

# Week on, key recoveries done, debris to be shifted to AAI site

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**NEW DELHI/AHMEDABAD:** Exactly one week after India's deadliest air crash in three decades, officials said they have completed key recovery work at the Ahmedabad crash site and are now focusing on accessing the black boxes to determine what caused the Boeing Dreamliner to plunge into a medical hostel moments after take-off, killing 241 of 242 people aboard and several more on the ground.

The aviation ministry said on Thursday that "key recovery work, including site documentation and evidence collection, has been completed, and further analysis is now underway" at the site by the Aircraft Accident



People waiting to attend the funeral of Rajendra Patankar, a victim of the Air India crash, as a plane takes off in Ahmedabad. AP

Investigation Bureau (AAIB).  
"The decision regarding the location for decoding the flight recorders will be taken by the AAIB after due assessment of all technical, safety, and security

considerations," the ministry stated, as it addressed speculation about whether the black boxes would be sent overseas for analysis.

continued on → 15

## RULES TO REGULATE STRUCTURES NEAR AIRPORTS ISSUED

**Neha LM Tripathi**

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**NEW DELHI:** The government has issued draft rules to regulate and remove obstructions such as buildings and trees that interfere with aircraft operations around airports. The draft Aircraft (Demolition of Obstructions Caused by Buildings and Trees, etc) Rules, 2025, released on Wednesday, empower the Director General of Civil Aviation (DGCA) to act against any structure violating height restrictions specified in government notifications.

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## AIR INDIA

Both sets of flight recorders from the Boeing 787-8 Dreamliner have been recovered - the first combined Digital Flight Data Recorder (DFDR) and Cockpit Voice Recorder (CVR) unit was found on June 13, with the second set was located on June 16. The B787 aircraft model carries two black box sets - one under the cockpit and the other in the tail section -- as standard.

According to a police official aware of the probe, the debris will soon be moved to a site near the Gujarat State Aviation Infrastructure Company Limited (GUJSAIL) office near the airport, on land owned by the Airports Authority of India (AAI).

"Experts will attempt to reconstruct sections of the aircraft at that site to assist in the inquiry. All electronic components recovered from the wreckage will be handed over to the Forensic Science Laboratory for detailed examination," the official said.

Ahmedabad police commissioner GS Malik said "reconstructed parts of the aircraft will be examined to determine what led to the crash. The black box will be analysed as part of this process".

The debris removal and transportation process typically involves careful cataloguing and preservation of aircraft components that could provide crucial evidence about the crash sequence. Investigators must maintain a strict chain of custody for all materials, with larger structural components often moved to specialised facilities where they can be reconstructed to understand the aircraft's final moments. Critical components like engines and control surfaces undergo detailed metallurgical and mechanical analysis to identify any failures or anomalies that may have contributed to the accident.

The statement of the lone survivor, Vishwash Kumar, has also been recorded, according to Malik. Vishwash recounted to HT that shortly after take-off, he heard a loud sound and felt the aircraft lurch, moments before the crash.

According to an official of the Airports Authority of India (AAI), CISF personnel stationed near the emergency exit close to the Instrument Landing System (ILS) area on the runway heard

a loud sound as the aircraft took off.

The investigation involves multiple agencies, with teams from the US National Transportation Safety Board (NTSB) and Boeing assisting the AAIB under International Civil Aviation Organisation (ICAO) protocols. A separate committee headed by the home secretary and involving civil aviation ministry officials was also announced to look into larger questions about regulations and safety standards in the aftermath of the crash.

As on Thursday, 215 victims have been identified through DNA matching, with 198 bodies handed over to their families so far, the Ahmedabad civil hospital said. The victims included 149 Indians, 32 British citizens, seven Portuguese nationals, and one Canadian.

The crash has had significant operational impact on Air India, which announced a 15% reduction in international wide-body services.

Enhanced surveillance checks ordered by the DGCA on Air India's Boeing 787 fleet found no issues in 26 out of 33 aircraft inspected.

As an added precaution, Air India will also undertake enhanced safety checks on its Boeing 777 fleet.

The airline said flights will therefore be reduced on 16 international routes and suspended on 3 overseas destinations between June 21 and July 15.

Services will be suspended on Delhi-Nairobi, Amritsar-London (Gatwick) and Goa (Mopa)-London (Gatwick) till July 15.

The curtailments include 16 international routes connecting cities in North America, Europe, Australia and the far East.

## IRAN-ISRAEL

evening, Iranian media reported air defences engaging "hostile targets" in northern Tehran.

Israel's sweeping campaign of airstrikes aims to do more than destroy Iran's nuclear centrifuges and missile capabilities. It seeks to shatter the foundations of Supreme Leader Ali Khamenei's government and leave it near collapse, Israeli, Western and regional officials said.

Netanyahu wants Iran weakened enough to be forced into fundamental concessions on permanently abandoning its nuclear

# Flyers have to wait till August to access second pick-up point for cabs at airport

It will be available after the plaza and landscaping work, which took off in 2023, is completed; the work has already missed several deadlines, with the latest being July-end; passengers arriving at the airport's T1 Terminal now have to walk for 400 metres, and then take an elevator to get a cab

## PORT CALL

**Sunitha Sekar**  
CHENNAI

**A**ir passengers must endure exhausting walks at Chennai airport till August, as the second pick-up point planned for easy boarding of cabs has been delayed yet again.

The plaza and landscaping work took off in 2023 on a large plot opposite the T1 Domestic Terminal with the aim of providing visitors and arriving passengers a place to relax for a brief period before exiting the airport.

It was scheduled to be completed by October 2024. But the work has missed multiple deadlines,



**Facing criticism:** From August 2024, the Airports Authority of India switched the pick-up point to the second floor of a multi-level parking facility. R. RAVINDRAN

with the latest being July end. Once the facility is ready in August, the second pick-up point will be created, Airports Authority of India (AAI) officials said.

The completion of the project is critical for air passengers because this is the place (erstwhile flagpole location) where they board cabs. From August 2024, passengers arriving

at the airport could no longer take cabs from the spot opposite the T1 Terminal, as the AAI switched the pick-up point to the second floor of a multi-level parking facility. This meant that

passengers arriving at the T1 Terminal had to take a 400-m walk, and then take an elevator to get on a cab.

Exasperated commuters have been flagging the need to restore the previous arrangement for months now. While buggies have been introduced to ferry passengers, they say it is not as convenient.

Karthik K., a frequent flyer said, "At least 300 passengers exit the terminal when an international flight arrives. How do passengers with multiple baggage board a buggy? They also end up waiting quite a while for one. What authorities fail to factor in is the difficulty to walk or wait in the city's humidity and heat."

Satish Galley, another passenger, said, the auth-

orities should have built bigger lifts, which could accommodate a lot of people. "After waiting for a buggy, people have to yet again stand for a while to catch the elevator, and it is a frustrating process. It is not passenger-friendly," he said.

Officials of the AAI said the landscaping work had been delayed due to unforeseen circumstances, and would certainly be over by July-end.

"Nearly 60% of the landscaping work has been completed so far. The roofing of the canopy will have to be done in some parts. Also, there is some more work left to be completed for creating the walkway, setting up lighting and beautification," an official said.



# Corporate Communications Directorate

THE ASIAN AGE

DELHI

20 JUNE 2025

## ■ Aviation ministry's move after AI plane crash Centre drafts new rules to clear airport 'buffer zones'

AGE CORRESPONDENT  
with agency inputs  
NEW DELHI, JUNE 19

In a significant step towards creating obstruction-free airspace near airports, the ministry of civil aviation (MoCA) has tightened safety norms around airports and has notified draft rules and regulations to keep the "buffer zone" near airports free of obstructions from buildings, tower erections and tall plantations.

The rules come nearly a week after the tragic crash of an Air India Boeing 787 Dreamliner in Ahmedabad. The plane had crashed on a medical college building that was very close to the airport premises. The Gujarat government said a survey of the surrounding areas of the Ahmedabad airport will be conducted in the wake of last week's Air India plane crash that claimed 270 lives.

"As per the Directorate

▶ UNDER THE proposed rules, any structure exceeding the height restrictions around notified aerodromes will be served a notice by the officer-in-charge

General of Civil Aviation (DGCA)'s guidelines, a survey of areas surrounding the Sardar Vallabhbhai Patel International Airport here will be conducted by the officials of the Ahmedabad Municipal Corporation and the civil aviation department," Ahmedabad district collector Sujeet Kumar said. "Once the survey gets over, subsequent necessary work will be initiated," he said.

The draft rules titled "Aircraft (Demolition of Obstructions) Rules, 2025" empower the Director General of Civil Aviation (DGCA) and other authorities to take immediate action against the owners of the buildings, trees,

and other structures that exceed permissible height limits in designated aerodrome zones. These rules are an improvised version of the already existing The Aircraft (Demolition of Obstruction Caused by Buildings and Trees, etc.) Act of 1994. The new rules fall under Bharatiya Vayuyan Adhiniyam 2024 and involve DG and DGCA in the whole process of removing obstacles.

Under the proposed rules, any structure exceeding the height restrictions around notified aerodromes will be served a notice by the officer-in-charge. Property owners will be required to submit key details - including site plans, ownership documents, and structural dimensions - within 60 days of receiving the notice. Failure to comply may result in enforcement action, including the demolition or trimming of the structure.

# अगले माह हिंडन से शुरू होंगी आठ शहरों के लिए उड़ानें

संवाद न्यूज एजेंसी

साहिबाबाद। हिंडन एयरपोर्ट से 20 जुलाई से इंदौर और अहमदाबाद समेत आठ शहरों के लिए उड़ानें शुरू होंगी। 20 जुलाई को जहां हिंडन से दो नए शहर जुड़ जाएंगे वहीं उड़ानों की संख्या 21 हो जाएगी। इंडिगो एयरलाइंस कंपनी ने ये उड़ानें शुरू करने की जानकारी दी है।

कंपनी की ओर से जारी विज्ञापित में 20 जुलाई से हिंडन एयरपोर्ट से इंदौर, अहमदाबाद, पटना, बंगलूरु, मुंबई, कोलकाता, चेन्नई एवं वाराणसी के लिए उड़ान शुरू करने की जानकारी दी गई है। कंपनी ने अपनी सभी उड़ानों की समय सारिणी भी जारी कर दी है। हिंडन एयरपोर्ट से यह चौथी एयरलाइंस कंपनी है जो अपनी सेवाएं शुरू कर रही है। इससे पूर्व स्टर एयर, फ्लाई विंग एवं एयर इंडिया एक्सप्रेस की ओर से कुल 13 शहरों की उड़ान हिंडन से प्रतिदिन होती हैं। यहां से प्रतिदिन करीब दो हजार व इससे अधिक लोग आवाजाही करते हैं। अब आठ अन्य उड़ान शुरू होने पर हिंडन एयरपोर्ट पर और भीड़ बढ़ेगी। बता दें कि इंडिगो की ओर से पहले से ही कई शहरों की उड़ान प्रस्तावित थी, जिसे वह अब शुरू कर रहा है।

एयरपोर्ट प्रबंधन ने बताया कि पूर्व से ही कई शहरों की उड़ान प्रस्तावित थीं, जिसे अब वह 20 जुलाई से शुरू कर रहा है। इंडिगो की ओर से हेड ऑफ ग्लोबल



## दिल्ली एनसीआर का दूसरा सबसे व्यस्त एयरपोर्ट

हिंडन एयरपोर्ट से धीरे-धीरे उड़ानों की संख्या बढ़ रही है। अब तक यहां से करीब 10 राज्य और 15 शहर जुड़ चुके हैं। हर दिन यहां यात्रियों की भीड़ बढ़ रही है। ऐसे में हिंडन एयरपोर्ट दिल्ली एनसीआर का दूसरा सबसे व्यस्त एयरपोर्ट में शुमार हो जाएगा। हर दिन नई उड़ान शुरू होने से न केवल दिल्ली एनसीआर बल्कि पश्चिमी यूपी के लोगों को भी इसका लाभ मिलेगा।

सेल्स विनय मल्होत्रा ने जारी विज्ञापित में कहा है कि चेन्नई से हिंडन, हिंडन से मुंबई एवं अहमदाबाद के लिए शनिवार को छोड़कर अन्य सभी दिनों में सोमवार, मंगलवार, बुधवार, वृहस्पतिवार, शुकवार एवं रविवार

को उड़ान होंगी। वहीं हिंडन से इंदौर के लिए प्रतिदिन फ्लाइट होगी, जबकि इंदौर से हिंडन के लिए शनिवार को उड़ान नहीं भरी जाएगी। इसके अलावा अन्य सभी शहरों के लिए प्रतिदिन उड़ान भरी जाएगी।



# Corporate Communications Directorate

THE DAILY GUARDIAN

DELHI

20 JUNE 2025

## Air India to cut international widebody flights by 15% till mid-July, says will rebound

**TDG NETWORK**  
MUMBAI

Air India on Wednesday announced a 15 per cent reduction in international flights operated with widebody planes till mid-July as the Tata Group-owned airline grapples with operational disruptions due to enhanced safety inspections and Iranian airspace closure.

In the wake of the fatal crash of the London Gatwick-bound Boeing 787-8 plane soon after takeoff from Ahmedabad on June 12, the carrier has witnessed international flight disruptions, especially with the ongoing safety checks of B787-8/9 aircraft.

### Air India AI171 crash: Damaged black box sent to US for probe into disaster

India has sent the severely damaged black box of the ill-fated Air India Boeing 787 Dreamliner to the United States for detailed analysis, as the investigation into one of India's deadliest aviation disasters in decades continues to unfold. The aircraft, operating Flight AI171 from Ahmedabad to London, crashed shortly after takeoff on June 12, killing 241 people on board and 33 people on the ground, with only one



survivor.

The Digital Flight Data Recorder (DFDR) and Cockpit Voice Recorder (CVR) commonly known as the black box were re-

covered two days after the crash, but the external damage to the devices was so severe that Indian officials could not extract any data locally.

According to a source quoted in The Economic Times, the black box will be analyzed at the National Transportation Safety Board (NTSB) laboratory in Washington, under the supervision of Indian authorities to ensure proper protocol.

The airline also apologised to passengers who will be

impacted by the temporary curtailment of overseas

flights.

Besides, the carrier will

carry out enhanced safety checks for Boeing 777 planes as a matter of added precaution.

The airline has recently seen operational disruptions, with at least 83 international flights cancelled over the last six days.

In a late evening statement, Air India said there have been disruptions due to the geopolitical tensions in the Middle East, night curfew in the airspaces of many countries in Europe and East Asia and the ongoing enhanced safety inspections.

The airline also said necessary cautious approach is being taken by the engineering staff and Air India pilots.

# Corporate Communications Directorate

DAINIK JAGRAN

DELHI

20 JUNE 2025

## हवाईअड्डों के पास ऊंचे पेड़ों की होगी छंटाई व भवनों की कम की जाएगी ऊंचाई

नई दिल्ली, एनआइ : अहमदाबाद में एअर इंडिया का विमान दुर्घटनाग्रस्त होने के एक सप्ताह बाद नागरिक उड़्डयन मंत्रालय ने विमान सुरक्षा के लिए खतरा पैदा करने वाली संरचनाओं पर निबंधन को और कड़ा करने के लिए नया मसौदा नियम जारी किया है। यह मसौदा 18 जून को जारी किया गया था। आधिकारिक राजपत्र में प्रकाशित होने के बाद यह लागू हो जाएगा। नया नियम लागू होने के

बाद हवाईअड्डों के पास से ऊंचे भवन और पेड़ जैसे अवरोध हटाए जाएंगे या उनकी ऊंचाई कम कर दी जाएगी। इन नियमों का उद्देश्य अधिकारियों को हवाईअड्डा क्षेत्रों में सीमा से अधिक ऊंचाई वाले पेड़ों और भवनों के खिलाफ त्वरित कार्रवाई करने की शक्ति देना है। इसे उड़ान पथ में अवरोध के कारण होने वाली संभावित दुर्घटना को रोकने के लिए एक कदम के रूप में देखा



- नागरिक उड़्डयन मंत्रालय ने अवरोधों को हटाने के लिए नए नियम किए जारी
- नए मसौदे में अधिकारियों को हवाईअड्डा क्षेत्रों में त्वरित कार्रवाई करने की होगी शक्ति

जा रहा है। मसौदे के तहत निर्धारित ऊंचाई सीमा का उल्लंघन करने वाली किसी भी संरचना को लेकर हवाईअड्डे के प्रभारी अधिकारी द्वारा

नोटिस दिया जा सकता है। मालिकों को 60 दिनों के भीतर संरचना के आयात और आगामी योजना सहित विस्तृत जानकारी प्रस्तुत

करनी होगी। नियमों का अनुपालन नहीं करने पर दंडों का विध्वंस या ऊंचाई में कमी जैसी कार्रवाई की जा सकती है। मसौदे में कहा गया है कि संबंधित हवाईअड्डे के प्रभारी अधिकारी को तत्काल महानिदेशक या उनके द्वारा अधिकृत किसी अधिकारी को ऐसे उल्लंघन की रिपोर्ट भेजनी चाहिए। भौतिक सत्यापन के लिए अधिकारियों को मालिक को सूचित करने के बाद दिन में परिसर में

प्रवेश करने का अधिकार है। भवन मालिक यदि असहयोग करता है तो अधिकारी उपलब्ध जानकारी के आधार पर आगे बढ़ सकते हैं और मामले को डीजीसीए को भेज सकते हैं। मसौदे में आगे कहा गया है कि महानिदेशक को ब्योरा भेजने से पहले हवाईअड्डे के प्रभारी अधिकारी को ब्योरे की सत्यता के बारे में स्वयं संतुष्ट होना होगा और इसके लिए उसी संबंधित परिसर

में प्रवेश करने व भवन या वृक्ष की ऊंचाई का भौतिक सत्यापन करने का अधिकार होगा। भवन का मालिक भौतिक सत्यापन के दौरान पूर्ण सहयोग देने के लिए बाध्य होगा। उसके द्वारा सहयोग नहीं किए जाने पर प्रभारी अधिकारी मामले की सूचना जिला कलेक्टर को देंगे। जिलाधिकारी यह सुनिश्चित करने के लिए जिम्मेदार होंगे कि आदेश के अनुसार तोड़फोड़ या छंटाई का कार्य किया जाए।



# Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

19 JUNE 2025

**COMPLIANCE** | Owners have removed permanent fixtures such as water tanks, antennas, iron pipes and concrete portions

## Illegal portions from 7 structures near airport gone

**Urvi Mahajani**

MUMBAI

The state government has informed the Bombay High Court that it has removed illegal portions from seven structures / constructions near Mumbai International Airport Ltd (MIAL) that violate air safety norms.

