one-time safety inspections ordered by the country's civil aviation regulator.

Longer routes to and from the West because of the Israel-Iran war have compounded Air India's operational troubles... With Iran and Jordanian airspace closed, the flying durations on some of these routes have increased by about an hour

Longer routes to and from the West because of the Israel-Iran war have compounded Air India's operational troubles since the Dreamliner AI-171 crash in Ahmedabad on June 12, which was India's worst civil aviation disaster involving a single aircraft. With Iran and even Jordanian airspace closed, flying dura-

tions on some routes have increased by about an hour.

Pilots and cabin crew having to fly longer also impacts turnaround time. Sources said Air India had petitioned DGCA to ease stipulated duty intervals that are meant to prevent crew fatigue.

"Air India has expanded

its routes in the past two years while aircraft induction has been slower than expected due to global supply chain issues. As a result, the airliner has stretched itself thin, which affects on-time performance. There's hardly any buffer if an aircraft has to be grounded for technical reasons," a source said.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

18 JUNE 2025

Snag grounds AI SF-Mumbai flight in Kolkata

Kolkata: An Air India flight from San Francisco to Mumbai was forced to halt at Kolkata airport Tuesday after a technical snag in its left engine left 224 passengers stranded inside the aircraft for five hours.

The Boeing 777-200LR, operating as Flight AI-180, landed at 12.47am for a scheduled refuelling stop. Post-landing checks were conducted and engineers detected an engine malfunction. Attempts to fix it on the tarmac failed and engineers had to be flown in from other cities. Passengers were allowed to deplane at 5.20am.

"Our team tried to repair it but couldn't. Permission was then sought to allow passengers to disembark and complete immigration at Kolkata," an AI spokesperson said.

The situation sparked anxiety among flyers, coming on the heels of last week's Air India Dreamliner crash in Ahmedabad. Flyers took to X, venting their frustration. "If safety was truly the priority, why wait five hours before deplaning?" posted Asif Iqbal.

Most passengers were taken to two hotels near the airport as Air India scrambled to arrange alternative travel. TNN



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

18 JUNE 2025

Flyers sit on delayed flight for 3 hrs

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Pune: Close to 150 flyers booked on Air India's Delhi-Pune flight (AI-2973) were hassled to the hilt on Monday night, being made to sit for three hours in a stationary aircraft amid poor air-conditioning before taking off in a different plane after an over eight-hour delay.

TOI contacted a spokesperson of Air India and sent a query about the flyers' ordeal through a WhatsApp message. An official reply was awaited at the time of going to press.

An airline official said a technical reason delayed the flight. A source in the airli-

ne said hotel accommodation and alternative flights were offered to the passengers.

Rokade said, "We were initially told the flight was delayed by 20 minutes because the incoming plane from Mumbai was delayed. The boarding got over by 9:30pm. After taxiing for a while, the aircraft stopped. It remained like that for around half-an-hour. Cabin crew said some checks were on."

Rokade said, "When we were hoping that the plane would fly soon, some flyers said they won't travel on it citing safety concerns. The airline staffers had to let them go with their luggage. The aircraft finally flew from Delhi at 5:40am."



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

17 JUNE 2025

AI flight returns to HK after technical issue

An Air India Boeing 787-8 Dreamliner plane bound for New Delhi returned to its origin of Hong Kong shortly after takeoff Monday as a precautionary measure following a suspected technical issue.

Air India said in a statement that flight AI 315 returned to Hong Kong because of "a technical issue", without giving more details. REUTERS



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

17 JUNE 2025

Man who dodged AI 171 crash boards AI 159 with prayers

With Fear And Hope, 200-Plus Passengers Get Onboard Renamed A'bad-Gatwick Flight

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Ahmedabad: Just four days after cheating death, Jayesh Ramji stood quietly at Gate 4 of Terminal 2 of SVPI airport, hands clasped tightly around his bag. A shop assistant in London, the 34-year-old was supposed to be on AI 171: the Air India flight that crashed shortly after take-off from Ahmedabad on June 12, killing 241 of the 242 passengers and crew on board along with many others on the ground. A last-minute change to stay with his ailing mother saved his life.

On Monday, he stood at the airport again, about to board AI 159 — the renumbered version of the same Ahmedabad-

Gatwick flight. Ramji, originally from Diu and living in London for the past seven years, said: "I pushed my travel to June 16 as my mother was unwell. Now, I just hope to get home safe." He wasn't alone in carrying quiet fear. The terminal was quieter than usual, with families clinging a little tighter, goodbyes turning a little longer. Everyone knew the significance of this flight: same city, same sky, but with prayers for a different outcome.

The flight, scheduled to depart at 1.10pm, was delayed by over three hours and eventually departed at 4.30pm.

