



Corporate Communications Directorate

THE STATESMAN

KOLKATA

18 JUNE 2025

Engine glitch grounds Air India San Francisco flight in Kolkata

STATESMAN NEWS SERVICE
KOLKATA, 17 JUNE

An Air India flight from San Francisco to Kolkata was declared Aircraft on Ground (AOG) following left engine failure

Shortly before its scheduled departure for Mumbai, early Monday the airline was forced to de-board over 220 passengers and arrange hotel accommodation, officials said. The Boeing 777-200LR aircraft, registered as VT-AEF, operating as flight AI180, landed at Kolkata's Netaji Subhas Chandra Bose International Airport at 12.47 a.m. The aircraft was scheduled to depart for Mumbai at 2 a.m, continuing its final leg of the long-haul SFO-CCU-BOM route.

However, after boarding was completed, the aircraft was declared AOG by the Air India Aircraft Maintenance Engineer (AME), citing technical reasons, sources at the Airports Authority of India (AAI) said. Sources said a mechanical fault was detected in the left engine. As a result, all 224 passengers on board were asked to disembark. "Due to an unexpected technical snag, the aircraft could not be cleared for departure. Passengers were safely de-boarded and accommodated



in hotels while the issue is being addressed," said an airline official on condition of anonymity. Ground operations were managed by the AAI and Air India personnel, ensuring a smooth transition of affected passengers. Technical teams have been deployed to assess the fault, and no revised departure timeline has yet been provided.

The Boeing 777-200LR is part of Air India's long-haul fleet and is typically deployed on ultra-long-haul routes such as San Francisco-India sectors. The unexpected grounding adds pressure on the airline, which has recently undertaken a fleet-wide review of Boeing aircraft amid heightened scrutiny of safety protocols. No injuries were reported during the de-boarding process, and passengers were provided meals and assis-

tance, the airline said. Sources said the flight passengers were sent to Mumbai with another flight for their final flying to San Francisco. A senior Air India duty official said that the aircraft's captain informed passengers that the decision was made in the interest of flight safety. Earlier on Monday, Air India's flight AI2493 from Mumbai to Ahmedabad was cancelled after facing delays due to operational issues, citing sources. The Airbus A321-211 (VT-PPL), assigned to operate the flight, was initially delayed for unspecified reasons.

During this time, the assigned crew exceeded their flight duty time limitations (FDTL), the maximum hours crew members are allowed to work to ensure safety, leading to the flight's cancellation.



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

AMAR UJALA

DELHI

19 JUNE 2025

ग्रीनफील्ड एक्सप्रेसवे से जुड़ीं एयरपोर्ट की सड़कें



ग्रेटर नोएडा। नोएडा एयरपोर्ट के मुख्य टर्मिनल से आने वाली सड़कों को गोलचक्कर के पास ग्रीनफील्ड एक्सप्रेसवे से जोड़ दिया गया है। इससे फरीदाबाद पलवल की कनेक्टिविटी सीधी हो जाएगी। गोलचक्कर के जरिये एयरपोर्ट के मुख्य टर्मिनल, कार्गो, अन्य सुविधाओं को ओर जाने का रास्ता दिया है। संवाद



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हैदराबाद : बेगमपेठ हवाईअड्डे को मिली बम से उड़ाने की धमकी

हैदराबाद। बेगमपेठ हवाईअड्डे को बुधवार सुबह बम से उड़ाने की धमकी मिलने के बाद हड़कंप मच गया। आनन-फानन सुरक्षाबलों ने पूरा परिसर खाली कराया और तलाशी अभियान चलाया। हालांकि, जांच के दौरान कोई संदिग्ध वस्तु नहीं मिली और अधिकारियों ने धमकी को झूठा करार दिया। पुलिस ने बताया, धमकी भरा ईमेल भेजने वाले की पहचान के प्रयास किए जा रहे हैं। शहर के बीचों-बीच स्थित बेगमपेट एयरपोर्ट का इस्तेमाल केवल बीआईपी विमानों के संचालन के लिए होता है। एजेंसी

Corporate Communications Directorate

BUSINESS STANDARD

DELHI

19 JUNE 2025

On the runway: GMR's ₹14,000 cr capex plan for Hyderabad airport

DEEPAK KUMAR
New Delhi, 19 June

GMR Hyderabad International Airport Ltd (GHIAL) has drawn up a capital expenditure plan of nearly ₹14,000 crore to be implemented by 2030 to FCIR to a major expansion of the current International Airport (OCLA) in Hyderabad's capital city. The plan includes enhancing the capacity of the existing terminal, constructing a new terminal and several runways, improving road access and metro connectivity, and adding operational and cargo infrastructure to meet demand.



Photo: www.ghial.com

Full throttle ahead

Key components of the capex plan:

- **₹1,000 crore** for construction of new passenger terminal
- **₹1,000 crore** for new runways, taxiways, and apron development
- **₹1,000 crore** for ATIS (Air Traffic Information System), radar, and navigation
- **₹1,000 crore** for airside security, airport operations, and transport infrastructure upgrade

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terminal to handle up to 10 million passengers annually, including building, construction of a new terminal with an additional 100,000 sqm capacity in the southern precinct. These upgrades will be supported by a second runway and an elevated cross-drainage connecting the two terminals.

GHIAL, in a recent statement, has proposed expanding the existing

terminal facilities to accommodate and runway, work on the northern airside precinct to begin by FY20 to ensure readiness by September 2026. The new terminal's expansion will be executed in multiple phases depending on traffic, budget, and other factors, according to the document advised by the board.

GHIAL is also committed to

The new 2,000-meter runway would be supported with a Category 1 Instrument Landing System, which allows aircraft to land safely even in low-visibility conditions. It will also include advanced navigation aids such as RNP (Required Navigation Performance) approach paths and terrain clearances that help pilots maintain the correct approach angle and height throughout the descent phase to ensure a safe and efficient landing.

While the current terminal is designed to handle up to 10 million passengers per annum, the runway is currently approved for a four-million-passenger-per-hour and typically handles around 100,000 passengers daily. With regulatory approvals and high-density operations, this capacity could be increased to up to 15 million passengers per annum, a study by GHIAL in consultation with CAAP, has also been conducted to ensure the airport will be ready to handle up to 15 million passengers per annum.

GHIAL has not responded to queries sent by Business Standard on this matter. The airport is owned by GMR Airports Services, Hyderabad, a joint venture of GMR Infrastructure, Hyderabad, and Airports Authority of India. The latter is a state-owned enterprise.

Under the capex plan, a new terminal expansion will be implemented in multiple phases depending on traffic, budget, and other factors, according to the document advised by the board.

The project also includes an infrastructure development plan for the region, including roads, water supply, and other facilities. The project is expected to create jobs and boost the local economy.

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हैदराबाद हवाई अड्डे में होगा बड़ा निवेश

दीपक पटेल
नई दिल्ली, 18 जून

जीएमआर हैदराबाद इंटरनेशनल एयरपोर्ट लिमिटेड (जीएचआईएल) ने तेलंगाना की राजधानी में राजीव गांधी इंटरनेशनल एयरपोर्ट (आरजीआईए) के बड़े विस्तार के लिए करीब 14,000 करोड़ रुपये की पूंजीगत व्यय योजना तैयार की है। इस योजना को वित्त वर्ष 2031 तक लागू किया जाएगा। बिजनेस स्टैंडर्ड को प्राप्त जानकारी के अनुसार, इसमें मौजूदा टर्मिनल की क्षमता बढ़ाना, एक नया टर्मिनल एवं दूसरा रनवे बनाना, सड़क एवं मेट्रो कनेक्टिविटी में सुधार करना और पार्किंग एवं कार्गो इंफ्रास्ट्रक्चर को बेहतर करना शामिल है।

हैदराबाद एयरपोर्ट देश का चौथा सबसे बड़ा हवाई अड्डा है। हाल में वर्षों में वहां यात्रियों की आवाजाही काफी बढ़ी है। यात्री यातायात वित्त वर्ष 2018 में 1.83 करोड़ से 7.1 फीसदी वार्षिक चक्रवृद्धि दर (सीएजीआर) के साथ बढ़कर वित्त वर्ष

पूंजीगत खर्च

■ राजीव गांधी इंटरनेशनल एयरपोर्ट के विस्तार पर 14 हजार करोड़ रुपये खर्च करने की योजना

■ इस योजना को वित्त वर्ष 2031 तक लागू किया जाएगा

■ नए निवेश में मौजूदा टर्मिनल की क्षमता बढ़ाना, नया टर्मिनल एवं दूसरा रनवे, कनेक्टिविटी में सुधार आदि शामिल



2025 में 2.95 करोड़ हो चुका है। जीएचआईएल ने कहा कि इस वृद्धि के कारण हवाई अड्डा को सालाना 3.4 करोड़ यात्री की मौजूदा डिजाइन क्षमता के करीब ला दिया है। जीएचआईएल ने एक आंतरिक दस्तावेज में मौजूदा टर्मिनल को

47 एमपीपीए (मौजूदा 34 एमपीपीए से) तक विस्तारित करने और उत्तरी परिसर में अतिरिक्त 20 एमपीपीए क्षमता वाले एक नए टर्मिनल का निर्माण शुरू करने का प्रस्ताव दिया है। इसे दूसरे रनवे और दो टर्मिनलों को जोड़ने वाले एक एलिवेटेड क्रॉस-टैक्सीवे से जोड़ा जाएगा।

नए टर्मिनल और रनवे के निर्माण की समय-सीमा करीब 3 साल रखी गई है। उत्तरी हिस्से पर काम वित्त वर्ष 2027 में शुरू और सितंबर 2029 तक उसे तैयार करने का प्रस्ताव है। नए टर्मिनल का विस्तार यातायात को ध्यान में रखते हुए विभिन्न चरणों में किया जाएगा।

नया रनवे 3,800 मीटर लंबा और पहली श्रेणी के इंस्ट्रुमेंट लैंडिंग सिस्टम से लैस होगा। इससे विमानों को कम दृश्यता की स्थिति में भी सुरक्षित लैंडिंग करने में मदद मिलेगी। रनवे पर करीबी नजर रखने के लिए पीएपीआई और एसएमआर जैसे उन्नत नेविगेशन उपकरणों को भी लगाया जाएगा। (शेष पृष्ठ 2 पर)

हैदराबाद हवाई अड्डे में होगा...

पृष्ठ 1 का शेष

कंपनी ने बताया कि वाइडबॉडी विमानों को संभालने के लिए डिजाइन किया गया क्रॉस-टैक्सीवे को हवाई अड्डे तक पहुंचने वाली मुख्य सड़क से ऊपर उठाया जाएगा और वह उत्तरी एवं दक्षिणी हवाई क्षेत्रों को जोड़ते हुए 650 मीटर तक फैला होगा।

जीएचआईएल ने इस संबंध में जानकारी के लिए बिजनेस स्टैंडर्ड द्वारा भेजे गए सवालों का खबर लिखे जाने तक कोई जवाब नहीं दिया।

बिजनेस स्टैंडर्ड ने जो दस्तावेज देखी है उसे एयरपोर्ट्स इकोनॉमिक रेगुलेटरी अथॉरिटी के लिए तैयार किया गया है जो विमान लैंडिंग एवं पार्किंग शुल्क और यूजर डेवलपमेंट शुल्क आदि का निर्धारण करता है।

मौजूदा टर्मिनल को सालाना 3.4 करोड़ यात्रियों को संभालने के लिहाज से डिजाइन किया गया है। रनवे पर प्रति घंटे 42 विमानों की आवाजाही के लिए मंजूरी दी गई है मगर वह पीक समय के दौरान आम तौर पर करीब 36 विमानों को संभालता है। बेहतर संचालन क्षमता और नियामकीय मंजूरी से रनवे को हर घंटे 46-47 विमानों की आवाजाही के लिए तैयार किया जा सकता है। निवेश योजना के तहत एक नए टर्मिनल का निर्माण किया जाएगा जो करीब 2,25,000 वर्ग मीटर क्षेत्र में होगा। वह घरेलू यातायात को संभालेगा, मगर उसे अंतरराष्ट्रीय परिचालन के लिहाज से तैयार किया जाएगा।



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

18 JUNE 2025

Dangerous landing at Lucknow airport

UP State Bureau

LUCKNOW

A Saudi Airlines flight carrying 250 Haj pilgrims from Jeddah experienced a rough and alarming landing at Chaudhary Charan Singh International Airport on June 15. Sparks and smoke emerged from the aircraft's wheels, and the impact was so severe that passengers' heads struck the cabin ceiling, while overhead luggage fell on them.

The Directorate General of Civil Aviation (DGCA) termed the landing dangerous and has sought an explanation from the airline. According to sources, water on the runway prompted the pilot to use "aqua management," a technique used for landing on wet surfaces. While effective in gripping the runway, it caused a jolt that distressed the passengers.



Plane majorly carried hajj pilgrims, impact made passengers hit cabin roof

Eyewitnesses recorded videos at the terminal. Though no injuries were reported, the incident caused panic. The airport's fire team sprayed foam and water, and it took 20 minutes to bring the situation under control. Passenger Abdul Mannan of Fiazabad said, "It felt like the aircraft had crashed."

Ahmedabad air crash triggers mental crisis for aviation aspirants

Urooj Khan

LUCKNOW

Lucknow is experiencing significant repercussions in its aviation training sector following the recent Air India Boeing 787 Dreamliner crash on its Ahmedabad-London route. The tragedy, which resulted in the loss of all 244 individuals on board, including crew and passengers, has prompted a wave of anxiety among students pursuing aviation careers, leading to a notable increase in drop-outs and withdrawal requests from local training institutes.

Administrators from two different aviation institutes in



the Hazratganj area of Lucknow, who preferred to remain unnamed, confirmed a sharp rise in students discontinuing their courses since the incident. Trainees, previously enthusiastic about careers in flying, are now grappling with fears regarding the inherent

risks of aviation professions.

Simran Khan, a young trainee who recently withdrew from a prominent aviation academy in Hazratganj, expressed her concerns. "It was always my dream to work as cabin crew, but after seeing what happened in the

Institutes report significant enrollment decline

Ahmedabad Air India crash, I don't think I can take that risk anymore. No career is worth a life," she stated. Similarly, Palak Sinha, a student from an aviation academy in Gomti Nagar, recounted, "My parents are more worried and they requested me to join any other profession but not aviation." This sentiment is widely shared among students who have opted to discontinue

their training, with many citing family pressure to explore safer career paths. Some students have reported experiencing sleepless nights and persistent thoughts related to plane crashes.

Aviation training centers across Lucknow are confronting the ripple effects of the disaster, facing sudden reductions in enrollment and a surge in inquiries about refund policies. While acknowledging the understandable fear, many institute heads emphasize that this sentiment may not accurately reflect the overall safety record of the aviation industry.

Aviation expert suggestion:

Razi Hasan, a former senior cabin crew member with 17 years of experience in aviation, suggested to the Free Press Journal that "Ground time is unexpectedly shorter for the security check teams and if they are given the time to properly go through each parameter then I am sure mishaps can be controlled. Aviation remains one of the safest modes of transport."

What a mental health expert says:

Clinical psychologist Dr. Neha Anand highlighted the critical need for mental health support in such circumstances. "For young minds, watching their dreams suddenly become linked to death and disaster can be deeply destabilising," she commented. Dr. Anand further noted that "Aviation institutes do include mental well-being sessions, but students must now find the strength to move past this trauma."



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

18 JUNE 2025

BENGALURU

Global Innovation Hub launched in Bengaluru



The Karnataka government, Bengaluru Airport City Ltd. (BACL), and ANSR on Tuesday jointly announced the launch of a Global Innovation Hub, District I — a pioneering initiative within BACL's Business Park, that aims to unify and elevate India's innovation ecosystem to a global scale.

District I will serve as a central platform to accelerate deep-tech entrepreneurship, enterprise-driven innovation, and the commercialisation of academic research, officials said. "With a focus on advanced technologies such as AI, quantum computing, blockchain, and customer experience technologies, this hub will foster innovation in critical industries including aerospace, space tech, smart cities, retail, BFSI, manufacturing, telecom, and defence — sectors where Bengaluru already leads with deep technological capabilities," the BACL said, in a statement.



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MUMBAI

18 JUNE 2025

Air India's Boeing 787 fleet safe: DGCA



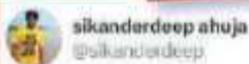
Aviation watchdog DGCA on Tuesday said surveillance of Air India's Boeing 787 fleet did not reveal any major safety concerns in the wake of the fatal plane crash in Ahmedabad last week. DGCA officials held a detailed review meeting with top Air India and Air India Express executives.



chaos at [@DelhiAirport](#) terminal 1 is falling apart due to heavy rains



World class T1 airport in New Delhi on Tuesday. Who creates such waterfalls?

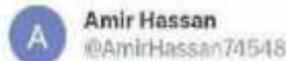


[#Delhi](#) [#DelhiRains](#) [#DelhiWeather](#)
Torrential rain leading upto roads fully waterlogged.. This is next to delhi international airport on way to Dwarka.. Just one single rain and Waterlogging is back. Expect traffic jam

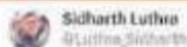


Videos of water leaking through airport ceilings and flooded airport floors recently went viral, with several stranded passengers sharing their disbelief and frustration online

Heavy rain and thunderstorms lashed Delhi on Tuesday, diverting at least 12 flights from the Indira Gandhi International (IGI) Airport. Interruptions in flight operations have surged recently, especially for Air India. The Ahmedabad plane crash on June 12 has prompted overcautious checking of all possible technical snags. But there's more as the woes of travellers spilt online when floodgates seemed to open at the recently renovated Terminal 1.



[@airindia](#) Due to the sudden cancellation of AI 2492 (Lucknow to Mumbai) on 17 June, I missed my connecting international flight AI 921 to Riyadh (PNR: 7U2BFI). No support was given at the airport. This is affecting my job abroad, and I may lose employment because of this.



Sitting in a flight for over an hour post the rains at Delhi Airport. Waiting to take off. Reason for delay - pilot has not reached still. The first delay in the flight worked well to reach and board in time. But to what purpose when the pilot is AWOL??

I boarded a flight from Mumbai to Bengaluru yesterday morning. It was delayed due to the heavy rains in Mumbai. This was the first time I boarded a flight since the unfortunate Air India plane crash. Given the news that's been surfacing around different airlines almost every day across the world, I was really nervous. For the first time ever, I continued to feel anxious even after takeoff. The queues at the airport were longer than usual because the airline staff was being extra cautious. There was more checking than usual, even if you were travelling with Digi Yatra. But it makes sense because there's definitely panic for both sides — travellers as well as airline staff.

Tushar Haldankar, Mumbai-based sales and marketing executive

एयरपोर्ट सुरंग में अब 24 घंटे ट्रायल शुरू

महिपालपुर के रास्ते से काफी समय लगता था कई बार लोगों की फ्लाइट तक छूट जाती

● एक जुलाई 2025 से पूरी तरह से स्थायी रूप से खुल जाएगी यह सुरंग

पायनियर समाचार सेवा। गुरुग्राम

द्वारका एक्सप्रेस-वे पर बनाई गई एयरपोर्ट सुरंग अब 24 घंटे ट्रायल रन होगा। इसकी शुरुआत बुधवार से कर दी गई। ट्रायल के बाद आगामी एक जुलाई 2025 से यह सुरंग नियमित रूप से शुरू कर दी जाएगी।

पहले तो इस सुरंग को तीन घंटे के ट्रायल के लिए खोला गया था। इसके बाद इस सुरंग को सुबह आठ बजे से रात आठ बजे तक ट्रायल के लिए शुरू किया गया। एयरपोर्ट रूट पर वाहनों के दबाव के चलते अब सुरंग को 24 घंटे के लिए खोल दिया



गुरुग्राम-द्वारका एक्सप्रेस-वे पर एयरपोर्ट जाने के लिए सुरंग का दृश्य।

गया है। यानी दिन-रात किसी भी समय सुरंग से लोग एयरपोर्ट की तरफ आ-जा सकेंगे।

इससे जाम से भी राहत मिलेगी। एयरपोर्ट पर जाने के लिए नेशनल हाइवे-48 स्थित महिपालपुर के रास्ते से काफी समय लगता है। कई बार लोगों की फ्लाइट तक छूट जाती है। ऐसे में द्वारका एक्सप्रेस-वे एयरपोर्ट जाने वालों के लिए काफी लाभकारी

साबित होगा। गुरुग्राम ही नहीं, बहादुरगढ़, सोनीपत, पानीपत आदि क्षेत्रों से आने वाले लोगों के लिए यह सुरंग उपयोगी होगी। एयरपोर्ट जाने के लिए बनाई गई सुरंग यशोभूमि से शुरू होकर एयरपोर्ट तक जाती है। यह नई लिंक भारत की सबसे लंबी और चौड़ी शहरी सड़क सुरंग है। कुल 5.1 किलोमीटर लंबी सुरंग में दो खंड शामिल हैं। एक मुख्य 3.6

किलोमीटर लंबी आठ लेन वाली सुरंग द्वारका एक्सप्रेसवे को इंदिरा गांधी हवाई अड्डे से जोड़ती है। दूसरी 1.5 किलोमीटर लंबी दो लेन वाली सुरंग द्वारका एक्सप्रेसवे को गुरुग्राम की ओर एनएच-48 से जोड़ती है। इस सुरंग पर 24 घंटे के लिए ट्रायल 30 जून तक होगा। इसके बाद 3.5 किलोमीटर लंबी यशोभूमि से एयरपोर्ट तक सुरंग को तथा 2.2

किलोमीटर लंबी एयरपोर्ट-गुरुग्राम सुरंग को एक जुलाई से स्थायी तौर पर खोल दिया जाएगा।

माना जा रहा है कि प्रधानमंत्री नरेंद्र मोदी इस सुरंग को देश को समर्पित करेंगे। विधिवत इसका उद्घाटन करेंगे। इसके लिए एनएचआई की ओर से टनल पर दी गई सभी सुविधाओं की बार-बार चेकिंग भी की जा रही है। यहां फायर से संबंधित व्यवस्थाएं, सुरक्षा के लिए सीसीटीवी, कंट्रोल रूम, आपातकालीन निकासी मार्ग, वेंटिलेशन के साथ सुरंग को एलईडी से सुसज्जित किया गया है। एयरपोर्ट, द्वारका, महिपालपुर जाने के लिए यह मार्ग काफी सहूलियत भरा होगा। फरीदाबाद, पलवल, सोहना, राजस्थान के क्षेत्रों, हरियाणा के अन्य कई क्षेत्रों से एयरपोर्ट जाने वालों के लिए द्वारका एक्सप्रेस-वे की यह सुरंग काफी लाभकारी सिद्ध होगी।



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

19 JUNE 2025

एयरपोर्ट के पास बनेंगे पुलिस व फायर स्टेशन

■ सहारा न्यूज ब्यूरो

चेटर नोएडा।

यमुना एक्सप्रेस वे औद्योगिक विकास प्राधिकरण (यीडा) ने बुधवार को हुई अपनी 85वीं बोर्ड बैठक में नोएडा अंतरराष्ट्रीय हवाई अड्डे के पास कई महत्वपूर्ण बुनियादी ढांचा और आवास परियोजनाओं को मंजूरी दी है। इसके तहत एयरपोर्ट के पास फायर व पुलिस स्टेशन के साथ ही कमजोर वर्ग (ईडब्ल्यूएस) के लिए आवास बनाए जाएंगे। यीडा बोर्ड ने इसके अलावा कई अन्य महत्वपूर्ण फैसले किए गए।

यीडा के चेयरमैन आलोक कुमार की अध्यक्षता में बुधवार को हुई

■ यमुना एक्सप्रेस वे प्राधिकरण की 85वीं बोर्ड बैठक में दी गई मंजूरी

इस बैठक में आर्थिक रूप से कमजोर वर्गों के लिए एक आवास योजना, एक नए पुलिस स्टेशन का विकास, दो फायर स्टेशनों के साथ-साथ बड़े पैमाने पर मनोरंजन हब और औद्योगिक योजना सहित कई परियोजनाओं को स्वीकृति मिली।

यीडा के सीईओ डॉ. अरुणवीर सिंह ने बताया कि ईडब्ल्यूएस आवास योजना को नोएडा अंतरराष्ट्रीय हवाई अड्डे और आसपास के औद्योगिक क्षेत्रों के संचालन के साथ श्रमिकों के आगमन को ध्यान में रखकर डिजाइन किया गया है। उन्होंने कहा कि हमने ईडब्ल्यूएस श्रेणी के उन लोगों के लिए 30,000 आवासीय भूखंड आवंटित करने का निर्णय लिया जिनकी वार्षिक आय तीन लाख से कम है। प्रत्येक भूखंड का माप 30 वर्ग मीटर होगा। यीडा यह सुनिश्चित करेगा कि श्रमिकों को

उनके कार्यस्थलों के करीब आवास सुविधाएं हों। इससे अवैध अतिक्रमण को रोकने में मदद मिलेगी। पहले चरण में, सेक्टर 17, 18 और 20 में ईडब्ल्यूएस श्रेणी के 4,268 भूखंड पेश किए जाएंगे।

आगामी हवाई अड्डे के आसपास कानून प्रवर्तन आवश्यकताओं को पूरा करने के लिए बोर्ड ने 1,000 वर्ग मीटर के भूखंड पर एक नए पुलिस स्टेशन के विकास को मंजूरी दी है। इसमें 60 फीसद ग्राउंड कवरेज और 2.5 एफएआर मानदंडों के तहत 24 मीटर की अनुमन्य ऊंचाई होगी। इसके अतिरिक्त अग्निशमन सुरक्षा को देखते हुए सेक्टर-18 और 32 में प्रत्येक 7,485 वर्ग मीटर के भूखंडों पर दो फायर स्टेशन बनाए जाएंगे। अग्निशमन विभाग को यह भूमि एक रूप प्रति वर्ग मीटर की टोकन दर पर आवंटित की गई है।

प्राधिकरण ने सेक्टर-22 एफ (700 हेक्टेयर) और सेक्टर-23बी (500 हेक्टेयर) में मनोरंजक क्षेत्रों के विकास को भी हरी झंडी दे दी है, जिन्हें क्षेत्र के हरित बेल्ट में एकीकृत किया जाएगा। प्रस्तावित सुविधाओं में एक गोल्फ कोर्स, जिमखाना क्लब और यमुना हाट, साथ ही किंगडम ऑफ ड्रीम्स, ओलंपिक विलेज, एविएशन म्यूजियम, ऑक्सफोर्ड गोल्फ कोर्स जैसी मनोरंजक सुविधाओं का विकास शामिल है। बोर्ड ने इन मनोरंजक परियोजनाओं के लिए सैद्धांतिक मंजूरी दी। अधिकारियों



चेटर नोएडा की यीडा सिटी में ईडब्ल्यूएस प्लॉट को लेकर जानकारी देते यमुना प्राधिकरण के सीईओ डॉ. अरुणवीर सिंह। फोटो: एयरएनडी

को सार्वजनिक निजी भागीदारी (पीपीपी) के तहत कार्यान्वयन के लिए नियम और शर्तें तैयार करने का निर्देश दिया।

औद्योगिक क्षेत्र में प्राधिकरण ने सेक्टर-18 और 20 में डेयरी फूड एंड वेजिटेबल प्राइवेट लिमिटेड को पहले आवंटित 21 भूखंडों का आकार 200 वर्ग मीटर से घटाकर 100 वर्ग मीटर कर दिया है ताकि आवासीय पॉकेट्स की मांग को पूरा किया जा सके। अधिकारियों ने अन्य डेयरी कम्पनियों से भी यमुना अर्थोरीटी क्षेत्र में आउटलेट स्थापित करने के प्रस्ताव आमंत्रित किए हैं। इस बीच बोर्ड ने सुपरटेक लिमिटेड के उस प्रस्ताव को खारिज कर दिया जिसमें एक रुकी हुई परियोजना के लिए

लीज जमा दर को 25 फीसद से घटाकर पांच फीसद करने की मांग की गई थी। यमुना प्राधिकरण के सीईओ ने कहा कि अमिताभ कांत समिति के अनुसार डेवलपर को प्रीमियम का 25 फीसद भुगतान करना होगा। उन्होंने कहा कि इसलिए हमने उनके प्रस्ताव को खारिज कर दिया है। प्राधिकरण ने पहले छह वन टाइम सेटलमेंट (ओटीएस) योजनाएं शुरू की थी, जिनसे 551.55 करोड़ रुपए का राजस्व एकत्र किया गया था। हालांकि लगभग 7,917 डिफाल्टरों पर अभी भी लगभग 4,948 करोड़ रुपए बकाया है। बकायेदारों को राहत देने के लिए एक जुलाई से 31 अगस्त 2025 के बीच नई ओटीएस योजना शुरू की जाएगी।

लखनऊ एयरपोर्ट पर खतरनाक लैंडिंग, जवाब-तलब

हजयात्रियों के सिर आपस में टकराए, पहियों से निकली चिंगारी

स्वतंत्र भारत ब्यूरो लखनऊ। चौधरी चरण सिंह हवाई अड्डे लखनऊ पर हजयात्रियों को लेकर आए विमान की लैंडिंग के दौरान केवल पहियों से चिंगारी ही नहीं निकली, बल्कि झटके के कारण यात्रियों के सिर छत से टकरा गए थे। केबिन में रखा सामान भी नीचे गिर गया। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने इस लैंडिंग को खतरनाक मानते हुए सऊदी एयरलाइंस से जवाब-तलब करते हुए पूछ- इतनी जोखिम भरी लैंडिंग क्यों हुई?