The action was taken by Collector, pursuant to the HC order in a PIL by aviation safety activist Yeshwant Shenoy, who raised concerns over aviation safety and sought the removal of unauthorised buildings around the airport. Shenoy argued that despite previous violations, new constructions continued to emerge, making strict monitoring essential.

In an affidavit, suburban Mumbai collector Rajendra Chavan said, "All the obstructions on the structures mentioned in MIAL's affidavit dated July 6, 2022 are removed.. MIAL is apprised with the developments in the obstruction removal at each step and they have verified the removal of unauthorised construction and submitted the report to the Director General



of Civil Aviation (DGCA), which in turn has confirmed compliance to this office."

Assistant government pleader Neha Bhide placed the compliance report before a bench of Chief Justice Alok Aradhe and Justice Sandeep Marne, which recorded the progress and adjourned the public interest litigation for four weeks.

Shenoy had pointed out that the DGCA had passed orders of demolition of some of these structures about 10 years back, but no action had been taken.

Acting on the PIL, the bench in April ordered the collector to proceed against eight specific buildings identified by MIAL and the DGCA. Tuesday's affidavit details full

compliance for seven of them; action on the eighth, which partly enjoys statutory protection, is underway.

"Owners have removed permanent fixtures such as water tanks, antennas and iron pipes and truncated concrete portions to the permissible height," the affidavit noted, adding that MIAL engineers carried out spot inspections before DGCA issued final clearance.

To prevent recurrences, the state has directed the BMC to issue demolition notices under the Maharashtra Regional and Town Planning Act. "Our office is in coordination with MIAL, MMRDA and the BMC for any further action," the affidavit read.



# Corporate Communications Directorate

HINDUSTAN

DELHI

20 JUNE 2025

## हिंडन से अहमदाबाद-इंदौर के लिए उड़ानें 20 जुलाई से



### अच्छी खबर

ट्रांस हिंडन, वरिष्ठ संवाददाता। हिंडन एयरपोर्ट से अहमदाबाद और इंदौर के लिए विमान सेवा 20 जुलाई से शुरू होगी। इंडिगो कंपनी ने गुरुवार को यह जानकारी दी।

हिंडन एयरपोर्ट से अभी मुंबई, बेंगलुरु, गोवा, चेन्नई, कोलकाता, पटना, वाराणसी, भुवनेश्वर और जयपुर के लिए एयर इंडिया एक्सप्रेस के विमान उड़ान भर रहे हैं। किशनगढ़, नांदेड़ और आदमपुर के लिए स्टार एयर

और बटिंडा व लुधियाना के लिए फ्लाई बिग की उड़ान चल रही। इंडिगो ने 20 जुलाई से हिंडन एयरपोर्ट से आठ शहरों को उड़ान सेवा का शेड्यूल जारी किया है। अहमदाबाद से हिंडन के लिए रोजाना विमान उड़ेगा, जबकि हिंडन से अहमदाबाद के लिए सोमवार से शुक्रवार तक दिन में एक विमान और रविवार को दो विमान उड़ान भरेंगे। शनिवार को हिंडन से उड़ान नहीं मिलेगी। इसी तरह हिंडन से इंदौर के लिए रोजाना विमान उड़ान भरेगा और इंदौर से हिंडन के लिए शनिवार को छोड़ बाकी दिन उड़ान मिलेगी।

# Centre notifies draft rules to clear obstacles near airports

HTC and PTI

letters@hindustantimes.com

**NEW DELHI:** The central government issued draft rules on Wednesday to regulate and remove physical obstructions around airports, six days after the devastating Air India crash in Ahmedabad, the deadliest in three decades, as authorities separately spoke of plans to survey structures near the city's airport for potential safety violations.

The Aircraft (Demolition of Obstructions Caused by Buildings and Trees etc.) Rules, 2025, were notified on June 18 under the Bharatiya Vayuyan Adhiniyam, 2024, and are open for public feedback for 21 days. The rules aim to replace the three-decade-old Aircraft (Demolition of Obstructions) Rules, 1994.

Under the proposed framework, the Director General of Civil Aviation (DGCA) will have expanded authority to take action against any structure violating height restrictions around airports. "Any building or tree that violates notified height restrictions around airports may face demoli-



**DGCA will have expanded authority to take action against any structure violating height restrictions around airports.** HTPHOTO

tion or height reduction orders from the Director General of Civil Aviation (DGCA)," the draft rules state.

The regulations establish a detailed enforcement mechanism where airport authorities must notify owners of potential violations and conduct physical verification. Property owners will be required to submit structural details within 60 days, with a possible 60-day extension if granted.

"If the DGCA determines, after providing an opportunity for a

hearing, that a building or tree violates safety norms, an order can be issued for its demolition, trimming, or reduction in height," the draft states.

In cases of non-compliance, district collectors will be authorised to enforce demolition procedures, treating violations as unauthorised construction under local law. "On receiving the report from the officer-in-charge of the aerodrome, the district collector shall carry out forthwith the demolition of the building or the cutting of the

tree or reduction in height of the building.. in the same manner and by the same procedure as is followed in case of demolition of any unauthorised construction in his district," the rules specify.

The draft rules come as authorities prepare to conduct a comprehensive survey around Ahmedabad's Sardar Vallabhbhai Patel International Airport following last week's crash. According to PTI, Ahmedabad district collector Sujat Kumar told reporters that "a survey of areas surrounding the Sardar Vallabhbhai Patel International Airport here will be conducted by the officials of the Ahmedabad Municipal Corporation and the Civil Aviation department."

"Once the survey gets over, subsequent necessary work will be initiated," Kumar said. The collector cited the new draft rules as providing the framework for potential action against structures posing threats to aircraft safety.

Some analysts cautioned that while many airports around the country have buildings nearby that violate height norms, following through with an actual demoli-

tion will be hard. "While it's easy to make rules, it will be next to impossible to implement them," given the scale of non-conforming structures, said Mark Martin, founder and CEO at Martin Consulting, an aviation advisory firm, Bloomberg reported.

An official at the Delhi airport said a survey will be initiated to identify obstructions in the Capital by both the Airports Authority of India (AAI) and the directorate general of civil aviation. "The Air Traffic Control (ATC) directly reports to the AAI and so it will share information on possible obstructions. Both AAI and DGCA will also do their own surveys," said the official, pointing to a similar exercise done in 2018 when 369 obstructions were identified, including trees, poles and buildings. "Subsequently, AAI also took action against these obstructions."

Compensation provisions are limited under the proposed new framework. "Compensation may be available but only for compliant or pre-existing structures. New constructions violating notified height restrictions will not be eligible," the rules specify.



# Corporate Communications Directorate

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MINT

DELHI

20 JUNE 2025

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## India seeks to ban non-conforming structures near airports

**Bengaluru:** India plans to clamp down on structures near airports that don't comply with height regulations, as the government seeks to tighten aviation safety in the wake of the Air India crash last week that ranks as the country's worst in several decades. The government is drafting a law that would allow the demolition of buildings near airfields that don't meet vertical limits, which isn't the case now.

**BLOOMBERG**



# Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

19 JUNE 2025

## Ahmedabad crash: Cooch Behar Airport ramps up safety protocols

*Airport authority announces a series of precautionary measures to bolster emergency preparedness*

**SHASHIKESH ROY**

**COOCH BEHAR:** In the wake of the recent tragic plane crash in Ahmedabad, airports across India have begun ramping up safety protocols — and Cooch Behar Airport is no exception. The airport authority has announced a series of precautionary measures to bolster emergency preparedness, including an inter-agency coordination meeting and a full-scale mock drill.

A high-level meeting is scheduled for Thursday, bringing together officials from multiple departments, including the Health Department, Fire Services, Civil Defence, and the Police. The objective is to review and synchronise emergency response strategies in case of an aviation mishap.

“In light of the Ahmedabad incident, we are organising a special meeting to assess our preparedness. We will also conduct a mock drill on June 24 to ensure all emergency protocols are in place,” said Shub-



A view of Cooch Behar Airport

MPOST

hashish Pal, Director of Cooch Behar Airport.

The airport, originally commissioned during the reign of the Cooch Behar Maharaja, had remained non-operational after its closure in 1995. While the state government made several attempts to revive services post-2011, regular flights could not resume until 2023.

Thanks to joint efforts by the central and state governments, a 9-seater aircraft service is now operating daily from the airport. Following the Ahmedabad crash, airport authorities have begun paying increased

attention to safety risks around the airfield. Sources indicate that 25–30 trees in the vicinity have been identified for trimming to maintain clear airspace. Authorities are also scrutinising ongoing and upcoming construction projects to ensure building heights comply with aviation safety norms.

“All these concerns — obstacle clearance, inter-agency coordination, and emergency preparedness — will be addressed comprehensively in Thursday’s meeting,” said an airport official.



# Corporate Communications Directorate

THE MORNING STANDARD

DELHI

20 JUNE 2025

## Obstructions near airports must be demolished, says aviation ministry

S LALITHA @New Delhi

FOLLOWING the Air India crash in Ahmedabad on June 12, the Ministry of Civil Aviation has issued new draft rules to ensure that structures near airports do not pose any risk to aircraft safety in the future.

The rules mandate owners of buildings or trees that obstruct an aerodrome to either demolish them or reduce their height as directed. The owner must abide by the order within 60 days of receiving a notice from civil aviation authorities, the rules state.

The draft, Aircraft (Demolition of Obstructions Caused by Buildings and Trees, etc) Rules 2025, has been issued on June 18 and will come into force once it is published in the official gazette. The rules aim to give authorities the power to take prompt action against buildings and trees that exceed height limits in designated aerodrome zones. This is seen as a proactive step to prevent potential accidents caused by obstructions in flight paths.

"Where any notification has been issued by the Central government under sub-section (1) of section 18 of the Act and the officer-in-charge of the concerned aerodrome has reason



### Raze or reduce height

The rules mandate owners of buildings or trees that obstruct an aerodrome to either demolish them or reduce their height as directed. The owner must abide by the order within 60 days of receiving a notice from civil aviation authorities, it said.

to believe that any building or tree exists in violation of the provisions of the aforesaid notification, he shall serve a copy of the notification on the owner of the building or tree, as the case may be, in accordance with the procedure laid down in sub-section (3) of said section," the draft reads.

For physical verification, officers are empowered to enter the premises during daylight hours after informing the owner. In cases of non-cooperation, officers may proceed based on available information and refer

the matter to the DGCA.

The ministry has invited objections or suggestions from the public in 20 days of the publication of the notification. The responses can be sent to the Director General of Civil Aviation.

If there is non-compliance, the officer-in-charge must report the matter to the District Collector, who is then responsible for ensuring the demolition or trimming is carried out in accordance with the order. The procedure will mirror the process used for removing unauthorised constructions.

Owners have the right to appeal orders to the First or Second Appellate Officer. Appeals must be filed in the prescribed form along with supporting documents and a fee of ₹1,000. However, only those who comply with the orders may claim compensation under section 22 of the Bharatiya Vayuyan Adhinyam, 2024. Any new non-compliant structures built after the notification will not be eligible for compensation.

On June 12, a London-bound Air India Boeing 787-8 Dreamliner crashed into a hostel complex of BJ Medical College in the Meghani Nagar area of Ahmedabad shortly after take-off from Sardar Vallabhbhai Patel International Airport.



# Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

19 JUNE 2025

## जयपुर इंटरनेशनल एयरपोर्ट पांच घंटे देरी से रवाना हुई फ्लाइट

पत्रिका न्यूज नेटवर्क  
patrika.com

जयपुर. जयपुर इंटरनेशनल एयरपोर्ट पर लगातार फ्लाइट का संचालन प्रभावित हो रहा है। इससे यात्रियों को परेशानी झेलनी पड़ रही है। बुधवार को भी ऐसा ही देखने को मिला।

दरअसल, जयपुर से तड़के 4:45 बजे शारजाह जाने वाली एयर अरेबिया एयरलाइन फ्लाइट करीब पांच घंटे देरी से रवाना हुई। इसी प्रकार जयपुर से दुबई जाने वाली स्पाइसजेट एयरलाइन की फ्लाइट भी सुबह 8:55 की बजाय सुबह 10:40 बजे रवाना हुई। इनके अलावा सुबह 6:30 बजे मुंबई जाने वाली एयर इंडिया की फ्लाइट सुबह 9 बजे रवाना हुई। बताया जा रहा है कि तीनों फ्लाइट्स ने ऑपरेशनल कारणों से देरी से उड़ान भरी।



# Corporate Communications Directorate

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RAJASTHAN PATRIKA

JAIPUR

19 JUNE 2025

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## ■ हैदराबाद एयरपोर्ट को बम की धमकी

हैदराबाद @ पत्रिका, हैदराबाद के बेगमपेट एयरपोर्ट पर बुधवार सुबह प्रशासन को ई-मेल पर बम की धमकी मिलने से हड़कंप मच गया। पुलिस व सुरक्षा एजेंसियों ने हाई अलर्ट जारी कर एयरपोर्ट और आसपास के परिसर में जांच की।



# Corporate Communications Directorate

THE STATESMAN

DELHI

20 JUNE 2025

## AI plane crash: Centre issues new draft rules to demolish obstructions near airports

**STATESMAN NEWS SERVICE**  
NEW DELHI, 19 JUNE

A week after the tragic Air India plane crash in Ahmedabad, the Centre has released new draft rules to tighten control over structures posing a risk to aircraft safety in a proactive step to prevent potential accidents caused by obstructions in flight paths.

The Ministry of Civil Aviation has released new draft rules aimed at giving authorities the power to take prompt action against buildings and trees that exceed height limits in designated aerodrome zones.

The London-bound Air India Boeing 787-8 Dreamliner crashed on June 12 into the hostel complex of BJ Medical College in Meghani Nagar area of Ahmedabad shortly after taking off from Sardar Vallabhbhai Patel International Airport. Of the 242 people onboard, 241 — including former Gujarat Chief Minister Vijay Rupani — were killed.

The draft, titled Aircraft (Demolition of Obstructions)

Rules, 2025, was issued on Wednesday, and will come into force once published in the gazette.

"Where any notification has been issued by the Central Government under sub-section (1) of section 18 of the Act and the officer-in-charge of the concerned aerodrome has reason to believe that any building or tree exists in violation of the provisions of the aforesaid notification, he shall serve a copy of the notification on the owner of the building or tree, as the case may be, in accordance with the procedure laid down in sub-section (3) of said section," the draft reads.

Under the draft, any structure found violating the prescribed height limits may be served a notice by the officer-in-charge of an aerodrome. Owners must submit detailed information - including structure dimensions and site plans - within sixty days. Failure to comply could result in enforcement action, including demolition or height reduction.



"The officer-in-charge of the concerned aerodrome shall forthwith send a report of such violation to the Director General, or any officer authorized by him on this behalf," it added.

For physical verification, officers are empowered to enter the premises during daylight hours after informing the owner. In cases of non-cooperation, officers may proceed based on available information and refer the matter to the DGCA.

"Before forwarding the details to the Director General, the officer-in-charge of the aerodrome shall satisfy himself about the correctness of the details and for that purpose, he shall be empowered to enter the premises in question and carry out physical verification of the dimensions of the building or tree, as the case may be, during daylight hours and with reasonable prior notice to the owner, who shall be duty bound to extend full cooperation during such

physical verification," it further added.

If there is non-compliance, the officer-in-charge must report the matter to the District Collector, who is then responsible for ensuring the demolition or trimming is carried out in accordance with the order. The procedure will mirror the process used for removing unauthorised constructions.

Owners have the right to appeal orders to the First or Second Appellate Officer. Appeals must be filed in the prescribed form along with supporting documents and a fee of Rs 1,000. However, only those who comply with the orders may claim compensation under section 22 of the Bharatiya Vayayan Adhiniyam, 2024. Any new non-compliant structures built after the notification will not be eligible for compensation.

The Civil Aviation Ministry has invited objections or suggestions from the public within twenty days of the notification's publication. Responses may be sent to the Director-General of Civil Aviation.