In line was Raas Mishra, 28, who works with the opera-



The flight, scheduled to depart at 1.10pm, was delayed and eventually departed at 4.30pm

tions team of a logistics firm in London. His parents had hugged him goodbye; their eyes moist with tears. "They were scared. I am nervous too, but I have flown Air India before and while the ride is not always the most comfortable, I trust their pilots," Mishra told TOI.

For 72-year-old Kokila Pa-

tel of Patan, the delay brought emotional exhaustion. Her original flight was scheduled for June 14, but it was cancelled after the tragedy. "My son said I should book another airline. But I'd already confirmed June 16 when Air India called me," she said. "I trust God and the airline. I want to go back, not stay scared forever."

Her older sister, Pushpa Patel, 75, who came to see her off, looked worried. "I begged her to change the airline, but she wouldn't listen," she said.

Meanwhile, 21-year-old Sabina Qasmani from Veraval was heading back to the UK to join her father and siblings. Her mother, Ameena, remained anxious. "Since the crash,

I have not been able to sleep. She is flying the same route."

For Riddhi, another young woman heading to her husband in the UK after visiting family in Ahmedabad, the moment was bittersweet. "This is my second trip after getting married. I was happy being with my family, but I just want to get back safely to him now."

Despite the weight of recent memories, there was a quiet strength in the air. At the boarding gate, passengers glanced skyward and whispered prayers. And when AI 159 finally lifted off, every passenger carried one common wish: that the flight would be just another flight, and not a headline. **P3&7**



Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

17 JUNE 2025

Domestic flyers endorse DigiYatra as usage rises

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Chennai: The number of domestic passenger using DigiYatra at Chennai airport is steadily on the rise. The digital biometric system for security clearance using facial recognition technology was introduced last year

In June 2024, 20,704 passengers installed the DigiYatra app on their phones. By March this year, nine months later, this rose to 1.12 lakh, officials said. DigiYatra uses facial recogni-



APPROVED: In June 2024, 20,704 passengers installed the app

tion technology to verify a traveller's identity for seamless entry, security clear-

ance, and boarding without the need for physical documents. A passengers can

register on the DigiYatra app by uploading identity proof documents and his/her photo, link of the flight details when travelling, and use biometric authentication at airport gates for a paperless and faster experience, instead of manual verification by CISF personnel.

The ministry of civil aviation said at least 10% of passengers must use the app at all airports. Although Chennai had achieved the target in three months, authorities launched Digi Buddies, a team of people

who introduced more flyers to the app and helped them use. This led to an increase in the number of users.

At Chennai airport, the T1 terminal has three dedicated DigiYatra lanes and T4 also has DigiYatra on all lanes except at Gate 16. V Vivek, a regular flyer, says DigiYatra system reduces the waiting period at terminals for security clearance.

Meanwhile, Chennai airport has expanded its 2D barcode scanner system in all three terminals to ensure that only bona fide passengers enter the airport.



Corporate Communications Directorate

THE TIMES OF INDIA

HYDERABAD

17 JUNE 2025

Hyd-bound flight returns to Frankfurt after 'bomb threat'

London/Hyderabad: A Lufthansa flight to Hyderabad was forced to make a U-turn and returned to land at Frankfurt Airport due to a bomb threat, the airline said on Monday.

Later in the day, the airline issued another statement saying, "the flight now took off and is expected to land in Hyderabad at 23:18 hrs on Monday."

Flight LH752, a Boeing 787-9 Dreamliner, departed from Germany around 2:14 pm (local time) on Sunday and was scheduled to land at Hyderabad's Rajiv Gandhi International Airport in the early hours of Monday but flight tracker data showed a

diversion after a few hours into the flight.

Lufthansa said the passengers had been provided overnight accommodation in Frankfurt and are scheduled to resume their journey to Hyderabad on Monday morning.

"Out of an abundance of

caution, Luft-

hansa 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," the statement said. **PH**

► Continued on P3

Bomb threat mail sent to Hyd airport

► From P1

In Hyderabad, airport sources on Monday said, "A bomb threat email targeting Lufthansa flight LH752 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. A passenger on board the flight told PTI from Frankfurt Airport that they were told that "Hyderabad hasn't given permission to land the flight there". "It was a smooth flight and after about two hours in the air, we were told that we would be returning to Frankfurt," said the passenger on her way from the US to visit her mother in

It was a smooth flight and after about two hours in the air, we were told that we would be returning to Frankfurt, said passenger on her way from the US to visit her mother in Hyd

Hyderabad. A Frankfurt Airport spokesperson confirmed that LH752 had landed back in Germany and Air Traffic Control (ATC) at Rajiv Gandhi International Airport received a message that the flight was returning to Frankfurt a short while after it had taken off from the German hub airport.