जानकारी के मुताबिक 15 जून का है। जेद्दा से हजयात्रियों को लेकर लखनऊ आई सऊदी एयरलाइंस की फ्लाइट की लैंडिंग के दौरान पहियों से चिंगारी और धुआं निकलने लगा था। इससे यात्रियों में अफरा-तफरी मच गई थी। एयरपोर्ट सूत्रों के मुताबिक, रनवे पर पानी भरा होने से पायलट ने एक्वा मैनेजमेंट तकनीक अपनाते हुए झटके से लैंडिंग की गई। इसी कारण से विमान के पहियों से धुआं उठने लगा

था। रविवार सुबह चौधरी चरण सिंह एयरपोर्ट पर सऊदी अरबिया एयरलाइंस की फ्लाइट एसवी-3112 की लैंडिंग के दौरान पहियों से चिंगारी और धुआं निकलने लगा। पायलट ने तुरंत स्थिति को भांपते हुए विमान को रोक दिया और एयर ट्राफिक कंट्रोलर को इसकी सूचना दी। इस दौरान विमान में कुल 250 हजयात्री सवार थे। एयरपोर्ट की फायर टीम मौके पर पहुंची और फोम व पानी का छिड़काव किया। करीब 20 मिनट की मशक्कत के बाद स्थिति पर काबू पाया जा सका। विमान शनिवार रात 11.30 बजे जेद्दा एयरपोर्ट से हजयात्रियों को लेकर रवाना हुआ था और रविवार सुबह लखनऊ पहुंचा था।

केबिन में रखा सामान गिरा
लैंडिंग के दौरान कई यात्रियों के सिर छत से टकरा गए और केबिन में रखा सामान लोगों पर आ गिरा। एक यात्री ने बताया, ऐसा लगा जैसे विमान गिर गया हो। फ्लाइट में हजयात्री अब्दुल मन्नान जो कि अयोध्या के निवासी हैं। उन्होंने



बताया-करीब एक घंटे तक हमें फ्लाइट के अंदर ही बैठाए रखा गया तकनीकी खराबी के बारे में फ्लाइट क्यू ने कोई जानकारी नहीं दी। हमें बाद में पता चला कि पिछले टायर से धुआं निकल रहा था। जेद्दा से भारत तक की यात्रा सामान्य रही, कोई तकलीफ नहीं हुई, लेकिन लैंडिंग के वक्त अचानक ब्रेक लगने से डर जरूर लगा। विमान के पहियों से धुआं निकलने की घटना के बाद इंजीनियरिंग टीम ने जांच की, लेकिन शुरुआती तौर पर किसी बड़ी तकनीकी गड़बड़ी की पुष्टि नहीं हुई है।

डीजीसी ने मामले की गंभीरता को देखते हुए रिपोर्ट मांगी है, जिसमें यात्रियों की प्रतिक्रिया और पायलट की प्रक्रिया का भी विश्लेषण किया जाएगा।

वया है एक्वा मैनेजमेंट
एक्वा मैनेजमेंट एक तकनीकी प्रक्रिया है, जिसका उपयोग बारिश या रनवे की सतह गीली होने पर सुरक्षित लैंडिंग के लिए किया जाता है। इसमें विमान को तेज झटके के साथ उतारा जाता है, ताकि पहिए सतह की नमी हटाकर फकड़ मजबूत कर सकें। हालांकि, इस प्रक्रिया से यात्रियों को असहज झटका लग

सकता है, जैसा कि इस घटना में हुआ।

गोवा से लखनऊ आ रही फ्लाइट डगमगाई

गोवा से लखनऊ आ रही इंडिगो की फ्लाइट 6ई 6811 सोमवार शाम गोवा में टेक-ऑफ के बाद डगमगाने लगी। फ्लाइट के ऊपर-नीचे होते ही यात्री जोर-जोर से चिल्लाने लगे। विमान में सवार यात्री अलहमरा खान उर्फ जौली खान ने सोशल मीडिया प्लेटफॉर्म एक्स पर इस घटना की जानकारी साझा की। उन्होंने डीजीसीए, प्रधानमंत्री कार्यालय समेत इंडिगो को टैग करते हुए पायलट और को-पायलट के खिलाफ कार्रवाई की मांग की। अलहमरा खान ने एक वीडियो जारी कर बताया- 2-15 घंटे की भयानक फ्लाइट के बाद हम लखनऊ लैंड कर चुके हैं। गोवा से जैसे ही यह फ्लाइट टेक-ऑफ हुई, पूरी फ्लाइट ऊपर-नीचे होने लगी। एयर इंडिया की अहमदाबाद में क्रेश हुई फ्लाइट के पैसेंजर ने जो महसूस किया था, आज हमने वही मंजर महसूस किया।



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

18 JUNE 2025

पश्चिम एशिया के कई एयरपोर्ट बंद

बेरूत। ईरान के प्रांत कोम में एक होटल के बाहर इजराइली हमले के बाद, उसमें ठहरे ऐमल हुसैन स्वदेश लौटने के लिए बेचैन थे, लेकिन ईरानी

कोई पलाइट नहीं, संघर्ष के चलते फंसे कई लोग

हवाई क्षेत्र के पूरी तरह बंद होने से 55 वर्षीय इस अफगान कारोबारी को वापसी का कोई मार्ग नहीं मिल सका। ईरान पर हुए रविवार के हमले के बाद वह भागकर तेहरान पहुंचे, लेकिन ईरान और इजराइल के बीच संघर्ष बढ़ने के कारण कोई भी टैक्सी उनको सीमा तक नहीं ले गई। हुसैन ने मोबाइल फोन पर 'एपी' से कहा, "उड़ानें, बाजार, सब कुछ बंद है और मैं एक छोटे से होटल के बेसमेंट में रह रहा हूँ।



में टैक्सी से सीमा तक जाने की कोशिश कर रहा हूँ, लेकिन टैक्सी मिलना मुश्किल है और कोई भी हमें नहीं ले जा रहा है।' दो कट्टर दुश्मनों के बीच कई दिन से जारी वार-पलटवार ने उनके उथलपुथल भरे इतिहास में एक नया अध्याय खोल दिया है। क्षेत्र के कई लोग व्यापक संघर्ष से डरते हैं क्योंकि वे हर रात अपने आसमान में आग के गोले देखते

हैं। संघर्ष ने पश्चिम एशिया के अधिकतर देशों को अपने हवाई क्षेत्र बंद करने पर मजबूर कर दिया है। दर्जनों हवाई अड्डों ने सभी उड़ानें रोक दी हैं या परिचालन में भारी कटौती की है, जिससे हजारों यात्री फंसे हुए हैं और अन्य लोग संघर्ष से बचकर भागने या घर वापस जाने में असमर्थ हैं। हवाई अड्डे बंद होने से भारी संकट पैदा हो गया है, हजारों लोग फंसे हुए हैं।



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

19 JUNE 2025

At Kol airport, a 4.5-hour wait

Kolkata: Passengers booked on a late-night IndiGo flight to Delhi on Tuesday were left waiting at the airport for four and a half hours, before they could fly out a little after 3 am.

While the airline didn't issue any clear clarification either to passengers or to **TOI**, despite the newspaper reaching out to them multiple times, airport sources said the delay was due to a variety of issues, ranging from bad weather in Delhi, which led to the delayed arrival of a flight from there, to a crew

change in Kolkata. This was the fourth consecutive day when flyers at Kolkata had to wait for hours, either due to technical glitches or operational reasons.

IndiGo flight 6E 2415 was scheduled to fly to Delhi at 10.30 pm with nearly full capacity. However, as passengers waited near gate 103, there was no sign of the flight, and ground staff were clueless about departure time. As it went past midnight, passengers lost their cool, and many started arguments with the ground staff. **TNN**



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

19 JUNE 2025

Passengers Stranded At Delhi Airport For 9 Hours Snag Delays Air India Flight To Bhubaneswar

Hemanta Pradhan
@timesofindia.com

Bhubaneswar: More than 100 passengers of Air India's Delhi-Bhubaneswar flight were stranded at Indira Gandhi International Airport in the capital for over nine hours from Tuesday evening after a "technical snag" prevented its takeoff.

Instead of its scheduled departure at 5.45pm Tuesday, the AI-2489 flight took off at 2.47am Wednesday, reaching Bhubaneswar at 4.53am. Most passengers, including Union tribal affairs minister Jual Oram, and Dr Subrat Kumar Acharya, a gastroenterologist and former president of AI-IMS Bhubaneswar, had been waiting at gate 32A of T3 departure since 4.30pm Tuesday.

Oram was returning to

Bhubaneswar with his family. He called several officials and informed them about the issue. "After the delay in departure of our plane, I stayed back in Delhi on Tuesday night and booked a different flight for Wednesday evening," he said.

Acharya said, "I, along with my wife, son-in-law, and two grandchildren, one eight-year-old and another a Class X student, had booked tickets to Bhubaneswar." He said there was heavy rain in Delhi on Tuesday afternoon. "Somehow, we reached the airport on time. Instead of boarding the flight at 4.45pm, we boarded at 8.15pm. Then we sat in the plane for around two and a half hours," he added.

Acharya said the plane started to move but did not reach the runway. The crew said there was a technical glitch.

"They had some formalities before deplaning the passengers. Finally, they took permission and deplaned us. The children were worried. After hearing about the technical snag, I got scared. My family and I stayed back in Delhi. Our IndiGo flight is scheduled to take off on Wednesday night," he added. However, several passengers remained at Delhi airport until Air India announced that the flight would take off at 2.47am.

The airline, in its reply, wrote, "We understand flight disruptions are quite disappointing. Please rest assured, our team is trying its best to minimise the inconvenience caused. We're alerting our airport team right away for assistance. We request you kindly get in touch with the available staff for real-time assistance."



Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

18 JUNE 2025

Airport police form teams to curb laser light menace

Times News Network

Chennai: Police have formed special teams to track the suspects flashing laser lights at flights landing at city airport. There have been 25 such laser incidents so far this year, according to police statistics, the latest case reported on June 10. The number of incidents was 70 in 2024 and 51 in 2023.

On June 10, police said, green light was aimed at a passenger flight arriving from Pune, momentarily blinding the pilot. Two similar cases, directed at flights from Dubai, had been reported only weeks ago, prompting pilots to file formal complaints with airport authorities.

"Laser beams distract pilots during the final approach,



which is a critical phase of flight," said a pilot. "We rely on precision and clear visibility while landing. Such incidents could lead to major accidents if not stopped immediately."

Airport police launched an investigation and found that pilots faced the problem mainly at St Thomas Mount and Pallavaram areas. Special night patrols have been intensified, and officers are actively monitoring neighbourhoods surrounding the airport to identify and apprehend those responsible.

Airport and police officials have warned that using laser lights near airport zones is a punishable offence under aviation safety laws. "Strict action will be taken against those found engaging in this dangerous activity," a senior officer said.

Authorities are urging residents to remain vigilant and report any suspicious use of laser pointers in the vicinity of flight paths. The investigation is ongoing, and police have assured that those disrupting flight safety will be held accountable.



Corporate Communications Directorate

THE TIMES OF INDIA

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Corporate Communications Directorate

THE TIMES OF INDIA

HYDERABAD

18 JUNE 2025

Lufthansa passengers arrive at Hyd airport after 22-hour delay

Hyderabad: Passengers on the Lufthansa flight from Frankfurt to Hyderabad, which was forced to turn around and return to Frankfurt Airport on Sunday evening due to a bomb threat, arrived at Rajiv Gandhi International Airport on Monday night, 22 hours behind schedule.

Flight LH752, a Boeing 787-9 Dreamliner, was scheduled to depart at 1:30pm on Sunday, arriving at RGIA at 1:20 am on Monday.

Much to their inconveni-

ence, however, the passengers arrived at RGIA at 11:30pm on Monday.

The situation arose after an email targeting Lufthansa flight LH752 was received at Hyderabad airport at 6:01 pm on Sunday. According to airport authorities, a bomb threat assessment committee was formed and all procedures were followed as per SOP. For safety reasons, the airline was advised to divert to the original airport or the nearest suitable airport.

The Lufthansa flight from Frankfurt to Hyderabad predominantly carried North American travellers, most of whom were from the US and Canada and were using Frankfurt as their layover point. The passengers said they were unaware of the aircraft's change in direction during the flight and only discovered the diversion upon returning to their point of departure. They learned the details of the incident through news reports. **TNN**

Corporate Communications Directorate

THE ASIAN AGE

DELHI

18 JUNE 2025

More AI trouble: 7 int'l flights cancelled, 16 in all

■ Airspace restrictions, snags hit ops ■ IndiGo flight gets bomb threat ■ DGCA raises concern

VINEETA PANDEY
NEW DELHI, JUNE 17

Trouble continued for Air India, which, according to government data, had to cancel 16 flights on Tuesday, out of which seven were international flights. Most of these flights were cancelled because of pre-check issues, unavailability of the aircraft resulting from airspace restrictions in the Middle East and additional precautionary

checks leading to longer than usual turnaround of aircraft.

As per data provided by the government, Air India on Tuesday operated 55 flights, out of which 30 were Boeing 787s. However, a total of 16 Air India flights were cancelled, of which 13 aircraft were Boeing 787 Dreamliners. This is a substantial number compared to last Tuesday (June 12), when out of Air India's 50 Boeing 787s,

THE DGCA held a high-level meeting with senior officials of Air India and Air India Express, who are currently operating over 1,000 flights daily across domestic and international sectors

only 5 were cancelled. Some of the flights cancelled on Tuesday were on the Delhi-Paris, Ahmedabad-Gatwick (London), Delhi-Dubai, Bengaluru-London, Delhi-

Vienna and London-Amritsar routes. In addition, the San Francisco-Mumbai route flight, Boeing 777-200 LR, was terminated at its scheduled stopover at Kolkata after one of its engines developed a technical snag.

The Directorate General of Civil Aviation (DGCA) held a high-level meeting on Tuesday with senior officials of Air India and Air India Express, who are currently operating

over 1,000 flights daily across domestic and international sectors. The meeting was convened to review the operational robustness of the airlines and ensure continued compliance with safety and passenger service regulations. The discussions focused on key issues like maintenance-related delays, airspace restrictions, Boeing 787 fleet surveillance, the status of the "enhanced safety

■ Turn to Page 4

More AI trouble: 7 int'l flights cancelled

■ Continued from Page 1

inspection" of the Boeing 787-9 fleet of Air India, operational coordination, etc. During the meeting the DGCA raised concerns regarding recent maintenance-related issues reported by Air India. The airline was advised to strengthen internal coordination across engineering, operations and ground handling units and ensure availability of adequate spares to mitigate passenger delays resulting from such issues and strictly adhere to regulations.

The recent surveillance conducted on Air India's Boeing 787 fleet did not reveal any major safety concerns, the DGCA said, adding the aircraft and associated maintenance systems were found to be compliant with existing safety standards. With regard to the enhanced safety inspection of the entire Air India Boeing 787-9 fleet, comprising 33 aircraft, a total of 24 aircraft have successfully completed the required check.

The impact of recent airspace closures, particularly over Iranian airspace, was reviewed by DGCA during the meeting. 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.

The regulator recommended the implementation of a more systematic and real-time defect reporting mechanism to ensure that operational and safety-critical departments receive timely updates. This is expected to enhance overall decision-making and reduce downstream disruptions, a statement from the DGCA said.

The DGCA also reviewed recent operational data for Air India's wide-body operations, with specific attention to the Boeing 787 fleet.

Giving details of some of its cancellations, Air India said in flight AI 63 from Delhi to Paris the mandatory pre-flight checks identified an issue which was being 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."

Air India's San Francisco-Mumbai flight, Boeing 777-200 LR, was terminated at its scheduled stopover at Kolkata after one of its engines developed a technical snag. The passengers were later sent to Mumbai through different flights. This flight, which is direct from San Francisco to Mumbai, had to go via Kolkata due to ongoing geopolitical events, including the closure of Pakistani airspace. The technical issue was detected during routine post-landing checks, and the airline

decided to do a comprehensive check.

Another airline, IndiGo Kochi-Delhi flight, too, had to make an emergency landing in Nagpur due to a bomb threat. The flight had completed its Mumbai to Kochi leg when it received the threat. This comes after an IndiGo flight from Goa to Lucknow on Monday experienced turbulence due to "active monsoon weather conditions in western India".

On Tuesday, five days after an Air India plane crash in Ahmedabad claimed 270 lives, 142 victims have been identified through DNA matching and 120 bodies have been handed over to their families.

Meanwhile, Air India bid farewell to two of its pilots — Sunoet Sabharwal and Clive Kunder — who flew the ill-fated AI 171 and cabin crew supervisor Shradha Dhanraj of the plane that crashed in Ahmedabad last week. Several Air India employees and colleagues attended their last rites in Mumbai.

As part of investigations of the AI 171 crash in Ahmedabad, the DGCA has asked Air India for the training records of the pilots and dispatcher for the plane that crashed last week. Boeing's head of commercial airplanes Stephanie Page reportedly met Tata Sons Chairman N. Chandrabosekaran during a visit to the Air India headquarters in Gurgaon.



Corporate Communications Directorate

THE ASIAN AGE

DELHI

18 JUNE 2025

Make flying safer, create buffer zones at airports

The devastating crash of the Air India AI 171 Boeing Dreamliner has plunged India into collective grief and disbelief. The pictures of the wreckage and the videos of aircraft, engulfed in a fireball, were so vivid that they could shake the confidence of even the most seasoned air travellers. The heightened levels of anxiety among people are making them tremble over routine flight operations like emergency landings, attracting media limelight and further damaging the people's trust in air travel.

The government has already appointed a high-level committee headed by Union home secretary Govind Mohan, which was tasked with submitting its report within 90 days. However, the appointment of the new committee could further delay the investigation, as a one-man probe could expedite the process.

With aviation authorities finding two black boxes — flight data recorder (FDR) and cockpit voice recorder (CVR), they should immediately identify the cause of the crash — a technical failure, human error, weather-related factor, or a combination thereof. The findings must be swiftly made public, and concrete measures must be taken to prevent such a catastrophe from repeating itself.

Apart from the technical failure in the aircraft, the most disturbing element in the crash was that there was no chance of avoiding casualties once trouble began, because it went down in a densely populated area outside the airport. If the immediate vicinity of the Ahmedabad airport had open spaces, instead of being a cluttered residential zone, the pilot could have made a last-ditch effort at saving lives by crash-landing the aircraft.

According to a study published by Boeing, nearly half of all aircraft accidents occur during landing, and 14 per cent occur during takeoff. During both the critical stages, the aircraft would be closest to the ground, often giving too little time to the pilot to take corrective action.

Unlike new greenfield airports such as Rajiv Gandhi International Airport in Hyderabad, Kempegowda International Airport in Bengaluru and J.B. Patil International Airport in Navi Mumbai, most old airports, including Ahmedabad, are surrounded by densely populated residential zones. This is a stark reminder that the country's policy makers have failed to account for the safety corridors that are essential for modern aviation.

Airports are not merely points of transit. They are complex systems which are designed to address the unpredictable nature of flight. Around the world, well-planned airports maintain buffer zones, such as open spaces free of tall buildings, dense housing or industrial complexes, to ensure that the aircraft in distress has a fighting chance to land safely.

The high-level committee, which is probing the Dreamliner crash, hopefully addresses the whole gamut of issues that affect the safety of aircraft and their passengers — including a lack of crash-landing zones and the psychological state of pilots — instead of confining itself merely to technical issues that led to the aircraft losing thrust.

The aviation sector is the most important element in the development of a country. However, it must inspire confidence among people. The government must do all that it can to reorient airports and airlines towards providing safe air travel to people.

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Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI 18 JUNE 2025

Air India grounds San Francisco-Mumbai flight

KOLKATA, June 17: Air India terminated its San Francisco-Mumbai flight at its scheduled stopover in Kolkata on Tuesday morning after one of its engines developed a technical snag, officials said.

The termination led to chaotic scenes at the Netaji Subhash Chandra Bose International Airport here as the 211 passengers on the Boeing 777-200 LR tried to convince officials to let them reach their destination at the earliest.

There were 228 people on board the aircraft, including pilots and crew. The flight was originally scheduled to depart to Mumbai from Kolkata at 2 AM on Tuesday.

The Tata Group-owned carrier did not issue an official statement till the filing of the report.

The incident came days after an Air India flight from Ahmedabad to London Gatwick crashed seconds after takeoff, killing over 270 people on-board and on the ground on June 12.

Sources said Air India is making "special arrangements" to fly the stranded passengers to Mumbai. No further details were available.

All the passengers were given breakfast, and, according to their preferences, many were transferred to hotels, while efforts were on to accommodate other passengers on alternative flights to Mumbai, an Air India official said.

Later, an Airports Authority of India (AAI) official in Kolkata said that the majority of passengers have been shifted to a hotel near the airport, while a few have been accommodated at another.



Usually, the carrier flies directly to Mumbai from San Francisco but the ongoing geopolitical events, including closure of Pakistani airspace, have led AI to reroute it and take a "technical halt" in Kolkata. Flight AI180 landed in Kolkata at the scheduled time of 12.45 am, even though it took off one hour late from San Francisco.

"You cannot disembark passengers or upload fresh food on board during such tech stops, as per rules and regulations," the Air India official told PTI.

AAI Officials at the Kolkata airport said that the technical problem was detected at the port side (left) engine of the aircraft.

According to sources, a technical issue was detected during routine post-landing checks, and the airline decided to do a comprehensive check.

Though it was scheduled to depart for Mumbai at 2 am, passengers came to know of the problems only after

2.40 am, when the crew announced there was a problem with the left engine, according to a PTI reporter who was on the flight.

However, this announcement was accompanied by a specific promise, that the snag will take up to 25 minutes to get sorted, the reporter said.

However, as the clock ticked by, passengers having connecting flights from Mumbai started enquiring about the progress of the work with the cabin crew, but there was no clear response, the reporter said.

With the Ahmedabad accident being fresh, some passengers also said a delay is better than a mishap, while some wondered how an aircraft which had travelled thousands of kilometres could face problems in the last leg from Kolkata to Mumbai.

The next announcement came at 4.20 am, when the pilots sought another 15-20 minutes for rectification of the problem.

The engineers could be seen working on the left engine even as a drizzle continued, but the problem persisted. Finally, around 5.20 am, the pilots announced that a resolution is not possible and asked all passengers to deplane.

After disembarking, and passing the mandatory immigration, collecting baggage and passing the customs channels, the passengers were asked to sit in a designated area.

A few passengers pleaded with officials asking for the earliest option to travel to Mumbai. Some got lucky, while others continued to wait.

Finally, an Air India official announced that Mumbai-bound flights were mostly full and convinced a bulk of the passengers to check into a hotel.

Food arrangements for the passengers were done, and the process of checking into the hotel had been completed at the time of publishing this story. - PTI



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

AMAR UJALA

DELHI

19 JUNE 2025

एअर इंडिया ने की बड़े विमानों वाली अंतरराष्ट्रीय उड़ानों में 15 फीसदी कटौती

मुंबई। एअर इंडिया ने बुधवार को घोषणा की कि वह बड़े विमानों वाली अंतरराष्ट्रीय उड़ानों की संख्या में मध्य जुलाई तक के लिए 15 फीसदी की कटौती कर रही है।

एयरलाइंस ने कहा, पश्चिम एशिया में चल रहे संघर्ष, यूरोप व पूर्वी एशिया के कई देशों में रात के समय वायुक्षेत्र में प्रतिबंध लागू होने और अतिरिक्त सुरक्षा उपायों के कारण यह कदम

उठाया है। टाटा समूह के स्वामित्व वाली एयरलाइंस ने यह भी कहा कि वह बड़े आकार वाले बोइंग 777 विमानों में भी अतिरिक्त सुरक्षा जांच प्रोटोकॉल लागू करने जा रही है। एअर इंडिया ने 12 से 18 जून के बीच बड़े आकार वाले विमानों की 85 से ज्यादा उड़ानें रद्द की हैं। 12 जून को अहमदाबाद में विमान हादसे के बाद से एयरलाइंस कई संकटों से गुजर रही है। एजेसी



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

AMAR UJALA

DELHI

19 JUNE 2025

दिल्ली से रायपुर पहुंचे विमान का दरवाजा आधे घंटे में खुला

रायपुर। दिल्ली-रायपुर इंडिगो उड़ान के यहां उतरने के बाद विमान का दरवाजा नहीं खुलने के कारण यात्री आधे घंटे से अधिक समय तक अंदर फंसे रहे। पूर्व मुख्यमंत्री भूपेश बघेल व रायपुर की महापौर मीनल चौबे और फ्लाइट 6ई-6313 में सवार थीं। दोपहर करीब 2.20 बजे रायपुर में उतरने के बाद विमान का दरवाजा 30 मिनट से अधिक समय बंद रहा। महापौर चौबे ने बताया, जब हमने दरवाजा खोलने में देरी का कारण पूछा तो चालक दल ने बताया, तकनीकी समस्या है और वे खोलने का प्रयास कर रहे हैं। एजेंसी



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

AMAR UJALA

DELHI

19 JUNE 2025

तकनीकी कारणों से एअर इंडिया की 5 और उड़ानें निरस्त

मुंबई/अमृतसर। एअर इंडिया ने रखरखाव और तकनीकी समस्याओं के कारणों से बुधवार को चार अंतरराष्ट्रीय समेत पांच उड़ानें रद्द कीं। एयरलाइंस ने कहा कि 18 जून को टोरंटो-दिल्ली उड़ान एआई188 को रद्द करना पड़ा। इसके जो यात्री पहले ही विमान में सवार हो चुके थे, उन्हें उड़ान रद्द होने के बाद उतार दिया गया। दुबई से दिल्ली की उड़ान एआई996 को भी तकनीकी कारणों से रद्द कर दिया गया और यात्रियों को विमान में सवार होने के बाद उतार दिया गया। ब्यूरो

इसके अलावा, अमृतसर से लंदन जाने वाली उड़ान एआई169 और लंदन से अमृतसर आने वाली उड़ान एआई170 भी रद्द कर दी गई। बुधवार देर रात 1:45 बजे अमृतसर से दिल्ली जाने वाली उड़ान एआई 480 भी रद्द रहेगी।

■ एअर इंडिया ने कहा कि एयरलाइन के बोइंग 787 बेड़े पर जारी कड़ी जांच के कारण उड़ान परिचालन में कुछ व्यवधान आ रहे हैं।



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19 JUNE 2025

क्रैश से पहले एअर इंडिया के विमान की आपात बिजली प्रणाली सक्रिय थी **हादसे का दंश : बोइंग ने कहा-जांच ब्यूरो से करेगा संपर्क**

न्यूयॉर्क। जांचकर्ताओं का मानना है कि पिछले सप्ताह अहमदाबाद में क्रैश हुए एअर इंडिया बोइंग ड्रीमलाइनर विमान में आपातकालीन बिजली जनरेटर चालू था। अमेरिकी अखबार वॉल स्ट्रीट जर्नल ने बुधवार को जांच से जुड़े लोगों के हवाले से यह जानकारी दी। हालांकि अखबार के दावे की स्वतंत्र स्रोतों से तत्काल पुष्टि नहीं हो सकी है।

बोइंग ने कहा कि वह जानकारी के लिए भारत के विमान दुर्घटना जांच ब्यूरो से संपर्क करेगा जबकि, इंजन निर्माता जीई एयरोस्पेस और भारत के नागरिक उड्डयन मंत्रालय ने इस मामले में पूछे गए सवाल का जवाब नहीं दिया। राम एयर टर्बाइन (आरएटी) के रूप में जाना जाने वाला सिस्टम बिजली और



हाइड्रोलिक दबाव उत्पन्न करता है ताकि यह सुनिश्चित किया जा सके कि पायलट विमान को नियंत्रित कर सकें, भले ही दोनों इंजन फेल हो जाएं। रिपोर्ट में कहा गया है कि प्रारंभिक खोज इस बारे में सवाल उठाती है कि क्या विमान के इंजन टेकऑफ के दौरान ठीक से काम कर रहे थे। ड्रीमलाइनर में जीई एयरोस्पेस के इंजन लगे थे। एजेंसी

Corporate Communications Directorate

BUSINESS LINE

DELHI

18 JUNE 2025

The red flags in the Uttarakhand helicopter crash

Preliminary probe says 'Controlled Flight into Terrain', as the likely cause of the tragic crash

bl. explainer

Radheshyam Jadhav

What are the reasons being given for the helicopter crash in Kedarnath that occurred on Sunday?