# Corporate Communications Directorate

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THE TIMES OF INDIA

DELHI

20 JUNE 2025

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## Airport lounge experience set for a change

**New Delhi:** Soon, you won't need to queue up to access an airport lounge. To boost lounge experience, several operators and credit card-issuing banks are planning direct business, removing aggregators on whose machine a flyer swipes their credit card to enter a lounge, reports **Saurabh Sinha**.

They plan to launch an app where lounge access can be booked in advance. Then the passenger just needs to swipe their card at the lounge gate and be seated in a particular area as per their credit card status. "A flyer can log in with an OTP and link all his/her credit cards. The app will check whether he/she has lounge access available and then allow them to book a lounge at the airport they are flying out of," said an official.

"For banks, lounge access is among key features of premium credit cards, but the experience at present is not good. So hard-selling premium cards using this as a USP becomes difficult. Full-service airlines are also upset that their premium passengers have to queue up in the same line with a credit card," said a source.

However, many flyers have credit cards therefore the lounge use is no longer limited to those flying full-service airlines. Operators are planning to have separate areas for premium card, business, first class flyers to offer better experience at big lounges. However, two leading lounge operators said, "Aggregators have warned us of stopping lounge entry if they are removed from the business. We are taking legal steps to prevent that."



## Corporate Communications Directorate

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THE TIMES OF INDIA

HYDERABAD

19 JUNE 2025

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### **Hyd airport receives hoax bomb threat**

**Hyderabad:** Bomb disposal squads conducted anti-sabotage checks at Hyderabad airport and Begumpet airport on Wednesday after receiving an email warning about IEDs allegedly planted at an airport in city. Following a thorough checks at both locations, the email was declared hoax.

At 6:39 am, GMR airport's customer-support mailbox received an email from an individual identifying as Andimithu Rasa. The email, with references to 'Operation Polo' and the recent arrest of political commentator Savukku Shankar by Tamil Nadu police, claimed that four bombs were planted aboard a flight and another 4 inside RGIA terminal building. TNN

## ऊंचाई मानदंडों के उल्लंघन की भी होगी जांच, हवाईअड्डे के आसपास होगा सर्वेक्षण

अहमदाबाद। एअर इंडिया विमान हादसे के बाद ऊंचाई मानदंडों के उल्लंघन और विमान सुरक्षा के लिए खतरों के भूदेंनजर अधिकारी अहमदाबाद हवाई अड्डे के आसपास के क्षेत्रों का सर्वेक्षण करेंगे। अहमदाबाद के जिला कलेक्टर सुजीत कुमार ने कहा, नागरिक विमानन महानिदेशालय (डीजीसीए) के दिशा-निर्देशों के अनुसार, सरदार वल्लभभाई पटेल अंतरराष्ट्रीय हवाई अड्डे के आसपास के क्षेत्रों का सर्वेक्षण अहमदाबाद नगर निगम और नागरिक विमानन विभाग के अधिकारी करेंगे।

नागरिक उड्डयन मंत्रालय ने निर्देश दिया था कि हवाई अड्डों के पास विमान सुरक्षा के लिए खतरा पैदा करने वाली संरचनाओं पर नियंत्रण कड़ा किया जाना चाहिए। इसके लिए विमान (बाधाओं का विषय) नियम, 2025 का मसौदा भी जारी किया गया था। मसौदा नियम का उद्देश्य अधिकारियों को उन इमारतों, पेड़ों या अन्य वस्तुओं के खिलाफ तत्काल कार्रवाई करने का अधिकार देना है जो निर्दिष्ट हवाई अड्डे क्षेत्रों में निर्धारित ऊंचाई सीमाओं का



फाइल फोटो

उल्लंघन करते हैं। अधिकारी ऐसी इमारतों को नोटिस जारी कर सकते हैं और ऊंचाई कम करने या ध्वस्त करने की कार्रवाई शुरू कर सकते हैं। कुमार ने कहा, सर्वे का काम निर्धारित समय में पूरा कर लिया जाएगा। हवाई अड्डे के आसपास सर्वेक्षण का क्षेत्र नागरिक उड्डयन टीम करेगी। उन्होंने कहा कि सर्वेक्षण टीमों का गठन जल्द ही किया जाएगा। एजेसी

अहमदाबाद हवाईअड्डा पक्षियों के हमले का हाटस्पॉट, 2018-23 के बीच हुए 319 हमले : पशु अधिकार थिंक टैंक पीपुल फॉर एनिमल्स पब्लिक पॉलिसी फाउंडेशन ने दावा किया है कि अहमदाबाद हवाईअड्डा पक्षियों के हमले का हाटस्पॉट है। अहमदाबाद हवाईअड्डे पर जनवरी 2018 से अक्टूबर

2023 के बीच पक्षियों और वन्यजीवों के 319 हमले दर्ज किए गए। यह दिल्ली (710) और मुंबई (352) के बाद तीसरे स्थान पर है। यह निष्कर्ष अहमदाबाद विमान हादसे के एक सप्ताह बाद आया है। यह आंकड़ा दिसंबर 2023 में एक संसदीय प्रश्न के उत्तर से लिया गया है।

### विमान हादसा

## विमान का ब्लैक बॉक्स किस जगह डिकोड होगा, यह निर्णय एएआईबी लेगा : सरकार

मुंबई। सरकार ने स्पष्ट किया है कि विमान दुर्घटना जांच ब्यूरो (एएआईबी) एअर इंडिया के दुर्घटनाग्रस्त ड्रीमलाइनर के ब्लैक बॉक्स को डिकोड करने के स्थान पर निर्णय लेगा। एएआईबी की एक बहु-विषयक टीम इस हादसे की जांच कर रही है। नागरिक उड्डयन मंत्रालय की ओर से यह स्पष्टीकरण ब्लैक बॉक्स को अमेरिका भेजे जाने की खबरों के बीच आया। मंत्रालय ने कहा, डिजिटल फ्लाइंग डाटा रिकॉर्डर (डीएफडीआर) और कॉकपिट वॉयस रिकॉर्डर (सीवीआर) का

एक सेट 13 जून 2025 को दुर्घटना स्थल से बरामद हुआ और दूसरा सेट 16 जून को मिला। विमान के इस मॉडल में दो ब्लैक बॉक्स सेट हैं। स्थानीय प्राधिकारियों और एजेंसियों से सभी आवश्यक सहयोग के साथ एएआईबी जांच लगातार आगे बढ़ रही है। साइट दस्तावेजीकरण और साक्ष्य संग्रह समेत प्रमुख रिकवरी कार्य पूरा हो चुका है और आगे का विश्लेषण अब चल रहा है। ब्यूरो

### उड़ान से पहले विमान और उसके इंजन में कोई समस्या नहीं दिखी थी : कैंपबेल

मुंबई। एअर इंडिया के सीईओ और प्रबंध निदेशक कैंपबेल विल्सन ने बताया कि दुर्घटनाग्रस्त बोइंग 787-8 ड्रीमलाइनर का अच्छी तरह से रखरखाव किया गया था। इसकी आखिरी बड़ी जांच जून 2023 में की गई थी और अगली जांच इस साल दिसंबर में होनी है। उड़ान से पहले विमान और उसके इंजन में कोई समस्या नहीं दिखी। यात्रियों को दिए संदेश में उन्होंने यह भी कहा कि अगले कुछ हफ्तों के लिए एअर इंडिया के अंतरराष्ट्रीय चाइड-बांटी वेड़े के संचालन में 15 फीसदी की कटौती एक अस्थायी कदम है। विल्सन ने कहा, विमान के दाहिने इंजन की मार्च 2025 में मरम्मत की गई थी और बाएं इंजन की अप्रैल 2025 में जांच हुई थी। विमान और इंजन दोनों की नियमित रूप से निगरानी की गई थी, जिससे उड़ान से पहले कोई समस्या नहीं दिखी। ब्यूरो

# Corporate Communications Directorate

AMAR UJALA

DELHI

20 JUNE 2025

## एअर इंडिया प्रति सप्ताह 38 अंतरराष्ट्रीय उड़ानों में कटौती करेगी तीन विदेशी मार्गों पर सेवाएं निलंबित

मुंबई। एअर इंडिया 21 जून से 15 जुलाई के बीच प्रति सप्ताह 38 अंतरराष्ट्रीय उड़ानों में कटौती करेगी। इस बीच तीन विदेशी मार्गों पर सेवाएं निलंबित रहेंगी। अहमदाबाद में 12 जून को हुए भीषण विमान हादसे के बाद कई बाधाओं से जूझ रही टाटा समूह के स्वामित्व वाली एयरलाइन ने बुधस्वतितवार को कहा कि इसका मकसद शेड्यूल स्थिरता



बहाल करना और यात्रियों को अंतिम समय में होने वाली असुविधा को कम करना है। एक दिन पहले कंपनी ने कहा था कि वह अस्थायी

रूप से बड़े विमानों के साथ संचालित उड़ानों में 15 फीसदी को कमी करेगी। एअर इंडिया की सेवाएं दिल्ली-नैरोबी, अमृतसर-लंदन (गैटविक) और गोवा (मोपा)-लंदन (गैटविक) के लिए 15 जुलाई तक निलंबित रहेंगी। इसके अलावा, उत्तरी अमेरिका, यूरोप, ऑस्ट्रेलिया और सुदूर पूर्व के शहरों को जोड़ने वाले 18 अंतरराष्ट्रीय मार्गों पर उड़ानें कम हो जाएंगी। यह कटौती स्वीच्छक रूप से उड़ान-पूर्व सुरक्षा जांच बढ़ाने के निर्णय के साथ-साथ मध्य पूर्व में हवाई क्षेत्र बंद होने से उत्पन्न अतिरिक्त उड़ान अर्वाधि को समायोजित करने के निर्णय से उत्पन्न हुई है। एअर इंडिया ने बुधस्वतितवार को इसकी घोषणा करते वक्त उड़ान की कटौतियों से प्रभावित यात्रियों से माफी भी मांगी। व्यरो



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20 JUNE 2025

## बिना जांचे एस्कैप स्लाइड वाले एयरबस उड़ाने पर डीजीसीए ने एअर इंडिया को फटकारा था

नई दिल्ली। नागरिक उड़्डान महानिदेशालय (डीजीसीए) ने तीन एयरबस विमानों के आपातकालीन उपकरणों की जांच के लिए निर्धारित तिथि से अधिक समय होने के बावजूद उड़ान भरने पर एअर इंडिया को सुरक्षा नियमों का उल्लंघन करने के लिए चेतावनी दी है। डीजीसीए ने इस मुद्दे को हल करने में धीमी गति से काम करने के लिए भी फटकार लगाई। यह मामला मई में एअर इंडिया के तीन एयरबस विमानों की जांच से जुड़ा है। डीजीसीए की रिपोर्ट के मुताबिक मौके पर की गई जांच में पाया गया कि एस्कैप स्लाइड्स के महत्वपूर्ण आपातकालीन उपकरणों पर अनिवार्य निरीक्षण के निर्धारित समय से अधिक समय होने के बावजूद उनका संचालन किया गया था। एक जांच में पाया गया कि एयरबस ए320 जेट का निरीक्षण 15 मई को किए जाने से पहले एक महीने से अधिक समय तक विलंबित रहा। एयरनेव रडार डाटा से पता चलता है कि देरी के दौरान विमान ने दुबई, रियाद और जेद्दा जैसे अंतरराष्ट्रीय गंतव्यों के लिए उड़ान भरी थी। एजेसी



# Corporate Communications Directorate

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DELHI

20 JUNE 2025

## दिल्ली से लेह व हैदराबाद से तिरुपति जा रहे विमान तकनीकी खराबी के कारण लौटे

नई दिल्ली। दिल्ली से लेह जाने वाली इंडिगो की उड़ान संख्या 6ई-2006 दो घंटे हवा में रहने के बाद बृहस्पतिवार सुबह तकनीकी समस्या के कारण राष्ट्रीय राजधानी लौट आई। वहीं, हैदराबाद से तिरुपति जा रही स्पाइसजेट की उड़ान संख्या एसजी-2696 भी उड़ान भरने के कुछ मिनट बाद अपने मूल स्थान लौट गई। स्पाइसजेट ने एक बयान में कहा कि उड़ान भरने के बाद उसके ब्यू-400 विमान के एएफटी वैगेज डोर लाइट में रुक-रुक कर रोशनी आ रही थी। इसलिए एहतियात के तौर पर पायलटों ने हैदराबाद लौटने का फैसला किया और बिना आपात लैंडिंग के विमान को सुरक्षित रूप से उतरा। कंपनी ने बाद में तिरुपति की यात्रा के लिए वैकल्पिक विमान की व्यवस्था की। एजेंसी



# Corporate Communications Directorate

BUSINESS LINE

DELHI

20 JUNE 2025

## Ahmedabad air crash probe is making steady progress: Civil Aviation Ministry

**UNEARTHING FACTS.** No decision has yet been taken on decoding black boxes in India or overseas

**Our Bureau**  
Mumbai

The Air India Boeing 787 crash investigation is progressing well with necessary support from local authorities and agencies, said the Civil Aviation Ministry on Thursday.

"The Aircraft Accident Investigation Bureau (AAIB) investigation is progressing steadily with all necessary support from local authorities and agencies. Key recovery work, including site documentation and evidence collection, has been completed and further analysis is now underway," it added.

The Ministry, however, said no decision had been taken yet on decoding the aircraft black boxes in India or at the National Transportation Safety Board Laboratory in the US.

The Boeing 787 aircraft



**LAST FLIGHT.** A fire officer stands next to the crashed Air India Boeing 787-8 Dreamliner aircraft in Ahmedabad REUTERS

has two black boxes, consisting of a digital flight data recorder and a cockpit voice recorder.

Both have been recovered from the accident, and data contained in them will be critical in ascertaining the factors behind the accident.

"The decision regarding the location for decoding the flight recorders will be taken

by the AAIB after due assessment of all technical, safety and security considerations," said the Ministry in response to a media report, which said that the black boxes would be sent to the US for analysis.

While it is not unusual for a black box to be sent overseas, especially if it is damaged, the purported move

triggered criticism on social media. Countries such as Indonesia and Ethiopia decoded black boxes after Boeing crashes quickly and transparently, one user posted on X.

To be sure, in April, India got its own dedicated digital flight data recorder lab in Delhi. Built at a cost of ₹9 crore, the state-of-the-art facility will enable AAIB to repair damaged black boxes, retrieve data and conduct thorough analyses of accidents and incidents, said the Ministry.

### IMPORTANT EVIDENCE

A person familiar with aircraft accident investigation said there are protocols for handling the black box, and it forms important evidence.

"An official from AAIB carries the black box along with him and is present when it is opened for investigation. The Indian embassy, too,

designates a representative to oversee the process," he said.

### MANGALURU CRASH

In fact, the court of inquiry report into the Air India Express Mangaluru air crash in 2010 mentions that while Air India has facilities for decoding the flight recorders, it was not possible to do so since the recorders were damaged during the accident.

"The Court, therefore, took the recorders to the NTSB, where they were successfully repaired and decoded so that these could once again be read at the laboratory of DGCA," said the report.

Meanwhile, on Thursday, Civil Aviation Minister Ram Mohan Naidu Kinjarapu held a meeting with top Air India executives to assess the airline's response to last week's air crash.



# Corporate Communications Directorate

BUSINESS LINE

DELHI

20 JUNE 2025

## ‘AI to cut international widebody flights by 15% for a few weeks’

**Our Bureau**  
New Delhi

Air India will reduce its international widebody flights by around 15 per cent for the next few weeks from June 20, as the airline is carrying out additional pre-flight safety checks which may impact schedules.

Following the tragic crash of the Air India flight scheduled from Ahmedabad to London on June 12, the airline has decided to continue enhanced pre-flight safety checks on the Boeing 787 fleet and Boeing 777 aircraft for the time being as a confidence-building measure,

said Campbell Wilson, CEO & MD, Air India, in a statement e-mailed to customers on Thursday.

“Given the time these additional checks will consume and the potential impact on schedules, we have decided to reduce our international widebody flights by around 15 per cent starting June 20 through to at least mid-July. This will also allow us to have more backup aircraft ready to handle any unexpected issues,” he said.

### REBOOKING OPTION

Campbell assured customers that in case their flight is impacted, the airlines will contact them to offer rebooking



**ALL IS WELL.** Campbell Wilson, CEO & MD, Air India, said that the crashed Boeing 787-8 Dreamliner was “well-maintained”, and that it had undergone a major check in June 2023.

on another flight at no extra cost or a full refund.

“We will share the updated international schedule within the next few days,” he said.

“As directed by the Direct-

orate General of Civil Aviation (DGCA) on June 14, Air India has been conducting safety inspections on 33 Boeing 787 aircraft, the statement pointed out.

“So far, inspections have

been completed on 26, and these have been cleared for service.

“The remaining aircraft are currently in planned maintenance and will have these additional checks done before being released into service. Following the review, the DGCA has confirmed that our Boeing 787 fleet and maintenance processes fully meet safety standards,” Campbell noted.

**PTI adds:** Campbell added that the crashed Boeing 787-8 Dreamliner was “well-maintained”, and that it had undergone a major check in June 2023 with the next one scheduled for December this year.



# Corporate Communications Directorate

BUSINESS LINE

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20 JUNE 2025

## No extra checks on IndiGo's wet-leased Boeing 787

**Aneesh Phadnis**  
Mumbai

IndiGo's wet-leased Boeing 787 aircraft is not undergoing enhanced maintenance checks and continues to operate normally on the Delhi-Bangkok route.

IndiGo has wet leased one Boeing 787 aircraft from Norwegian carrier Norse Atlantic, and five more are due to join its service by early 2026.