The incident comes after Air India Flight AI171 Boeing 787-8 Dreamliner en route to London airport crashed shortly after take-off from Ahmedabad on Thursday, killing all but one of its 242 passengers and crew on board. **PH**

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Hyderabad: Certified drone manufacturers in India have raised serious concerns over the widespread use and illegal sale of non-type certified drones, particularly those imported from China. These uncertified UAVs, industry representatives warn, violate the DGCA's Drone Rules 2021, endanger public safety, and could compromise national security.

Smith Shah, president of the Drone Federation of India, said the problem lies not in the absence of policy but in the failure of enforcement. "The policy is in place. These drones are usually brought into India through misdeclaration—either as separate parts or under misleading labels—and are assembled locally. When a drone is unregistered and flown without a licensed pilot, and especially if it can carry a few kilograms of payload, it becomes a potential national security threat," he said.

The influx of cheap Chinese drones, especially for agricultural use, has increased over the last few years. These drones often lack critical safety features like geo-fencing, return-to-home, and auto-landing, and are being operated by individuals without any formal pilot training. "A dumped Chinese drone is sold to a farmer, and when there is a malfunction or crop damage, the seller disappears," Shah said. The lack of trained operators has also led to uneven spraying of pesticides, which causes phytotoxicity and threatens crop yields. Because non-TC drones



Widespread Use Of Illegal, Unregistered Drones Raises Concerns Over Agriculture, National Security; Experts Urge Stricter Enforcement Of Policy

THE RISK

- Lack of trained operators leads to uneven spraying of pesticides, causing phytotoxicity and risking crop yield
- This risks contaminating produce and triggering export rejections, which could affect India's processed food chains and agricultural exports
- Lack of enforcement hurts certified players who invest heavily in R&D

have not undergone efficacy tests or chemical residue checks, their use on crops could lead to violations of Maximum Residue Limits (MRLs). This risks contaminating produce and triggering export rejections, which could affect India's processed food chains and agricultural exports.

According to Shah, the DGCA's Drone Rules 2021 clearly prohibit the use of non-type certified drones, and the Di-

rectorate General of Foreign Trade (DGFT) has banned the import of fully built drones. However, enforcement by customs, the Directorate of Revenue Intelligence, and aviation regulators remains weak. "There is a prohibition. Customs, DRI, and DGCA must enforce it strictly," he said.

Influencers To Blame

The role played by some YouTube influencers and online dealers is worsening the

problem. "Influencers openly promote illegal drones and enable sales through WhatsApp and other informal channels," a drone firm representative from Hyderabad said. These sellers often disappear after transactions, leaving buyers without service, support, or warranties.



There are influencers openly promoting illegal drones and enabling their sale through WhatsApp and other informal channels. These sellers often disappear after transactions, leaving buyers without service, support, or warranties – Drone firm representative from Hyderabad

When a drone is unregistered and flown without a licensed pilot, and especially if it can carry a few kilograms of payload, it becomes a potential national security threat – **Smith Shah** | DRONE FEDERATION OF INDIA PRESIDENT



Corporate Communications Directorate

THE TRIBUNE

DELHI

18 JUNE 2025

Air crash in the hills

Review heli services on Char Dham route

THE helicopter crash that killed all seven persons on board in Uttarakhand on June 15 was avoidable, had the authorities gone beyond piecemeal measures in response to the telltale warning signs. Four incidents in four weeks — one fatal crash that claimed six lives and three cases of emergency landing — had made it obvious that travelling by air on the Char Dham Yatra route was hazardous. Chief Minister Pushkar Singh Dhami told heli service operators on June 11 that any compromise with safety standards would not be tolerated; he also ordered an audit of recent helicopter accidents to prevent their recurrence. The Directorate General of Civil Aviation (DGCA), the nation's aviation safety regulator, was in the thick of things as well. On June 9, it ordered special audits and enhanced surveillance of helicopter operators providing shuttle and charter services during the ongoing yatra. Surely nothing could go wrong amid such intense scrutiny, but it did.

It was crystal clear that course correction would not happen overnight, yet the chopper operations were only scaled down, not suspended, before the latest mishap. This was a recipe for disaster, especially when the visibility was poor, and the inevitable happened — a helicopter carrying pilgrims from the Kedarnath shrine fell in a forest.

Greater caution should have been exercised not only in the wake of previous local incidents but also last week's colossal air tragedy in Ahmedabad. However, it was treated as a routine chopper flight, and even the adverse weather conditions were not taken seriously. Going forward, the state government and the DGCA need to do a holistic review of the heli services. Enhancing aerial connectivity in hilly areas is a good initiative, but compromising the safety of passengers threatens to defeat its purpose.