Preliminary findings suggest that the likely cause of the copter crash involving Aryan Aviation's Bell 407 may be Controlled Flight into Terrain (CFIT). This happens when an aircraft in good condition under complete control of the pilot is inadvertently flown into an obstacle. This is being surmised because the helicopter is believed to have flown despite poor visibility and dense cloud cover at the valley's entry point.

A detailed investigation is underway, and the exact cause will be determined by the Aircraft Accident Investigation Bureau (AAIB).

What is the frequency of such helicopter crashes in Uttarakhand?

Sunday's crash marks the fifth helicopter accident in Uttarakhand within a span of six weeks. The series of incidents began on May 8, when six people lost their lives in a crash in

Uttarkashi. On May 12, a potential disaster was narrowly averted in Badrinath.

Just days later, on May 17, an AIIMS Rishikesh air ambulance crashed in Kedarnath, though fortunately no casualties were reported.

Most recently, on June 7, a helicopter en route to Kedarnath was forced to make an emergency landing on a highway after developing a technical snag during take-off, leaving the pilot injured.

In 2018, one person was killed in a crash near Kedarnath and again in 2022, seven people were killed in Kedarnath.

Who owns these helicopter companies?

The Char Dham Yatra covers four high-altitude shrines: Kedarnath, Badrinath, Gangotri, and Yamunotri. These sites open between April/May and October/November, drawing millions each year. Uttarakhand Civil Aviation Development Authority (UCADA) annually awards contracts for helicopter shuttle services to key pilgrimage sites, including Kedarnath, through a competitive bidding process.

This year, nine operators were selected to operate shuttle services on the route. There are 15 for chartered



CRASH SITE. NDRF and SDRF personnel

chopper service on the route.

Is there adequate air traffic infrastructure, such as radars, in that area?

Uttarakhand Chief Minister Pushkar Singh Dhami has announced the establishment of a centralised command and coordination centre in Dehradun to oversee real-time helicopter operations across the State — an institutional mechanism that was previously lacking.

"The centralised command and coordination centre will include representatives from the Directorate General of Civil Aviation (DGCA), the disaster management department, Civil Aviation Ministry, Uttarakhand Civil Aviation Development Authority and private heli-operator companies," Chief Minister said. He added that safety of

citizens is the top priority.

Experts point to an overburdened aviation infrastructure and emphasise the need for automatic weather stations at all four Himalayan shrines of the Char Dham pilgrimage to aid pilots in navigating adverse weather conditions.

Who regulates these helicopter operators?

The Directorate General of Civil Aviation (DGCA) and Uttarakhand Civil Aviation Development Authority (UCADA) regulate the helicopter operators.

What action has the government taken after the accident on Sunday?

The chopper services were suspended on Sunday. The Aircraft Investigation Bureau (AIB) is investigating the crash and the Directorate General of Civil Aviation (DGCA) added that the frequency of helicopter operations at Char Dham would be reduced as precautionary measures.

DGCA is also carrying out enhanced surveillance and operational reviews. Meanwhile helicopter services for Kedarnath Dham will resume today, according to Uttarakhand Civil Aviation Development Authority.

No major safety concerns with AI's Boeing 787s, says DGCA but flags maintenance practices

Our Bureaus
Mumbai/Ahmedabad

The mandated extra checks of Air India's Boeing 787 aircraft have not revealed any major safety concerns, the Directorate-General of Civil Aviation (DGCA) has said.

The aircraft and associated maintenance systems were found to be compliant with safety standards, it said on Tuesday after a review meeting with Air India.

The DGCA, however, raised concerns over maintenance practices at Air India which are resulting in flight delays.

"DGCA raised concerns regarding recent maintenance-related issues reported by Air India. 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," the regulator said in a statement.

The review was carried out on Tuesday when 16 flights were cancelled; 13 of the services were to fly Boeing 787 aircraft. In the last six days, AI has cancelled 83 flights, 66



TECHNICAL SNAG. The Air India flight during a scheduled halt at the Kolkata airport, on Tuesday.

involving 787s. The regulator recommended the implementation of a more systematic and real-time defect reporting mechanism to ensure that operational and safety-critical departments receive timely updates.

MP FLAGS DELAY

For Air India, it was a day of delays, and diversions due to technical snags and inclement weather.

Lok Sabha MP Supriya Sule flagged the issue of a three-hour delay of a Pune-Delhi flight (operated by Airbus A320 aircraft).

"No clear communication, no updates, no assistance and very bad service. Such delays and mismanagement are becoming a norm with Air India," Sule said in a X post on Tuesday evening.

Civil Aviation Minister Ram Mohan Naidu Kinjarapu

responded stating that the airline and the airport have been asked to address the concerns of passengers.

Over the past two days, at least three Air India aircraft have been grounded (two Boeing 787s and one Boeing 777) in Kolkata, Hong Kong and Zurich for technical reasons.

AIRSPACE CLOSURE

The enhanced flying time due to closure of airspace by Iran and Iraq is also creating challenges.

Now, Air India flights bound for Europe and the US are taking a southerly route over Saudi Arabia and Egypt and this has increased flight times.

On Tuesday, AI cancelled its Ahmedabad-London Gatwick flight, now operating under a different number, inconveniencing passengers.



Corporate Communications Directorate

BUSINESS LINE

DELHI

19 JUNE 2025

We are offering full support to Air India: Singapore Airlines

Our Bureau
Mumbai

Singapore Airlines said on Wednesday that it is in close contact with Tata Sons and Air India, and is offering them full support and assistance in the wake of last Thursday's Boeing 787 crash in Ahmedabad.

Singapore Airlines, a 25.1 per cent share holder in Air India, issued the statement in response to remarks by former Civil Aviation Minister Praful Patel. In a X post,



DARK EPISODE. SDRF and police personnel at the site of the Air India plane crash in Ahmedabad.

Patel, who is also a Rajya Sabha MP, questioned Singapore Airlines' silence over the crash. "In all the sorrow and din surrounding the Air India crash, there remains a surprising silence — or perhaps ignorance — about the role of a substantial shareholder, and the entity responsible for maintaining a large number, if not all, of Air India's wide-body aircraft.

They (Singapore Airlines) seem to be in hiding. Let's not forget — they have a say in management and a code-share agreement with Air India," said Patel in his post.

In response the airline said: "The Singapore Airlines (SIA) Group extends our deepest condolences to the families and loved ones of everyone affected by the devastating Air India flight AI171 accident."

"We have been in close contact with our partner, Tata Sons and Air India, and continue to offer our full support and all necessary assistance to them during this difficult time."

PARTNERSHIP WITH TATA Singapore Airlines partnered with Tata Sons to launch Vistara in 2015. Following Vistara's merger with Air India, the Singapore carrier holds 25.1 per cent stake in the unified airline.

अहमदाबाद हादसे के बाद सुरक्षा जांच

एयर इंडिया की अनेक अंतरराष्ट्रीय उड़ानें रद्द

दीपक पटेल

नई दिल्ली, 17 जून

पिछले हफ्ते अहमदाबाद में उड़ान एआई171 की घातक दुर्घटना के बाद विमानन नियामक द्वारा अनिवार्य सुरक्षा जांच के कारण मंगलवार को एयर इंडिया की कम से कम 13 अंतरराष्ट्रीय उड़ानों को रद्द कर दिया गया और कई देर से संचालित हुईं। हालांकि मौसम संबंधी व्यवधानों, हवाई क्षेत्र प्रतिबंधों और चालक दल के ड्यूटी-टाइम सीमाओं के कारण भी परिचालन प्रभावित हुआ।

पिछले गुरुवार को हुई हवाई दुर्घटना में 241 यात्रियों और चालक दल के सदस्यों के साथ-साथ जमीन पर भी कम से कम 24 लोगों की मौत हो गई थी। इसके बाद हरकत में आए नागर विमानन महानिदेशालय (डीजीसीए) को एयर इंडिया के 34 विमानों वाले पूरे बोइंग 787 ड्रीमलाइनर बेड़े की तत्काल उच्च स्तरीय सुरक्षा निरीक्षण अनिवार्य करने के लिए प्रेरित किया।

एयर इंडिया ने मंगलवार को दिल्ली से पेरिस के लिए उड़ान एआई143 को प्री-फ्लाइट जांच में समस्या के कारण रद्द कर दिया। एयरलाइन ने कहा, 'अनिवार्य प्री-फ्लाइट जांच में समस्या पाई गई है, जिसे दूर किया जा रहा है। हालांकि, पेरिस चार्ल्स डी गॉल (सीडीजी) हवाई अड्डे पर रात के संचालन पर प्रतिबंधों के तहत उक्त उड़ान रद्द की गई है।' अहमदाबाद से लंदन गैटविक के लिए उड़ान एआई159 को सामान्य से अधिक टर्नअराउंड समय के कारण रद्द कर दिया गया। एक अलग बयान में एयरलाइन ने कहा, 'अहमदाबाद से गैटविक के लिए उड़ान एआई159 को आज विमान की अनुपलब्धता के कारण रद्द कर दिया गया है। किसी तकनीकी खामी के कारण नहीं, बल्कि हवाई क्षेत्र प्रतिबंधों और अतिरिक्त एहतियाती जांच के परिणामस्वरूप ऐसा किया गया।' मंगलवार को प्रभावित अन्य सेवाओं में एआई153 (दिल्ली-वियना), एआई133 (बेंगलूरु-लंदन) और एआई915 (दिल्ली-दुबई) रद्द करना शामिल था। एआई145



मौसम संबंधी व्यवधानों, हवाई क्षेत्र प्रतिबंधों और चालक दल के ड्यूटी-टाइम का भी पड़ा हवाई संचालन पर असर

(गोवा-लंदन) को 90 मिनट से अधिक की देरी हुई, जबकि एआई148 (पेरिस-दिल्ली) और एआई2026 (फ्रैंकफर्ट-दिल्ली) में लगभग दो घंटे की देरी हुई। सिडनी-दिल्ली उड़ान (एआई301) निर्धारित समय से दो घंटे से अधिक देरी से रवाना हुई। घरेलू स्तर पर अहमदाबाद से दिल्ली के लिए उड़ान एआई424 को पांच घंटे से अधिक की देरी हुई। इसी प्रकार बुधवार के लिए निर्धारित सेवाओं में भी बाधा आएगी, जिसमें एआई169 (अमृतसर-लंदन गैटविक), एआई151 (दिल्ली-ज्यूरिख) और एआई308 (दिल्ली-मेलबर्न) सभी रद्द कर दी गई हैं।

डीजीसीए को कोई बड़ी सुरक्षा समस्या नहीं मिली

नागर विमानन महानिदेशालय (डीजीसीए) ने मंगलवार को कहा कि एयर इंडिया के बोइंग 787 बेड़े की हालिया सुरक्षा जांच में कोई बड़ी खामी नहीं मिली है। इस निरीक्षण में शुक्रवार और मंगलवार के बीच एयरलाइन के 33 ड्रीमलाइनर विमानों में से 26 को शामिल किया गया था। विमान और संबंधित रखरखाव प्रणालियों को सुरक्षा मानदंडों के अनुरूप पाया गया। हालांकि, डीजीसीए ने हाल ही में रखरखाव से संबंधित मुद्दों के बारे में चिंता जताई है जो एयर इंडिया के नेटवर्क में देरी का कारण बन रहे हैं।



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

19 JUNE 2025

Tata to create trust to help kin of Air India crash victims: Chandra

BS REPORTER
Mumbai, 18 June

The Tata Group will set up a new trust to support families of the Air India crash victims "in every possible way," said Tata Sons Chairman N Chandrasekaran.

In an interview with *Times Now*, Chandrasekaran said the group is working on a plan to depute one Tata employee with the families of each victim.

"We are looking at the option to set up an AI171 trust to help the families," Chandrasekaran, who first heard about the crash in his Mumbai office, said.

The conglomerate has already announced ₹1 crore compensation to each victim of the crash which killed 274 passengers, including crew and people on the ground in Ahmedabad. When asked about maintenance of the aircraft, Chandrasekaran said Air India takes all safety-related issues very seriously.

"We can't jump to any conclusions and we have to wait for the investigation to get through," Chandra said. He added

that the Black Box and Cockpit Voice recorder will give the correct picture.

There were no red flags about maintenance, he said. A preliminary report is likely in the next 30 days, he added.

"We had 27 Dreamliners when we bought the airline from the government in 2022 and acquired 6 through Vistara being merged, and there were no concerns about the Dreamliners," Chandra said. Dreamliners have been flying for a very long time, he said, adding that Dreamliners are not maintained by any Turkish company as speculated in a section of the media.

Since the crash, Air India, Chandra said, cancelled several flights as the Directorate General of Civil Aviation (DGCA) was doing mandatory checking of

all the aircraft and several flights were diverted as Iran airspace was closed.

Chandra admitted that the communication from Air India was not very strong and the group has set up a new strategic communications team to communicate better with the people. "We have to communicate very strongly on a daily basis," he said.

On communications with the passengers, Chandra said communication has improved but still a lot needs to be done. "Our focus currently is on addressing the needs of all those who are affected and bring stability," Chandra said.

He added that they will look into the alleged 'plagiarised' statement made by Chief Executive Officer Campbell Wilson a day after the crash.

On Praful Patel's social media statement that why

Singapore Airline (SIA), an Air India equity holder, is keeping quiet, Chandra said SIA has been a great partner.

"Since we have taken over, we have taken the best processes from SIA. They have helped us in processes like customer experience and they are offering all the help they can," he said. Campbell was not a nominee of SIA, Chandra clarified. Chandra said when these Dreamliners were acquired in 2013, Patel was part of the then government, led by Congress.

On Wednesday, former civil aviation minister Patel had lashed out at Singapore Airlines for its "deafening silence" following the crash of Air India flight AI171 last week.

He questioned why a key shareholder and maintenance partner of the airline had failed to publicly respond for nearly six days.

Patel, a senior leader of the Nationalist Congress Party, served as civil aviation minister from May 2004 to January 2011.





Corporate Communications Directorate

BUSINESS STANDARD

DELHI

19 JUNE 2025

Praful Patel questions SIA 'silence' on A-I crash

DEEPAK PATEL

New Delhi, 18 June

Former civil aviation minister Praful Patel (pictured) on Wednesday lashed out at Singapore Airlines (SIA) for what he called a "deafening silence" following the crash of Air India (A-I) flight AI171, questioning why a key shareholder and maintenance partner of the airline had failed to publicly respond for nearly six days.

SIA, when asked for a reaction to Patel's remarks, told *Business Standard* that it had been in close contact with Air India and Tata Sons, and continued to offer full support. SIA holds a 25.1 per cent stake in Air India.

Patel wrote on X: "In all the sorrow and din surrounding the Air India crash, there remains a surprising silence — or perhaps ignorance — about the role of a substantial shareholder, and the entity responsible for maintaining a large number, if not all, of Air India's wide-body aircraft." "Guess the name: Singapore Airlines...They seem to be in hiding," he added.



Patel pointed out that SIA has a say in the management of AI and noted that Campbell Wilson, chief executive officer of Air India, is a nominee of SIA and earlier headed its low-cost arm Scoot.

"Let's not forget — they have a say in management and a codeshare agreement with Air India," he said, concluding with the question: "Why this deafening silence, SQ?"

Responding to *Business Standard's* query on Patel's post, a SIA spokesperson said: "The Singapore Airlines Group has been in close contact with our partner Tata Sons and Air India, and continue to offer our full support and all necessary assistance to them during this difficult time."

एयर इंडिया विमान हादसा:

सिंगापुर एयरलाइंस की चुप्पी पर सवाल

दीपक पटेल

पूर्व नागरिक उड्डयन मंत्री प्रफुल्ल पटेल ने मंगलवार को सिंगापुर एयरलाइंस पर एयर इंडिया की उड़ान एआई171 के दुर्घटनाग्रस्त होने के बाद चुप्पी साधने का आरोप लगाया और सवाल किया कि एयरलाइन के प्रमुख शेयरधारक और रखरखाव भागीदार ने लगभग छह दिनों तक सार्वजनिक रूप से प्रतिक्रिया क्यों नहीं दी। पटेल की टिप्पणी 12 जून को अहमदाबाद-लंदन ड्रीमलाइनर उड़ान दुर्घटना के बाद आई है, जिसमें टेकऑफ के तुरंत बाद हुए हादसे में 241 यात्रियों और चालक दल की मौत हो गई थी। सिंगापुर एयरलाइंस की टाटा समूह द्वारा संचालित एयर इंडिया में 25.1 प्रतिशत हिस्सेदारी है और वह इसके निदेशक मंडल में भी शामिल है।

पटेल की टिप्पणी पर प्रतिक्रिया के लिए पूछे जाने पर सिंगापुर एयरलाइंस ने बिजनेस स्टैंडर्ड को बताया कि वह एयर इंडिया और टाटा संस के साथ संपर्क में है और उन्हें लगातार पूर्ण समर्थन दे रहा है। एक्स पर एक पोस्ट में पटेल ने लिखा, 'एयर इंडिया के साथ दुखद दुर्घटना पर एक महत्वपूर्ण शेयरधारक और एयर इंडिया के वाइड-बॉडी विमानों के रखरखाव के लिए जिम्मेदार कंपनी की चुप्पी



प्रफुल्ल पटेल

आश्चर्यजनक है।' उन्होंने आगे लिखा, 'नाम बताओ: सिंगापुर एयरलाइंस... ऐसा लगता है कि वे छिप गए हैं।' उन्होंने कहा कि हमें यह नहीं भूलना चाहिए कि प्रबंधन में उनकी भूमिका भी है और एयर इंडिया के साथ उनका समझौता है।

राकांपा महाराष्ट्र में सत्तारूढ़ भारतीय जनता पार्टी (भाजपा) की सहयोगी है। पटेल ने सिंगापुर एयरलाइंस और एयर इंडिया के शीर्ष नेतृत्व के बीच संबंधों पर प्रकाश डालते हुए कहा, 'महत्वपूर्ण बात यह है कि एयर इंडिया के मुख्य कार्यकारी अधिकारी (सीईओ) कैम्बेल विल्सन सिंगापुर एयरलाइंस के नामित व्यक्ति हैं। वह पहले उनकी कम लागत वाली सहायक कंपनी 'स्कूट एयरलाइंस' के सीईओ रह चुके हैं। यह चुप्पी क्यों है, एसक्यू?' एसक्यू, सिंगापुर एयरलाइंस का आईएटीए कोड है।



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

19 JUNE 2025

केदारनाथ के लिए हेली सर्विस 23 जून से बंद, बुकिंग रोकी

मनपीत | देहरादून

यदि आप 22 जून के बाद हेलिकॉप्टर से केदारनाथ धाम के दर्शन का प्लान बना रहे हैं तो फिलहाल रुक जाएं। केदारनाथ के लिए हेली सर्विस दे रही 9 कंपनियों ने इसके आगे की तारीखों की बुकिंग बंद कर दी है। अमूमन मानसून के दौरान कम से कम दो

कंपनियां केदारनाथ यात्रा के लिए बुकिंग लेती रहती थीं, लेकिन पहली बार इस सीजन में सर्विस बंद रहेगी।

दरअसल, बीते 12 दिन में दो हेलिकॉप्टर हादसों के बाद उत्तराखंड सरकार बारिश के दौरान कोई रिस्क नहीं लेना चाहती। इसलिए बुकिंग रोकी गई है। रुद्रप्रयाग के जिला पर्यटन अधिकारी राहुल चौबे ने

बताया कि 22 जून तक की हेली सर्विस की बुकिंग है। आगे हवाई सेवाओं के संचालन के लिए उत्तराखंड नागरिक उड्डयन विकास प्राधिकरण (यूकाडा) से जो भी निर्देश आएंगे, उसी के अनुसार हेली सर्विस पर फैसला लेंगे। यात्रियों को बुकिंग वेबसाइट पर अपडेट मिल जाएंगे।

केदारनाथ पैदल मार्ग पर भूस्खलन, दो की मौत...

इस बीच, बुधवार को गीरीकुंड-केदारनाथ पैदल मार्ग पर जंगलचट्टी के पास सुबह 11:20 बजे भूस्खलन होने से एक महिला समेत 5 लोग गहरी खाई में जा गिरे। इनमें दो पालकी मजदूरों की मौत हो गई।



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अहमदाबाद हादसे के लिए टाटा संस के चेयरमैन ने माफी मांगी हादसे का असर: एअर इंडिया कल से 15% अंतरराष्ट्रीय उड़ानें घटाएगी

भास्कर न्यूज़ | गुरुग्राम

एअर इंडिया अंतरराष्ट्रीय वाइडबॉडी विमानों की उड़ान 15% कम करेगा। व्यवस्था 20 जून से लागू होगी और जुलाई मध्य तक जारी रहेगी। यह निर्णय एआई171 विमान हादसे के छह दिन बाद लिया गया है। इसका मकसद विमान बेड़े की सुरक्षा जांच और तकनीकी निरीक्षण है। इससे कंपनी के पास इंटरनेशनल रिजर्व एयरक्राफ्ट की उपलब्धता रहेगी, ताकि आकस्मिक व्यवधान से निपटा जा सके। कंपनी ने कहा, जिन यात्रियों को उड़ानें प्रभावित होंगी, उन्हें वैकल्पिक उड़ानों से भेजेंगे या पूरा रिफंड देंगे।

दूसरी ओर, टाटा संस और एयर इंडिया के चेयरमैन एन. चंद्रशेखरन ने एक चैनल से बातचीत में हादसे पर दुःख जताते हुए पीड़ित परिवारों से माफी मांगी। उन्होंने कहा, मेरे पास पीड़ितों को सात्वना देने के शब्द नहीं हैं। दुर्घटनाग्रस्त विमान में कोई तकनीकी चेतवनी नहीं थी। उसमें नया इंजन लगा था। किसी निष्कर्ष पर पहुंचने से पहले जांच पूरी होने का इंतजार करना जरूरी है।

खुलासा... हादसे से 3 माह पहले ही हुई थी विमान के दाएं इंजन की ओवरहॉलिंग

नई दिल्ली | अहमदाबाद में क्रेश एअर इंडिया के विमान का दाहिना इंजन 3 महीने पहले ओवरहॉल हुआ था। यह अब जांच का केंद्र बिंदु बन रहा है। इंजन निर्माता जीई एयरोस्पेस के अनुसार जैनेक्स इंजन की ओवरहॉल प्रक्रिया उड़ान के घंटे, तापमान और थ्रस्ट साइकिल से तय होती है। एअर इंडिया ने तय समय पर ओवरहॉलिंग करवाई थी। सवाल यह है कि ओवरहॉल की प्रक्रिया किसने की? क्या वह एजेंसी अधिकृत थी?

एयरक्राफ्ट एक्सीडेंट इन्वेस्टिगेशन ब्यूरो (एएआईबी) ने यह जानकारी मांगी है। तकनीकी जांच से जुड़े सूत्रों के मुताबिक क्रेश से पहले रैम एयर टरबाइन एक्टिवेट हुआ था। यह तभी होता है, जब विमान की मुख्य ब्रिजली सर्प्लाई में खराबी आती है। इससे संकेत मिलता है कि इंजन के थ्रस्ट में अचानक गिरावट आई थी। यही कारण है कि ओवरहॉल किए गए इंजन की कार्यक्षमता सीधे जांच के दायरे में आ गई है।

तकनीकी कारणों से एअर इंडिया की 3 उड़ानें रद्द

एअर इंडिया ने बुधवार को 3 अंतरराष्ट्रीय उड़ानें रद्द कीं। इसके पीछे मेंटेनेंस व तकनीकी कारणों सहित कई वजहें बताई गईं। टोरंटो-दिल्ली उड़ान एआई188 को विस्तारित मेंटेनेंस के कारण रद्द करना पड़ा। बोइंग कर चुके यात्रियों को उतारना पड़ा। दुबई से दिल्ली उड़ान एआई996 भी तकनीकी कारणों से रद्द की गई। बाली एयरपोर्ट के पास ज्वालामुखी विस्फोट के बाद दिल्ली-बाली उड़ान वापस बुलाई गई। 12 जून के बाद से बोइंग 787 से संचालित एअर इंडिया की 66 उड़ानें रद्द हो चुकी हैं।

• हैदराबाद के बेगमपेट एयरपोर्ट पर बुधवार को बम की धमकी फर्जी निकली। कतर एयरवेज के कार्गो विमान में बम की धमकी भी फर्जी मिली।



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दिल्ली से रायपुर पहुंची इंडिगो की फ्लाइट में गड़बड़ी... 40 मिनट तक नहीं खुल सका फ्लाइट का दरवाजा

भास्कर न्यूज़ | रायपुर

विमानों में गड़बड़ी का सिलसिला रुक ही नहीं रहा है। पिछले हफ्ते इंडिगो एयरलाइंस के विमान का एसी करीब ढाई घंटे तक बंद रहा। इस हफ्ते मंगलवार को रात दिल्ली से रायपुर आने वाले विमान में गड़बड़ी आ गई। और अब बुधवार को दिल्ली से रायपुर आई फ्लाइट का दरवाजा 40 मिनट तक नहीं खुला। इससे विमान में सवार पूर्व

मुख्यमंत्री भूपेश बघेल, ससयपाली से कांग्रेस विधायक चातुरी नंद और रायपुर महापौर मॉनल चौबे भी इसमें फंसी रही। इंडिगो एयरलाइंस का विमान बुधवार दोपहर 2.25 बजे दिल्ली से रायपुर पहुंचा था।

गेट नहीं खुलने की वजह से यात्रियों की क्रू मेंबरों के साथ बहस भी हुई, लेकिन उन्होंने तकनीकी कारणों का हवाला देकर अपने हाथ खड़े कर लिए। इस दौरान यात्री घबरा गए थे।

सवाल • भयावह दुर्घटनाओं के बाद सत्ता में बैठे लोग अपने उत्तरदायित्व से पल्ला क्यों झाड़ लेते हैं? हादसे होते हैं, जिम्मेदारी कोई नहीं लेता

जवाबदेही

राजदीप सरदेसाई

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वर्ष 1996 में दो विमानों के हवा में टकराने के बाद से इस देश के सबसे भयावह विमान हादसे में कम से कम 270 लोग मारे गए। एअर इंडिया की फ्लाइट उस मुजरत के अहमदाबाद में दुर्घटनाग्रस्त हुई, जो सरकार के दो बड़े नेताओं का गृह राज्य है। दुर्घटना के कारणों पर अटकलें लगाना अब भी जल्दबाजी ही होगी, लेकिन इससे देश में हवाई सुरक्षा पर बहस तो छिड़ ही गई है।

जहां आधिकारिक डेटा बताते हैं कि इस क्षेत्र में भारत का सुरक्षा ट्रैक रिकॉर्ड वैश्विक मानकों के अनुरूप है, फिर भी चिंता के पर्याप्त कारण हैं। टाटा समूह द्वारा संचालित एअर इंडिया का प्रबंधन अभी भी इस तथ्य को स्वीकारने की कोशिश कर रहा है कि एक पुरानी एयरलाइन चलाना, स्टील या किसी अन्य उपरोक्त व्यवसाय को चलाने जैसा नहीं है। बोईंग- जो दुनिया की सबसे बड़ी एयरोस्पेस कंपनी है- खुद को जांच के दायरे में पाती है। बड़ों एंजिन सेक्टर पर नगरिक उड्डयन मंत्रालय की निगरानी पर सवाल उठेंगे। अहमदाबाद हवाई अड्डे का प्रबंधन और संचालन करने वाले अस्थायी समूह को भी जवाब देना होगा।

मार्च में मंत्रालय पर एक संसदीय समिति की रिपोर्ट ने बताया कि नगरिक उड्डयन महानिदेशालय के स्वीकृत पदों में से 53% खाली पड़े हैं, जबकि इस विभाग के सुरक्षा ब्यूरो में रिक्तियों की दर 35% है। महाविकासी 'उड़ान' योजना का लक्ष्य 120 नए गंतव्यों

को जोड़ना है, लेकिन उसके बजट में 32% कटौती कर दी गई है। एक तरफ देश में पिछले दशक में हवाई अड्डों की संख्या लगभग दोगुनी हो गई है, वहीं सुरक्षा मानकों को बनाए रखने पर खर्च की जा रही राशि बहुत कम है। क्या एक हवाई दुर्घटना धराशाय पर कुछ बदल सकेगी? ब्लैक बॉक्स और फ्लाइट डेटा रिकॉर्डर इस बारे में अधिक सुरण दे सकते हैं कि विमान उड़ान भरने के कुछ सेकंड बाद ही आग के गोले में लपकील क्यों हो गया। लेकिन क्या जांच निष्पक्ष और पारदर्शी होगी, जिससे इसमें शामिल तत्कालर हितधारकों के बचनूद सजाई का पता चल सकेगा?