### **SAFETY OVERSIGHT**

The Civil Aviation Authority of Norway, which exercises safety oversight over the



wet-leased Boeing 787-9, said it is monitoring the situation and is in dialogue with both the operator and the manufacturer.

"Norse uses a different type of engine in its 787s compared to the affected airline. We have not found any reason to introduce restrictions, nor have we been re-

quired to do so by other authorities," said the Norwegian authority.

### **ROLLS ROYCE ENGINES**

While Air India Boeing 787 aircraft that crashed in Ahmedabad last Thursday was powered by GE Aerospace GEnx engines, Norse Atlantic Boeing 787 uses Rolls Royce Trent 1000 engines.

DGCA and IndiGo did not immediately respond to the query if any inspection was carried out.

Under a wet lease, the lessor is responsible for flight operations, and provides pilots and engin-

eers to the lessee. While safety oversight under wet lease is under the purview of overseas regulators, the Directorate General of Civil Aviation has the power to inspect the aircraft and check its maintenance records, as well as crew licences and authorisations.

Only Japan has ordered its airlines to inspect the engines and airframes of Boeing 787 aircraft.

Airline officials have expressed confidence in Boeing 787 aircraft, and officials in the United States said last Thursday that it was premature to ground the planes in the absence of safety data.



## Corporate Communications Directorate

BUSINESS STANDARD DELHI 20 JUNE 2025

# Sorry and thank you: A-I CEO writes to flyers a week after crash

DEEPAK PATEL  
New Delhi, 19 June

Stepping up its communication process since last week's AI171 Dreamliner crash, Air India on Thursday reached out to its frequent fliers about flight cancellations and operational disruptions in the aftermath of the tragedy. Signed by Air India chief executive and managing director Campbell Wilson, the email communication comes a day after Tata Sons chairman N Chandrasekaran admitted in a media interview that the airline's communication with passengers, after the crash, had not been strong.

Chandrasekaran, who's also the Air India chairman, had told Times Now on Wednesday evening that the airline had now set up a "strategic communications team" in addition to its regular one. As part of this change, Air

India issued a detailed public statement, explaining the events of June 12—the day of the crash—and the reasons for the subsequent wave of cancellations.

In his email to frequent flyers on Thursday evening, Wilson gave a glowing tribute to the flight crew of AI171, stating that Captain Sumeet Sabharwal had over 10,000 hours flying wide-body aircraft and First Officer Clive Kunder had over 3,400 hours of experience. Against the backdrop of multiple cancellations and lower demand, he assured flyers that the aircraft had undergone all required maintenance checks.

Thanking flyers for their patience, the Air India CEO wrote: "This is a challenging time for all of us...Your trust means everything to us." He elaborated that as a result of the enhanced safety checks and other external disruptions, the airline would



“AS A CONFIDENCE-BUILDING MEASURE, WE HAVE ELECTED TO CONTINUE ENHANCED PRE-FLIGHT SAFETY CHECKS ON OUR BOEING 787 FLEET AND, AS AN ADDED MEASURE, OUR BOEING 777 AIRCRAFT”

Campbell Wilson, CEO, Air India

reduce its international wide-body flights by around 15 per cent starting June 20, 2025, through to at least mid-July. This move, he said, would "allow us to have

more backup aircraft ready to handle any unexpected issues".

Passengers affected by the revised schedule would be contacted directly and offered a

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### AAIB to finalise black box decode site after safety review: MoCA

Aviation Minister Ram Mohan Naidu on Thursday held a high-level meeting with Indian airlines and airport operators to review safety protocols, operational continuity, and passenger facilitation, while the Ministry of Civil Aviation (MoCA) said the Aircraft Accident Investigation Bureau (AAIB) will decide the location for decoding the black boxes from the crashed Air India air-

craft after assessing all technical, safety, and security considerations. The ministry emphasised that it remains committed to transparency throughout the investigation and warned against media speculation, especially reports suggesting that the black boxes are being sent abroad. The meetings with airlines and airport operators came a week after Air India flight crash.

choice of rebooking at no additional cost or a full refund. "We understand that this temporary reduction to our schedule may affect your travel plans, and we're

deeply sorry for any inconvenience," he wrote.

Wilson spoke of "deep sorrow" over the loss of 241 passengers and crew members, and 34

people on the ground, calling the AI171 crash on June 12 in Ahmedabad a "devastating event".

He said Air India was working closely with authorities and was fully committed to supporting the affected families. "Words cannot express the pain we feel for the families and loved ones affected by this devastating event," he wrote.

"The plane was well-maintained, with its last major check in June 2023 and the next scheduled for December 2025. Its right engine was overhauled in March 2025, and the left engine was inspected in April 2025. Both the aircraft and engines were regularly monitored, showing no issues before the flight," he noted.

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■ Govt may frame SOP for quicker claim settlement P4 ▶

■ Opinion: Rethinking air safety writes K P KRISHNAN P9 ▶

## 26 of A-I's 33 Boeing 787 aircraft went safety inspections, says Wilson

Wilson confirmed that 26 of the airline's 33 Boeing 787 aircraft had undergone DGCA-mandated enhanced safety inspections and had been cleared for service.

The remaining aircraft would be inspected before being returned to operations.

"As a confidence-building measure," he added, "we have elected to continue enhanced pre-flight safety checks on our Boeing 787 fleet and, as an added measure, our Boeing 777 aircraft."

He acknowledged that the additional checks, along with other external and operational factors, had resulted in a "higher-than-usual number of can-



cancellations" in recent days.

Chandrasekaran had pointed out on Wednesday that Air India had taken several internal steps in recent days to strengthen its communication and operational response. Wilson's email to frequent flyers would perhaps be counted as one of those steps.



## Corporate Communications Directorate

BUSINESS STANDARD DELHI 20 JUNE 2025

# AAIB to pick black box decode site after safety review: Govt

Decision after assessing technical and security considerations

DEEPAK PATEL  
New Delhi, 19 June

Aviation Minister Ram Mohan Naidu on Thursday held a high-level meeting with Indian airlines and airport operators to review safety protocols, operational continuity, and passenger facilitation, while the Ministry of Civil Aviation (MoCA) said the Aircraft Accident Investigation Bureau (AAIB) will decide the location for decoding the black boxes from the crashed Air India aircraft after assessing all technical, safety, and security considerations.

The ministry emphasised that it remains committed to transparency throughout the investigation and warned against media speculation, especially reports suggesting that the black boxes are being sent abroad.

The meetings with airlines and airport operators came a week after Air India flight AI171 crashed shortly after takeoff from Ahmedabad on June 12, killing 241 people on board and 34 on the ground. Only one passenger survived the crash, which has become one of the deadliest aviation disasters in Indian history.

The AAIB has begun a formal inquiry into the accident, with assistance from the US National Transportation Safety Board and the aircraft manufacturer, accord-



Aviation minister Ram Mohan Naidu in a meet with executives of airlines to review safety protocols in New Delhi on Thursday

ing to international protocols. The ministry said that both the digital flight data recorder and cockpit voice recorder — two sets of black boxes, due to the aircraft model — were recovered from the crash site on June 13 and June 16, respectively. Key site documentation and evidence collection have been completed, and further technical analysis is underway.

"The decision regarding the location for decoding the flight recorders will be taken by the AAIB after due assessment of all technical, safety, and security considerations. MoCA urges all stakeholders to refrain from speculation on such sensitive matters and to allow the investigative process to proceed with the seriousness and

professionalism it warrants," it said. In a separate meeting with Air India Chief Executive Officer and Managing Director Campbell Wilson, Naidu reviewed the airline's response to the crash and its ongoing operational challenges.

Due to the evolving situation in West Asia (Iran-Israel conflict), enhanced safety checks of Boeing 787 planes, and a ban on night flying in Europe, Air India is facing reduced aircraft availability. As a result, the airline is temporarily scaling down operations, restructuring flights, and announcing changes through the media.

"Affected passengers will be rebooked or offered full refunds. Air India was urged to strengthen ground-level coordination at air-

ports, improve communication with passengers regarding cancellations and delays, and ensure that customer service teams are sensitised and equipped to handle increased passenger concerns with empathy and clarity," the ministry noted.

The minister also held meetings with the senior management of SpiceJet, IndiGo, and Akasa Air on June 18 and 19, reviewing their fleet performance, safety oversight, passenger handling, and public communication strategies. Going forward, such operational reviews with airlines will be institutionalised for better coordination and monitoring.

A separate videoconference was held with all airport directors nationwide to ensure smoother passenger handling amid flight disruptions.

Airport operators were directed to improve on-ground support, including access to food, water, and seating during delays, and to enhance staff deployment at key passenger touchpoints. Wildlife hazard management, including control of birds and stray animals, was also reinforced.

The ministry reiterated that passenger safety remains its highest priority and called for cohesive efforts across the aviation ecosystem to restore public confidence and operational stability.



# Corporate Communications Directorate

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BUSINESS STANDARD DELHI 20 JUNE 2025

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## A-I suspends services on 3 int'l routes

**DEEPAK PATEL**  
New Delhi, 19 June

Air India on Thursday night announced the suspension of its Delhi-Nairobi, Amritsar-London (Gatwick), and Goa (Mopa)-London (Gatwick) services as part of a temporary scaling down of operations on its long-haul network. The airline cited voluntary enhanced safety inspections and extended flight durations due to airspace closures in West Asia as the reasons for the move, which will take effect from June 21 and continue at least until July 15.

The three suspended routes include four-times-weekly Delhi-Nairobi flights (AI961/962), which will remain suspended until June 30, and the three-times-weekly Amritsar-London

Gatwick (AI69/170) and Goa (Mopa)-London Gatwick (AI45/146) services, which will remain off the schedule until at least mid-July.

Air India will also reduce flight frequency on several other international routes. In North America, the Delhi-Toronto service will operate seven times a week instead of 13, while Delhi-Vancouver will reduce from seven to five weekly flights. Services to San Francisco, Chicago, and Washington D.C. will also see frequency reductions.

In Europe, Air India will cut two flights on the Delhi-London Heathrow route, taking it from 24 to 22 per week, and reduce frequencies on routes to Paris, Milan, Amsterdam, Copenhagen, Vienna, and Birmingham. From Bengaluru, London services will drop from

seven to six weekly flights.

Australian routes from Delhi to Melbourne and Sydney will each operate five times a week instead of seven.

In the Far East, Delhi-Tokyo will reduce from seven to six weekly flights, and Delhi-Seoul will operate three times weekly from June 21 to July 5, and four times weekly thereafter until July 15. The announcement comes a week after Air India flight AI171 crashed shortly after takeoff from Ahmedabad on June 12, killing 241 people on board and 34 on the ground. Only one passenger survived.

On June 13, the Directorate General of Civil Aviation (DGCA) ordered enhanced safety inspections of all 33 Boeing 787 aircraft in Air India's fleet.



# Corporate Communications Directorate

BUSINESS STANDARD DELHI 20 JUNE 2025



## Rethinking air safety

The current design of India's air safety regulatory agency needs a radical overhaul

We should channel our collective national grief over the recent air disaster into introspection about the state's capability for regulating air safety.

From first principles, we know that there are market failures that motivate state intervention. There may be a problem of market power in a small oligopoly of airlines. Some airlines, to maximise profits, may cut corners on safety expenditures. Passengers cannot reasonably be expected to judge the safety of an airline because of information asymmetry. Plane crashes impose negative externalities upon many parties. We, therefore, need a government agency that intervenes in the airline industry to address these market failures. At present in India, some of this intervention—including air safety—is done by the Directorate General of Civil Aviation (DGCA).

Regulatory theory teaches us a lot about how such an organisation should be structured. It requires arm's-length operations from the executive government, a reservoir of specialised expertise, and the ability to act swiftly and decisively. It must be legislatively empowered to regulate the domain, be autonomous and adequately resourced, with mechanisms for finance, human resources (HR) and procurement that are fit for purpose and not drawn from government department designs. We must recall that one reason for creating Statutory Regulatory Authorities (SRA) is to have specialised skills, workforce, and processes that differ from mainline government.

How does the present DGCA fare? It has a sound organisational culture, with dedicated individuals striving to uphold safety standards. But its institutional design lacks many required elements.

The powers of the DGCA are largely through executive notifications and rules under a pre-Independence-era Act and a supplementary Act of 2024. It does not have clear objectives and autonomy derived from a modern, comprehensive, and specific

Act of Parliament that clearly defines its powers, independence, and governance structure. It functions as a subordinate office under the direct administrative control of the Ministry of Civil Aviation. Decisions on budgets, policy directives, and even staffing often flow from the ministry. This impedes the development of agency capability.

The DGCA uses conventional civil service recruitment processes for its HR. This makes it difficult to attract and retain seasoned pilots, aircraft maintenance engineers, air traffic control experts, and accident investigators, given the more lucrative opportunities available in airlines, MROs (maintenance, repair, and overhaul organisations), or international aviation bodies.

As a subordinate office of the ministry, the DGCA's financial resources are subject to annual budgetary allocations, often competing with other ministerial priorities. This can lead to underfunding, limiting its ability to invest in state-of-the-art investigative tools, advanced simulation and training facilities, or crucial IT infrastructure required for sophisticated data analytics in safety oversight.

Resource constraints and limitations in procurement hinder the rapid acquisition and deployment of such technologies.

Operating within a traditional government departmental structure inevitably entails multiple layers of approval and slower decision-making processes. In aviation, where situations can evolve rapidly, such delays hinder the effectiveness of the agency.

These structural and operational limitations collectively contribute to problems such as a perceived lack of credibility in the regulator's independence, potential for regulatory capture, and slow adoption of best practices and innovation in safety management. Ultimately, they can compromise the ability of the DGCA to achieve its primary mission.

What do we see with similarly placed government agencies in advanced economies? In the US, the Fed-

eral Aviation Administration (FAA) is an analogous agency. It regulates the design, manufacturing, maintenance, and operation of aircraft. This includes certifying all civil aircraft, pilots, mechanics, and airlines to ensure they meet rigorous standards. In the spirit of regulatory theory, it has an operational arm—the Air Traffic Organisation (ATO)—which manages the airspace. The FAA has its own personnel and procurement systems that are separate from the rules that govern most federal agencies.

The analogous agency in the UK is the Civil Aviation Authority (CAA). It regulates the design, manufacturing, maintenance, and operation of aircraft. This includes certifying all UK-registered aircraft, pilots, air traffic controllers, and airlines to ensure safety compliance. In line with regulatory theory, and taking the separation of regulator and service provider a step further, the operational management of airspace is handled by an entirely separate entity: NATS (formerly National Air Traffic Services), which operates as a public-private partnership. This structural separation dictates their administrative autonomy. The CAA, as a public corporation, is not bound by UK Civil Service rules and thus develops its own personnel policies and manages its own procurement processes, separate from the government. NATS, being a private company, operates with full commercial freedom, setting its own distinct procurement rules and employment terms completely outside of public sector frameworks.

What is the way forward?

A new, comprehensive Act of Parliament is urgently required to establish an Aviation Safety Authority (ASA), which is grounded in modern Indian thinking on SRAs. A clean, modern, and well-drafted law, comparable to the draft Indian Financial Code, is required.

The new organisation must be operationally autonomous with its own governing board, clearly defined powers, and a mandate that prioritises safety above all else. The composition and role of the board is key to achieving state capability. The board must hold the management team accountable, and the entire working of the organisation must be conducive to transparency and accountability.

It should have financial autonomy, perhaps funded through a dedicated cess on air travel or a specific allocation that is ring-fenced and not subject to annual governmental vagaries. This will enable it to invest in necessary infrastructure, technology, and human resources. It must be empowered to develop its own human resource policies, allowing for flexible recruitment, competitive compensation, and the creation of a specialised aviation safety professional cadre.

Contracting is increasingly a critical choke point for complex technical problems. The new organisation needs to draw upon the new body of knowledge that has been created on government contracting in the last five years.

India's ambition to become a leading global economy and a major aviation hub calls for a safety regulatory framework that is world-class, autonomous, and uncompromised.