एक और सवाल सामने आता है : क्या हमारे सिस्टम में समयबद्ध तरीके से प्रमुख व्यक्तियों पर जिम्मेदारी तब करने के लिए कोई जवाबदेही है भी? जून महीने में ही हुए हादसों की मूखला पर एक नजर डाल लें, जिसके समाप्त होने में अभी भी दस दिन से अधिक रोष है :

4 जून : आईएल फ्रान्स के अगले ही दिन आरसीबी की जीत के जश्न के दौरान बेंगलुरु में भगदड़ मच गई, जिसमें 11 लोगों की मौत हो गई। पुलिस द्वारा आवश्यक अनुमति न दिए जाने के बचनूद जल्दबाजी में यह कार्यक्रम आयोजित किया गया। विधान सभा और चिन्तास्वामी स्टेडियम में लगातार दो कार्यक्रम होने के कारण पुलिस बढ़ती भीड़ से परेशान हो गई। सार्वजनिक सुरक्षा की तत्काल आवश्यकता पर एक निजी तौर पर संचालित होने वाली फ्रेंचवाजी की जीत के लिए सार्वजनिक तमसों को प्राथमिकता दी गई। जिम्मेदारी स्वीकारने के बजाय कर्नाटक में गुटबाजी से प्रस्त कछिस सरकार ने अपनी गलती से पल्ला झाड़ लिया। बेंगलुरु के शीर्ष पुलिस अधिकारी को तो निलंबित कर दिया गया, लेकिन स्टार खिलाड़ियों के साथ खुशी-खुशी फोटो खिंचवाने वाले किसी भी राजनेता को जिम्मेदार नहीं



'चलता है' के रवैए में सुरक्षा मानकों पर कौन ध्यान दे...

हर त्रासदी का पैटर्न है। 'चलता है' के रवैए से सुरक्षा मानकों पर कम ध्यान दिया जाता है। राजनीतिक दिखावे को प्राथमिकता दी जाती है। अधिक तेज ट्रेनों, अधिक हवाई अड्डे, अधिक पर्यटन स्थल, अधिक इवेंट्स, लेकिन बंदोबस्त लचर।

उहराया गया।

9 जून : मुंबई के पास मुंबा में एक रेल दुर्घटना में चार लोगों की मौत हो गई। यात्री भीड़भाड़ वाली ट्रेनों के फुटबोर्ड पर खड़े होने के कारण फटरियों पर गिर गए। मुंबा ट्रैक पर एक तीखे मोड़ ने इसे और भी खतरनाक बना दिया। जहां सेंट्रल रेलवे की एक समिति इस घटना की जांच कर रही है, वहीं मुंबई जैसे महानगर में अव्यवस्थित सार्वजनिक परिवहन प्रणाली पर कोई ध्यान नहीं दिया गया है। क्या उपनगरीय रेल प्रणाली उपेक्ष की शिकार है?

15 जून : उत्तराखंड के केदारनाथ मंदिर से गुप्तकारी के लिए उड़ान भरने वाले एक हेलिकॉप्टर के जंगल में दुर्घटनाग्रस्त हो जाने से सात लोगों की मौत हो गई। चिंताजनक बात यह है कि इस क्षेत्र में बीते छह हफ्तों में यह पांचवीं ऐसी घटना थी, जिसने पहाड़ों में खराब मौसम में हेलिकॉप्टर सेवाओं पर सवाल खड़े कर दिए हैं। मुख्यमंत्री ने मानक संचालन प्रक्रिया लागू करने का वादा किया है, जबकि डीजीसीए ने अतिरिक्त निगरानी का आश्वासन दिया है। लेकिन एक बार फिर यह बहुत देरी से बहुत कम कार्रवाई का मामला है। अगर जिम्मेदारियों से पल्ला झाड़ने का कोई ओलिम्पिक होता तो हमारे हुक्मरानों को ही उसका स्वर्ण पदक मिलता।

16 जून : भारी बारिश के बीच अत्यधिक भीड़ के कारण पुणे के पास एक पुल ढह गया, जिसमें चार लोगों की मौत हो गई और कई अन्य घायल हो गए। 30 साल पुराने इस पुल को असुरक्षित माना गया था, लेकिन स्थानीय लोगों द्वारा कई सालों से शिकायत करने के बचनूद नए पुल के निर्माण के लिए कर्ब-आदेश में देरी की गई और पुल के ढहने से केवल पांच दिन पहले ही इसे कथित तौर पर जारी किया गया। पिछले साल एक नए पुल के लिए 8 करोड़ रुपए की मंजूरी दी गई थी, लेकिन लालफीताशाही के चलते काम शुरू होने में देरी होत रही।

पुनश्च : कुछ दिन पहले ही बीबीसी की एक जांच रिपोर्ट ने इस साल जनवरी में महकुंभ में हुई भगदड़ की सच्चाई को उजागर किया था। सूची सरकार ने दावा किया था कि 37 लोग मारे गए हैं, जबकि बीबीसी की जांच में पाया गया कि यह संख्या कम से कम 82 थी। अगर हम मौतों के बारे में झूठ बोलते हैं, तो क्या हम इंसानी जान की कीमत समझते भी हैं?

(ये लेखक के अपने विचार हैं)



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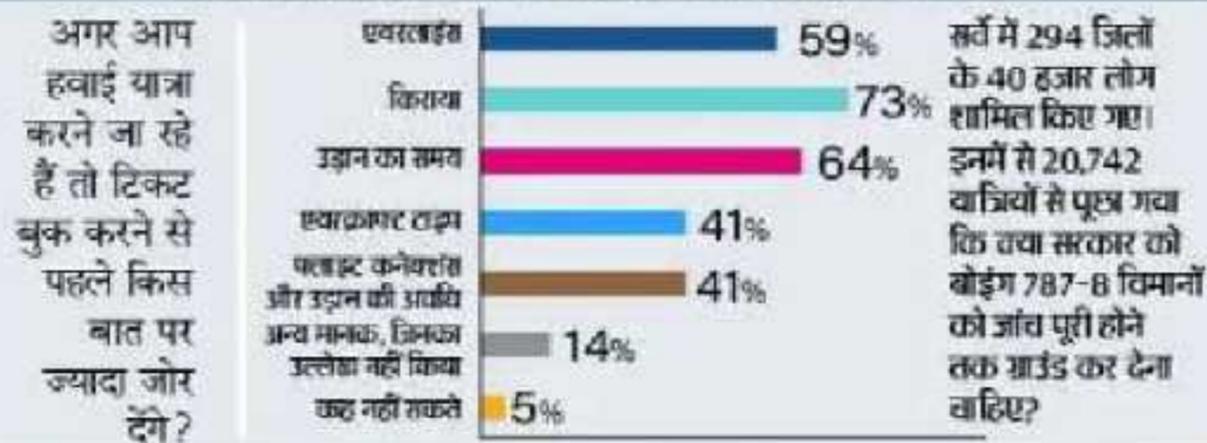
19 JUNE 2025

लोकल सर्कल्स का सर्वे • विमान कैसा है, कितना पुराना है... इनके जवाब ढूढ़ रहे विमान हादसा... अब बुकिंग से पहले 41% यात्री प्लेन की हालत पता कर रहे

भास्कर न्यूज़ | नई दिल्ली

अहमदाबाद में 12 जून को एअर इंडिया के बोइंग 787-8 विमान के दुर्घटनाग्रस्त होने की घटना के बाद देशभर में हवाई यात्रा को लेकर चिंता बढ़ी है। हादसे वाले बोइंग 787-8 विमान से जुड़ी कई फ्लाइट्स में तकनीकी खराबी, देरी और रद्द होने की खबरें आई हैं। अब बड़ी संख्या में यात्री फ्लाइट बुक करते समय एयरक्राफ्ट टाइप की भी जांच-पड़ताल कर रहे हैं। लोकलसर्कल्स के एक सर्वे में सामने आया कि आने वाले महीनों में हवाई यात्रा की योजना बना रहे 41% भारतीय अब टिकट बुक करते समय यह भी देखेंगे कि फ्लाइट किस एयरक्राफ्ट से ऑपरेट हो रही है। वहीं, 56% यात्रियों ने कहा कि जब तक जांच पूरी न हो जाए, तब तक सरकार को बोइंग 787-8 को ग्राउंड कर देना चाहिए।

कितने प्रतिशत यात्रियों की क्या है प्राथमिकता



सर्वे में 294 जिलों के 40 हजार लोग शामिल किए गए। इनमें से 20,742 यात्रियों से पूछा गया कि क्या सरकार को बोइंग 787-8 विमानों को जांच पूरी होने तक ग्राउंड कर देना चाहिए?

बोइंग 787-8 की अन्य फ्लाइट्स में खराबी से यात्रियों की चिंता बढ़ी

अहमदाबाद हादसे के बाद एअर इंडिया ने 12 से 17 जून के बीच बोइंग 787-8 से उड़ान भरने वाली 66 फ्लाइट्स कैसिल कर दीं। ब्रिटिश एयरवेज और एअर इंडिया की अन्य फ्लाइट्स में भी तकनीकी खराबी के चलते उड़ान के बाद वापस लौटने की घटनाएं सामने आई हैं। जिससे यात्रियों की चिंता भी बढ़ गई है।

डीजीसीए ने अब तक 24 विमानों की जांच की, 9 की जांच बाकी

डायरेक्टोरेट जनरल ऑफ सिविल एविएशन (डीजीसीए) ने एअर इंडिया के बोइंग 787 वेड़े की जांच शुरू की है। अब तक 24 विमानों की जांच हो चुकी है। इनमें कोई बड़ी सुरक्षा खामी नहीं पाई गई है। 9 विमानों की जांच अभी बाकी है। डीजीसीए ने कहा है कि सभी विमानों तकनीकी की जांच की जा रही है।



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DESHBANDHU

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19 JUNE 2025

13 मौतों के बाद जागा यूकाडा हेली सेवाओं की मॉनिटरिंग शुरू

देहरादून, 18 जून (एजेंसियां)। केदारनाथ धाम से यात्रियों को लेकर वापस गुप्तकाशी लौट रहा हेलीकॉप्टर 15 जून को क्रैश हो गया। हेलीकॉप्टर दुर्घटनाग्रस्त के बाद 17 जून यानी आज से हेली सेवाओं का संचालन भी शुरू हो गया है। ऐसे में हेली दुर्घटनाएं दोबारा ना हो इसके लिए केदारघाटी में संचालित हो रही हेलीकॉप्टर्स पर विशेष निगरानी रखी जा रही है। खास बात ये है कि डीजीसीए की टीम खुद इसकी मॉनीटरिंग कर रही है। उत्तराखंड चारधाम यात्रा 30 अप्रैल को शुरू होने के बाद 2 मई से केदारनाथ धाम के लिए हेली सेवाओं का संचालन शुरू हुआ। 2 मई से हेली सेवाओं का संचालन शुरू होने के बाद 15 जून यानी इन 45 दिनों के भीतर 5 हेली दुर्घटनाएं हुईं। इसमें सवार 13 लोगों की मौत हो गई। 15 जून को हेलीकॉप्टर क्रैश होने के बाद अब यूकाडा पूरी तरह से अलर्ट नजर आ रहा है। जिसके तहत चारधाम यात्रा के लिए संचालित हेली सेवाओं पर निगरानी बढ़ा दी गई है। साथ ही यूकाडा ने तमाम सम्बन्धित संस्थानों के बीच तालमेल बनाकर सूचनाओं का आदान प्रदान



जांच के लिए बनाई एक्सपर्ट्स की टीम

करने के साथ ही हेलीकॉप्टर पायलट को प्रॉपर सूचना देने के लिए टीम बनाई है। दरअसल, 15 जून को हेलीकॉप्टर क्रैश होने के बाद 16 जून तक के लिए हेली सेवाओं पर रोक लगा दी गई थी। ऐसे में 17 जून से हेली सेवाओं का संचालन शुरू हो गया है। जिसकी पूरी निगरानी के लिए सहस्रधारा हेलीपोर्ट पर टीम बिठाई गई है। इस टीम में मौसम विभाग के अधिकारी, डीजीसीए के अधिकारी समेत हेली ऑपरेटर्स शामिल हैं। यूकाडा की कोशिश है कि पायलट को मौसम से संबंधित सटीक जानकारी उपलब्ध कराई जा सके। इसके साथ ही हेली ऑपरेटर्स की ओर से मानकों की अनदेखी की शिकायतें भी सामने आ चुकी हैं।



Corporate Communications Directorate

THE DAILY GUARDIAN

DELHI

18 JUNE 2025

IndiGo flight to Kochi diverted to Nagpur over security concerns

TGG NETWORK
NAGPUR

The IndiGo flight from Muscat to Kochi, and further to Delhi was diverted to Nagpur due to security concerns on Tuesday.

IndiGo flight 6E1272, travelling from Muscat to Kochi, while continuing as flight 6E2706 from Kochi to Delhi, was rerouted to Nagpur on Tuesday due to a security issue.

The plane landed safely at Dr. Babasaheb Ambedkar International Airport in Nagpur, and all passengers were safely disembarked.

An IndiGo spokesperson stated, "We confirm receiving a security concern pertaining to IndiGo



flight 6E1272 flying from Muscat to Kochi when the aircraft was operating its subsequent sector from Kochi to Delhi as 6E2706 on 17 June 2025. Following protocol, the relevant authorities were immediately informed, and the aircraft

was diverted to Nagpur."

Following the Air India crash on June 12, many airlines are exercising caution regarding any flight issues.

Meanwhile, sources said on Monday that a high-level meeting on civil aviation security, chaired by Union

Home Secretary Govind Mohan, is set to take place on June 17 in the wake of the recent Air India plane crash.

According to sources, the meeting will bring together top officials, including the Civil Aviation Secretary, a representative from the Gujarat government, Directorate General of Civil Aviation (DGCA) officials, the Bureau of Civil Aviation Security, and other key agencies to review the incident and assess security protocols across the aviation sector.

Earlier on Tuesday, a Boeing team and Aircraft Accident Investigation Bureau (AAIB) officials arrived in Ahmedabad to inspect the site of the Air India plane crash.

Turbulence at AI as 6 flights cancelled

All planes were Boeing Dreamliners

AHMEDABAD, DHNS

At least six Air India international flights, all Boeing Dreamliner 787-8 aircraft, were cancelled on Tuesday, with reasons cited varying from "unavailability of aircraft" to "technical" issues.

The spate of cancellations come amid heightened scrutiny following the catastrophic crash in Ahmedabad of an Air India Dreamliner that killed 241 passengers and scores more on the ground.

The flights cancelled included: Ahmedabad-London (AI 159), Delhi-Vienna (AI 153), Delhi-Paris (AI 143), Bengaluru-London (AI 133), London-Amritsar (AI 170), Delhi-Dubai (AI 915).



DGCA okay for 24 Dreamliners

Air India's 24 of the 33 Boeing 787 Dreamliner aircraft have cleared the 'Enhanced Safety Inspection' ordered by the DGCA following the Ahmedabad air crash, while the remaining would be examined in the coming days.

Heightened vigil

• Ahmedabad-London (AI 159), Delhi-Vienna (AI 153), Delhi-Paris (AI 143), Bengaluru-London (AI 133), London-Amritsar (AI 170), Delhi-Dubai (AI 915) cancelled.

• AI flight from San Francisco to Mumbai was terminated in Kolkata after a snag was discovered during a scheduled technical halt.

• Cancellations lead to protests by passengers. At Ahmedabad airport, many alleged that airline didn't inform them well in advance.

Separately, an Air India flight from San Francisco to Mumbai was terminated in Kolkata after a snag was discovered during a scheduled technical halt.

The cancellations have led to massive disruptions and protests by passengers. At Ahmedabad airport, many passengers alleged that the airline didn't inform them

well in advance and were told about cancellation only after reaching the airport.

On the Ahmedabad-London flight, Air India, in a media statement, said the AI159 was cancelled "due to unavailability of the aircraft, resulting from airspace restrictions and additional precautionary checks, leading to longer than usual turnaround of aircraft."

The airline denied reports that the aircraft had developed a technical snag.

Flight AI 171, rebranded as AI 159, crashed in Ahmedabad seconds after taking off on June 12.

While several investigations are underway to find out the reason behind one of the worst aviation disasters, the Directorate General of Civil Aviation (DGCA) had issued a directive for enhanced safety inspections of Dreamliner aircrafts in the country.

► AI, Page 3D

Turbulence at AI as 6 flights...

AI, From Page 1

On the cancellation of the Delhi-Paris flight, the airline said: "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."

Regretting the inconvenience, the airline said that "flight AI142 from Paris to Delhi on June 17, 2025 also stands cancelled".

In another case, a snag was

detected in one of the engines of a Boeing 777-200LR aircraft of flight AI180 after it landed in Kolkata early on Tuesday for a scheduled technical halt while flying from San Francisco to Mumbai with 228 people on board.

Air India terminated the flight in Kolkata. The aircraft had taken off from San Francisco with 211 passengers and a 17-member crew and landed in Kolkata at 00:45 hrs on Tuesday. It was scheduled to depart for Mumbai at 2 am.

Passengers were asked to disembark and Air India arranged for food and accommo-

dation for most of the stranded passengers in two hotels near the airport.

Some of the passengers were accommodated on other flights between Kolkata and Mumbai while the carrier promised to arrange a special flight for the rest.

The AI180 has been a direct flight from San Francisco to Mumbai. But the closure of the airspace of Pakistan for carriers of India and the Iran-Israel conflict forced the carrier to schedule a technical halt in Kolkata.

(With inputs from Kolkata)

Corporate Communications Directorate

DECCAN HERALD

BANGALORE

18 JUNE 2025

CRASH FALLOUT: Recent surveillance didn't reveal major concerns, says regulator DGCA

24 of 33 AI Dreamliners clear safety checks

SHEMIN JOY
NEW DELHI, DHNS

Twenty-four of Air India's 33 Boeing 787 Dreamliner aircraft have cleared the 'Enhanced Safety Inspection' ordered by the Directorate General of Civil Aviation (DGCA) following the Ahmedabad air crash, while the remaining aircraft will be examined in the coming days.

The DGCA also said that a "recent surveillance" of Air India's Boeing 787 fleet did "not reveal any major safety concerns" and that the aircraft and associated maintenance systems comply with existing safety standards.

A review by the regulator of Air India's wide-body operations between June 12 — the day of the crash — and 6 pm on Tuesday showed that the airline had cancelled a total of 83 flights, including 66 by Dreamliners.

DGCA

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.

On Tuesday alone, at least six Dreamliner services were cancelled. Between June 12 and 6 pm on June 17, Air India was scheduled to operate 462 flights, including 248 Dreamliner flights.

This was disclosed by the DGCA in a statement after a review meeting with senior officials of Air India Ltd and Air India Express, which currently operate over 1,000 flights daily across domestic and interna-

tional sectors.

A day after the London Gatwick-bound Dreamliner crashed within a minute of takeoff from Ahmedabad airport, the DGCA ordered an 'Enhanced Safety Inspection' of Air India's B787-8/9 Dreamliner fleet.

Of Air India's 33 Dreamliners, the statement said, 24 aircraft have "successfully completed the required check" as of 3 pm on Tuesday. It said four aircraft are currently undergoing major checks at various Maintenance and Repair and Overhaul (MRO) facilities and an additional two aircraft are planned for completion on Tuesday, with one more scheduled for Wednesday.

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

The DGCA also raised concerns over recent maintenance-related issues reported by Air India and advised the airline to strengthen internal coordination across engineering, operations and ground handling units.

It also directed Air India to ensure the availability of adequate spare parts to mitigate passenger delays and strictly adhere to regulations.

The regulator also reviewed the impact of recent airspace closures, particularly over Iranian airspace, which have led to flight diversions, delays and cancellations. Operators have been instructed to ensure timely communication with passengers and crew and adopt alternate routing strategies to minimise disruptions.



Passengers wait at Sardar Vallabhbhai Patel International Airport after Air India's flight to London from Ahmedabad, which has started operating with a new code post-June 12 crash of AI-171 plane, was cancelled due to "operational issues", in Ahmedabad, on Tuesday.

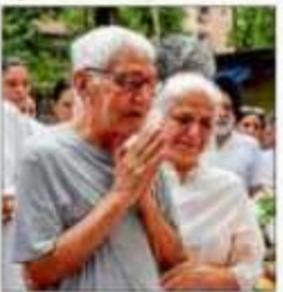
Air India asked to submit training data of crashed plane's pilots, dispatcher

NEW DELHI, REUTERS: The Directorate General of Civil Aviation (DGCA) has asked Air India for the 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 270 people, government memos showed.

The regulator also asked all flying schools to conduct training compliance checks, according to the confidential memos.

The DGCA said the requests were part of a "regulatory" review of the accident and also sought details of action taken following its 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.

Sumeet Sabharwal, who the government said had 8,200



Pushkaraj Sabharwal, father of Captain Sumeet Sabharwal, pays tribute after his son's mortal remains were brought to Mumbai for his last rites, on Tuesday.

hours of experience and was also an Air India instructor, was the commanding pilot of flight AI171. His copilot was Clive Kunder, who had 1,100 hours of experience. Sabhar-

wal's funeral took place in Mumbai on Tuesday.

The watchdog requested training details and supporting documents for the pilots, as well as for the flight dispatcher. The memo did not elaborate on the type of documents required, but accident investigations commonly look at a crew's training and qualifications, flight history, medical records, and any actions previously taken against them.

The memo did not raise concerns with AI's operations, and some of the requests are standard in the aftermath of a major incident.

Dispatchers are DGCA-certified ground-based airline employees whose role includes flight planning, assessing weather and airspace conditions, and coordinating with pilots.

Gujarat govt pegs crash injuries at 71

SATISH JHA
AHMEDABAD, DHNS

The Gujarat government on Tuesday revealed for the first time that a total of 71 people had been injured in Air India's London-bound plane's crash.

Out of them, two died at the Ahmedabad Civil Hospital, while 42 others had been discharged, it said.

"The condition of one patient remains critical," according to a hospital statement.

The AI flight with 242 people on board crashed into the BJ Medical College hostel buildings on June 12, killing 241 on board. Four MBBS students and four family members of doctors were also killed.

The total number of casualties was reported to be more than 270. The state government has yet to officially declare the exact figure.

Ahmedabad Civil Hospital Superintendent Dr Rakesh Joshi told reporters that 30 of

the injured were medical students, out of whom everyone except one was discharged.

Meanwhile, a total of 163 DNA samples had been matched by Tuesday evening and the mortal remains of 124 victims were handed over to their families.

The state government also said that sampling for DNA matching of the plane-crash victims was near completion.

"DNA sampling of the relatives was essential for the DNA-matching process required to identify the bodies. Relatives' sample collection was conducted at BJ Medical College's 'Kasoti Bhavan'. The health system has passed the 'test.' The process of DNA sampling is nearing completion," claimed the statement released by the state.

It also said that a team of psychiatrists and counsellors had been deployed to provide psychological support for the families.

New videos show students escaping from balcony

AHMEDABAD, PTI: A new video has surfaced showing panicked residents of the BJ Medical College (BJMC) in Ahmedabad jumping off or attempting to leap from the balcony of a five-storey building when the Air India flight AI-171 slammed into their campus on June 12.

In one of the frames of the chilling video, a woman is seen trying to climb down from the balcony with the support of mere railings with huge flames emanat-

ing from the crash site just metres away.

In the background, people recording the video from above the peripheral wall of the campus could be heard shouting, fearing the girl could fall and sustain injuries.

Later, a man is also seen trying to climb down in a similar way. The BJMC, one of the oldest medical colleges in India, has been the epicentre of action following the crash.



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

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DELHI

19 JUNE 2025

एअर इंडिया बड़े विमानों की उड़ानों में करेगी 15 प्रतिशत कटौती

मुंबई, प्रेट्र : एअर इंडिया मध्य जुलाई तक अंतरराष्ट्रीय स्तर पर बड़े विमानों के परिचालन में 15 प्रतिशत की कटौती करेगी। एक बयान में टाटा समूह के स्वामित्व वाली एयरलाइन ने कहा कि वह अतिरिक्त एहतियात के तौर पर बड़े बोइंग 777 विमानों की सुरक्षा जांच बढ़ाएगी। एअर इंडिया ने हाल ही में परिचालन संबंधी परेशानी का सामना किया है। पिछले छह दिनों में इसकी कम से कम 83 अंतरराष्ट्रीय उड़ानें रद्द हुई हैं। बयान में कहा गया है कि इंजीनियरिंग स्टाफ और एअर इंडिया के पायलटों द्वारा आवश्यक सावधानी बरती जा रही है।

एअर इंडिया ने रख-रखाव और तकनीकी कारणों से बुधवार को तीन अंतरराष्ट्रीय उड़ानों को रद्द कर दिया। दो उड़ानें यात्रियों के विमान में चढ़ने के बाद रद्द की गईं। एयरलाइन ने कहा है कि उसे 18 जून को अपनी टोरंटो-दिल्ली उड़ान

● अतिरिक्त एहतियात के तौर पर बड़े बोइंग 777 विमानों की सुरक्षा जांच बढ़ाई जाएगी

● बुधवार को तीन अंतरराष्ट्रीय उड़ानें रद्द, तकनीकी कारणों से लिया गया यह निर्णय

आइजीआइ एयरपोर्ट से 18 उड़ानें रद्द

आइजीआइ एयरपोर्ट पर बुधवार को 18 उड़ानें रद्द हुईं। इनमें घरेलू और अंतरराष्ट्रीय दोनों उड़ानें शामिल रहीं। रद्द हुई उड़ानों में सर्वाधिक 14 एअर इंडिया की रहीं। इनमें दुबई, एम्सटर्डम, फ्रैंकफर्ट, ज्यूरिख, नेरौबी, कोपनहेगन, मुंबई, चेन्नई, पुणे व गोवा की उड़ानें शामिल हैं। एलायंस एयर की दो उड़ानें कुल्लू और शिमला की उड़ानें शामिल हैं। तेहरान की उड़ान भी रद्द हुई है।

एआइ188 को रख-रखाव और परिचालन के लिए निर्धारित मानदंडों के तहत रद्द करना पड़ा। इसके अलावा दुबई से दिल्ली की उड़ान एआइ 996 को तकनीकी कारणों से रद्द कर दिया गया। यात्रियों को विमान में चढ़ने के बाद उतार दिया गया। वहीं, बाली हवाई अड्डे के पास ज्वालामुखी विस्फोट की सूचना के बाद सुरक्षा को ध्यान में रखते

हुए दिल्ली से जाने वाली उड़ान एआइ 2145 को भी रद्द कर दिया गया। रास्ते से ही दिल्ली लौटने की सलाह दी गई थी। विमान सुरक्षित दिल्ली वापस आ गया। इस विमान में केंद्रीय मंत्री जुएल उरांव भी यात्रा कर रहे थे। एअर इंडिया ने कहा है कि यात्रियों को जल्द से जल्द उनके गंतव्य तक पहुंचाने की वैकल्पिक व्यवस्था की जा रही है। अहमदाबाद

विमान हादसे के बाद डीजीसीए ने एअर इंडिया के बोइंग 787 बड़े की निगरानी बढ़ाने का आदेश दिया था। मुंबई-लखनऊ फ्लाइट अचानक निरस्त: मुंबई-लखनऊ एअर इंडिया की फ्लाइट बुधवार को अचानक निरस्त कर दी गई। दिल्ली में बारिश से बाद हुए डायवर्जन से इस फ्लाइट को निरस्त करना पड़ा। कोलकाता-लखनऊ इंडिगो का विमान 6ई-856 आधा घंटे, लखनऊ-दिल्ली एअर इंडिया का विमान एआइ-2478 सवा घंटे, एआइ-2461 लखनऊ से 1:30 घंटे, एआइ-811 एक घंटे प्रभावित हुआ।

बम होने की सूचना फर्जी निकली: हैदराबाद स्थित बेगमपेट हवाई अड्डे में बम होने की सूचना ईमेल के जरिये दी गई। जांच के बाद यह सूचना फर्जी पाई गई। हवाई अड्डा प्राधिकरण को बुधवार सुबह ईमेल मिला। इसके बाद बम निरोधक दस्ते ने अच्छी तरह से तलाशी ली।

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19 JUNE 2025

विमान के प्रकार को देखकर टिकट बुक कर रहे हैं

अहमदाबाद में हाल ही में हुई बोइंग 787-8 विमान दुर्घटना के बाद, लोगों के हवाई यात्रा के प्रति दृष्टिकोण में महत्वपूर्ण बदलाव आया है। लोकल सर्कल्स द्वारा किए गए एक सर्वेक्षण के अनुसार देश में 40 प्रतिशत से अधिक लोग अब एयरलाइंस द्वारा उपयोग किए जा रहे विमान के प्रकार की जांच करने के बाद ही टिकट बुक कर रहे हैं। इस सर्वेक्षण में 294 जिलों से 40,000 से अधिक प्रतिक्रियाएं प्राप्त हुईं।

41%
भारतीय

बुकिंग से पहले इनपर करेंगे विचार

2022 में किए गए पिछले सर्वेक्षणों में, केवल 10 प्रतिशत ने बुकिंग से पहले विमान के प्रकार की जांच करने की बात कही थी। वर्तमान में यह आंकड़ा बढ़कर 41 प्रतिशत हो गया है।

बोइंग 787-8 का संचालन बंद करने की मांग

सर्वेक्षण में बोइंग 787-8 के संचालन पर रोक लगाने की मांग भी उठाई गई है। एअर इंडिया की दुर्भाग्यपूर्ण दुर्घटना के बाद, इसे लेकर विश्व स्तर पर कई घटनाएं सामने आ रही हैं। ऐसे में यात्रियों में इस विमान को लेकर चिंता बढ़ गई है। सर्वेक्षण में शामिल 56 प्रतिशत एयरलाइन यात्री इस बात के

पक्ष में हैं कि सरकार को सभी मुद्दों की जांच और समाधान होने तक बोइंग 787-8 को उड़ान से रोकना चाहिए। वही, 34 प्रतिशत ने कहा कि जब तक किसी मुद्दे का स्पष्ट सबूत न मिले, तब तक इसे उड़ान से नहीं रोकना चाहिए। 10 प्रतिशत लोगों ने इस पर कोई स्पष्ट उत्तर नहीं दिया।

उचित जांच से ही बढ़ेगी विश्वसनीयता

विशेषज्ञों के अनुसार यात्रियों का विश्वास दोबारा जीतने के लिए डीजीसीए को सभी 33 विमानों की जांच पूरी करनी होगी और साथ ही पिछले साल एअर इंडिया द्वारा अपनाए गए रखरखाव के तरीकों का मूल्यांकन करना होगा। उसके बाद ही निर्णय लिया जाए कि एअर इंडिया बोइंग 787-8 विमान उड़ान के लिए फिट है या नहीं।



ने उड़ान के समय को प्राथमिकता दी



बुकिंग से पहले किराए पर विचार करेंगे



ने एयरलाइन की विश्वसनीयता को देखा



ने स्पष्ट उत्तर नहीं दिया

एक ही दिन में एअर इंडिया को रद्द करनी पड़ीं सात अंतरराष्ट्रीय उड़ानें

अहमदाबाद हादसे के बाद से कंपनी की 83 उड़ानें रद्द, इनमें 66 बोइंग विमान की

मुंबई, प्रेट्र: अहमदाबाद विमान हादसे के चलते बड़े संकट का सामना कर रही एअर इंडिया की मुश्किलें कम होने का नाम नहीं ले रही हैं। मंगलवार को उसे विभिन्न कारणों से सात अंतरराष्ट्रीय उड़ानें रद्द करनी पड़ीं। सैन फ्रांसिस्को-मुंबई उड़ान में गड़बड़ी के कारण यात्रियों को कोलकाता में ही विमान से उतरना पड़ा। फ्लाइटें रद्द होने से यात्री हलकान 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।

उधर, टाटा समूह द्वारा तीन साल पहले खरीदी गई एअर इंडिया ने कहा कि विमानन नियामक डीजीसीए द्वारा ड्रीमलाइनर बेड़े की कड़ी जांच किए जाने के कारण छह अंतरराष्ट्रीय उड़ानें रद्द कर दी गईं, जबकि अहमदाबाद-लंदन गैटविक उड़ान को विमान की अनुपलब्धता के कारण रद्द कर दिया गया। बता दें कि एअर इंडिया यूरोप के लिए बी 787-8 बोइंग ड्रीमलाइनर का संचालन करती है। मंगलवार को रद्द होने वाली फ्लाइटों के विमान बोइंग ड्रीमलाइनर हैं।

एअर इंडिया के सामने यह संकट ऐसे समय आया है जब जांच टीम

ये फ्लाइटें रद्द

- अहमदाबाद-लंदन
- दिल्ली-वियना
- लंदन-अमृतसर
- दिल्ली-दुबई
- बंगलुरु-लंदन
- दिल्ली-पेरिस
- मुंबई-सैन फ्रांसिस्को

- इंजन में खराबी के कारण एअर इंडिया की सैन फ्रांसिस्को-मुंबई उड़ान कोलकाता में समाप्त



एअर इंडिया के बोइंग 787 बेड़े में जांच के दौरान कोई बड़ी खामी सामने नहीं आई है। विमान और संबंधित रखरखाव प्रणालियां मौजूदा सुरक्षा मानकों के अनुरूप पाई गई।
- डीजीसीए का बयान

« तकनीकी दिक्कत के बाद कोलकाता एयरपोर्ट पर खड़ा एअर इंडिया का विमान » एएनआई

यह पता लगाने की कोशिश में जुटी हैं कि बीते 12 जून को अहमदाबाद से लंदन जा रहे एअर इंडिया के ड्रीमलाइनर विमान एआइ 171 के हादसे की वजह क्या थी? इस बीच, डीजीसीए ने एअर इंडिया से 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। हालांकि एअर इंडिया ने प्री-फ्लाइट चेक के दौरान सामने आई समस्या के बारे में विस्तार से नहीं बताया। कंपनी ने कहा, "पेरिस

चार्ल्स डी गाल हवाई अड्डे पर रात के संचालन पर प्रतिबंध के तहत आने वाली उड़ान को देखते हुए उक्त फ्लाइट को रद्द कर दिया गया है। दिन के दौरान रद्द की गई अन्य उड़ानों में बंगलुरु-लंदन, लंदन-अमृतसर, दिल्ली-वियना, 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, लेकिन 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 समाप्त कर दिया। विमान बोइंग 777-200 एलआर सोमवार-मंगलवार की रात पौने एक बजे कोलकाता हवाईअड्डे पर पहुंचा। उसके बाएं इंजन में खराबी आ गई थी। 211 यात्रियों को दूसरे विमान से मुंबई ले जाया गया।

संबंधित सामग्री > पेज 15



विमान यात्रियों का संकट
» संपादकीय

Corporate Communications Directorate

DAINIK JAGRAN

KANPUR

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। इसीलिए 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 मुकाबले 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 कॉलेज के जिस हास्टल की कैटीन 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, डीजीसीए, 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 प्रो. '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 लैंस होने का बोइंग ने जो वादा किया था, वह उनमें थे ही नहीं। इसके चलते बोइंग की साख को घक्का 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 हैं 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 जुमाना 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(टिवटर) 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 एसोसिएट एडिटर हैं)

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THE ECONOMIC TIMES

DELHI

19 JUNE 2025

Air India Black Box Headed to US

Local data retrieval unit not equipped to handle damage caused by crash blaze



Decoding the Crash

Black boxes store key information from every flight. Typically kept in tail of plane for least impact. In a crash, they help reconstruct aircraft's final moments.

BUILT TO SURVIVE
Housed in stainless steel or titanium. Can endure 3,400 G impact and 1,100°C heat.

WHAT'S INSIDE

- Flight Data Recorder (FDR)** Captures airspeed, altitude, heading & more.
- Cockpit Voice Recorder (CVR)** Pilot conversations and cockpit sounds.
- Navigation & Primary Flight Display** Recreating visual data to animate crash sequence.

Arindam Majumder

New Delhi: The Centre will send the black box of the crashed Air India Boeing 787 aircraft to the US for analysis. The recorder sustained heavy external damage from the conflagration after the crash, making it impossible for local investigators to extract data, people aware of the development told ET.

They said entries from the digital flight data recorder (DFDR) would be extracted in the Washington-based laboratory of the National Safety Transport Board. The data would be shared with India's Aircraft Accident Investigation Bureau (AAIB). Under international rules, the state of occurrence is responsible for the crash investigation. "While AAIB had established a laboratory at its headquarters in New Delhi, it is not yet properly equipped to extract data from recorders that have sustained heavy damage," said an official aware of the process.

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"The NTSB team will carry them to their lab under protection and supervision from Indian officials to ensure proper protocols are followed," the official said.

The UK's Air Accidents Investigation Branch will also be present, as 53 British citizens were among those killed in the June 12 crash.

The Air India aircraft crashed seconds after taking off from Ahmedabad airport, killing 241 on board the aircraft and 33 on the ground.

The two units—FDR and cockpit voice recorder (CVR)—are together called the black box. Painted bright orange, they are designed to survive extreme conditions and are located near the tail, which faces least impact during a crash. Notably, heavy damage is not common when an aircraft catches fire due to a crash.

Black box data is crucial in probing the crash. FDR would give insights into multiple technical parameters, such as timing, altitude and airspeed. CVR holds crucial audio recordings from the cockpit, including pilot conversations and ambient noises, such as any warning message from the electronic systems.

DAYS OR MONTHS?

The official cited earlier said the time taken to extract data from the recorder could range from two days to months, depending on the extent of the damage. "Since the recorder has been damaged, the chip will need to be extracted by removing the memory board so there is no further damage to data. The electronic circuit will have to be assessed for damage," he said.

Investigators are examining multiple possibilities—whether the flaps on the ill-fated aircraft's wings were properly extended, and why its landing gear was down. They are looking at failure of the electronic systems, or fuel contamination, both of which could potentially have caused the engines to shut down. Air crashes are caused by multiple failures and early hypotheses are often ruled out in course of lengthy and technical investigations. The 787, like any modern aircraft, has been built with multiple redundancies, meaning there are duplications of critical components or systems to enhance reliability and make the aircraft failsafe. For instance, the plane has demonstrated capability to fly for 345 minutes with a single engine, as well as numerous system failures.



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19 JUNE 2025

DASSAULT SAYS EXECUTIVE JETS WILL ROLL OUT BY 2028

Dassault, Reliance Revive Falcon Jet Manufacturing Tieup

Manu Pubby

New Delhi: French aerospace firm Dassault Aviation has revitalised a partnership with Reliance Aerospace Limited to make its Falcon 2000 LXS executive jets in India for the global market, with the first jets expected to be produced by 2028.

"This is for the first time that Dassault Aviation will manufacture Falcon 2000 jets outside France, positioning India as a strategic global aviation hub. This is an epic moment for India as it joins the elite club of countries manufacturing next-generation business jets after the United States, France, Canada and Brazil," Dassault Aviation said in a statement released at the Paris Air Show.

The Dassault Reliance Aerospace Limited (DRAL) facility at Mihaan, Nagpur, which is currently manufacturing fuselage parts and components for the global Falcon line will be expanded to a 400,000 sq foot complex where the jets will be produced, said people familiar with the matter.

An investment of close to ₹1,000 crore is expected to be made in expanding the facility that will have the capacity to roll out 22 executive jets annually. The actual number of aircraft produced will depend on global orders and Indian requirements.

As per DRAL's earlier plans, the first of the Falcon 2000 business jets

was to roll off the facility by 2022. The plans got derailed due to the Covid-19 pandemic, which also had an impact on the global demand for civil jets, said the people.

Once completed, this will be the first production line in India to make civilian jets. At present, Tata makes the C-295 military transport aircraft in partnership with Airbus, while Hindustan Aeronautics Limited produces a range of aircraft including fighters and helicopters.

DRAL will become the Centre of

Excellence for the entire Falcon series, including Falcon 6X and Falcon 4X programmes that have largely civilian applications but can be adapted for military use as well. Eric Trappier, chairman and CEO of Dassault Aviation, said that the agreement marks a ramp-up of

DRAL, which was founded in 2017 and has been executing offset obligations for the Rafale fighter jet deal.

As reported by ET in 2019, internal calculations by DRAL claimed that the Make in India project can have a \$5 million cost advantage due to lower labour and production costs at Nagpur as compared to the current facility in France. A Falcon 2000LX sells for more than \$35 million.



DRAL's Nagpur facility will be expanded to a 400,000 sq foot complex

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THE ECONOMIC TIMES

DELHI

19 JUNE 2025

Air India to Reduce Flights to Europe, N America by 15%

Reduction in flights to last until mid-July as recent disruptions & safety checks hit ops

Our Bureau

New Delhi: Air India will reduce flights to Europe and North America by 15% till mid-July to increase the availability of contingency aircraft for meeting any sudden flight disruptions.

The airline has cancelled more than 80 flights since last Thursday when one of its Boeing 787 Dreamliner aircraft crashed in Ahmedabad killing 241 on board the aircraft and 33 on the ground.

Most of the affected flights were to be operated by 787s. These flights were cancelled due to enhanced inspections by the aviation regulator, the effect of which got worsened by the closure of Iran's airspace, forcing airlines to take longer detours. Night curfew in European airports further delayed the return leg as pilots ran out of permitted duty hours.

"Given the compounding circumstances that Air India is facing, to ensure stability of our operations, better efficiency and to minimise inconvenience to passengers, Air India has decided to reduce its



FILE PHOTO

international services on wide body aircraft by 15% for the next few weeks," the airline said in a statement late Wednesday.

"The cuts will be implemented between now and 30 June and will continue thereafter until at least mid-July. This effectively adds to our reserve aircraft availability to take care of any unplanned disruptions," the Tata Group-owned airline said.

Tata Sons chairman N Chandrasekaran earlier told a TV channel that the airline failed to communicate efficiently to its customers about the cancellations.

Air India said the Directorate General of Civil Aviation (DGCA) has completed intensive checks on 26 Dreamliner planes. These checks did not reveal any major safety concerns, DGCA said on Tuesday. Six aircraft, currently under maintenance, will undergo checks when they return to the fleet.

Air India has a fleet of 33 Dreamliner planes.

Airline Cancels 3 Int'l Flights

Mumbai: Air India cancelled three international flights on Wednesday owing to various reasons, including maintenance and technical issues.

Two of these flights were cancelled after passengers had already boarded the aircraft, the airline said.

The airline said it had to cancel its Toronto-Delhi flight AI188 due to extended maintenance and consequently operating crew coming under regulatory flight duty time limitation norms.

Passengers, who had already boarded the aircraft, were disembarked following cancellation of the flight, it said.

Also, flight AI996 from Dubai to Delhi on June 18 was cancelled due to technical reasons and passengers were disembarked after boarding, as per Air India.

However, flight AI2145 from Delhi to Bali was cancelled after it was advised to return to Delhi mid-way due to reports of volcanic eruption near the destination airport Bali, in the interest of safety, Air India stated. PTI



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THE ECONOMIC TIMES

DELHI

19 JUNE 2025

Put Their Trust in Your Protocols



Jaideep Mirchandani

Dubai: Flying is one of the safest ways to travel. But from time to time, tragedies remind us that this safety can't be taken for granted. When we talk of crashes in the last five years, some have specially made us pause and rethink things.

One of them was the tragic downing of Ukraine International Airlines Flight 752 in 2020, when a Boeing 737-800 was mistakenly shot down shortly after take-off from Tehran, killing all 176 people on board. In 2022, a China Eastern Airlines Boeing crashed in the Guangxi region, killing all 132 on board. Towards end of 2024, Jeju Air Flight 7C2216 crashed at Muan International Airport in South Korea, claiming 179 lives.

Earlier this year, more than 60 people were killed when an American Airlines Flight 5342 Bombardier collided with a US Army Black Hawk helicopter and crashed into the Potomac near Ronald Reagan Washington National Airport.

And now comes the tragedy of AI 171.

So, what are the lessons these incidents offer? Above all, we can't afford to be casual about protocols. A key issue is that procedures are documented, but not always followed. Planes are built to be robust. But this very reliability sometimes leads technicians and crew to skip routine checks, assuming everything is in order. After a tragedy, the system usually swings into action. But, over time, the urgency fades and a relaxed attitude creeps back in. This needs to be addressed.

Following the Ahmedabad crash, DGCA stepped in with interim measures, instructing Air India to conduct maintenance checks specifically on Boeing 787-8 and 787-9 aircraft fitted with GENx engines. These actions are being coordinated with regional DGCA offices.

But, going forward, regulatory bodies and airline managements must make spot checks an SOP to ensure simple routines are fully adhered. Routine inspections include fuel system diagnostics, electronic engine control systems, actuator function tests, oil and hydraulic system reviews, and a proper examination of take-off parameters. Introducing a structured 'flight control inspection' process at times could fix procedures and remove laxity.

One clear path of responding to these

challenges more effectively is through technology. With AI-powered tools, flight safety can be approached more proactively. For instance, AI can assist air traffic controllers with real-time data, helping them make quicker and better-informed decisions. It can also support predictive maintenance by analysing live data from aircraft sensors to flag potential faults before they become serious.

AI-powered flight simulators can create dynamic, adaptive training scenarios for pilots, moving beyond the limitations of traditional drills. Even risk assessment processes are evolving. AI can now process vast sets of data, including weather patterns, pilot behaviour and historical crash information, to suggest safer and more efficient flight paths.

AI 171 is the deadliest air disaster in



Not just on a wing and a prayer

India since the mid-air collision over Charkhi-Dadri in Haryana in 1996, which claimed 349 lives. A week after the AI 171 crash, there are more questions than answers. How could a Dreamliner, considered one of the safest aircraft models with no history of fatal crashes until now, go down moments after take-off? Were there warning signs that went unnoticed?

At this point, we don't have those answers. We will have to wait for the official investigation to shed light on what really happened. What makes this even more concerning is the backdrop against which it unfolded. India's civil aviation sector is expanding rapidly with more people choosing to fly than ever before. GoI has already outlined its vision of turning the country into a major aviation hub, one that can stand alongside global giants.

While meeting rising demand and improving passenger experience are part of that plan, there's another layer that can't be ignored: trust. A tragedy like AI 171 shouldn't derail the momentum. But it highlights the need for stricter checks and complete transparency. Whoever is accountable must be held responsible. More importantly, steps must be taken to ensure such horror doesn't happen again.

The writer is group chairman, Sky One



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THE FINANCIAL EXPRESS

DELHI

19 JUNE 2025

Chandrasekaran 'apologises' for Ahmedabad AI plane crash

TATA SONS AND Air India chairman N Chandrasekaran on Wednesday "apologised" for the Air India plane crash in Ahmedabad last week that claimed more than 270 lives.

In an interview with a TV channel, Chandrasekaran said, "It is an extremely difficult situation where I have no words to express to console any of the families of those who died." "I deeply regret that this accident happened in a Tata-run airline. And I feel very sorry. All we can do is to be with the families at this time, grieve with them and we will do everything to support them at this hour and beyond," Chandrasekaran was quoted as saying in a release.

Over 270 people were killed on June 12 when a London-bound Air India plane—a Boeing 787-8 Dreamliner—carrying 242 passengers and crew crashed into a medical college complex in Ahmedabad and crashed less than a minute after takeoff.



Tata Sons and Air India chairman N Chandrasekaran

Specifically asked about the reason for the crash and whether Air India is privy to any preliminary findings, he said, "One would have to wait for the probe to conclude." The Aircraft Accident Investigation Bureau has begun its investigations into the crash, and the DGCA has also appointed a committee.

Chandrasekaran said that it could be a month until some of the preliminary findings are

out. He, however, claimed that AI 171, the flight that crashed, had a clean history and there were no red flags that had been raised. "There are speculations about human error, speculations about airlines, speculations about engines, maintenance, all kinds," he said.

"There are a lot of speculations and lot of theories. But the fact that I know so far is this particular aircraft, this specific tail, AI-171 has a clean history. As for the engines, the right engine was a new engine put in March 2025. The left engine was last serviced in 2023 and due for its next maintenance check in December 2025. Both engine histories are clean.

"Both pilots were exceptional. Captain Sabharwal had more than 11,500 hours of flying experience, the first officer Clive (Kundar) had more than 3,400 hours of flying experience. So, we can't jump to any conclusions." —PTI



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MUMBAI

18 JUNE 2025

DGCA seeks training records of AI 171 pilots

Agencies

NEW DELHI

India's aviation safety regulator has asked Air India to submit training records of the pilots and flight dispatcher involved in last week's deadly crash, according to government memos reviewed by Reuters.

The Directorate General of Civil Aviation (DGCA), in a confidential memo, also directed all flying schools to conduct compliance checks related to training procedures. The requests are part of what the DGCA described as a "regulatory" review of the incident.

The memos show that the DGCA sought details of action taken by Air India following recent audits carried out by the watchdog. The airline was asked to submit the requested documents by Monday. It remains unclear whether it has complied. Neither the airline



The mortal remains of Capt Sumit Sabharwal, pilot of AI 171, were brought to his Powai home on Tuesday

India's aviation watchdog demands pilot training logs from Air India after last week's fatal Dreamliner crash. All flying schools told to audit compliance amid broader regulatory review.

nor the DGCA responded to requests for comment.

The accident occurred on

Thursday, when a Dreamliner crashed shortly after take-off from Ahmedabad.



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MUMBAI

18 JUNE 2025

No major safety issues: DGCA on AI's Boeing Dreamliners

Watchdog holds meet, raises maintenance concerns

Dhairya Gajra

MUMBAI

The Director General of Civil Aviation (DGCA) raised concerns regarding Air India's maintenance related issues during a high-level meeting with the airlines. However, the civil aviation authority said that there were no major safety concerns with the airline's Boeing 787 fleet.

On Tuesday, DGCA held a high-level meeting with senior officials of Air India and Air India Express. The meeting was held while DGCA is inspecting the safety measures of the airline's Boeing 787-8/9 Dreamliner fleet in wake of the recent plane crash in Ahmedabad that killed 241 people onboard. According to DGCA, the meeting was convened to review the operational robustness of the airlines and ensure continued compliance with safety and passenger service regulations.



The aviation authority pressed on the airline's maintenance related delays and advised it to strengthen internal coordination across engineering, operations, ground handling units. It also directed the airline to ensure availability of adequate spares to mitigate passenger delays resulting from such issues. The regulator recommended the implementation of a more systematic and real-time defect reporting mechanism to ensure that operational and safety-critical departments receive timely updates.

Notably, the regulator said that the recent surveillance conducted on Air India's Boeing 787 fleet did not reveal any major safety concerns. It

said that the aircraft and associated maintenance systems were found to be compliant with existing safety standards. Talking about the status of the enhanced safety inspection of the fleet, it said that out of the 33 aircraft fleet, it had completed inspection of 24 aircraft by 3 pm on Tuesday while it claimed to complete two additional aircraft by the end of the day and others in the coming days.

According to DGCA, Air India operated 55 flights on Tuesday, of which 30 were operated using Boeing 787 aircraft. However, the airline saw cancellation of total 16 flights including 13 B-787. The regulator also discussed the impact of recent airspace closure over Iran, which have led to flight diversions, delays, and cancellations. The airline was asked to ensure timely communication with passengers and crew and adopt alternate routing strategies to minimize disruptions.



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MUMBAI

18 JUNE 2025

AI Ahm-London flight cancelled due to glitch

FPJ News Service

AHMEDABAD

Even as the shockwaves from a recent plane crash continue to resonate, another Air India flight from Ahmedabad to London was forced to a halt today. Air India flight number AI 159, a Boeing 788 scheduled to depart for London at 1:10 PM, was abruptly canceled due to the detection of a critical technical glitch, averting what could have been another catastrophic event.

The technical fault was identified mere hours before the planned takeoff, a timely discovery that potentially saved hundreds of lives. "Safety remains our paramount concern," stated an Air India official, who preferred to remain unnamed. "Our engineers detected an issue during pre-flight checks. While inconvenient for our passengers, taking the aircraft out of service was the only responsible decision to ensure the absolute safety of everyone on board."

The sudden cancellation, however, left a considerable number of passengers stranded at Sardar Vallabhbhai Patel

The sudden cancellation of the flight left many passengers stranded

International Airport. Many had made elaborate travel arrangements, connecting flights, and important appointments in London. "This is incredibly frustrating," expressed Priya Sharma, a passenger hoping to attend a crucial business meeting. "We understand safety comes first, but the lack of immediate clear alternatives is very disruptive. This is the second time in a short period an Ahmedabad-London flight has been canceled."

Indeed, this marks the second consecutive Air India flight on the Ahmedabad-London route to face cancellation following a prior fault, intensifying an atmosphere of anxiety among travelers. The repeated disruptions are raising questions about the operational preparedness, even as Air India emphasizes its commitment to passenger well-being above all else.

Adding to the airline's

responsive measures in the wake of recent events, Air India and Air India Express have officially decided to retire flight number 171. This number was associated with the recent tragic plane crash in Ahmedabad, which claimed the lives of 241 individuals. Moving forward, the Ahmedabad to London route will now operate under flight number 159, the same flight that was canceled today. This change aims to symbolically distance the airline from the grim association of the previous flight number, demonstrating sensitivity to the victims and their families.

While the cancellation today spared lives, it underscores the critical importance of rigorous pre-flight inspections and maintenance. Passengers, while relieved at the averted danger, are now grappling with rearranged travel plans and the lingering uncertainty caused by such repeated disruptions. Air India faces the challenge of rebuilding passenger confidence while ensuring every safety protocol is meticulously followed, especially as air travel remains a cornerstone of global connectivity.



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GREATER KASHMIR

SRINAGAR

18 JUNE 2025

Troubles at Air India continue: 7 intl flights cancelled; glitch hits San Francisco-Mumbai flight

Press Trust of India
Mumbai/Kolkata Jun 17

Troubles continued at Air India, which is facing the biggest crisis since Tata group bought the airline three-and-a-half years back, with as many as seven international flights being cancelled on Tuesday for varied reasons, and a glitch forcing flies on San Francisco-Mumbai flight to deplane during a stopover. While Air India cancelled six international flights due to aviation regulator DGCA subjecting its Dreamliner fleet to enhanced checks, the Ahmedabad-London-Gatwick one was cancelled due to unavailability of aircraft, the airline said.

The Delhi-Paris flight was cancelled after some problems were detected during pre-flight checks. The other flights cancelled during the day included Bengaluru-London, London-Amritsar, Delhi-Vienna, Delhi-Delhi and Mumbai-San Francisco. Separately, Air India terminated its San Francisco-Mumbai flight at its scheduled stopover at Kolkata early on Tuesday morning after one of its engines developed a technical snag.