The author is an honorary senior fellow at the Isaac Centre for Public Policy, and a former civil servant



AARTHIKAM  
CHINTANAM  
K.P. KRISHNAN

# एयर इंडिया ने हादसे पर रखी अपनी बात

सीईओ कैपबेल विल्सन ने यात्रियों को लिखा ईमेल, अहमदाबाद दुर्घटना के बाद हालात, उड़ान संबंधी बाधाओं किया जिक्र

दीपक पटेल

टाटा समूह नियंत्रित विमानन कंपनी एयर इंडिया के मुख्य कार्याधिकारी एवं प्रबंध निदेशक कैपबेल विल्सन ने अहमदाबाद में हुई विमान दुर्घटना के बाद के हालात और उड़ानों के रद्द होने एवं संचालन संबंधी बाधाओं का जिक्र किया। कैपबेल ने गुरुवार को सभी 'फ्रीक्वेंट फ्लायर्स' को भेजे ई-मेल में उक्त बातें साझा कीं। एक दिन पहले एयर इंडिया एवं टाटा संस के चेयरमैन एन चंद्रशेखरन ने माना था कि 12 जून को हुई अहमदाबाद में दुर्घटना के बाद विमानन कंपनी और यात्रियों के बीच पर्याप्त संवाद नहीं हो रहा था।

एक समाचार चैनल को बुधवार शाम दिए साक्षात्कार में चंद्रशेखरन से जब यह पूछा गया यात्रियों के साथ एयर इंडिया पर्याप्त संवाद नहीं कर पा रही है तो उन्होंने कहा, 'हां, यह बात सच है।'

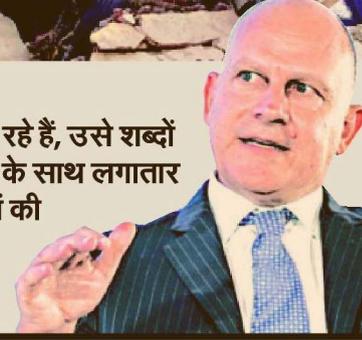
चंद्रशेखरन ने कहा कि पिछले तीन दिनों में एयर इंडिया ने एक रणनीतिक संवाद टीम तैयार की थी और एक नियमित टीम पहले से ही यह काम कर रही है। उन्होंने कहा कि कंपनी ने 12 जून को हुए हादसे और उसके बाद कई उड़ानें रद्द होने की घटना के पीछे के कारणों को स्पष्ट किया। चंद्रशेखरन की इस टिप्पणी के बाद एयर इंडिया ने देर रात एक व्यापक बयान जारी कर स्थिति की जानकारी दी। विमानन कंपनी ने कहा कि 20 जून से मध्य जुलाई से चौड़ी पेटी (वाइड बॉडी) वाली इसकी अंतरराष्ट्रीय उड़ानों में 15 प्रतिशत रद्द की गई हैं। कंपनी ने इसके पीछे कई कारणों का हवाला दिया जिनमें डीजीसीए द्वारा 33 बी787 विमानों के अनिवार्य निरीक्षण, पश्चिम एशिया के कुछ हिस्सों में हवाई क्षेत्र के इस्तेमाल की पाबंदी, कुछ अंतरराष्ट्रीय हवाई अड्डों पर रात्रि कर्फ्यू और इंजीनियरिंग एवं उड़ान दलों द्वारा बरती जाने वाली सावधानियां शामिल हैं।

एयर इंडिया सीईओ ने 'फ्रीक्वेंट फ्लायर्स' को भेजे ई-मेल में विल्सन ने विमान हादसे में 241 यात्रियों एवं चालक दल के सदस्यों और जमीन पर 34 लोगों की



**हम प्रभावित परिवारों के लिए जो दर्द महसूस कर रहे हैं, उसे शब्दों में बयां नहीं कर सकते। एयर इंडिया अधिकारियों के साथ लगातार संपर्क में है और हवाई दुर्घटना में प्रभावित परिवारों की मदद करने में कोई कोताही नहीं बरतेगी।**

कैपबेल विल्सन, सीईओ, एयर इंडिया



मौत पर 'गहरा दुख' जताया। उन्होंने इस घटना को एक 'दर्दनाक हादसा' बताया। उन्होंने कहा कि एयर इंडिया अधिकारियों के साथ लगातार संपर्क में है और हवाई दुर्घटना में प्रभावित परिवारों की मदद करने में कोई कोताही नहीं बरतेगी। उन्होंने ईम-मेल में लिखा, 'हम प्रभावित परिवारों के लिए जो दर्द महसूस कर रहे हैं उसे शब्दों में बयां नहीं कर सकते।'

विल्सन ने एआई 171 उड़ान के चालक दल की योग्यता का भी जिक्र किया। उन्होंने लिखा कि कैप्टन सुमित सभरवाल को चौड़ी पेटी के विमान उड़ाने का

विशाल अनुभव (10,000 फ्लाईंग आवर्स) था और फर्स्ट ऑफिसर क्लाइव कुंडर को 3,400 घंटे विमान उड़ाने का अनुभव था।

उन्होंने दावा किया कि उस उड़ान के रखरखाव से जुड़े सभी प्रकार के निरीक्षण किए गए थे। विल्सन ने लिखा, 'विमान के रखरखाव में कोई कसर नहीं थी और जून 2023 में इसकी व्यापक जांच हुई थी। अगली जांच दिसंबर 2025 में होनी थी। इसका दाहिना इंजन मार्च 2025 में बदला गया था जबकि बाएं इंजन की जांच अप्रैल 2025 में हुई थी।'

विमान और इसके दोनों इंजनों की नियमित जांच हो रही थी और उड़ान से पहले किसी तरह की कोई कमी नजर नहीं आई थी।'

उन्होंने कहा कि उड़ान में कमी करने के निर्णय से प्रभावित यात्रियों से सीधे संपर्क किया जाएगा और उन्हें बिना किसी अतिरिक्त शुल्क पर दोबारा टिकट बुक करने की सुविधा या पूरी रकम लौटाने की पेशकश की जाएगी।

## तीन अंतरराष्ट्रीय रूट निलंबित

एयर इंडिया ने गुरुवार रात को अपने लंबी दूरी के नेटवर्क पर अस्थायी रूप से परिचालन कम करने के हिस्से के रूप में दिल्ली-नैरोबी, अमृतसर-लंदन (गैटविक) और गोवा (मोपा)-लंदन (गैटविक) सेवाओं को निलंबित करने की घोषणा की। एयरलाइन ने स्वैच्छिक रूप से उन्नत सुरक्षा निरीक्षण और मध्य पूर्व में हवाई क्षेत्र बंद होने के कारण विस्तारित उड़ान अवधि को इस कदम का कारण बताया, जो 21 जून से प्रभावी होगा और कम से कम 15 जुलाई तक जारी रहेगा।

## डीएनए जांच से 215 मृतकों की पहचान

अहमदाबाद में एअर इंडिया विमान हादसे में 270 लोगों की मौत होने के एक सप्ताह बाद डीएनए मिलान के जरिए अब तक 215 मृतकों की पहचान कर ली गई है और 198 शव उनके परिजनों को सौंप दिए गए हैं। एक अधिकारी ने गुरुवार को यह जानकारी दी। कुल 242 यात्रियों और चालक दल के सदस्यों को लेकर 12 जून को लंदन जा रहा एअर इंडिया का विमान एआई-171 अहमदाबाद के एक मेडिकल कॉलेज परिसर में दुर्घटनाग्रस्त हो गया था।

इस हादसे में एक व्यक्ति को छोड़कर विमान में सवार सभी यात्रियों की मौत हो गई थी और जमीन पर मौजूद अन्य 29 लोग मारे गए थे। प्राधिकारी मृतकों की पहचान करने के लिए डीएनए जांच कर रहे हैं, क्योंकि कई शव इतने बुरी तरह से जल गए हैं कि उनकी पहचान नहीं की जा सकती।



# Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

19 JUNE 2025

## पायलट नहीं आने से मुंबई की फ्लाइट 3 लेट हुई

जयपुर | जयपुर एयरपोर्ट पर तीसरे दिन भी फ्लाइट्स के घंटों लेट होने की वजह से यात्रियों को परेशानी का सामना करना पड़ा। एयरपोर्ट से मिली जानकारी के अनुसार सबसे पहले एयर इंडिया की मुंबई फ्लाइट तकनीकी या संचालन कारणों की वजह से लेट नहीं हुई, बल्कि पायलट के समय पर नहीं आने की वजह से 3 घंटे लेट रवाना हो सकी।

दरअसल एयर इंडिया की फ्लाइट एआई-2566 जयपुर से सुबह 6:30 बजे मुंबई रवाना होनी थी, लेकिन विमान के फर्स्ट पायलट जयपुर नहीं पहुंच सके। इन्हें पहले मुंबई से इंडिगो की फ्लाइट से जयपुर आना था। लेकिन पायलट बाद में एयर इंडिया एक्सप्रेस की फ्लाइट से मुंबई से जयपुर पहुंचे। फ्लाइट के पायलट के आने में देरी की वजह से फ्लाइट करीब 3 घंटे देरी से रवाना हुई।



# Corporate Communications Directorate

DESHBANDHU

DELHI

20 JUNE 2025

## एअर इंडिया को बिना जांचे एयरबस उड़ाने पर चेतावनी

रांची, 19 जून (एजेंसियां)। इंडियन एविएशन रेगुलेटर ने एअर इंडिया को 3 एयरबस प्लेन को जांचे बिना उड़ाने पर चेतावनी दी है। क्योंकि जांच में इन प्लेन में खराबी की बात सामने आई है।

सरकारी डॉक्यूमेंट्स के मुताबिक, इन विमानों को इमरजेंसी इन्वियमेंट की जांच पेंडिंग होने के बावजूद उड़ाया

**मई में 3 एयरबस  
विमानों की जांच  
की गई थी**

गया। एयरलाइन ने इन दिक्कतों को दूर करने में भी देरी की।

राँयटर्स की खबर के मुताबिक, वॉनिंग नोटिस और जांच रिपोर्ट अहमदाबाद प्लेन क्राँश से जुड़ी नहीं है। दोनों

इस घटना से कुछ दिन पहले ही भेजा एयरलाइन को भेजे गए थे। डीजीसीए के कहा- मई में एअर इंडिया के 3 एयरबस विमानों की जांच की गई।



## Corporate Communications Directorate

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DECCAN HERALD

BANGALORE

19 JUNE 2025

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### **AI to cut 15% of international flights; cites safety checks**

**NEW DELHI, DHNS:** Air India will reduce its international services by 15% till at least mid-July owing to “geo-political tensions” arising out of the unavailability of wide-bodied aircraft due to an ongoing safety examination after the crash of its Dreamliner aircraft in Ahmedabad and the ongoing Iran-Israel conflict.

In a late evening statement, the airline said it is also undertaking enhanced safety checks on its Boeing 777 fleet besides its Boeing 787-8/9 (Dreamliners) “as a matter of added precaution”, leading to 83 cancellations in the past six days since June 12, the day of the AI-171 crash.

The cuts will be implemented “between now and 20 June and will continue thereafter until at least mid-July” and this adds to its reserve aircraft availability to take care of any unplanned disruptions, it said.



# Corporate Communications Directorate

DECCAN HERALD

BANGALORE

19 JUNE 2025

## Air travellers get picky about aircraft they are flying: Survey

MAHESH KULKARNI  
BENGALURU, DHNS

Indian air travellers, especially those who have existing flight bookings for international travel in the coming months or those who are in the process of making them are concerned about which aircraft the airlines are going to fly.

This follows the June 12 air crash involving Boeing 787-8 Dreamliner operated by Air India at Ahmedabad, which led to the death of 270 people including 241 on board.

About 41% of Indian air travellers are looking at aircraft type before undertaking air travel. Another 56% of the air travellers are checking which type of aircraft the airlines are going to use before booking or undertaking a flight, a survey by LocalCircles, a community social media platform, revealed.

The survey received over 40,000 responses from air travellers located in 294 districts in India post-Air India flight crash. About 61% respondents were men while 39% respondents were women. Among the respondents, 47% were from Tier-1, 32% from Tier-2 and 21% respondents were from Tier-3/4/5 and rural districts.

Thousands of air travellers have been expressing their concerns on LocalCircles and other social media platforms about the safety of this aircraft type and whether it is safe to travel. More than half of all the respondents have also favoured the grounding of Boeing 787-8 aircraft till all issues are investigated and sorted.

Air India has cancelled 66 flights to be operated with Boeing 787 between June 12 and June 17. Multiple flights have been cancelled or delayed citing technical issues have also been reported.

## एएआइबी ने विमान हादसे में शुरु की जांच सारा ध्यान ब्लैक बॉक्स की डीकोडिंग पर

अहमदाबाद, प्रेस : विमान दुर्घटना जांच ब्यूरो (एएआइबी) ने एअर इंडिया के बोइंग ड्रीमलाइनर विमान एआइ-171 के हादसे की जांच शुरू कर दी है। अब टीम का सारा जोर विमान के ब्लैक बॉक्स की डीकोडिंग पर है। सरकार ने कहा है कि एएआइबी तय करेगा कि विमान के ब्लैक बॉक्स की डीकोडिंग कहां की जाएगी। सरकार की यह टिप्पणी उस भीडिया रिपोर्ट के बाद आई है जिसमें कहा गया था कि ब्लैक बॉक्स की जांच के लिए अमेरिका भेजा जाएगा। रिपोर्ट में दावा किया गया कि हादसे के दौरान लगी भीषण आग से इसे भारी बाहरी क्षति पहुंची है, जिससे भारत में डाटा निकालना बेहद मुश्किल हो गया है। हालांकि एएआइबी के महानिदेशक जीवीजी युगंधर ने कहा कि रिपोर्ट तथ्यात्मक रूप से गलत है। इस बीच, एअर इंडिया के सीईओ ने कहा है कि दुर्घटनाग्रस्त हुए विमान का अच्छी तरह से रखरखाव किया गया था।

12 जून को एअर इंडिया का विमान उड़ान भरने के कुछ ही क्षणों बाद दुर्घटनाग्रस्त हो गया था। नागरिक उड्डयन मंत्रालय ने कहा- "विमान का डिजिटल फ्लाइट डाटा रिकार्डर और काकपिट वायस



दुर्घटनाग्रस्त विमान • फाइल फोटो

- सरकार ने कहा-एएआइबी तय करेगा कि ब्लैक बॉक्स की डीकोडिंग कहां की जाएगी
- दुर्घटनाग्रस्त हुए विमान का अच्छी तरह से रखरखाव किया गया था: एअर इंडिया सीईओ

### नागरिक उड्डयन मंत्री ने की समीक्षा बैठक

नागरिक उड्डयन मंत्रालय ने देशभर में सिविल एविएशन सेक्टर में सुरक्षा, हवाई यात्रियों की सुविधा और एयरलाइनों के प्रदर्शन की व्यापक समीक्षा शुरू की है। नागरिक उड्डयन मंत्री राममोहन नायडू ने देशभर के एयरपोर्ट निदेशकों के साथ वीडियो कान्फ्रेंस की। इसमें कहा गया कि यदि उड़ान में देरी होती है तो यात्रियों के लिए टर्मिनलों पर भोजन, पेयजल और पर्याप्त बैठने की सुविधा उपलब्ध कराई जाए।

रिकार्डर का संयुक्त सेट 13 जून को दुर्घटनास्थल से बरामद किया गया था जबकि एक और सेट 16 जून को मिला। " मुंबई में एअर इंडिया के मुख्य कार्यकारी अधिकारी और प्रबंध निदेशक कैपबेल विल्सन ने मुंबई में बताया कि दुर्घटनाग्रस्त विमान की आखिरी बार गहन जांच जून 2023 में की गई थी। अगली जांच दिसंबर 2025 में होनी थी। प्रति सप्ताह 38 उड़ानों में कटौती : एअर इंडिया ने 21 जून से 15

जुलाई के बीच प्रति सप्ताह 38 अंतरराष्ट्रीय उड़ानों की कटौती की है। कहा कि 18 अंतरराष्ट्रीय मार्गों पर उड़ानों को कम करने का उद्देश्य समय-सारिणी में स्थिरता बहाल करना है।

सप्ताह में चार दिन जाने वाली दिल्ली-नैरोबी फ्लाइट, सप्ताह में तीन-तीन दिन चलने वाली अमृतसर-लंदन गैटविक फ्लाइट और गोवा-लंदन गैटविक फ्लाइट 15 जुलाई तक स्थगित रहेंगी।



# Corporate Communications Directorate

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DELHI

20 JUNE 2025

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## मई में 1.43 करोड़ लोगों ने की घरेलू हवाई यात्रा

नई दिल्ली: इस वर्ष मई में 1.43 करोड़ लोगों ने घरेलू हवाई यात्रा की है। रेटिंग एजेंसी इका की ओर से गुरुवार को जारी रिपोर्ट के अनुसार, इसमें मई 2024 के 1.38 करोड़ के मुकाबले 4.1 प्रतिशत की वृद्धि रही है। रेटिंग एजेंसी ने अनुमान जताया है कि चालू वित्त वर्ष 2025-26 के दौरान घरेलू हवाई यात्रियों की संख्या में 7-10 प्रतिशत की बढ़ोतरी हो सकती है। (आइएनएस)

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विमान दुर्घटना जांच ब्यूरो की टीम हादसे की जांच में जुटी, सरकार बोली- एएआइबी तय करेगा कि ब्लैक बाक्स की डीकोडिंग कहां की जाएगी

## विमान हादसे में सारा ध्यान ब्लैक बाक्स की डीकोडिंग पर

अहमदाबाद, प्रे : अहमदाबाद में एक सप्ताह पूर्व दुर्घटनाग्रस्त हुए एअर इंडिया के बोईंग ड्रीमलाइनर विमान एआइ-171 के हादसे की वजह आखिर थी क्या, यह जानने के लिए अब सारा ध्यान विमान के ब्लैक बाक्स की डीकोडिंग पर है। विमान दुर्घटना जांच ब्यूरो (एएआइबी) की टीम ने हादसे की जांच शुरू कर दी है। इस बीच सरकार ने कहा है कि एएआइबी यह तय करेगा कि दुर्घटनाग्रस्त ड्रीमलाइनर के ब्लैक बाक्स की डीकोडिंग कहां की जाएगी। असल में एक मीडिया रिपोर्ट के हवाले से कहा गया था कि दुर्घटनाग्रस्त हुए एअर इंडिया के विमान के ब्लैक बाक्स की जांच के लिए अमेरिका भेजा जाएगा। रिपोर्ट में दावा किया गया कि इस रिकार्डर को विमान हादसे के दौरान लगी भीषण आग से ध्वी नष्ट हो गई थी। जिससे भारत में डाटा निकालना बेहद मुश्किल हो गया है। हालांकि एएआइबी के महानिदेशक जीवीजी युंगंधर ने इसका खंडन करते हुए कहा कि रिपोर्ट तथ्यात्मक रूप से गलत है।

नागरिक उड्डयन मंत्रालय ने कहा- विमान का डिजिटल फ्लाइट डाटा रिकार्डर (डीएफडीआर) और काकपिट कायस रिकार्डर (सीवीआर) का एक संयुक्त सेट 13 जून को दुर्घटनास्थल से बरामद किया गया था जबकि एक और सेट 16 जून को मिला। इस माडल के विमान के दो ब्लैक बाक्स सेट होते हैं।

एक मीडिया रिपोर्ट में किया गया था दावा, विग्लेपण के लिए अमेरिका भेजा जाएगा क्षतिग्रस्त ब्लैक बाक्स

### नागरिक उड्डयन मंत्री ने की समीक्षा बैठक

नागरिक उड्डयन मंत्रालय ने देशभर में सिविल एविएशन सेक्टर में सुरक्षा, यांत्रिकी की सुविधा और एयरलाइनों के प्रदर्शन की व्यापक समीक्षा शुरू की है। नागरिक उड्डयन मंत्री राममोहन नायडु किन्नारावु ने देशभर के एयरपोर्ट निदेशकों के साथ वीडियो कान्फ्रेंस की। इसमें उड़ानों के पुनर्निर्धारण के कारणों जैसे कि दुर्घटना के बाद की जांच, मौसम में बदलाव और भू-राजनीतिक तनाव के कारण कुछ एयररूट्स के बंद होने के मद्देनजर ग्राउंड-लेवल तैयारियों और यात्री सहायता तंत्र की समीक्षा की गई। बैठक में यात्री समस्याओं का त्वरित और एयरपोर्ट निदेशकों से अनुरोध किया गया कि वे संवातन में बाधाओं का समाधान कर रही एयरलाइनों को सभी संभव सहायता प्रदान करें। बैठक में एअर इंडिया से कहा गया कि वह हवाई अड्डों पर अपने ग्राउंड-लेवल समन्वय को मजबूत करे।

एएआइबी की टीम स्थानीय अधिकारियों और एजेंसियों के सहयोग से लगातार जांच में जुटी है। सूबूत जूटार्ण जा चुके हैं अब उसके आगे का विश्लेषण हो रहा है।

## 'डीएनए जांच के लिए शव को सुरक्षित रखना था बहुत ही चुनौतीपूर्ण'

मिड डे, अहमदाबाद: अहमदाबाद विमान हादसे के बाद धु-धु कर जलता विमान का मलबा, चौतरफा अफरातफरी और अफवाहों के बीच फौरी तौर पर राहत और बचाव कार्य करना स्थानीय प्रशासन के लिए काफी चुनौतीपूर्ण रहा। खासकर मलबे से अफजले शवों को निकालकर उसे डीएनए जांच के लिए सुरक्षित रखना कुछ ज्यादा ही चुनौतीपूर्ण था। इस संबंध में अहमदाबाद की अतिरिक्त पुलिस आवुक्त विधि चौधरी ने कहा कि दुर्घटना के बाद की स्थिति को संभालने के लिए, हमें कड़ी मशकत करनी पड़ी।

उन्होंने कहा कि हमने पीड़ितों के स्वजन को सहायता के लिए पीएसआइ रैंक के अधिकारियों को तैनात किया है। प्रत्येक पीएसआइ को डीएनए जांच के बाद शवों को स्वजन को सौंपने की जिम्मेदारी सौंपी गई है। शवों को निवारित प्रोटोकाल के तहत स्वजन को सौंपा जा रहा है। डीएनए जांच के लिए शवों को एफएसएल प्रयोगशालाओं में जल्द पहुंचाने के लिए ग्रीन कारिडोर बनाया गया। डीएनए का मिलान होने पर इसकी सूचना तुरंत स्वजन को दी जा रही है। यही नहीं, सरकार ने पहचान केंद्रों के पास पीडित परिवारों के लिए रहने की व्यवस्था भी की है। उन्होंने कहा

शवों को एफएसएल प्रयोगशालाओं में पहुंचाने के लिए बनाया गया ग्रीन कारिडोर

डीएनए का मिलान होने पर इसकी सूचना तुरंत स्वजन को दी जा रही है



अहमदाबाद अस्पताल में लाए गए मारे गए लोगों के आकषेय। फाइल

अधिकांश शव हो चुके हैं बरामद

विधि चौधरी ने कहा कि हम दुर्घटना स्थल से शवों को फोरेंसिक प्रयोगशालाओं में ले जाने में सहायता कर रहे हैं। यह सुनिश्चित करते हुए कि उन्हें सम्मान और गरिमा के साथ संभाला जाए। अधिकांश शवों को अब तक बरामद कर लिया गया है। हालांकि, मलबे से शवों की खोज अभी भी जारी है।

### सूटी अफवाहों भी फैलाने की कोशिश

चौधरी ने बताया कि घटना के बाद कई लोगों ने दुर्घटना स्थल पर जाने की कोशिश की, लेकिन हम किसी को भी बैरिकेडिंग क्षेत्र में प्रवेश करने की अनुमति नहीं दे रहे हैं। प्रारंभ में कुछ अफवाहें थीं, जिसमें यह झुठा दावा किया गया कि यह एक आतंकी हमला था। हमारी साइबर ब्रिगेड यूनिट ने जल्द ही इस गलत जानकारी को इंटरनेट मीडिया से हटा दिया।

कि पहले घंटे में हमने दुर्घटना स्थल के एक किलोमीटर के दायरे में बचाव टीमों के लिए दोहरा ग्रीन कारिडोर बनाया। इसमें कुल लगभग 600 पुलिसकर्मियों को मदद ली गई।

चौधरी ने कहा कि हमें 12 जून को



विधि चौधरी।

### दुर्घटना स्थल का तापमान था लगभग 1000 डिग्री सेल्सियस, बचाव में आई परेशानी

अतिरिक्त पुलिस आवुक्त विधि चौधरी ने कहा कि जब हम सभी दुर्घटना स्थल पर पहुंचे तो भीषण आग के कारण वहां का तापमान बहुत ज्यादा था। यह तापमान लगभग 1000 डिग्री सेल्सियस का रहा होगा। ऐसे में तुरंत राहत एव बचाव कार्य में बाधा आई। चौधरी ने कहा कि दुर्घटना के बाद तुरंत एक किलोमीटर के दायरे की बैरिकेडिंग की गई। केवल पुलिसकर्मियों, एनडीआरएफ, एसडीआरएफ, नगर निगम के कर्मियों और अन्य आपातकालीन कर्मियों को बैरिकेडिंग क्षेत्र में जाने की अनुमति है।

दोपहर 1:43 बजे घटना की जानकारी मिली। हमारी टीम 1:48 बजे दुर्घटना स्थल पर पहुंच गई। हमने तुरंत रेडियो जाकी से समन्वय किया ताकि लोगों को इस मार्ग पर आने से रोका जा सके। पीड़ितों के स्वजन को जानकारी देने के

लिए एक आपातकालीन हेलपलाइन भी स्थापित की गई। हमें उस समय 129 आपातकालीन काल प्राप्त हुईं। काल करने वालों को पूरे विवरण के साथ सिविल अस्पताल का पता उपलब्ध कराया गया।



# Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

20 JUNE 2025

## भगवान भरोसे चलती है चारधाम की हेली सेवा

राजीव कुमार • जागरण

नई दिल्ली : उत्तराखंड में हेलीकाप्टर से चारधाम यात्रा करना कितना जोखिम भरा हो सकता है, इसका अंदाजा पिछले साल नागरिक उड्डयन सुरक्षा से जुड़ी एजेंसी की एक रिपोर्ट से लगाया जा सकता है। इस रिपोर्ट की प्रति दैनिक जागरण के पास है, जिसमें साफ तौर पर कहा गया है कि उत्तराखंड की सहस्रधारा हेलीपोर्ट से चारधाम को उड़ाने वाले हेलीकाप्टर के लिए अपना एयर ट्रैफिक कंट्रोल (एटीसी) सिस्टम नहीं है। ये हेलीकाप्टर अपनी उड़ान में विजुअल फ्लाइट रूल्स (वीएफआर) का पालन भी नहीं करते। मौसम की गहन जानकारी भी इस रूट पर उड़ाने वाले पायलट को नहीं होती है, क्योंकि चारधाम के स्थान पर भारतीय मौसम विभाग की तरफ से डापलर रडार नहीं लगाया गया है। यह रडार मौसम की सूक्ष्म-गहन जानकारी प्रदान करते हैं।

इन रूट पर उड़ान भरने वाले पायलट वाट्सएप पर मौसम की जानकारी साझा करते हैं। पिछले साल सितंबर में नागरिक उड्डयन सेक्टर की सुरक्षा से जुड़ी एजेंसी मार्टिन कंसल्टिंग ने

### केदारनाथ के लिए पांचवें दिन भी नहीं उड़े हेलीकाप्टर

जागरण संवाददाता, रुद्रप्रयाग: प्रतिकूल मौसम के कारण केदारनाथ धाम के लिए गुरुवार को पांचवें दिन भी हेली सेवा शुरू नहीं हो सकी। रविवार सुबह गौरीकुंड के ऊपर गौरी खर्क में हुई हेली दुर्घटना के बाद सोमवार तक हेली सेवाओं का संचालन स्थगित कर दिया गया था। जबकि, मंगलवार से प्रतिकूल मौसम (फोहरा) उड़ान में बाधक बन रहा है। दुर्घटना के बाद डीजीसीए के कड़े निर्देशों के चलते एविएशन

कंपनियां उड़ान में काफी सतर्कता बरत रही हैं। ऐसे में माना जा रहा है कि अब दूसरे चरण में सितंबर से ही केदारनाथ धाम के लिए हेली सेवा का संचालन हो पाएगा, क्योंकि वर्षाकाल के मद्देनजर 23 जून को सभी आठ एविएशन कंपनियां केदारघाटी से लौट रही हैं। इसकी उन्होंने तैयारी भी शुरू कर दी है। पांच दिन से हेली सेवा का संचालन न होने के कारण पांच हजार से अधिक टिकट निरस्त हो चुके हैं।

हेलीकाप्टर सेवा देने वाली जर्मनी की एक कंपनी के कहने पर उनके लिए यह रिपोर्ट तैयार की थी। जर्मनी की यह कंपनी चारधाम रूट पर हेलीकाप्टर सेवा शुरू करना चाहती थी। इससे पहले कंपनी सुरक्षा जांच का जायजा लेना चाहती थी। मार्टिन कंसल्टिंग के संस्थापक एवं सीईओ मार्क मार्टिन कहते हैं कि धार्मिक जगहों पर इस प्रकार की हेलीकाप्टर सेवा जुगाड़ से नहीं चल सकती। इसका ही नतीजा है कि दो साल में दर्जनभर दुर्घटनाएं हो चुकी हैं।

मार्टिन की रिपोर्ट में कहा गया है कि

भारत में लगभग सभी एयर रूट पर वीएफआर का पालन होता है। वीएफआर के तहत पायलट को उड़ान की इजाजत तभी दी जाती है जब आसमान बिल्कुल साफ होता है और पायलट जमीन और उन चिह्नों व स्थानों को साफ तौर पर देख सकता है जहां उसे उतरना है। जिससे कि रास्ते में आने वाली किसी भी बाधा से बचा जा सके। लेकिन मार्क के मुताबिक चारधाम के रूट पर वीएफआर प्रणाली ही नहीं। उन्होंने सुरक्षा के लिहाज से यहां के रूट के मार्गदर्शन से जुड़ी प्रणाली को बदलने की सिफारिश की थी।



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KANPUR

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### मुंबई-लखनऊ एअर इंडिया की उड़ान अचानक निरस्त

जासं, लखनऊ : मुंबई-लखनऊ एअर इंडिया के विमान को बुधवार को अचानक निरस्त कर दिया गया। दिल्ली में भारी बारिश से बाद हुए डायवर्जन से इस विमान को निरस्त करना पड़ा। एअर इंडिया का विमान एआइ-2491 मुंबई से शाम 06:55 बजे उड़ान भरकर चौधरी चरण सिंह अंतरराष्ट्रीय एयरपोर्ट लखनऊ पर रात 09:10 बजे उतरता है। यह विमान एआइ-

2492 बनकर लखनऊ से रात 09:50 बजे उड़ान भरकर मुंबई में रात 11:48 बजे पहुंचता है। मंगलवार रात को लखनऊ से जाने वाला विमान अचानक निरस्त कर दिया गया। एअर इंडिया की ओर से बताया गया कि मुंबई से लखनऊ के लिए उड़ान भरने वाली एआइ-2491 को परिचालन कारणों और दिल्ली में भारी बारिश के चलते निरस्त किया गया।



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### एअर इंडिया बड़े विमानों की अंतरराष्ट्रीय उड़ानों में करेगी कटौती

**मुंबई, प्रेद्र :** 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। जारी 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

#### हैदराबाद हवाई अड्डे पर बम होने की सूचना फर्जी निकली

**हैदराबाद, प्रेद्र :** 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 हवाई अड्डे की अच्छी तरह से तलाशी ली। जांच के दौरान अग्निशमन सेवा को भी तैनात किया गया। बम की सूचना फर्जी पाई गई। मामले की जांच की जा रही है।

तकनीकी कारणों से तीन अंतरराष्ट्रीय उड़ानों को रद्द कर दिया। इनमें से दो उड़ानें यात्रियों के विमान में चढ़ने के बाद रद्द की गईं। एयरलाइन ने कहा है कि उसे 18 जून की अपनी टोरंटो-दिल्ली उड़ान एआइ188 को

रख-रखाव और परिचालन के लिए निर्धारित मानदंडों के तहत रद्द करना पड़ा। उड़ान रद्द होने के बाद विमान में पहले से सवार यात्रियों को उतार दिया गया। दुबई से दिल्ली की उड़ान एआइ 996 को तकनीकी कारणों

#### मुंबई-लखनऊ एअर इंडिया की फ्लाइट अचानक निरस्त

**जासं, लखनऊ :** मुंबई-लखनऊ एअर इंडिया की फ्लाइट को बुधवार को अचानक निरस्त कर दिया गया। दिल्ली में भारी बारिश से बाद हुए डायवर्जन से इस फ्लाइट को निरस्त करना पड़ा। वहीं, 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।

से रद्द कर दिया गया। यात्रियों को विमान में चढ़ने के बाद उतार दिया गया। वहीं, विस्फोट की सूचना के बाद सुरक्षा को ध्यान में रखते हुए दिल्ली से जाने वाली उड़ान एआइ 2145 को भी रद्द कर दिया गया।



भारतीय विमानपत्तन प्राधिकरण  
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### एअर इंडिया की 3 उड़ानें रद्द

#### बाली जा रहा प्लेन भी दिल्ली लौटा

एजेसी/नई दिल्ली।

अहमदाबाद हादसे के बाद  
एअर इंडिया की अन्तरराष्ट्रीय  
का रद्द होना जारी है।

बुधवार को भी 3 फ्लाइट  
कैसिल की गईं। इनमें  
दिल्ली-बाली, टोरंटो-दिल्ली  
और दुबई-दिल्ली वाली  
उड़ानें शामिल हैं। सबसे  
पहले दिल्ली से बाली जा  
रही फ्लाइट एआई 2145  
बीच रास्ते से ही दिल्ली  
लौटी। एयरलाइन ने बताया

यह फैसला बाली एयरपोर्ट  
के पास ज्वालामुखी विस्फोट  
की खबरों के कारण यात्रियों  
की सुरक्षा को ध्यान में रखते  
हुए लिया गया। इसके बाद  
टोरंटो से दिल्ली वाली  
फ्लाइट एआई 188 कैसिल  
की गई। दुबई से दिल्ली  
आने वाली फ्लाइट

एआई 996 को तकनीकी  
खामी के चलते कैसिल  
किया गया। इस फ्लाइट में  
भी यात्री सबर हो चुके थे।  
आदेश जारी होते ही उन्हें भी  
उतारा गया।



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## जयपुर से मुंबई जाने वाली फ्लाइट लेट

**नवज्योति, जयपुर।** जयपुर से मुंबई जाने वाली फ्लाइट बुधवार को देरी से संचालित हुई। इसके चलते यात्रियों को परेशानी का सामना करना पड़ा। एयर इंडिया की फ्लाइट जयपुर से सुबह 6.30 बजे मुंबई के लिए जाती है।

बुधवार को यह फ्लाइट संचालन कारणों के चलते सुबह 9 बजे रवाना हुई। जानकारी के अनुसार जयपुर एयरपोर्ट पर बुधवार सुबह एयर इंडिया की फ्लाइट फर्स्ट पायलट के समय पर नहीं पहुंचने के कारण उड़ान में करीब 3 घंटे की लेट हुई। पायलट को पहले इंडिगो की फ्लाइट से मुंबई से जयपुर पहुंचना था, लेकिन बाद में वह एयर इंडिया एक्सप्रेस की

फ्लाइट से पहुंचे। इस देरी से यात्री परेशान रहे।

### इंटरनेशनल उड़ानों में भी देरी

जयपुर एयरपोर्ट पर बुधवार सुबह दो अंतरराष्ट्रीय उड़ानों में देरी हुई, जिससे यात्रियों को असुविधा का सामना करना पड़ा। एयर अरबिया की जयपुर से सुबह 4.45 बजे शारजहां जाने वाली फ्लाइट सुबह 9.50 बजे और स्पाइसजेट की जयपुर से सुबह 8.55 बजे दुबई जाने वाली फ्लाइट सुबह 10.40 बजे रवाना हुई। एयरपोर्ट प्रशासन ने तकनीकी कारणों और विमान की तैयारी में अतिरिक्त समय लगने को देरी का कारण बताया है।