The disruptions came as investigators probed what caused a London-bound Air India flight to crash in Ahmedabad shortly after take-off on June 12, killing more than 170 people onboard and on the ground. The incident dealt a severe blow to the airline and its owner Tata, which prides itself in producing luxury cars, to salt to software and assembling iPhones.

In a statement earlier in the day, Air India said flight AI 143 from Delhi to Paris has been cancelled after 'mandatory pre-flight checks identified an issue which is being 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 re-scheduling if opted by



the passengers. Air India also said it is making alternative arrangements to fly passengers to their destination at the earliest.

The airline, which on Monday resumed flights from Ahmedabad to London-Gatwick with a new code AI 159 instead of AI 171 of the flight that crashed on June 12, had to cancel the flight on Tuesday due to unavailability of aircraft. It denied claims that a technical snag led to the cancellation and maintained that it has made alternative arrangements for the affected passengers to their destination and offered full refunds on cancellations or complimentary re-scheduling if opted by them. Air India's official website confirmed that the AI 159 flight from Ahmedabad to the Gatwick airport in London stands cancelled after being rescheduled. The plane was scheduled to depart at 2 pm from the Sardar Vallabhbhai Patel International Airport (SVPIA).

Separately, an Air India flight from San Francisco to Mumbai via Kolkata, carrying 211 passengers, suffered a technical snag early Tuesday, requiring passengers to disembark during a scheduled halt at the Netaji Subhash Chandra Bose International Airport in Kolkata. The termination led to chaotic scenes at the Kolkata airport as passengers on the Boeing 777-300ER tried to convince officials to let them reach their destination at the earliest. The Tata Group-owned carrier did not issue an official statement.

Sources said Air India is making 'special arrangements' to fly the stranded passengers to Mumbai. No further details were available. Usually, the carrier flies directly to Mumbai from San Francisco but the ongoing geopolitical events, including the closure of Pakistani and Iranian airspace, hawled AI to reroute it and take a 'technical halt' in Kolkata, Iran has closed its airspace due to its ongoing war with Israel, affecting flights headed to Europe.

Flight AI-160 landed in Kolkata at the scheduled time of 12.45 am, even though it took off one hour late from San Francisco. According to sources, a

technical issue was detected during routine post-landing checks, and the airline decided to do a comprehensive check.

It was scheduled to depart for Mumbai at 2 am, but passengers came to know of the problems only after 2.40 am when the crew announced there was a problem with the left engine, according to a PTI reporter who was on the flight. However, this announcement was accompanied by a specific promise, that the snag will take up to 25 minutes to get sorted, the reporter said. However, as the clock ticked by, distraught passengers having connecting flights from Mumbai started enquiring about the progress of the work with the cabin crew, but there was no clear response, the reporter said.

With the Ahmedabad accident being fresh, some passengers also said a delay is better than a mishap, while some wondered how an aircraft which had travelled thousands of kilometres could face problems in the last leg from Kolkata to Mumbai. The next announcement came at 4.20 am when the pilots sought another 15-30 minutes for rectification of the problem.

The engineers could be seen working on the left engine even as a drizzle continued, but the problem persisted. Finally, around 5.20 am, the pilots announced that a resolution was not possible and asked all passengers to deplane. After disembarking and passing the mandatory immigration, collecting baggage and passing the customs channels, the passengers were asked to sit in a designated area.

A few passengers pleaded with officials asking for the earliest option to travel to Mumbai. Some got lucky, while others continued to wait. Finally, an Air India official announced that Mumbai-bound flights were mostly full and convinced a bulk of the passengers to check into a hotel.



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19 JUNE 2025

अंतरराष्ट्रीय सेवाओं में 15 फीसदी कटौती

गुरुग्राम, एजेसी। अहमदाबाद में एयर इंडिया का विमान दुर्घटनाग्रस्त होने के बाद यात्रियों की सुरक्षा को लेकर विमानन कंपनी ने कई एहतियात बरते हैं। डीजीसीए की ओर से जारी सुरक्षा निर्देशों का पालन किया जा रहा है।

इसी के साथ कई देशों के एयरस्पेस पूरी तरह से बंद हैं। इस कारण कई विमानों की उड़ानों पर असर पड़ा है। यात्रियों की परेशानी को देखते हुए एयर इंडिया ने अगले कुछ सप्ताह के लिए दूसरे देश जाने वाले बड़े विमानों की सेवाओं में 15 फीसदी की कटौती की है। यह कटौती 15 जुलाई तक जारी रह सकती है। विमानन कंपनी ने अपने इस निर्णय के लिए यात्रियों से माफ़ी मांगी है।



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HINDUSTAN

DELHI

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खराब मौसम से 400 उड़ानों में देरी

नई दिल्ली, एजेंसी। दिल्ली में मंगलवार को तेज बारिश व हवाओं का प्रभाव विमान परिचालन पर पड़ा। मंगलवार देर रात तक 400 उड़ानों में देरी हुई थी तो वहीं दिल्ली आ रही 14 उड़ानों को अन्य शहरों में स्थानांतरित करना पड़ा था।

बुधवार को दिल्ली से वाली जा रही एयर इंडिया की एक उड़ान को वाली में ज्वालामुखी फटने के बाद दिल्ली वापस लौटना पड़ा तो वहीं दो अन्य उड़ान को यात्रियों के विमान में सवार होने के बाद रद्द किया गया। एयर इंडिया ने 'एक्स' पर खराब मौसम की वजह से उड़ान संचालन प्रभावित होने की जानकारी भी दी। तीन अंतरराष्ट्रीय उड़ान भी रद्द कर दी गई हैं।



Corporate Communications Directorate

THE HINDU

DELHI

19 JUNE 2025

Air India crash: over 208 victims identified, DNA profiling near-complete

Abhinav Deshpande
MUMBAI

DNA profiling had confirmed the identities of 208 victims of the June 12 Air India crash in Ahmedabad, with the authorities inching closer to concluding the identification process, the Gujarat government said on Wednesday. So far, more than 170 bodies, including of over 35 foreign nationals from the U.K., Portugal, and Canada, and six persons killed on the ground, have been handed over to their families, officials said.

The authorities have collected DNA samples from 250 victims, including those on the ground. "Since DNA sample matching is a sensitive process and involves legal aspects, we are conducting it with

'Long-haul flights to be cut by 15%'

NEW DELHI

Air India will be cutting down international flights on widebody aircraft that connect long haul and ultra long haul destinations by 15%, the airline said late on Wednesday evening. The decision was taken amid DGCA-ordered enhanced surveillance for Boeing 787 aircraft and rising geopolitical tensions.

utmost seriousness and speed," Dr. Rakesh Joshi, Medical Superintendent of Ahmedabad Civil Hospital said. The process has become vital due to the condition of many bodies, which are either charred or mutilated beyond recognition.

The Gujarat government is yet to officially declare the total death toll from the disaster.

A high-level Central committee, led by Union Home Secretary Govind Mohan, is expected to submit its report within three months, Union Minister of State for Civil Aviation Murlidhar Mohol said.

Sole survivor

Vishwas Kumar Ramesh, the only survivor of the plane tragedy, was discharged on Tuesday evening and subsequently attended his brother's cremation on Wednesday, officials confirmed.

The 40-year-old British national had been undergoing treatment since the air crash that claimed several lives, including that of his brother.



Corporate Communications Directorate

THE HINDUSTAN TIMES

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INDIGO FLIGHT STRANDED AFTER GLITCH IN RAIPUR

RAIPUR: Passengers aboard IndiGo flight 6E-6313 from Delhi to Raipur were left stranded inside the aircraft for over half an hour on Wednesday after a technical issue prevented the door from opening upon landing. Among the passengers were Raipur Mayor Meenal Choubey and former Chhattisgarh chief minister Bhupesh Baghel, reports stated. According to Mayor Choubey, the flight landed at around 2:20pm, but passengers were unable to disembark as the door remained locked for more than 30 minutes. "When we inquired about the delay, the crew informed us of a technical problem and said they were trying to fix it. Eventually, we requested them to call for external help. Only after that did ground staff manage to open the door," Choubey told media.

"Flight 6E-6313 from Delhi to Raipur on June 18, 2025, experienced a delay in opening the aircraft door after landing due to a minor technical issue. The door was opened following standard safety checks," Indigo said. **HTC**

Green takes centre stage at Paris Air Show



The 2025 Paris Air Show featured several efforts for sustainable aviation, with electric and hybrid aircraft moving from concept to some degree of commercial reality. While traditional aerospace giants showcase sustainable aviation fuel initiatives, a new generation of companies demonstrated fully electric and hybrid-electric aircraft

In lead, eVTOLs

Archer Aviation commanded key attention with its Midnight aircraft, having recently secured \$850 million in funding following President Trump's eVTOL executive order.

As the official air taxi provider for the LA 2028 Olympics, Archer represents the commercial viability of electric vertical takeoff and landing aircraft, targeting certification within the next 24 months.



Eve Air Mobility backed by Embraer's 55-year aerospace expertise, showcased a full-scale eVTOL mockup alongside a \$250 million deal with operator Revo for up to 50 aircraft.

Eve will carry out ground testing before flight certification, with first flights scheduled for summer 2025.

Setting up a green ecosystem

Beyond individual aircraft, the show highlighted supporting infrastructure developments—from hydrogen fuel cell technologies by companies like Blue Spirit Aerosystems to advanced battery systems by BAE Systems.

Hybrid innovation



VoltAero unveiled its redesigned Cassio 330, an aircraft using hybrid-electric propulsion. The aircraft's series hybrid system features two electric motors with a thermal engine serving as a range extender, enabling quiet electric operations during taxi and take-off while maintaining longer range capabilities.

Aura Aero presented its comprehensive INTEGRAL family, from the all-electric two-seater to the 19-seat ERA hybrid regional aircraft. Their recent orders from South Korean lessor Solyu and Lithuanian operator Jump Air demonstrated growing market confidence in hybrid-electric regional aviation, targeting service entry by 2028.



Crashed jet had clean engine history: Air India chairman

HT Correspondent

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NEW DELHI: Air India Chairman N Chandrasekaran said on Wednesday that the Boeing Dreamliner that crashed with 242 people on board last week had a clean engine history, revealing that the right engine was new while the left had been recently serviced, even as the airline announced a 15% reduction in international widebody services to stabilize operations.

In an interview with broadcaster Times Now, Chandrasekaran said Air India Flight 171's right engine was new and installed in March 2025, and that the left engine was last serviced in 2023 and was due for its next maintenance check in December 2025. "Both the engine histories are clean," he said, adding that the aircraft "has a clean history."

The Dreamliner was fitted with GE Aerospace's GENx engines.

Chandrasekaran said he expects preliminary findings from the crash investigation within 30 days, while calling for complete transparency in the probe. "I think they will give a preliminary finding in 30 days. After that, I don't know when the final finding will be," he said.

"We need a very transparent communication of the findings. Everyone needs to know. I need to know. You need to know. The families need to know whenever it is done," Chandrasekaran emphasized, adding that "Unless or otherwise we know what happened, there is no hope to fix it so that it doesn't happen again."

The chairman said he was confident that "the black box and the recorders will definitely tell the story. And so we just



Officials said mandated checks on 26 out of Air India's 27 operational Boeing 787 aircraft were completed.

REUTERS

have to wait for that" rather than engage in speculation.

Speaking about the pilots, the chairman said that Captain Sabharwal had more than 11,500 hours of flying experience, the first officer Clive Kunder had more than 3,400 hours of flying experience.

"What I hear from colleagues is that they were excellent pilots and great professionals. So, we can't jump to any conclusions. I am told by all the experts that the black box and recorders will definitely tell the story. So, we just have to wait for that," he said.

The disclosure comes as Air India announced sweeping cuts to its international operations, citing a combination of factors including ongoing safety inspections, geopolitical tensions, and what it described as a "necessary cautious approach being taken by the engineering staff and Air India pilots."

"Due to the geopolitical tensions in the Middle East, night curfew in the airspaces of many

countries in Europe and East Asia, the ongoing enhanced safety inspections, and also the necessary cautious approach being taken by the engineering staff and Air India pilots, there have been certain disruptions in our international operations over the last six days leading to a total of 83 cancellations," Air India said in a statement.

The airline said it would reduce international services on widebody aircraft by 15% for the next few weeks, with cuts implemented between now and June 20 and continuing until at least mid-July. "This effectively adds to our reserve aircraft availability to take care of any unplanned disruptions," the carrier stated.

As an added precaution, Air India will also undertake enhanced safety checks on its Boeing 777 fleet, expanding inspections beyond the Dreamliner aircraft involved in last week's crash.

Officials said mandated checks on 26 out of Air India's 27 operational Boeing 787 aircraft

were completed, with the final aircraft expected to be cleared by Wednesday night. "26 B787s have undergone the mandatory one time check mandated by the DGCA (Directorate General of Civil Aviation) on June 13. Checks on the final operational 787 is expected to be completed by tonight," an official said. "No issues were found in any of these aircraft during the checks."

Currently, the airline has 27 of its total 33 Boeing 787s that are operational, with the remaining six either grounded for maintenance or undergoing scheduled servicing.

"Out of total 33 aircraft, inspections have now been completed on 26 and these have been cleared for service, while inspection of the remainder will be complete in the coming days. The fact that 26 aircraft have been cleared gives reassurance in the safety measures and procedures that we follow," Air India said.

On Wednesday, Air India cancelled three flights, including two after passengers had already boarded.

Flight AI-188 from Toronto to Delhi was cancelled after boarding due to extended maintenance and crew exceeding regulated flight duty limits. "Passengers, who had already boarded the aircraft, were disembarked following cancellation of the flight," the airline said.

The DGCA ordered enhanced surveillance of Air India's 33 Boeing 787 aircraft following the crash of Flight 171, which killed 241 people when it went down shortly after take-off from Ahmedabad on Thursday. Since then, 66 Boeing 787-operated flights were cancelled between June 12 and June 17.

LONE SURVIVOR OUT OF HOSPITAL; ATTENDS FUNERAL OF BROTHER IN DIU

Maulik Pathak and Ateeq Shaikh

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AHMEDABAD: The lone surviving passenger of Air India flight 171, British national Viswash Kumar Ramesh (40), was discharged from Ahmedabad's Civil Hospital following which he conducted the last rites of his brother who was killed in the June 12 crash, officials aware of the matter said on Wednesday.

Viswash was discharged from the hospital on Tuesday evening, said Civil Hospital medical superintendent Rakesh Joshi. He added that the body of Viswash's brother Ajay (38), who was on the ill-fated flight, was identified using DNA matching and his remains were handed over to his family early on Wednesday.

"Viswash Kumar, the sole survivor of the plane crash, was discharged from the hospital at 7.30pm on Tuesday. Doctors, observing his stable condition, approved his discharge," he said.

On Wednesday, Viswash told HT that conducted the final rites of his brother in the presence of his family in Diu.

Diu nodal officer Asker Ali said there were 15 passengers aboard the flight with roots from the district Diu. Of the deceased, the DNA matching of 12 passengers have been completed and their final rites have been performed. "The DNA samples of two victims are yet to be matched with their family members," he added.

Kuki AI-171 hostess's body to be handed over via Nagaland

Prawesh Lama

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NEW DELHI: The body of Air India cabin crew member Lamnunthiem Singson, 25, will be handed over to her family on Thursday, people aware of the matter said on Wednesday, after her body was identified through DNA profiling.

Members of the Kuki Students Organisation (KSO), Kangpokpi (Manipur), said that Singson's body will be taken to the conflict-torn state via Dimapur airport at 1.30 pm.

"For reasons of safety, the family wished that the mortal remains should not be received in Imphal and brought via Meitei areas to Kangpokpi (hill district). Instead, mortal remains will be received at the Dimapur (Nagaland) airport and then be brought via road to Kangpokpi. Relatives and KSO representatives will start for Dimapur early morning and be there to receive the mortal remains," said K Shongreng, general secretary of KSO's Kangpokpi unit.

To be sure, top police officers and government authorities had on Monday and Tuesday met the family and offered a security convoy from Imphal Valley to Kangpokpi, where they are



Lamnunthiem Singson

based, if they wish to receive the body at the Imphal airport.

Singson's family used to live in Imphal's New Lambulane area, but fled to the hill district of Kangpokpi after the conflict broke out in May 2023.

Meanwhile, the family of another cabin crew from Manipur, Nganthoi K Sharma, said they are yet to get a positive report from the Ahmedabad civil hospital about a positive DNA match. "We request the authorities to expedite the process. Our families are also waiting back home," Nganthoi's sister, Geetanjali said.

Nganthoi K Sharma, was a Meitei. Lamnunthiem Singson, was a Kuki-Zo.

As of Wednesday, the remains of 170 victims have been handed over to their families, said Dr Rakesh Joshi, superintendent of the Civil Hospital.

Dassault, Reliance partner to build luxury jets in India

Rahul Singh

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NEW DELHI: The Falcon 2000LXS business jets will be manufactured in India, outside France for the first time, with French aircraft maker Dassault Aviation and Anil Ambani-led Reliance Aerostructure Limited on Wednesday announcing their partnership to build the luxury planes in Nagpur. The agreement to build the planes in India for the global market was signed at the ongoing Paris Air Show. A Falcon 2000LXS jet can carry eight to 10 passengers.

The maiden flight of the first Made-in India jet will take place by 2028 from the Dassault Reliance Aerospace Ltd (DRAL) facility in Nagpur, the French aircraft maker said. DRAL is Dassault's joint venture with Reliance Aerostructure Limited. The new assembly line will produce 24 jets a year, people aware of the matter said.

"This is for the first time that Dassault Aviation will manufacture Falcon 2000 jets outside France, positioning India as a strategic global aviation hub," Dassault Aviation said in a statement, adding that India joins an elite club of countries manufacturing next-generation business jets including the United States, France, Canada and Brazil.

The development comes days after Dassault Aviation and Tata Advanced Systems Limited (TASL) announced their partnership to build the Rafale fuselage at a facility being set up in Hyderabad, in a move that is seen as a big leap for the government's wide-ranging Make-in-India initiative. The fighter jet's fuselage will also be produced outside France for the first time.

"This new agreement, which will make DRAL the first centre of excellence for Falcon assem-



The agreement to build the planes in India for the global market was signed at the Paris Air Show. ISTOCKPHOTO

bly outside France and which will eventually enable the establishment of a final assembly line for the Falcon 2000, illustrates, once again, our firm intent to meet our 'Make in India' commitments, and to contribute to the recognition of India as a major partner in the global aerospace supply chain," said Dassault Aviation chairman Eric Trappier.

The foundation of the DRAL facility near Nagpur airport was laid in October 2017. The new agreement takes forward DRAL's earlier plans to build the jets in India, which were stalled due to the Covid-19 pandemic.

"It marks the ramp-up of DRAL, in line with the strategic vision shared with our partner Reliance," Trappier said.

This collaboration reflects DRAL's commitment to Prime Minister Narendra Modi's vision of 'Atmanirbhar Bharat' (self-reliant India) and 'Make in India for the World,' said Reliance Group founder chairman Anil D Ambani. "Our partnership with Dassault Aviation for manufacturing Falcon business jets in India is a defining moment for the country, aviation industry and the Reliance Group. This will help position India as a key force in the global aerospace value chain," Ambani added.



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THE HINDU

CHENNAI

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IndiGo flight from Kochi makes emergency landing

An IndiGo flight headed for Delhi from the Cochin International Airport made an emergency landing in Nagpur on Tuesday following a bomb threat. The bomb threat was received on the Kochi airport's official e-mail. A safety inspection of the flight was held at the Dr. Babasaheb Ambedkar International Airport in Nagpur. Later, the aircraft with over 157 passengers and six crew members left for Delhi.

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THE INDIAN EXPRESS

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A-I crash: Molars not developed, identifying minors a challenge

ADITI RAJA
VADODARA, JUNE 18

THE NANABAWA family of Surat had just completed the *mamz-e-janata* (funeral prayers) of Akeel, 36, and wife Hanissa, 31, when they received a call early Wednesday morning that the body of their daughter

Sara, who had died with them in the Boeing Dreamliner crash, had been identified. The relatives rushed to Ahmedabad to claim the four-year-old's remains so that she could be buried beside her parents.

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MINISTER: 19 KILLED ON GROUND PAGE 15

• A-I crash: Molars not developed, identifying minors a challenge

Nearly a week after the Ahmedabad-London AI-171 flight crashed, the search for Sara reflects the difficulty in identifying minors among the badly charred remains. Till Wednesday, 159 bodies had been handed over to relatives after DNA matching and identification. Apart from Sara, only one other minor was among those bodies — Fatima Shethwala, who was 18 months old.

AI-171 had 11 children under the age of 12, as per the airline manifest, including three who had not yet turned 2. Several others were between the ages of 11 and 18.

Explaining the difficulty in using DNA technology to identify minor victims in such a disaster, Dr Jayasankar Pillai, a forensic odontologist with Government Dental College, Gujarat, said: "In children, the body mass is less and so the to-

use damage and the exposure of long bones to heat is more. Teeth, though, can withstand heat as they are more robust."

In the case of minors, however, this too is complicated. "DNA can be extracted from many teeth in children, but the first teeth cannot be used as heat degrades them in case of fire accidents. So we take DNA from molars. In children aged less than six years, we can't get a permanent molar... They mostly have milk teeth, and sometimes even these are destroyed as the arch is very small. So we make an incision in the jaw and try to get the permanent molar developing inside," said Pillai, whose department was approached by the Forensic Medicine Department to help extract dental DNA and compile dental charting of victims.

A forensic official said the fire that broke out after the crash would have reached temperatures

of over 1600 degrees F in a very short period. "So, only partial DNA profiles are available for some, whom we suspect are minors," the official said, adding that matching these to that of relatives with "undoubted accuracy" is difficult.

The Nanabawa family received the bodies of Akeel and Hanissa — who were British nationals based in Gloucester — a day before Sara's remains were identified.

Akeel's father Abdulla recalled that the three had arrived on June 6, a day before Eid al-Adha, on a surprise visit. "It was a short trip... We did know this would be their last," sobbed Abdulla, who had gone to Ahmedabad to drop the family for the flight.

In Vadodara, Asif Shethwala mourned his granddaughter Fatima, the toddler whose remains were identified Wednesday, while her mother Sadiqa's body is yet to

be found. Asif said Fatima was his London-based son's only child. "Sadiqa and Fatima were visiting for my younger son's wedding. They were here for about 20 days and their return tickets were booked well in advance."

With his son in Ahmedabad to collect Fatima's body, Asif hoped they would find Sadiqa's too. "They will try to bring home both together. If not, they will return tonight and we will lay Fatima to rest."

Apart from yielding DNA, dental remains also help determine the approximate age of a person, providing essential clues to identification. This has been vital in the Ahmedabad crash as, even for adults, the explosion and fire meant much of the DNA recovered was degraded.

Dr Pillai said the Forensic Odontology Department had extracted dental DNA or close dental

charting for at least some victims between one and three years of age. This was then compared with the flight manifest for passengers in that age group. "That helped narrow down the search. Their DNA samples could then be matched with those of their relatives."

Among those waiting for news is the Vahora family in Vadodara. They lost three members in the crash. While Yasmin's body was handed over on Monday, the remains of Perve and his daughter Zovriya, 4, are yet to be found. A close friend said: "The family needs closure to come to terms with the loss."

A former IPS officer and forensic expert, Dr Keshav Kansat, said the families should not lose hope. "The air crash was almost like a bomb blast, with 54,000 litres of aviation fuel burning for over an hour. The amount of heat generated is damaging for the body... We would be lucky to get good samples... But if even a tooth has been found, there

are chances of getting DNA... Forensics is like finding a needle in a haystack. But as an investigator, I can say that the chances of getting a match are 100%. DNA can survive thousands of years and the wreckage site will hold more traces of DNA if needed."

A senior Gujarat Police officer said they ensured collection of multiple samples from the crash site. "Since so many agencies are involved in the investigation, the recovery of components of the aircraft was done on priority after retrieving as many bodies as possible. The forensic teams collected as many exhibits as possible for DNA sampling. Teams of the Gujarat Police, Ahmedabad Municipal Corporation and disaster rescue forces continue to check for any human remains or important leads that could help identify passengers."

- WITH INPUTS FROM KAMAL SAYED IN SURAT

A policy problem: what afflicts chopper ops in Uttarakhand

AISWARYARAJ
DEHRADUN, JUNE 18

SEVEN PEOPLE, including an infant, died after their helicopter flying from Kedarnath crashed near Gaurikund in Uttarakhand on Sunday amid bad weather.

The incident took place just weeks after five passengers and the pilot were killed when their chopper plunged into a gorge while flying to Gangotri in May.

Such accidents have put private helicopter operators, especially those operating during the Char Dham pilgrimage seasons — between May and June, and September and October — in Uttarakhand under the scrutiny of the Directorate General of Civil Aviation (DGCA), the regulatory body for civil aviation in India.

After the incident on Sunday, Aryan Aviation, which operated the helicopter that

crashed, has been stopped from flying Char Dham routes. Two helicopter pilots, working for a different private operator, have been suspended for six months for flying in "unsuitable weather conditions".

Rules for private operators

The Uttarakhand Civil Aviation Development Authority (UCADA), a government body established in 2013, oversees the operations of private helicopter operators in the state. There are around 20 such operators in Uttarakhand at the moment, according to UCADA CEO Sonika.

The UCADA has laid down terms for private players operating on these routes. These include the following.

Capping fares: The upper fare for a one way trip, let's say from Kedarnath to Sersai, per passenger can be up to Rs8,000.

Imposing royalty: Private operators have to pay Rs 5,000 as a royalty to the UCADA for

RECENT AVIATION ACCIDENTS IN UTTARAKHAND

JUNE 15: Seven people are killed after a helicopter crashes near Gaurikund.

MAY 8: Six people die after a chopper plunges into a gorge near Gangotri.

APRIL 2024: An Uttarakhand government official gets killed after being hit by the moving tail rotor blade of a helicopter he was about to board in Kedarnath.

OCTOBER 2022: Seven people die

after their helicopter collides with a hill and crashes in Rudraprayag.

AUGUST 2019: Three people are killed when a helicopter engaged in rescue operations in cloudburst-hit areas of Uttarkashi crashes in Arakot.

JUNE 2017: A helicopter engineer in Badrinath dies and two pilots are injured after the chopper meets with an accident on its way to Haridwar.

every landing at government helipads.

Capping pilot workload: Each pilot operating shuttles is permitted up to 50 landings per day.

Mandating free flights: A private operator has to provide 10 flying hours on a non-chargeable basis each Char Dham pilgrim-

age season to meet exigencies as determined by the UCADA. Failure to do so attracts a penalty of Rs 2 lakh each time.

Rules for taking breaks: Private operators have to seek the UCADA's permission to take breaks in flying, even during the monsoon season. Withdrawal of any helicopter

due to reduced pilgrim traffic is allowed only after the operator has obtained written approval from the UCADA.

Note that UCADA is not liable for any consequences arising out of any accident involving helicopters flown by private operators.

The problem

Experts suggest that these terms and conditions are at the heart of what make helicopter rides dangerous in Uttarakhand.

For instance, the royalties imposed on landing and capping of ticket prices (which are meant to be on par with pony rides), private operators race to complete the as many sorties as possible to maximise profits.

Veteran aviator Cdr K P Sanjeev Kumar told *The Indian Express*: "In a region already loaded with capricious weather that pushes man and machine to its limits, unreasonable contractual clauses, extortionate landing charges, and royalties are imposed on helicopter operators in the Char Dhams by

UCADA. This incentivises unsafe flying and maintenance practices."

He added that the Char Dham flying window "is already narrow" on top of which "authorities penalise operators for withdrawing services or grounding aircraft for maintenance" creating "pressure to fly even in adverse conditions..."

There are also certain specific concerns around the Kedarnath helipad, which is maintained by UCADA. The helipad is used primarily for seasonal shuttle operations during the pilgrimage.

But despite recommendations by the Aircraft Accident Investigation Bureau, it lacks navigation aids and an air traffic control facility, and very high frequency radio waves are used for communication which can be blocked by the mountains.

The Kedarnath Valley also lacks a meteorological facility with qualified personnel. As a result, pilots do not have access to accurate information about the weather.



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Air India says will cut wide-body international flights by 15% till mid-July

SUKALP SHARMA
NEW DELHI, JUNE 18

TATA GROUP airline Air India is reducing its international services on wide-body aircraft by 15 per cent till at least mid-July due to a combination of factors.