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19 JUNE 2025

## उड़ानों का रद्द होना !

**पि**छले सप्ताह एयर इंडिया के विमान के दुर्घटनाग्रस्त होने के बाद से देश में अब तक करीब 66 उड़ानें रद्द हो चुकी हैं। मंगलवार को सात अंतरराष्ट्रीय उड़ानें-सेन फ्रेंसिस्को से मुम्बई, अहमदाबाद से लंदन, दिल्ली से पेरिस, लंदन से अमृतसर, दिल्ली से दुबई, बेंगलूरु से लंदन, दिल्ली से विपना विमान सेवाएं रद्द हुईं। नागर विमानन महानिदेशालय ने हालांकि एयर इंडिया से इस बाबत विस्तृत रिपोर्ट मांगी है। लेकिन बड़े हादसे के बाद तकनीकी और सुरक्षा की दृष्टि चिंतित और बेहद सतर्क होना जरूरी है। लेकिन विभिन्न कारणों से बड़ी संख्या में उड़ान सेवाओं के रद्द होने से देश के विमानन क्षेत्र और एअर इंडिया की प्रतिष्ठा पर विपरीत प्रभाव भी पड़ता है। वह भी ऐसे वक्त पर जब भारत का विमानन क्षेत्र विश्व में तीसरे और कार्गो सेवाएं छठे नम्बर पर है। तथ्य यह भी है कि एयर इंडिया जिसे टाटा समूह द्वारा अधिग्रहीत किया गया, वह फिलहाल पुनर्गठन और आधुनिकीकरण की प्रक्रिया से गुजर रहा है। विस्तार पाते इस क्षेत्र को विमान, कुशल प्रशिक्षित पायलटों और केबिन कर्मी भी जरूरत है। लेकिन हकीकत यह है कि मौजूदा विमान सेवाएं पायलट्स और केबिन कर्मी से जूझ रही हैं। एयर इंडिया के कई अनुभवी पायलट और कर्मचारी नौकरी छोड़ चुके हैं। जो कर्मचारी हैं, वे अनिश्चित शेड्यूलिंग, कम वेतन और लंबे कार्यों के घंटों से असंतुष्ट हैं। कई विमान लंबे समय से आवश्यक मरम्मत और रखरखाव की प्रक्रिया में हैं। जो तकनीकी खामियों की वजह से उड़ान भरने की स्थिति में नहीं हैं। इन्हें मरम्मत के लिए समय और संसाधन दोनों की जरूरत है। कई उड़ानों के रद्द होने के पीछे कार्य प्रक्रिया से जुड़ी कुछ खामियां भी हैं। शेड्यूलिंग सिस्टम, असाइनमेंट, ग्राउंड हैंडलिंग जैसे प्रक्रियात्मक मसले भी हैं। दूसरी ओर वर्तमान दौर में हवाई यात्रा के प्रति मध्यम वर्ग का रुझान भी बढ़ा है। इसके पीछे मुख्य वजह कम समय में सुगम और सुरक्षित यात्रा का होना है। लेकिन जब अचानक उड़ान सेवा रद्द हो जाती है तो यात्री की निर्धारित योजना पूरी अस्त-व्यस्त हो जाती है। कई लोगों को व्यापारिक बैठकों, पारिवारिक समारोहों या मेडिकल आपातकाल के लिए जाना होता है। उड़ानों के ऐनवक्त पर रद्द होने के बाद कोई वैकल्पिक उड़ान सेवाएं उपलब्ध नहीं होती। ऐसे में या तो उन्हें घंटों या दिनों में प्रतीक्षा करनी पड़ती है या अपनी यात्रा रद्द करनी पड़ती है या फिर महंगे दामों में दूसरी उड़ानों से यात्रा करने को विवश होना पड़ता है। होटल, टैक्सी, भोजन और अन्य व्यवस्थाओं पर पहले से किया गया खर्च व्यर्थ हो जाता है। जो यात्रियों के लिए वित्तीय दबाव में और मानसिक रूप से थका देता है। ऐसे में एयर इंडिया को अपनी साख बचाने के लिए अपने कू प्रबंधन, तकनीकी रखरखाव और यात्री सेवाओं में शीघ्र और व्यापक सुधार करने होंगे। उड्डयन मंत्रालय को भी मजबूत, विश्वसनीय और यात्री केन्द्रित उड़ान सेवा सुनिश्चित करने की दिशा में काम होगा।

## Centre Kicks Off Comprehensive Review of Airline Performance, Passenger Safety

Civil aviation minister meets Air India CEO and senior management of IndiGo, SpiceJet, Akasa

### Our Bureau

**New Delhi:** The government undertook an extensive review of safety, passenger facilitation, and airline performance in the aftermath of last week's deadly crash of an Air India Boeing 787 Dreamliner plane in Ahmedabad.

Civil aviation minister Ram Mohan Naidu met Air India CEO Campbell Wilson and senior management of IndiGo, SpiceJet and Akasa Air on Thursday. The meeting focused on operational continuity, supporting transparent and accountable communication with the public, and ensuring passenger safety and convenience, according to a statement by the ministry.

The meeting was called to discuss the evolving scenario in the Middle East, enhanced safety checks, and a ban on night flying in Europe, according to the statement. Air India is also facing reduced aircraft availability. The carrier will temporarily scale down operations, restructure flights, and announce all flight schedule changes through the media, it said.

The government also said that no decision has been taken yet on sending the black box of the crashed



Air India jet to the US and that the Aircraft Accident Investigation Bureau (AAIB) will take a call on the matter.

Following the crash, Air India is reducing 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 the crash that killed 241 people on board the Dreamliner and 34 on the ground.

Most of the affected flights of Air India were to be operated by 787s. These were cancelled due to en-

hanced 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 several European airports further delayed the return leg as pilots also ran out of their permitted duty hours.

Naidu also spoke with airport directors across India to review ground-level preparedness and passenger support mechanisms in the light of rescheduling of flights due

to factors like enhanced checks post the Air India accident, weather changes, and closure of airspaces of certain countries due to geopolitical tensions.

"Close liaison with airlines was emphasised to ensure passenger issues are addressed swiftly and on the spot. Availability of food, drinking water, and adequate seating facilities at terminals must be ensured, particularly during flight delays or congestion. Sufficient personnel must be deployed at key touchpoints to manage passenger grievances proactively," the ministry said.

Airport directors were requested to extend all possible assistance to airlines facing operational disruptions, including gate reassignments and logistical support.

Earlier, Director General of Civil Aviation (DGCA) Faiz Ahmed Kidwai met Wilson and CEO of Air India Express Aloke Singh over a virtual meeting. The head of operations, safety and training of both airlines were part of the meeting.

"Both the airlines were asked to do a complete safety review and be extra cautious. If necessary, the airlines should cancel flights but enhanced checks are a must," a government official said.



# Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

20 JUNE 2025

## Air India Fares Fall Across Key Routes

Crashed plane was 'well-maintained', last checked in June '23: CEO

Forum Gandhi

**Mumbai:** Fares on Air India are noticeably lower for both domestic and international destinations since the crash of a 787 Dreamliner aircraft of the Tata Group-owned airline last week.

The trend is particularly evident for last-minute bookings for the carrier, with Advance Purchase Days (APD) recording significant drops, showed data analysed from travel booking platform ixigo. The APD metric refers to tickets bought between zero and fifteen days prior to the travel date, a period typically associated with higher fares.

The analysis compared average one-way fares for travel scheduled during June 13-19 against those for the preceding period of June 6-12.

Internationally, several key routes of Air India experienced reductions. Flights from New Delhi to Kuala Lumpur saw a substantial 16% decrease to ₹11,389. Other international destinations, including Dubai and Sydney, recorded 5% declines, while Melbourne saw a 2% reduction. Fares from Mumbai also fell by 1%.

Domestically, the impact was even



more pronounced on certain sectors. The Bengaluru-Hyderabad route saw a 24% drop to ₹3,314. Other notable reductions in fares on domestic routes include Bengaluru-Pune (22%), Bengaluru-Chennai (22%), New Delhi-Ahmedabad (21%), and Mumbai-Chennai (21%). Smaller declines were observed on routes like New Delhi-Hyderabad (2%) and Mumbai-Ahmedabad (1%).

According to another Online Travel Agency (OTA) source, fares on Air India flights to destinations like Germany, Hong Kong, and Australia have also recorded declines. Conversely, the UK saw an increase in ticket prices.

Air India CEO Campbell Wilson Thursday released a statement on the Flight AI171 crash expressing sorrow for the 241 onboard and 34 ground fatalities. He affirmed Air India's cooperation with authorities.

Wilson affirmed that the Boeing 787 was "well-maintained". Its last major check was in June 2023, with the next due in December 2025. The right engine was overhauled in March, while the left was inspected in April. "Both the aircraft and engines were regularly monitored, showing no issues before the flight," he said.

The crew included "Captain Sumet Sabharwal," with over 10,000 wide-body hours, and "First Officer Clive Kunder," with over 3,400, Wilson said. Following a directive issued by the civil aviation regulator, Air India is inspecting its fleet of 33 Dreamliner jets. He said checks on 26 planes have been completed.

These inspections along with "external factors like airspace closures... and night-time restrictions," have forced the airline to cancel flights. Wilson said Air India will cut international widebody flights by 15% June 20 through mid-July, to provide "more backup aircraft."

### ... Warned for Airbus Flights' Safety Lapses

**NEW DELHI** The regulator has warned Air India for breaching safety rules after 3 of its Airbus planes flew despite being overdue on checks on emergency equipment, and for being slow to address the issue, government documents show.

The warning notices and an investigation report were not in any way related to last week's crash of an Air India Boeing 787-8 plane that killed 241 people onboard, and were sent days before that incident.

In the report, the Directorate General of Civil Aviation said spot checks in May on three Air India Airbus planes found that they were operated despite mandatory inspections being overdue on the "critical emergency equipment" of escape slides. —Reuters

## Crashed Dreamliner was well-maintained: AI CEO

PRESSTrust OF INDIA  
Mumbai, June 19

**THE CRASHED BOEING 787-8** Dreamliner was "well-maintained" and had undergone a major check in June 2023 with the next scheduled for December this year, said Air India CEO and managing director Campbell Wilson on Thursday.

In a message to flyers, the Air India chief also said the 15% reduction in Air India's international wide-body fleet operations for the next few weeks is a temporary move and it may affect its customers' travel plans. "The plane was well-maintained, with its last major check in June 2023 and the next scheduled for December 2025. Its right engine was overhauled in March 2025, and the left engine was inspected in April 2025. Both the aircraft and engines were regularly monitored, showing no issues before the flight," he said.

The airline chief further said the loss of 241 passengers and crew members, along with 34 people on the ground, has "left us all in deep sorrow".

"Words cannot express the pain we feel for the families and loved ones affected by this devastating event. We are fully committed to doing all we can to support the families impacted and are also working closely with authorities to understand the cause of this tragedy. Our

CAMPBELL WILSON, CEO AND MD, AIR INDIA

The DGCA has confirmed that Air India Boeing 787 fleet and maintenance processes fully meet safety standards



### Govt to institutionalise periodic airline reviews

NITIN KUMAR  
New Delhi, June 19

**THE CENTRE ON** Thursday said it will institutionalise periodic reviews with airlines on operational matters. These reviews will also cover aviation safety, airline performance and passenger support systems across the country.

"It was decided that the practice of periodical review

with the airlines on operational matters will be institutionalised for better monitoring and coordination," the civil aviation ministry said.

"The decision regarding the location for decoding the flight recorders will be taken by the Aircraft Accident Investigation Bureau after due assessment of all technical, safety, and security considerations," the statement said.

thoughts are with everyone touched by this loss," Wilson said.

Campbell said following the June 12 crash and as directed by the DGCA, the airline has been conducting thorough safety inspections on its 33 Boeing 787 aircraft. "The DGCA has confirmed Air India Boeing 787 fleet and maintenance processes fully meet safety standards," he added.

### June 21-July 15: AI to cut back 135 flights

Air India's decision to reduce flights in light of enhanced pre-flight safety checks will result in cutbacks of at least 135 international flights between June 21 and July 15. Routes that are suspended include Delhi-Nairobi, Amritsar-London and Goa (Mopa)-London (Gatwick).



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THE FINANCIAL EXPRESS

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## Jordanian airline back with flights to Mumbai

SWARAJ BAGGONKAR  
Mumbai, June 19

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**ROYAL JORDANIAN AIRLINES** has made a comeback to India after a gap of 13 years with the launch of direct flights between Amman and Mumbai. The inaugural flight touched down in Mumbai on Thursday.

The new service will operate four times a week aboard the Airbus A320neo. Plans are afoot to expand this service to daily by next year. A senior executive of the airline told *FE* that direct flights to Delhi will also commence in the next 3-4 months.

This strategic addition strengthens connectivity between India and Jordan and offers onward travel to over 50 destinations across the Middle East, Gulf, and North Africa.

Karim Makhoul, chief commercial officer, Royal Jordanian said, "Mumbai is an important market for our Asia strategy."



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FREE PRESS JOURNAL

MUMBAI

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MUMBAI

## **AI cancels 3 int'l flights**

Air India has cancelled three of its international flights on Wednesday owing to various reasons. 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. Also, flight AI996 from Dubai to Delhi on June 18, 2025 was cancelled due to technical reasons. Flight AI2145 to Bali was cancelled after it returned to Delhi due to volcanic eruption.



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## Airspace closure leaves 150 passengers stranded as flight gets cancelled

**FPJ News Service**

**RAJKOT**

Travel plans for hundreds were thrown into disarray this morning as an IndiGo flight from Rajkot to Mumbai was abruptly cancelled, reportedly due to airspace closure. The early morning flight, scheduled to depart from the Rajkot International Airport at Hirasar, left approximately 150 booked passengers stranded, facing significant inconvenience.

The affected IndiGo flight, which typically operates daily, departing Rajkot at 9.00am, reaching Mumbai by 10.10am, was grounded. Sources within the airline indicated that passengers were informed of the cancellation as early as yesterday, offering some advance notice.

"It's incredibly frustrating," expressed a passenger who preferred to remain anonymous. "I had an important meeting in Mumbai. Now I'll have to scramble to find an alternative, and my whole schedule is messed up."

The ripple effect of the airspace closure extended beyond the canceled flight. IndiGo's Rajkot to Pune flight, initially scheduled for a 10.25am departure, also faced delays and was rescheduled to take off at 11.05am, with further delays possible.

Today's schedule at Rajkot



**IndiGo's Rajkot to Pune flight, initially scheduled for a 10.25am departure, also faced delays and was rescheduled to take off at 11.05am**

International Airport initially listed 11 flights. While the IndiGo Mumbai flight was canceled, Air India's Mumbai flight had already departed at its scheduled 8.40am. Other flights include evening departures to Mumbai and night flights to Delhi. IndiGo also has subsequent flights planned for Pune at 12.25 pm, Mumbai at 12.25 pm, Hyderabad at 1.15 pm, Pune at 2.00 pm, Bangalore at 3.55pm, Delhi at 5.50 pm, and another Mumbai flight at 6.20 pm. Passengers for these flights

are advised to check their flight status regularly.

The impact of airspace issues wasn't confined to Rajkot. Passengers at Vadodara airport also experienced considerable delays this morning. Air India flight AI 823 from Delhi arrived two hours behind its schedule, causing a cascading effect on the connecting flight, AI 824 from Vadodara to Delhi, which also departed two hours late.

"We were left waiting for hours with no clear information," lamented a passenger at Vadodara, visibly frustrated. "This kind of uncertainty is unacceptable, especially when you have connecting flights or important commitments."

Adding to the woes at Vadodara, Air India flight AI 670 from Vadodara to Mumbai was delayed by 15 minutes. These delays highlighted the widespread disruption caused by the airspace restrictions.



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## **AI flight makes emergency landing in Varanasi**

**UP State Bureau**

VARANASI

An Air India Boeing 787 Dreamliner (Flight AI-386) carrying 187 passengers, including three infants, made an unscheduled landing at Varanasi's Lal Bahadur Shastri International Airport on Tuesday evening. The Jakarta-Delhi flight was diverted after multiple holding patterns over Delhi exhausted fuel reserves amid severe weather-induced low visibility.

Flight made an emergency landing at 4:20 PM IST at Varanasi, and was made to wait 2 hours 40 minutes for weather conditions to return to normal and refueling before Delhi departure, passengers retained onboard during refueling.

Airport director Ankit Kumar confirmed: "Standard operating procedures were strictly followed. The aircraft departed for Delhi at 7 PM after weather normalization." Meteorological data indicated sudden thunderstorm activity over Delhi's IGI Airport during the incident.