These include enhanced safety inspections of its aircraft following last Thursday's deadly crash of one of its Boeing 787-8 aircraft, and airspace restrictions in West Asia and night curfew at various European and East Asian airports, the carrier said Wednesday.

A number of Air India's inter-

national flights were hit by delays and cancellations over the past few days. The cuts will be implemented by June 20 and will continue at least till the middle of July. The curtailment would effectively add to Air India's reserve aircraft availability "to take care of any unplanned disruptions".

"Given the compounding circumstances that Air India is facing, to ensure stability of our operations, better efficiency and to minimise inconvenience to passengers, Air India has decided to reduce its international services on wide-body aircraft by 15% for the next few weeks," it said.

Former aviation minister Praful Patel questions Singapore Airlines' silence

SUKALP SHARMA
NEW DELHI, JUNE 18

FORMER CIVIL Aviation Minister and senior NCP leader Praful Patel Wednesday hit out at Singapore Airlines — a 25.1 per cent stakeholder in Air India — over what he termed as "deafening" and "surprising silence" following the crash of Air India flight AI-171 last Thursday in Ahmedabad.

Patel posted on X saying that Singapore Airlines — a key commercial and maintenance partner of Air India — seems to be "in hiding", an apparent reference to the lack of a public statement from

the airline in the aftermath of the crash. Following Patel's post, Singapore Airlines said it has been in close contact with Air India and its owner, Tata Sons, and continues to offer its full support and necessary assistance to them. On Wednesday, Tata Sons Chairman N Chandrababu Naidu said Singapore Airlines has reached out and its chief executive was in touch with him following the plane crash.

"... Let's not forget — they have a say in management and a code-share agreement with Air India. Why this deafening silence, SQ?" Patel posted on X. SQ is the code for Singapore Airlines, like Air India's AI and IndiGo's 6E.

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MINT

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Airbus gains altitude as Boeing loses thrust

BY HOWINDIALIVES.COM

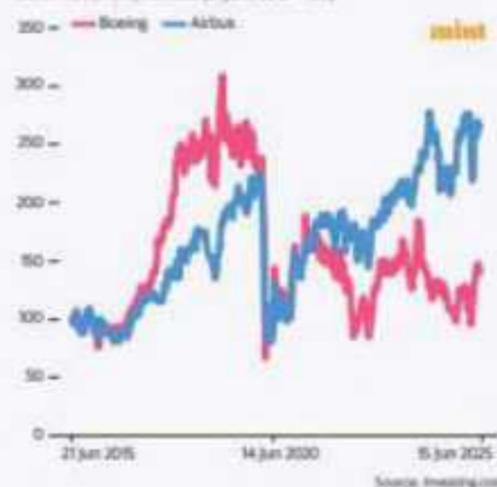
The annual Paris Air Show has historically been a platform for Airbus and Boeing—the duopoly that constitutes the global commercial aircraft industry—to announce customer wins. The Air India Boeing 787 crash last week has stripped the luster from this year's show, which runs through this week. Boeing chief Kelly Ortberg cancelled his visit, and GE Aerospace, whose engines were fitted on the fatal 787 Dreamliner, called off an investor briefing. Although the reason for the Air India plane crash is unknown, it presents a poor image for Boeing. This incident is the latest in a series of setbacks that have defined much of the past decade for the under-five American firm.

Till 2008, Boeing was riding the growth in civil aviation and shipping advances in fuel efficiency and distance travelled, epitomised by the launch of its 737 Max in 2016. However, two accidents in 2018 and 2019 led to the 737 Max fleet being grounded globally from March 2019 to November 2020. Meanwhile, Airbus, its European rival, kept chipping away under the radar.

Airbus barely made any news; Boeing became the news. The grounding of 737 Max had a cascading effect on Boeing's operations. Even as the pandemic stalled business, Boeing plodded through inquiries around safety with regulators and legislators, large layoffs, worker strikes and leadership change. Deliveries suffered. Between 2019 and 2024, it delivered about half the planes compared to Airbus. In the past four financial years, while Airbus has earned a net profit, Boeing has reported losses.

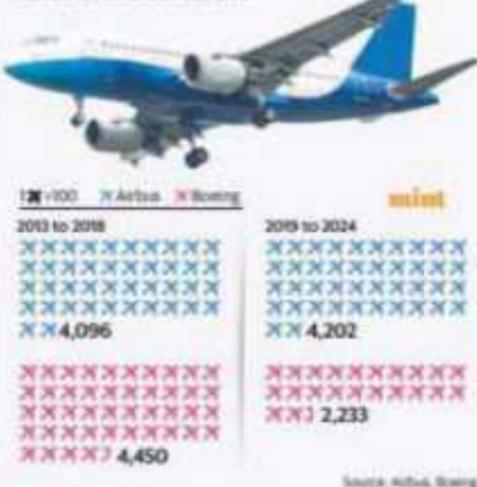
Post-pandemic, Airbus and Boeing stocks have moved in different directions

Stock movement, indexed (21 June 2015 = 100)



Post 2018, a series of issues around Boeing aircraft has hurt its deliveries

Number of new aircraft delivered

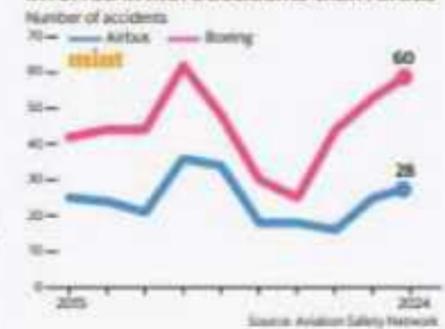


Perceptions of Safety

STATISTICALLY, AIR travel remains a low-risk mode of transport. Per International Air Transport Association (IATA), a global aviation grouping, there were 146.4 million flights in the five years from 2019 to 2023. This period saw 1,177 accidents, as per the Aviation Safety Network, or a ratio of 0.0008%. Further, about 17% of these accident-hit flights registered a fatality. Put another way, on average, an accident happened once in about 124,000 flights and a death once in about 743,000 flights.

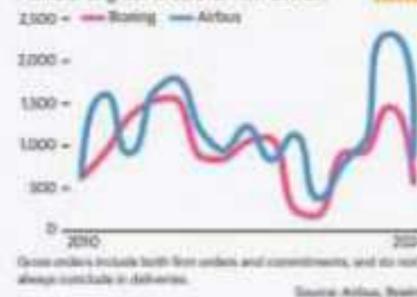
Currently, Airbus and Boeing roughly have equal number of aircraft in operation—14,294 for Airbus as of 31 May and "more than 14,000" for Boeing. Yet, between 2015 and 2025, Boeing has registered more accidents than Airbus (67 versus 24), and deaths (1,458 versus 564). Both are equal in the count of deaths in accident-hit flights (about 6%), and have a better record in crashes than the broader industry, including private planes (7%).

On a similar fleet size, Boeing has been involved in more accidents than Airbus



Compared to deliveries, Boeing has matched Airbus better on new orders

Number of gross orders for new aircraft



Waiting Period

THE BOEING accidents have taken a toll on the company's operations, as they pointed to structural flaws in the make of its 737 Max. Thus, in 2024, Boeing closed with revenues of about \$66.5 billion, which was an increase of 7% over its 2021 revenues. Airbus, by comparison, went from revenues of about €52 billion in 2021 to €69 billion in 2024, an increase of about 33%.

The problem for Boeing is deliveries, not orders, where it ran ahead of Airbus in the first half of the past decade and then mostly matched it in the second half. The commercial aircraft industry is a duopoly, and is capital- and tech-intensive in nature. The airline business is such that orders are placed in bulk, but mostly delivered one plane at a time. Thus, both manufacturers run a waiting period in their deliveries and have healthy order books.

Capacity Constraints

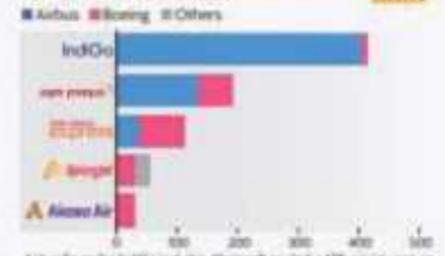
AMONG THE Indian airlines, Air India and Akasa Air face the prospect of their aircraft supplier (Boeing) unable to keep up with their appetite to fly. To some extent, that is also the case with IndiGo, which has ridden almost wholly on Airbus to become India's largest airline; the nine Boeing aircraft currently in its fleet are all on lease. In India, thanks to IndiGo, Airbus outnumbered Boeing by roughly a factor of three.

The industry's duopolistic nature also means a manufacturer-specific issue can have an outsized effect on operations. Boeing was picking up speed in 2025, matching Airbus in deliveries (220 versus 243). But it's again running into headwinds. First, there were the new Trump tariffs on exports, which hiked the cost of planes for Chinese airlines and deferred deliveries. Now, it's the Air India crash.

howindialives.com is a database & search engine for public data

The current fleet size of Airbus is about three times that of Boeing

Airline-wise number of aircraft



Airbus figures for India include 40 aircraft made by ATR, a joint venture in which Airbus is one of the two partners. Data as of 15 June 2025.

Source: Flightstats.com

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DGCA finds no major flaws in A-I Dreamliners; asks airlines to improve maintenance systems

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 said in a statement.

A comprehensive review was conducted by DGCA officials with senior executives of



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

KEY POINTS

- 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 AMONG AIR INDIA'S ENGINEERING, OPERATIONS, AND GROUND TEAMS, AND DIRECTED IMPROVEMENT IN SPARE PART AVAILABILITY

air 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 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. *Continued on Pa*

DGCA finds no major flaws in A-I Dreamliners; asks airlines to ...

Continued from Page 1

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 AI 43 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-Ahmedabad, Delhi-Vienna, Delhi-Dubai and Mumbai-San Francisco. The airline did not disclose spe-

cifics 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 13 crash of flight AI 171—was also cancelled. Air India clarified that this was due to aircraft unavailability 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 AI 180 from San Francisco to Mumbai via Kolkata, carrying 311 passengers, encountered a mechanical snag at Netaji Subhas 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 15-30 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 connecting flights from Mumbai and were seeking answers. "Some passengers were visibly upset. Others were relieved, saying it's better to delay than risk a tragedy," 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 AI 180 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

19 JUNE 2025

Closure of air space over Iran hits ops, Indian carriers cancel flights

S LALITHA @NewDelhi

EVEN as the airlines were somehow managing the closure of air space in Pakistan post the Pahalgam terror attack on April 22, the closure of air space in Middle East countries has put enormous stress on them. Cancellation of flights or circuitous routes has become the norm since June 13 after closure of air space was announced.

"The closure of air space by Pakistan followed by Iran, Iraq and then Jordan has forced us to take a roundabout route via Egypt, which involves an additional 45 to 60 minutes travel for every flight. On the day the closure of air space was announced, we had to divert 16 flights when they were airborne," an Air India official said.

"We operate an average of 50 flights (inward and outward) daily from India to the US and Europe. All of them have to go down south and fly through Egyptian air space. It has definitely increased the turnaround time for all our flights," the official said.

Air India connects cities in Europe, such as Vienna, Copenhagen, London, Zurich, Milan, Paris and Frankfurt. It connects Los Angeles, Newark, New York City and San Fran-



cisco in the US.

Making operations tougher are the stringent tests ordered by the Directorate General of Civil Aviation (DGCA) in the aftermath of the Ahmedabad flight accident, he said. "These tests take anywhere between 4 and 7 hours," an official said.

Air India Express cancellations

Though AI's subsidiary Air India Express does not operate beyond Iran, it was also impacted because of the crowded airspace in Dubai.

An Air India Express spokesperson said, "We cancelled four flights today and they were planned cancellations. We operate two pairs of flights daily between Mangaluru and Du-

AI flight to Bali returns due to volcanic eruption

An Air India flight carrying over 200 passengers on a Boeing 787 flight from New Delhi to Bali returned mid-way on Wednesday due to a volcanic eruption in Bali. It is understood that the flight had departed at 9.55 pm on June 17 from IGI Airport. "The flight had flown over two and a half hours when it was asked to return to Delhi due to reports of volcanic eruption near the destination airport in the interest of safety," said officials.

bai. We cancelled one pair today. There was no other reason except the heavy congestion in the air space in Dubai. Due to the closure of the Iran air space, most international airlines are now flying through the Dubai airspace."

They are planned cancellations and the passengers are intimated in advance before they leave their homes.

Air India Express has cancelled flights between Sharjah and Kochi, Mangaluru and Dubai, Tiruvananthapuram and Dubai, Sharjah and Indore and Sharjah and CCJ.

Indigo refused to reveal details about its cancellations or delayed flights and asked this reporter to speak to the Civil Aviation Ministry about it.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

19 JUNE 2025

Air India to cut int'l services by 15% on widebody aircraft

ARSHAD KHAN @ New Delhi

AIR INDIA on Wednesday said it has decided to reduce its international services on widebody aircraft by 15% for the next few weeks. The reduction will be implemented between now and 20 June and will continue thereafter until at least mid-July.

The Tata Group-owned airline's action comes a week after an Air India Boeing 787 Dreamliner (flight number AI171) bound for London, carrying 242 passengers and crew, crashed shortly after takeoff from Ahmedabad Airport on Thursday. Only one person survived the crash.

Air India said that due to the geopolitical tensions in the Middle East, night curfew in the airspaces of many countries in Europe and East Asia, the ongoing enhanced safety inspections, and also the necessary cautious approach being taken by the engineering staff and Air India pilots, there have been certain disruptions in their international operations over the last 6 days leading to a total of 13 cancellations.

"Given the compounding circumstances that Air India is facing, to ensure stability of our operations, better efficiency and to minimise inconvenience to passengers, Air India has decided to reduce its inter-

'No red flags with Boeing Dreamliner before crash'

NEW DELHI: Tata Sons and Air India Chairman N Chandrababu Naidu said on Wednesday there were no red flags with Boeing 787 Dreamliner aircraft before tragic Air India plane crash that claimed 270 lives, including 241 passengers and crew members. The remark comes as investigators are trying to ascertain cause of crash. "There were no red flags or maintenance issues," the chairman was quoted as saying in an interview with Times Now. *ENS*

national services on widebody aircraft by 15% for the next few weeks. The cuts will be implemented between now and 20 June and will continue thereafter until at least mid-July. This effectively adds to our reserve aircraft availability to take care of any unplanned disruptions," noted the airline.

It added, "Air India apologises to the passengers affected due to these curtailments, and will inform them in advance and make its best efforts to accommodate them on alternate flights. Passengers will also be offered a choice to reschedule their travel without any cost or to be given full refund, as per their choice. The revised schedule of our international services effective from 20 June, 2025 will be shared shortly."



Corporate Communications Directorate

THE PIONEER

DELHI

19 JUNE 2025

Air India cancels three international flights due maintenance issues

PIONEER NEWS SERVICE ■
New Delhi

Air India has cancelled three of its international flights on Wednesday owing to various reasons, including maintenance and technical issues. Two of these flights were cancelled after the passengers had already boarded the aircraft, the airline said.

The airline said it had to cancel its Toronto-Delhi flight AI188 of June 18 due to extended maintenance and consequently operating crew coming under regulatory flight duty time limitation norms.

Passengers, who had already boarded the aircraft, were disembarked following cancellation of the flight, it said.

Also, flight AI996 from Dubai to Delhi on June 18, 2025 was cancelled due to technical reasons and passengers were disembarked after

boarding, as per Air India.

However, the airline's flight AI2145 from Delhi to Bali was cancelled after it was advised to return to Delhi mid-way due to reports of volcanic eruption near the destination airport Bali, in the interest of safety, Air India stated.

The flight safely landed back in Delhi and all passengers were disembarked.

Air India said its teams on the ground are making alternative arrangements for the passengers to fly to their respective destinations at the earliest.

Full refunds on cancellation or complimentary rescheduling have also been offered to passengers.

Air India said it is anticipating some disruptions (in its flight operations) due to the continuing enhanced checks on the airline's Boeing 787 fleet coupled with airspace restrictions and inclement weather.

On June 13, a day after the B787-8 crash that killed 241 people on board, the Directorate General of Civil Aviation ordered enhanced surveillance of Air India's Boeing 787 fleet, comprising 26 787-8 and seven 787-9 planes.

Since the Ahmedabad crash, Air India cancelled 66 flights to be operated with Boeing 787 between June 12th and June 17th. Multiple flights have been cancelled or delayed citing technical issues.

At a review meeting with top executives of Air India and Air India Express, aviation safety regulator DGCA flagged concerns regarding recent maintenance-related issues reported at Air India and "advised the airline to strengthen internal coordination across engineering, operations, ground handling units and ensure availability of adequate spares to mitigate passenger delays."



Corporate Communications Directorate

THE PIONEER

DELHI

19 JUNE 2025

Praful Patels slams Singapore Airlines for lip service over AI crash

TN RAGHUNATHA ■ Mumbai

Former Civil Aviation Minister and NCP Working President Praful Patel on Wednesday slammed Singapore Airlines for its "lip service" over the crash of flight AI-171 Dreamliner in Ahmedabad last week, considering that it was a 25.1 percent shareholder of Air India.

Within hours after he questioned the "deafening silence" of Singapore Airlines over the crash of Air India flight AI-171 Boeing 787 Dreamliner, Patel put out another terse message on "X", expressing his serious displeasure over the manner which the international airline had treated the AI flight disaster which claimed the lives of

241 passengers in Ahmedabad last week. "After 6 days, today Singapore Airlines finally offers condolences to the victims of the Air India Boeing 787 Dreamliner crash — and says it is 'offering all assistance' to the owners of Air India, Tata Sons. Why are you paying lip service today so late? And a part owner of 25.1 per cent with board representation and the CEO being your nominee says that owners Tata Sons are being offered all assistance?," Patel asked.

In his earlier "X" post, Patel had said: "In all the sorrow and din surrounding the Air India crash, there remains a surprising silence — or perhaps ignorance — about the role of a substantial shareholder and the

entity responsible for maintaining a large number, if not all, of Air India's wide-body aircraft. Guess the name: Singapore Airlines".

"They seem to be in hiding. Let's not forget — they have a say in management and a code-share agreement with Air India. Importantly, Campbell Wilson, the CEO of Air India, is a nominee of Singapore Airlines. He previously served as CEO of their low-cost subsidiary, Scoot Airlines. Why this deafening silence, SQ?," Patel had asked. SQ is the IATA code of Singapore Airlines. Singapore Airlines said: "We have been in close contact with our partner Tata Sons and Air India and continue to offer our full support to them".



Corporate Communications Directorate

THE PIONEER

DELHI

19 JUNE 2025

Ahmedabad Air India AI-171 Tragedy Grounds Dreamliner Hopes, Exposes Global Safety Crisis

In a single fiery instant over Ahmedabad, the confidence in civil aviation — India's and the world's — came crashing down with Air India's ill-fated Dreamliner.

The death toll of 142 plus about another 20 deaths on the crash site at the hospital is tragic, but the fallout runs deeper. Investor panic, plunging Boeing shares, and over ₹1,000 crore in insurance claims expose a volatile mix of corporate negligence, regulatory failure, and a sector increasingly driven by cost-cutting rather than caution.

The Tata Group, which owns Air India, promptly announced a ₹1 crore compensation per victim — a gesture as much about damage control as it is about accountability.

Aviation analysts believe this move is less generosity and more recognition of the magnitude of the crisis — and the global scrutiny that now looms over India's civil aviation, the third largest in passenger volume and sixth in cargo worldwide. Apart from international norms mandating such compensation.

Global Ripples

The impact has been swift and global. Boeing's shares fell 8 per cent just ahead of the Paris Air Show — an event where the company was expected to showcase its next-generation aircraft. CEO Kelly Ortberg cancelled his visit, as scrutiny mounted over Boeing's safety record. Boeing's key suppliers — Spirit AeroSystems (fuselage) and GE Aerospace (engines) — also took a 20 per cent hit. Losses run into billions of dollars.

This crash has reignited a long-standing debate: Is Boeing's private-sector driven model more vulnerable than Airbus, a European Government-backed consortium?

The Dreamliner, despite its reputation as a safe aircraft, has faced repeated technical issues — chief among them, its lithium-ion battery system, which has caused electrical fires and aircraft groundings in the past.

These batteries, similar to those used in e-rickshaws around Delhi, are prone to thermal runaway: a condition where internal heat builds up uncontrollably, leading to fires, toxic gas release, and even explosions.

Dreamliners have been grounded multiple times across the world — including by Japan Airlines — due to such issues.

The crash has led to circumspection and crashing share prices sapped investor confidence. Boeing shares dropped by 8 per cent just days before the Paris Air Show, where the company is expected to showcase its production.

Boeing CEO Kelly Ortberg has announced the

cancellation of his visit to the air show as the crash revived concerns about Boeing widebody jets. Boeing's supplier of 787 fuselages, Spirit AeroSystems, and engine — GE Aerospace — have also suffered 20 per cent losses.

Total losses are estimated in billions of dollars, though in percentage terms it might look small.

Boeing has paid \$1.1 billion to avoid prosecution for its two 737 Max plane crashes in 2018-19. Boeing has been noted in cost overruns, ranging from 737 Max crashes to last year's Starliner crash that stranded Lucie Williams and Hutch Wilmore at the international space station (ISS).

There are reports of Boeing workers complaining about shoddy production, including a claim by a whistleblower that the Dreamliner had structural flaws, said to be six tonnes heavier than it should be.

No Dreamliner had crashed before the Ahmedabad incident. Another whistleblower, a Boeing engineer warned in 2024 that all 787s should be grounded due to structural flaws. One who reportedly expressed concerns about sub-standard spares was later found dead under mysterious circumstances.

India's Shaking Airline Market

The Ahmedabad tragedy also highlights vulnerabilities in India's aviation ecosystem, increasingly dominated by just two players — IndiGo and Tata group airlines (Air India and Vistara) — which together control nearly 90 per cent of the market.

This quasi-duopoly, despite Udairao and other regional airline schemes, limits competition and raises concerns over pricing, service quality, and most alarmingly, safety.

Flying is becoming costlier and more fragile. High aviation fuel costs in India — among the world's highest — along with supply chain constraints have pushed airlines to cut corners.

There are growing passenger complaints about air-conditioning being kept off during boarding to save fuel. Some aircraft remain grounded for lack of spares — especially engines from Pratt & Whitney. As of this year, 133 aircraft across airlines of India or 16 per cent of the fleet were grounded.

The Directorate General of Civil Aviation (DGCA) fined Akasa Air, Air India, and IndiGo for repeated safety violations. Spicetel was ordered to halt its operations in 2022. The Bureau of Civil Aviation Security (BCAS) has also levied multiple penalties — for instance, ₹30 lakh on Air India and over ₹1 crore in fines on airport operators across Lucknow, Bhubaneswar,

Chennai, and Delhi for violating the 1937 Aircraft Rules. This year Mumbai airport was also penalised for ignoring safety.

Most recently, DGCA inspections of Turkish Airlines flights between May 29 and June 2, 2025, revealed alarming safety breaches — unauthorised ground personnel at Istanbul, missing documentation for dangerous cargo, and unaccounted equipment at Hyderabad and Chennai airports.

Boeing-Airbus Divide

Statistically, Boeing appears to fare worse than Airbus on safety metrics in the U.S. since 2014. Airbus aircraft have faced 10 technical malfunctions, but no fatal crashes. Boeing, in contrast, has reported 32 malfunctions and multiple fatal issues. While more Boeing are in operation, the frequency of groundings and incidents raises red flags.

Despite this, Tata Group has asked a massive deal for 500 Boeing aircraft to be delivered over the next decade — a stark contrast from earlier decades when India, through Indian Airlines and Air India, maintained a balance between Boeing and Airbus procurement under public ownership.

Aviation Losing Altitude on Safety?

Every time an aviation tragedy strikes, the default explanation tends to be "pilot or human error." While human error is real, this narrative often absolves aircraft manufacturers and operators of deeper accountability. In the Ahmedabad case, investigations must go beyond the cockpit and scrutinise systemic safety lapses, fleet maintenance records, battery safety, and manufacturing standards.

The DGCA's report on an earlier in-flight shutdown incident on a B-787 (VT-ANW) in August 2023 is one of many warning signs.

In November of that year, the Government admitted in the Rajya Sabha that 18 safety violations had been recorded across airlines, airports, and ground service providers in just three years.

The aviation sector-by-design — cannot afford to operate on the edge. When corporate profit, regulatory spathy, and weak oversight intersect, the result is not just turbulence — it's a tragedy.

The Ahmedabad crash is not just an accident, it is a wake-up call. India's aviation authorities must seize this moment to launch a full-scale, independent safety audit of all domestic fleets. Because in the sky, there is no room for error and no margin for complacency.

(The writer is a senior journalist. Views expressed are personal)



SHIVAL SAXENA

Corporate Communications Directorate

THE PIONEER

DELHI

19 JUNE 2025

Insurers struggle to settle claims of AI crash victims

PRESS TRUST OF INDIA ■
Ahmedabad

Insurance companies are facing challenges in settling claims of the Ahmedabad Air India plane crash victims last week as in many cases the policyholders and nominees both have died in the tragedy.

There are instances of an entire family perishing or one of the spouses dying in the horrific June 12 crash of the London-bound plane, which claimed the lives of 241 persons on board and 29 on the ground.

Immediately after the accident, the Insurance Regulatory and Development Authority of India (IRADI) asked insurance companies to verify details of the deceased with their database on issuance of the overseas



medical insurance, personal accident and life insurance policies. The advisory also stated no claim was to be denied or delayed due to procedural formalities in the case of confirmed

deceased individuals from the passengers' list and persons at buildings affected by the crash.

Accordingly, major insurers like the Life Insurance Corporation of India, New

India Assurance, HDFC Life, Ifco Tokio General Insurance, Bajaj Allianz GIC and Tata AIG Insurance have set up their help desks at the Ahmedabad Civil Hospital to

expedite the process.

The insurers said they are matching the data shared by authorities with their database and are proactively reaching out to the families.

LIC administrative officer Ashish Shukla told PTI that the company has so far received 10 claims at the hospital and its offices.

There is one case where the insured individual nominated the spouse and both died in the accident, said the officer from the country's largest insurance company.

Manpreet Singh Sabharwal, manager (claims) at Ifco Tokio insurance, also pointed to a case where the director of a company and his wife, who was his nominee, died in the plane crash.

Corporate Communications Directorate

RAJASTHAN PATRIKA

DELHI

19 JUNE 2025

अटकी रही जान

अहमदाबाद की घटना को याद कर दहशत में रहे यात्री, बाहर से गेट खोलकर यात्रियों को निकाला

लैंडिंग के बाद 40 मिनट लॉक रहा विमान का गेट; पूर्व सीएम बघेल, महापौर व विधायक भी फंसे

पत्रिका ब्यूरो
patrika.com

रायपुर. स्वामी विवेकानंद एयरपोर्ट रायपुर में बुधवार को दिल्ली से आई इंडिगो फ्लाइट का गेट तकनीकी खराबी की वजह से करीब 40 मिनट तक लॉक रहा, जिससे यात्रियों में अहमदाबाद की घटना को याद कर बेचैनी बढ़ गई थी। हालांकि एयरपोर्ट अथॉरिटी की मशकूत के बाद बाहर से गेट खोलकर यात्रियों को निकाला गया। इस घटना में जानमाल की कोई हानि नहीं हुई, लेकिन यात्रियों थोड़ी दहशत जम्बर फैल गई थी। इस फ्लाइट में पूर्व सीएम भूपेश बघेल,

सरकारपाली की विधायक चातुरी नंद और रायपुर महापौर भीनल चौबे समेत अन्य यात्री सवार थे।

जानकारी के मुताबिक यह फ्लाइट दिल्ली से दोपहर करीब 12 बजे उड़ान भरी थी। फ्लाइट दोपहर दो बजे रायपुर एयरपोर्ट पर लैंड हुई थी। इसके बाद क्रू मेंबर ने अंदर से गेट को खोलने का प्रयास किया, लेकिन तकनीकी खराबी के चलते विमान का मुख्य दरवाजा खुल नहीं पाया। इससे यात्रियों में बेचैनी बढ़ गई। यात्रियों ने क्रू मेंबर से जानकारी चाही, तो कोई संतोषजनक जवाब नहीं मिला। इन सब के बीच इस गड़बड़ी की जानकारी



यात्रियों ने किया फ्लाइट में हंगामा

रनवे पर रुकने के बाद फ्लाइट से एयरक्राफ्ट को जोड़ा गया था। इसके जरिए यात्रियों को बाहर निकालना था। लेकिन, कमांड देने के बाद भी काफी देर तक कोई रिस्पॉस लक नहीं मिला। कई घंटे

तकनीकी दिक्कत होगी

कुछ तकनीकी परेशानी रहेगी। प्लेन लैंड होने के बाद करीब 40 मिनट तक अंदर फंसे रहे। क्योंकि सीढ़ी वाला नहीं था। एयरक्राफ्ट लगता है। इसकी वजह से दरवाजा नहीं खुल रहा था।
-भूपेश बघेल, पूर्व मुख्यमंत्री

प्रयास करने के बाद भी दरवाजे के नहीं खुलने पर नाराज यात्रियों ने हंगामा करना शुरू कर दिया। इसकी जानकारी एटीसी को मिलते ही तत्काल इंजीनियरों की मदद से दरवाजे को बाहर से दरवाजा

संतोषजनक जवाब नहीं

फ्लाइट की सुरक्षित लैंडिंग हुई है। प्लेन के अंदर गेट में जो स्क्रीन रहती है उसमें कुछ नहीं बता रहा था। क्रू मेंबर से भी संतोषजनक जवाब नहीं मिल रहा था। इस वजह से यात्री खोड़ा डर भी गए थे।
-भीनल चौबे, महापौर रायपुर

खोला गया। करीब 1 घंटे तक जांच करने और तकनीकी खराबी को दूर करने के बाद फ्लाइट को दोपहर करीब 3 बजे दिल्ली के लिए रवाना किया गया। इंजीनियरों का कहना था कि ऑटोमेटिक

यात्री दहशत में आ गए

क्रू मेंबर ने गेट देरी से खुलने की जानकारी दी थी। सभी उन्हें ही देख रहे थे। फ्लाइट सुरक्षित लैंड हो गया था, इस वजह से उतना डर नहीं था, लेकिन गेट खुलने में देरी से यात्री दहशत में आ गए थे।
-चातुरी नंद, विधायक सरकारपाली

कमांड से दरवाजा खोला जात है। इसमें समस्या आने के कारण ही दरवाजे का ऑटो मोड काम नहीं कर रहा था। फिलहाल, इंडिगो की ओर से कोई आधिकारिक बयान जारी नहीं हुआ है।



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

RAJASTHAN PATRIKA

DELHI

19 JUNE 2025

वायरल डिजाइन

सुर्खियों में यूक्रेन के एक एयरोस्पेस इंजीनियर का आइडिया

क्रैश हुआ प्लेन तो पैराशूट से उतरेगा पूरा पैसेंजर केबिन

नई दिल्ली @ पत्रिका. अहमदाबाद विमान हादसे के बाद विमान सुरक्षा को लेकर बहस तेज हो गई है। इसी बीच यूक्रेन के एयरोस्पेस इंजीनियर ततारेको व्लादिमीर निकोलायेविच का 2016 का एक आइडिया फिर चर्चा में है। उन्होंने ऐसा विमान डिजाइन पेश की थी, जिसमें इमरजेंसी के दौरान पूरी पैसेंजर-केबिन मुख्य विमान से अलग होकर पैराशूट के जरिए सुरक्षित नीचे उतर सकती है। ततारेको इसके लिए निवेशक तलाश रहे हैं। तकनीकी चुनौतियों व लागत को लेकर एयरबस और बोइंग जैसी कंपनियां अब तक इससे दूरी बनाए हुए हैं।



'डिटेचेबल केबिन सिस्टम' की डिजाइन यूट्यूब पर वायरल हो रही है।

उड़ान के किसी भी चरण में होगा अलग

'डिटेचेबल केबिन सिस्टम' की सबसे खास बात यह होगी कि यह विमान यात्रा के किसी भी चरण यानी टेकऑफ, मिड-फ्लाइट या लैंडिंग में खतरा आने पर अलग हो सकती है। इसके विमान से अलग होते ही बड़े-बड़े

पैराशूट खुल जाएंगे और यह धीरे-धीरे नीचे उतरेगा। अगर लैंडिंग पानी में हो, तो इसके इम्प्लेटेबल ट्यूब्स उसे तैरने में मदद करेंगे। यात्रियों के लगेज भी सुरक्षित रहते हैं, क्योंकि उनके लिए अलग कम्पार्टमेंट है।

हल्के मटेरियल का होगा इस्तेमाल

इस डिजाइन में केबलर और कार्बन फाइबर जैसे हल्के लेकिन बहुत मजबूत मटेरियल का इस्तेमाल हुआ है। यह न सिर्फ केबिन को मजबूत बनाता है, बल्कि विमान की कुल उड़ान क्षमता पर भी ज्यादा असर नहीं डालता।

एविएशन इंडस्ट्री का क्या कहना है?

जहां कुछ इसे 'असंभव में संभावना' मान रहे हैं, वहीं कई विशेषज्ञ मानते हैं कि इससे विमान की संरचना कमजोर हो सकती है। बड़ा सवाल यह भी है कि अलग हुई केबिन कहाँ गिरेगी? पहाड़ों, इमारतों या जंगलों में लैंडिंग खतरे में डाल सकती है। इसके अलावा, पायलटों के लिए कोई सुरक्षा उपाय नहीं है।

लोग क्यों कर रहे इस आइडिए का समर्थन

एक सर्वे में 95% यात्रियों ने कहा कि ऐसी तकनीक को अधिक पैसे देकर भी टिकट लेना पसंद करेंगे। ततारेको का मानना है, 'अगर एक भी जान बचाई जा सके, तो ये कोशिश बेकार नहीं जाएगी।' बहरहाल, यह डिजाइन वास्तविकता की उड़ान भरे या नहीं, लेकिन सुरक्षा का नया रास्ता जरूर दिखाती है।

अहमदाबाद विमान हादसे में बीमाधारक के साथ नाभिनी भी मारे गए

■ इस तरह के कई मामले सामने आने से बीमा कंपनियां असमंजस में ■ जोखिम कवर की राशि किसको दें इस पर विचार कर रहीं कंपनियां

नई दिल्ली (भाषा)।

बीमा कंपनियों को पिछले सप्ताह अहमदाबाद एयर इंडिया विमान हादसे के पीछियों के दावों का निपटान करने में चुनौतियों का सामना करना पड़ रहा है क्योंकि कई मामलों में पॉलिसीधारक और उसके नामित व्यक्ति (नाभिनी), दोनों ही इस शक्ती में मारे गए हैं।

अहमदाबाद से 12 जून को लंदन जाने वाले विमान की भयावह दुर्घटना में पूरे परिवार के ख़त्म हो जाने या पति-पत्नी में से किसी एक

की मृत्यु हो जाने के मामले सामने आए हैं। इस विमान में सवार 241 लोगों और जमीन पर मौजूद 29 लोगों की जान बली गई थी।

हादसे के तुरंत बाद, भारतीय बीमा विनियामक और विकास प्राधिकरण (इरडा) ने बीमा कंपनियों से कहा कि वे विदेशी विदेशी बीमा, व्यक्तिगत दुर्घटना और जीवन बीमा पॉलिसियों के जारी करने संबंधी अपने अंकों से मुक्त के विवरण का सांघान करें। परामर्श में यह भी कहा गया कि यात्रियों की सूची में शामिल फॉटिकृत मृत

व्यक्तियों तथा दुर्घटना से प्रभावित इमारतों में रहने वाले व्यक्तियों के मामले में प्रक्रियात्मक औपचारिकताओं के कारण किसी भी दावे को असंभव या विलंबित नहीं किया जाएगा।

इसके बाद भारतीय जीवन बीमा निगम (एलआईसी), न्यू इंडिया एश्योरेंस, एनडीएफसी लाइफ, इन्को टोकियो जनरल इश्योरेंस, बजाज आलियांस जीआईसी और टाटा एआईजी इश्योरेंस जैसे



प्रमुख बीमा कंपनियों ने प्रक्रिया में तेजी लाने के लिए अहमदाबाद सिविल अस्पताल में अपनी सहायक छिद्रुकी स्थापित की है।

बीमा कंपनियों ने कहा कि वे प्राधिकारियों द्वारा साझा किए गए अंकों का अपने अंकों से मिलान कर रही हैं तथा सक्रिय रूप से परिवारों से संपर्क कर रहे हैं।

एलआईसी के प्रशासनिक अधिकारी आशीष शुक्ला

ने बताया कि कंपनी को अब तक अस्पताल और उसके कार्यालयों में 10 दावे प्राप्त हुए हैं। बीमा कंपनी के अधिकारी ने कहा कि एक मामला ऐसा भी है, जिसमें वीमित व्यक्ति ने अपने जीवनसाथी को नामित किया था और दुर्घटना में दोनों की मौत हो गई।

इसको टोकियो इश्योरेंस के मैनेजर (क्लेम) मनजीत सिंह सभरवाल ने भी एक ऐसे मामले का उदाहरण दिया जिसमें एक कंपनी के निदेशक और उनकी पत्नी (जो उनकी नामित थी) दोनों की विमान

दुर्घटना में मृत्यु हो गई।

टाटा एआईजी के क्षेत्रीय परिचालन के प्रमुख अधिकारी निखल बुध ने कहा कि उन्हें अब तक सत दावे प्राप्त हुए हैं, जिनमें से एक ऐसा मामला है जिसमें मुक्त ने अपने जीवनसाथी को नामित किया था और उसको भी विमान दुर्घटना में मृत्यु हो गई। उन्होंने कहा, 'यदि बीमाधारक और नामित व्यक्ति, दोनों की मृत्यु हो गई है, तो हम श्रेणी-1 के वारिंटों की तलाश करते हैं, जो आमतौर पर बच्चों जैसे रक्त संबंधी होते हैं।

Air India cancels seven international flights, including AMD-London, Delhi-Paris

NIKHIL VYAS
NEW DELHI, 17 JUNE

Crisis-hit Air India on Tuesday cancelled seven of its international flights, including Ahmedabad-London and Delhi-Paris due to varied reasons, including aircraft unavailability.

This series of cancellations of Air India's international flights comes days after Air India flight AI-171 to London-Gatwick, crashed in Ahmedabad moments after take-off, killing 241 of the 242 people on board and dozens on the ground.

On Tuesday, the airline also cancelled its London-Amritsar, Delhi-Dubai, Bengaluru-London and Mumbai-San Francisco flights.

As per Air India's website, the cancelled flights are AI 915 (Delhi-Dubai), AI 153 (Delhi-Vienna), AI 143 (Delhi-Paris), AI 159 (Ahmedabad-London), AI 133 (Bengaluru-London) and AI 170 (London-Amritsar). Many of these flights were being operated with the Boeing 787-8 Dreamliner, the same aircraft type that crashed in Ahmedabad on Thursday.

A technical issue also affected a Dreamliner operating as AI 315 from Hong Kong to Delhi, forcing the pilot to return to Hong Kong.

Flight AI-159 - Air India has retired the code AI-171



- from Ahmedabad to London-Gatwick was cancelled on Tuesday 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," said Air India.

The abrupt cancellation caused chaos at Sardar Vallabhbhai Patel International Airport, with scores of international passengers stranded, many of them already reeling from anxiety sparked by last week's tragedy.

"We regret the inconvenience caused to our passengers and have made alternative arrangements to fly them to their destination. We are providing hotel accommodation and also offering full refunds on cancellations or complimentary rescheduling if opted by the passengers. Consequently, flight AI 170 from London Gatwick to Amritsar on 17th June stands cancelled," said

Air India.

Air India also announced the cancellation of Flight AI 143 from Delhi to Paris, after mandatory pre-flight checks identified an issue "which is being presently addressed".

Consequently, "flight AI 142 from Paris to Delhi on June 18, 2025, also stands cancelled," the carrier said in a statement. "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 statement read.

Meanwhile, An Air India Flight from San Francisco to Mumbai via Kolkata was also halted at the Netaji Subhash Chandra Bose International Airport in Kolkata early Tuesday morning after a technical snag was detected in one of its engines. The flight which had a scheduled 'technical halt' in Kolkata, was grounded on Tuesday after a technical issue was suspected during a routine post-landing inspection. All passengers were safely deplaned, and some have been accommodated in a hotel in Kolkata.

According to sources, the Director General of the Directorate General of Civil Aviation (DGCA) also summoned an urgent virtual meeting with Air India and Air India Express officials.

Corporate Communications Directorate

THE STATESMAN

KOLKATA

18 JUNE 2025

Air India cancels 7 international flights including Ahmedabad-London, Delhi-Paris

NIKHIL VYAS

NEW DELHI, 17 JUNE

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On Tuesday, the airline also cancelled its London-Amritsar, Delhi-Dubai, Bengaluru-London and Mumbai-San Francisco flights.

As per Air India's website, the cancelled flights are AI-915 (Delhi-Dubai), AI-153 (Delhi-Vienna), AI-143 (Delhi-



Paris), AI-159 (Ahmedabad-London), AI-133 (Bengaluru-London) and AI-170 (London-Amritsar). Many of these flights were being operated with the Boeing 787-8 Dreamliner, the same aircraft type that crashed in Ahmedabad.

A technical issue also affected a Dreamliner operating as AI-315 from Hong Kong to

Delhi, forcing the pilot to return to Hong Kong.

Flight AI-159 - Air India has retired the code AI-171 - from Ahmedabad to London-Gatwick was cancelled on Tuesday due to the unavailability of the aircraft, "resulting from airspace restrictions and additional precautionary checks," said Air India, while

denying reports that it was due to a technical snag.

The abrupt cancellation caused chaos at Sardar Vallabhbhai Patel International Airport, with scores of international passengers stranded.

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An Air India flight from San Francisco to Mumbai via

Kolkata was also grounded at the Netaji Subhash Chandra Bose International Airport in Kolkata early Tuesday morning after a technical snag was detected in one of its engines during a routine post-landing inspection. All the passengers were deplaned, and some have been accommodated in a hotel in Kolkata.

Meanwhile, after raising concerns regarding maintenance-related issues reported by Air India, the Directorate General of Civil Aviation (DGCA) on Tuesday said the recent surveillance conducted on the airline's Boeing 787 fleet "did not reveal any major safety concerns". The aviation watchdog said the aircraft and associated maintenance systems were found to be compliant with existing safety standards.



Corporate Communications Directorate

THE TIMES OF INDIA

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After 12/6, demand for AI's 787s crashes

Fares Drop, But AI's A350 & B777s Buck The Trend

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New Delhi: Planning an almost last minute trip to Europe, Delhi-based financial consultant Priya Singh was in for a surprise when she checked return fares for Delhi-Amsterdam (June 30) and Amsterdam-Delhi (July 6) on a leading online travel agency (OTA).

Air India's non-stop option on both sectors was costing Rs 66,320 — which was much less than Rs 87,150 on KLM, the only airline operating direct flight on this sector — and comparable to the one-stop options of carriers like Etihad, Qatar Airways and Lufthansa.

"I wondered why this was happening and then found the plausible reason: AI equipment listed was Boeing 787. I will opt for one of the one-stops," she said.

Multiple travel agents contacted Air India to see if lower demand for its B787s after the AI 171 crash because of which many flights operated on the Maharaja's Dreamliner are cheaper than non-stops of competing airlines on those routes. Ironically many of these competing airlines on AI Dreamliner routes — Europe, UK, Far East and Australia — also use the B787 which passengers are ditching the Maharaja for, as of now.

Non-stop flights are more expensive than one-stop ones. Some international routes have both non-stop



Ironically, many of Air India's competitors on its Dreamliner routes — Europe, UK, Far East and Australia — also use the B787, which passengers are ditching the Maharaja for, as of now.

AI to cut overseas flights on wide-body aircraft by 15% at least till mid-July

New Delhi: Air India will reduce its international services on wide-body aircraft by 15% with immediate effect "at least" till mid-July, reports Saurabh Sinha. AI operates about 70 international flights daily on its wide-body fleet. Multiple factors, including airspace closures, have increased flying times to and from the west and enhanced checks on Boeing 787s since AI 171 crash last Thursday have reduced twin aisle availability.

The math was worked out thus: AI operated 462 flights on its wide-body fleet of Boeing 787s, B777s & Airbus A350s between June 2 and 17 while canceling 83 flights in that period, which meant 15.2% of the 545 flights that were to be operated were cancelled inconveniencing passengers. Taking that ratio and aligning schedules to actual capacity to mount flights, AI has cut wide body flights by 15%.

and one-stop options, like Delhi to Paris/London/New York. The non-stop fares are benchmarked with such other and one-stop by one-stops.

OTA searches show Delhi-London return fares (June 30 departure and July 6 arrival) are between Rs 54,000 and Rs 74,000 on AI, Rs 85,000-90,000 (check-in, bag fares) on British Airways and over Rs 95,000 on Virgin Atlantic. Delhi-Paris return for these dates are about Rs 50,000 on AI and Rs 76,000 on Air France. Fares on flights operated by AI's other wide bodys, like the North America non-stops that are served by A350 and B777s, have bucked this trend.

There is concern among travellers over flying AI B787s and some have

changed airlines as well. Safety is the prime concern for passengers and they are weighing the option of taking other airlines," said Anil Kaul, Travel Agents federation of India VJ adding, "Demand for travel overall has dropped. Future leisure bookings are on hold due to airspace restrictions that has led to uncertainty and delays across all airlines on routes to and from the west." Several other travel agents and OTAs confirmed this trend.

A detailed multi-nation and multi-agency probe is on into the crash of the Dreamliner operating as AI 171 and what caused the same will be known only after the report is released. Till then everything is conjecture.



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Fired for reporting glitch: Ex-AI staffers

TIMES NEWS NETWORK

Mumbai: Two senior Air India flight attendants have written to PM Modi, claiming they were terminated from service by the airline after they refused to change their statement about a technical problem with a Boeing 787 door last year.

They alleged the Dreamliner's door malfunctioned as the slide raft deployed, though the door was opened in "manual mode". Slide rafts deploy when a door is opened in "armed" or "automatic mode".

The incident, they claimed, occurred on May 14, 2024, after the Mumbai-London B787 (VT-ANQ) operating flight AI-129 docked at Heathrow and the passengers disembarked. The incident, they say, was initially corroborated in writing by the pilot and cabin-in-charge. "However, to our utter shock and surprise when we told (the AI management) the truth that the door was in manual position when opened, we were threatened with termination," the letter alleged on Wednesday.

The former senior AI flight attendants wrote to the PM that after refusing to revise their statements on the malfunctioning Dreamliner door, they were served show-cause notices and dismissed within 48 hours—exactly one year before the June 12 Ahmedabad crash which killed 272 people. "We refused to change our statements despite considerable pressure exerted on us by higher authorities," the letter alleged, naming three officials. "However later the commander changed his statement by stating



The two former employees made the allegations in a letter to PM Modi

that he was not looking when the door was opened," it alleged.

At Heathrow, AI crew disembark from a different door. Accordingly, the pilots and crew gathered at door L4 last year in May. The two flight attendants, responsible for the door opening, carried out the checklist to confirm the door was in the manual position, said the letter. But the slide raft deployed when the door was opened.

The letter alleges that Air India and the Directorate General of Civil Aviation (DGCA) suppressed the May 14, 2024, incident and other similar occurrences involving Dreamliners. The crew claim DGCA launched only an "informal inquiry" despite the gravity of the safety issues raised, and no report has been shared since. They also allege that key witnesses present during the slide deployment incident were deliberately excluded from the investigation. Both crew members have served Air India for over two decades. Their complaint was filed with the Central Vigilance Commission last year.



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A tale of two Gujarat air crashes and a common 'emergency worker'



DEJA VU

Ahmedabad: Two aviation disasters in Ahmedabad 37 years apart saw Dr Hasmukh Patel, MLA from Amraiwadi constituency play an eerily familiar role as "emergency worker" at BJ Medical College, reports Parag Dave.

Back in 1988, Patel was a second-year MBBS student at the medical college and civil hospital when news came in of Indian Airlines Flight 113 from Mumbai crashlanding at Kotarpur as it approached the city airport. None among the 133 passengers and crew survived the catastrophe.

"I remember rushing to the post-mortem room since my alma mater was grappling with a staff shortage. One Dr Deshmukh was the head of the forensic sciences department, and we served in whatever capacity we could. There were so many bodies that we hardly had space to stand," Patel recalled.

June 12 brought back memories of the 1988 tragedy as the MLA rushed to the BJ Medical College and Civil Hospital campus, where Air India flight AI 171 crashed. "I helped the staff put tags on the body bags. In both crashes, those killed were beyond recognition. It was heart-wrenching," Patel said.



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Air India crisis: Chandra skips Tata Consumer AGM

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Mumbai: Tata Consumer Products chairman N Chandrasekaran skipped the company's annual shareholder meeting on Wednesday due to exigencies. Non-executive director P B Balaji presided over the meeting in his stead. Regulations permit another director to lead the meeting when the board chairman is unavailable.

Chandrasekaran's absence was due to his focus on Air India matters following the crash of London-bound flight 171 in Ahmedabad last week, which resulted in



over 270 fatalities.

At the meeting, company secretary Delnaz Dara Harda said, "The chairman of the board, N Chandrasekaran, will not be able to attend the AGM due to some exigencies." Tata Consumer initiated the annual general meeting sequence among major Tata Group companies, with TCS scheduled for Thursday and Tata Motors for Friday. It remains to be seen whether Chandrasekaran, who is also the chairman of both these companies, will chair the AGMs.

According to a lawyer, if the chairman is not present within 15 minutes after the

time appointed for holding the meeting, or if he is unwilling to act as chairman of the meeting, the directors present can elect a chairman among themselves.

Chandrasekaran has been in Gurugram-Delhi, engaging with Air India personnel, holding discussions with civil aviation minister Ram Mohan Naidu and aviation secretary Samir Kumar Sinha; and addressing various airline-related matters. His office also sought time with DGCA chief Faiz Ahmed Kidwai.

During the AGM, Balaji, who is also the CFO of Tata Motors, acknowledged the challenging period for the Tata group.



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Bali-Delhi flight lands in Varanasi

TIMES NEWS NETWORK

Varanasi: An Air India flight AI 2146 from Bali to Delhi was diverted due to bad weather and made an emergency landing at Lal Bahadur Shastri International Airport, Varanasi late Tuesday afternoon.

After standing on the strip with 187 passengers on board for over two hours, it left for Delhi, said Puneet Gupta, director of the Varanasi airport, on Wednesday, adding that the flight was from Denpasar, Indonesia to Delhi.

After receiving clearance from ATC, the diverted flight landed at Varanasi Airport at 4.20 pm. Approximately two hours later, when weather in Delhi improved, the flight was granted permission to take off at 7 pm.

On Tuesday, before the flight reached Delhi, weather conditions worsened and the aircraft with 187 passengers on board, including three children, was diverted, even as the pilot contacted ATC at Varanasi airport for landing at an alternate airport.



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AHMEDABAD

18 JUNE 2025

Cancelled A'bad-Gatwick flight leaves passengers stranded

TIMES NEWS NETWORK

Ahmedabad: Air India on Tuesday cancelled its Ahmedabad-London Gatwick flight (AI 159), leaving several passengers stranded at Sardar Vallabhbhai Patel International (SVPI) airport. The airline attributed the cancellation to "aircraft unavailability" caused by airspace restrictions and extended precautionary checks. After retiring the AI 171 flight number following the June 12 flight on the same route that crashed shortly after take-off, Air India resumed the Ahmedabad-Gatwick flight on Monday, June 16, renumbering it as AI 159.

The inbound leg of the same aircraft, flight AI 160 from Gatwick, landed in Ahmedabad at 1.19 pm, albeit behind schedule. The return flight, initially scheduled to depart at 1.10 pm, was cancelled shortly after.

"There was no technical snag as claimed," Air India clarified in a statement. "Flight AI 159 from Ahmedabad to Gatwick has been cancelled today due to the unavailability of the aircraft, resulting from airspace restrictions and additional precautionary checks, leading to a longer than usual turnaround of aircraft."



Mumbai-A'bad flight cancelled

An Ahmedabad-bound flight, AI 2493 operated by Air India, was cancelled late on Monday, as is learnt from sources. The flight, an Airbus 321-211, was delayed for operational reasons initially, sources said, and was later cancelled as the crew members' Flight Duty Time Limitations (FDTL) came into effect. The flight was scheduled to depart at 6.35 pm from Mumbai and land in Ahmedabad at 7.55 pm. Sources confirmed that the airline has offered a full refund or an alternative flight booking to the stranded passengers.

The disruption had a cascading effect: Air India confirmed that flight AI 170 from Gatwick to Amritsar, scheduled for June 17, also stands cancelled. The aircraft in question was a Boeing 787-8 Dreamliner. The airline added, "We regret the inconvenience caused and have made alternate arrangements for affected passengers. Hotel stays, full refunds, or complimentary re-scheduling are being offered, based on passenger preference." Sources indicate that more disruptions on Air India's

international flights might follow. "The Directorate General of Civil Aviation (DGCA) has ordered mandatory 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," a source told TOI.

Air India currently operates a fleet of 63 wide-body aircraft, including 34 Boeing 787-8 Dreamliners.

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 parked



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

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

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

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 durations

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.

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. 788



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HYDERABAD

18 JUNE 2025

Ethiopian Airlines flies to Hyderabad

TIMES NEWS NETWORK

Hyderabad: Africa's largest carrier — Ethiopian Airlines — has added Hyderabad to its itinerary on Tuesday with thrice-a-week direct flight services to Addis Ababa. The airlines urged the Indian govt to review the bilateral air service agreement so that it can expand operations in the world's fastest-growing aviation market.

"We are in touch with the Indian govt through Ethiopian civil aviation authorities and the Indian embassy to review our bilateral agreement as it has not been revised for over 20 years now. We are pushing for more bilateral slots by year-end," Teklehaimanot G Yohannes, MD- International Services, Ethiopian Airlines Group, told **TOI** here.

He said the airline currently operates 50 weekly dedicated passenger and cargo flights to five Indian cities — Delhi, Mumbai, Bengaluru, Chennai, Ahmedabad, and now Hyderabad. This includes 38 flights per week to five cities — Delhi, Mumbai, Bengaluru, Chennai, and Hyderabad.



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THE TRIBUNE

DELHI

18 JUNE 2025

DGCA clean chit to AI's Boeing 787

NEW DELHI, JUNE 17

In a high-level meeting with senior officials of Air India Ltd and Air India Express, which are operating over 1,000 flights daily across domestic and international sectors, Directorate General of Civil Aviation (DGCA) raised concerns regarding recent maintenance-related issues reported by Air India.

The DGCA also reviewed recent operational data for Air India's wide-body operations, with specific attention to the Boeing 787 fleet. The recent

Found to be compliant with safety standards

surveillance of the 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 statement said.

"As of 17 June 2025, a total of 24 aircraft have successfully completed the required check. An additional two air-

craft are planned for completion today, with one more scheduled for tomorrow. Of the remaining six aircraft, two are presently AOG (aircraft on ground) at Delhi. The checks on these two will be carried out post-declaration of serviceability and prior to their return to service. The remaining four aircraft currently under MRO will undergo the mandated check prior to their release from the respective maintenance hangars," the DGCA said. — TNS



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THE TRIBUNE

DELHI

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An IndiGo aircraft after it made an emergency landing at Nagpur airport.

Mid-air scare for two IndiGo flights

MUMBAI/COCHIN/JUNE 17
A Delhi-bound IndiGo flight with 157 passengers on board made an emergency landing in Nagpur on Tuesday after receiving a bomb threat, the Cochin International Airport Ltd (CIAL) said.
The flight, which originated from Muscat, was on its way to Delhi after its scheduled stop in Kochi. An IndiGo spokesperson confirmed receiving a "security concern" pertaining to its flight and said it immediately informed the relevant authorities as per security aviation protocol.

The flight safely landed at Dr Babasaheb Ambedkar

One gets bomb threat, other faces turbulence

International Airport, Nagpur, and the airline is fully cooperating with the authorities concerned," the airline said.
In another incident, a Lucknow-bound IndiGo flight from Goa experienced mid-air turbulence due to adverse weather conditions but the crew navigated the aircraft safely, the airline said.
The flight 6E 6811 landed safely in Lucknow, the airline said without divulging further details. — PTI