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## हेलीकॉप्टर संचालन की एसओपी को लेकर कमेटी

देहरादून, विसं। सरकार ने गौरीकुंड और हर्षिल हेलीकॉप्टर हादसे से सबक लेते हुए इनके संचालन के लिए सख्त एसओपी बनाने जा रही है। गुरुवार को सचिव उड्डयन की तरफ से गृह विभाग के सचिव की अध्यक्षता में इसके लिए कमेटी गठित कर दी है।

कमेटी में डीजीसीए, मौसम, यूकाड़ा, हवाई यातायात प्रबंधन, आपदा आदि विभागों के अफसर शामिल किए गए हैं। उत्तराखंड में इस यात्रा सीजन में कई हेलीकॉप्टर हादसे हो चुके हैं।



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HINDUSTAN

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## तीन विमानों में तकनीकी खराबी से मचा हड़कंप

नई दिल्ली, एजेंसी। नई दिल्ली से लेह, हैदराबाद से तिरुपति और दिल्ली से वियतनाम जाने वाले विमानों में तकनीकी खराबी के कारण हड़कंप मच गया। आननफानन में तीनों विमानों की एहतियातन लैंडिंग कराई गई।

फ्लाइट ट्रेकिंग वेबसाइट पर उपलब्ध जानकारी के अनुसार, दिल्ली से लेह जाने वाली इंडिगो की फ्लाइट दो घंटे से अधिक समय तक हवा में रही। एयरलाइन के प्रवक्ता ने बताया कि गुरुवार को दिल्ली से लेह जाने वाली इंडिगो फ्लाइट 6ई 2006 तकनीकी समस्या के कारण आईजीआई एयरपोर्ट पर लौट आई। विमान की जांच की जा रही है। इसमें सवार यात्रियों को लेह पहुंचाने के लिए वैकल्पिक व्यवस्था की गई है।

उधर, सूत्रों ने बताया कि हैदराबाद-

- इंडिगो की उड़ान दो घंटे तक हवा में रही
- वियतनाम जाने वाला एअर इंडिया का विमान लौटा

तिरुपति स्पाइसजेट की एक उड़ान में खराबी के कारण एहतियातन लैंडिंग कराई गई। लाइव फ्लाइट ट्रेकिंग वेबसाइट के मुताबिक, एसजी 2696 ने गुरुवार सुबह 6.19 बजे उड़ान भरी और उसे सुबह 7.40 बजे तिरुपति में उतरना था। हालांकि, उड़ान भरने के कुछ समय बाद ही विमान राजीव गांधी अंतरराष्ट्रीय हवाई अड्डे पर उतर गया। स्पाइसजेट के मुताबिक, विमान के उड़ान भरने के बाद एएफटी बैगेज डोर लाइट में बीच-बीच में रोशनी आती रही और पूरे समय केबिन में दबाव सामान्य रहा।

# एअर इंडिया ने कहा-लंदन की उड़ान से पहले ठीक थे दोनों इंजन

## विमान हादसा

मुंबई/अहमदाबाद एजेसी। एअर इंडिया के सीईओ और प्रबंध निदेशक कैप्टेन विल्सन ने गुरुवार को कहा कि दुर्घटनाग्रस्त बोइंग 787-8 ड्रीमलाइनर का अच्छी तरह से रखरखाव किया गया था।

इस विमान की आखिरी बार गहन जांच जून 2023 में की गई थी और अगली जांच दिसंबर 2025 में होनी थी। विल्सन ने कहा कि एयरलाइन के साथ-साथ पूरा विमान उद्योग इस त्रासदी के कारण को जानने के लिए आधिकारिक जांच रिपोर्ट का इंतजार कर रहा है। उन्होंने कहा कि विश्वास बहाली के उपाय के रूप में एयरलाइन अपने बोइंग 787 और 777 बेड़े को उड़ान-पूर्व सुरक्षा जांच बढ़ा रही है।

यात्रियों को दिए एक संदेश में एअर इंडिया प्रमुख ने कहा कि विमान और इंजन दोनों की नियमित रूप से जांच की गई थी, जिनमें उड़ान से पहले कोई समस्या नहीं दिखी थी। एअर इंडिया ने 20 जून से लेकर मध्य जुलाई तक बड़े विमानों वाली अपनी अंतरराष्ट्रीय उड़ानों में लगभग 15 प्रतिशत की कटौती करने का फैसला किया है।

**एअर इंडिया की नियमों के उल्लंघन करने पर चेतावनी:** विमान के दुर्घटनाग्रस्त होने की पुष्टि भूमि में सरदार वल्लभभाई अंतरराष्ट्रीय हवाई अड्डे के आसपास के इलाकों का सर्वेक्षण कराया जाएगा। वहीं, डीजीसीए ने एअर इंडिया को सुरक्षा नियमों का उल्लंघन करने के लिए चेतावनी दी है।



दुर्घटनाग्रस्त विमान के सह-पायलट प्रथम अधिकारी का पार्थिव शरीर गुरुवार को मुंबई उनके आवास पर पहुंचा, इस दौरान उनकी मां विलख पड़ी। • प्रेस

## 'ब्लैक बॉक्स की जांच का निर्णय एएआईबी लेगा'

विमान दुर्घटना जांच ब्यूरो (एएआईबी) एअर इंडिया के दुर्घटनाग्रस्त विमान के ब्लैक बॉक्स को डिकोड करने के स्थान पर निर्णय लेगा। सरकार ने गुरुवार को यह जानकारी दी। कुछ मीडिया रिपोर्टों में यह खबर आई थी कि ब्लैक बॉक्स को जांच के लिए अमेरिका भेजा जा रहा है। रिपोर्ट में कहा गया था कि दुर्घटना के बाद लगी आग से ब्लैक बॉक्स को भारी नुकसान पहुंचा है और भारत में इसका डेटा निकालना असंभव हो गया है। एएआईबी को एक टीम 12 जून को हुई दुर्घटना की जांच कर रही है।

## डीएनए जांच से 215 मृतकों की पहचान

**अहमदाबाद, एजेसी।** अहमदाबाद में एअर इंडिया विमान हादसे में 270 लोगों की मौत होने के एक सप्ताह बाद कम से कम 215 मृतकों की डीएनए मिलान के जरिए अब तक पहचान कर ली गई है। 198 शव उनके परिवारों को सौंप दिए गए हैं। एक अधिकारी ने गुरुवार को यह जानकारी दी।

अहमदाबाद सिविल अस्पताल के चिकित्सा अधीक्षक डॉ राकेश जोशी ने संवाददाताओं को बताया कि गुरुवार सुबह तक 215 डीएनए नमूनों का मिलान किया जा चुका है और 198 शवों को संबंधित परिवारों को सौंप दिया गया है। उन्होंने बताया कि सौंपे गए शवों में 149 भारतीय, 32 ब्रिटिश नागरिक,

## क्लाइव कुंदर को अंतिम विदाई दी गई

**मुंबई।** दुर्घटनाग्रस्त हुए एअर इंडिया विमान के सह-पायलट फर्स्ट ऑफिसर क्लाइव कुंदर को गुरुवार को गमगीन परिवार के सदस्यों और दोस्तों सहित सैकड़ों लोगों ने भावभीनी अंतिम विदाई दी। क्लाइव कुंदर का मुंबई में अंतिम संस्कार किया गया।

सात पुर्तगाली नागरिक और एक कनाडाई शामिल हैं।

जोशी ने बताया कि जमीन पर मारे गए सात लोगों के शव भी उनके रिश्तेदारों को सौंप दिए गए हैं। उन्होंने बताया कि घायलों में से छह लोग अभी

## फ्लाइट अटेंडेंट रोशनी सौंधरे का अंतिम संस्कार

**ठाणे।** विमान हादसे में जान गंवाने वाली 27 वर्षीय फ्लाइट अटेंडेंट रोशनी सौंधरे का गुरुवार सुबह ठाणे जिले के उनके गृहनगर डोबिवली में अंतिम संस्कार किया गया। रोशनी के पिता राजेंद्र सौंधरे ने स्थानीय शमशान घाट में अंतिम संस्कार किया।

अस्पताल में भर्ती हैं और सभी की हालत स्थिर है। बता दें कि 12 जून को लंदन जा रहा एअर इंडिया का विमान एआई-171 अहमदाबाद के एक मेडिकल कॉलेज परिसर में दुर्घटनाग्रस्त हो गया था।

# AAIB yet to decide where AI black box will be decoded

India did not have a dedicated lab before but Aircraft Accident Investigation Bureau inaugurated one in April; previously, after the Kozhikode crash in Aug. 2020, the black box was sent to the U.S.

**Jagriti Chandra**  
NEW DELHI

**T**he government body investigating the Air India Boeing 787-8 crash in Ahmedabad last week will take a decision on where the black box data will be decoded “after due assessment of all technical, safety, and security considerations”, the Ministry of Civil Aviation said on Thursday.

The statement said two different sets of black boxes were recovered from the crash site, one on June 13 and another on June 16. Each black box unit comprises the Digital Flight Data Recorder (DFDR) and Cockpit Voice Recorder (CVR).

“This model of aircraft has two black box sets,” the press statement said about the Boeing 787-8 aircraft involved in the crash. Veteran pilots explained that these are called Extended Airborne Flight Recorders, of which one unit is in the nose and another in the tail section for redundancy (or fall back).

When last time the Aircraft Accident Investigation Bureau (AAIB) investigated the Kozhikode Air India Express crash in Au-



**Looking for clues:** A forensic team examines the tail of the aircraft, which crashed in Ahmedabad, on June 14. VIJAY SONEJI

gust 2020 that killed 21 out of the total 190 onboard, the black box was sent to the lab of the American apex body for probing air crashes, National Transportation Safety Board. According to a former AAIB official, the entire downloading of the data was under the watchful presence of then Indian Ambassador to the U.S., Taranjit Singh Sandhu, who was in the facility for two days. At that time India did not have its own dedicated lab, the above quoted official said.

The AAIB in April inaugurated a new Digital Flight Data Recorder and Cockpit Voice Recorder laboratory at its headquarters set up

with an investment of ₹9 crore. But it is not clear whether the data will be decoded here.

## Preliminary report

A government official closely involved with the probe said there would be a preliminary report. Interestingly, during the only other airline crash investigated by the AAIB (formed in 2012), after the Mangalore crash of May 2010 – the Kozhikode accident – only the final report was published within a year.

Officials, past and present, explained that the rules under which the AAIB carries out an investigation do not specify a timeline for a preliminary

report even though UN aviation safety watchdog International Civil Aviation Organisation’s Annex 13 requires one within 30 days. A similar rule is not part of the Aircraft (Investigation of Accidents and Incidents) Rules, 2017 formed under the principal law, the Bharatiya Vayuyan Vidheyak, 2024. The Rules define a preliminary report as a “communication used for the prompt dissemination of data obtained during the early stages of the investigation”. But Clause 9 of the Rules dealing with preliminary investigation states that its scope is to “assess the classification of the occurrence and the expertise needed for detailed investigation”.

One of the above mentioned officials said the Kozhikode probe team did not release a preliminary report because the Rules don’t lay down a timeline for it, and require such a report to only categorise the nature of the mishap. He said the team involved in the drafting of the Rules held the opinion that such a report could be vastly different from the final investigation report, which may result in public criticism and media backlash.



# Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

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## Delhi-Leh flight returns 2hrs after take-off due to technical issues

**Jasjeev Gandhiok**

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**NEW DELHI:** A Leh-bound IndiGo flight returned to Delhi on Thursday two hours after take-off and made an emergency landing after developing a technical snag mid-air, officials said. The flight landed at Indira Gandhi International (IGI) Airport safely and passengers were provided an alternative aircraft,

which departed at 10.30am, officials said.

Airport officials said the IndiGo flight 6E2006 with 140 passengers took off from the Delhi airport at 6.30 am. The flight made a turnaround at 7.30 am, landing back safely at the Delhi airport at 8.30am after seeking priority landing.

IndiGo, in a statement, said its flight had a technical issue which caused operational

restrictions to land in Leh. "According to procedures, the pilot returned to Delhi. The aircraft is undergoing necessary maintenance before resuming operations. In the meantime, an alternative aircraft has been arranged to fly the customers to Leh," said the statement.

An airport official confirmed the incident, stating there was a technical problem in one of the engines of the aircraft.

# Boeing 737 MAX flagged for cockpit smoke risk

Reuters

feedback@livemint.com

**WASHINGTON:** The National Transportation Safety Board issued an urgent safety recommendation Wednesday to address the possibility of smoke entering the cockpit or cabin of Boeing 737 MAX airplanes equipped with CFM International LEAP-1B engines.

The NTSB also recommended evaluating the potential for the same issue with LEAP-1A and LEAP-1C engines, which are used on some Airbus A320neo variants and COMAC's Chinese-made C919 jets.

The recommendation comes after two incidents involving Southwest Airlines Boeing 737 MAX jets that experienced bird strikes in 2023. The NTSB wants the Federal Aviation Administration to ensure that operators inform flight crews of airplanes equipped with the affected engines.

Southwest said it is reviewing the recommendations and that it has mitigation procedures currently in place. Southwest notified its flight crews about the effects of certain bird strikes following two events that occurred in 2023, reiterating the importance of following established safety procedures.

CFM, the world's largest engine maker by units sold, is



**The recommendation comes after two incidents involving Southwest Airlines Boeing 737 MAX jets.** AP

co-owned by GE Aerospace and Safran.

The FAA and Boeing both said to ensure that pilots who fly airplanes equipped with CFM International LEAP-1B engines are fully aware of the potential for smoke in the cockpit if the load reduction device is activated during a critical phase of flight (takeoff or landing)."

The FAA and Boeing both said they agreed with the NTSB recommendations, and the plane-maker alerted operators that smoke could enter the flight deck following the activation of the Load Reduction Device (LRD) in the engines, as a result of a bird strike. "We advised operators to evaluate their procedures and crew training to ensure they address this potential issue," the FAA said.

DGCA warns AI for breaching safety rules

Reuters

feedback@livemint.com

**NEW DELHI:** India's aviation regulator has warned Air India for breaching safety rules after three of its Airbus planes flew despite being overdue checks on emergency equipment, and for being slow to address the issue, government documents show.

The warning notices and an investigation report - both reviewed by Reuters - were not in any way related to last week's crash of an Air India Boeing 787-8 plane that killed all but one of the 242 people onboard, and were sent days before that incident. In the report, the Directorate General of Civil Aviation said spot checks in May on three Air India Airbus planes found that they were operated despite mandatory inspections being overdue on the "critical emergency equipment" of escape slides.



## Corporate Communications Directorate

THE HINDU

CHENNAI

19 JUNE 2025

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

**Abhinay 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.

## AI-171 probe looks at Gatwick takeoff incident 5 yrs ago for possible clues

UK 2020 probe found contamination of fuel led to failure of Airbus engines

ADITIRAJA  
VADODARA, JUNE 19

INVESTIGATORS PROBING the June 12 crash of Air India flight AI-171 from Ahmedabad to London Gatwick are taking a close look at a February 2020 incident in Gatwick, involving an Airbus A321, in which both engines malfunctioned immediately after takeoff. It led to a Mayday call before the aircraft returned to Gatwick 11 minutes later after a turnaround.

In its 2020 investigation, the UK Air Accident Investigation Branch (AIB), which is also in Ahmedabad to probe the June 12 crash, found that the reason for the engine failure was fuel system contamination even though engineers had found no fault prior to clearing it for flying that night.

Officers aware of the ongoing investigation into the Ahmedabad crash said a thorough scrutiny of AI-171's technical logs in the 24 hours preced-



AI-171 crashed soon after takeoff on June 12. File

ing the crash were being looked into as it was "clear from visual observation and wreckage" that the flight suffered a power failure.

Speaking to *The Indian Express* Thursday, an officer said the probe agencies, in primary observations from the available visual evidence, statements of the controllers of Ahmedabad Air Traffic Control (ATC), maintenance engineers who cleared

CONTINUED ON PAGE 2

### AI-171 probe looks at Gatwick takeoff incident 5 yrs

the flight on the ground, and initial inspection of the wreckage, estimated that the aircraft experienced power failure of the main electric system within seconds of takeoff.

"The material evidence, which includes the wreckage and the videos of the takeoff as well as the crash, indicate a definite power failure on the flight. The cause will be known only when the black box data is recovered but we can estimate that since the flight was in a takeoff and its nose pitched up for the liftoff, the deployment of the Ram Air Turbine (RAT) could not help the flight make a safe turnaround as it had not even achieved the minimum altitude of 3600 feet for a safe path," the officer said.

The black boxes and the DVR have been recovered but the officer said that the devices were damaged and file extraction would "be a complicated process". According to the officer, "deliberations were on" about sending the black boxes to the US where the National Transportation Safety Board (NTSB) could help recover the recordings with advanced expertise. The wreckage of the Dreamliner, the officer said, had "not hinted" at any cockpit error, and the pilots "may have tried their best to gain manual control" for attempting a turnaround.

"It does not appear to be a cockpit error... The observations are that the power failure occurred as soon as the flight was airborne and was unable to climb to the safe path altitude... the (Boeing) 787 Dreamliner has a provision for a manual reversion control system to allow pilots to regain control of critical systems in the event of a hydraulic failure. This system is a backup, using RAT to generate power, but there was no altitude cushion to ensure a safe glide downward or for the pilot to attempt anything... It just dropped on to the medical hostel building, with the tail being im-

pacted and separated due to its liftoff position. Had it achieved an elevation of about 3600-4900 feet, it could have been a different story as planes can safely make Mayday landings with the RAT," the officer said.

AI-171 had gained an altitude of only 625 feet when it came crashing down. The officer said that while probing the cause of engine failure, the most crucial aspect would be an analysis of the technical log of the aircraft for the preceding 24 to 48 hours to ascertain if any technical abnormalities had been experienced or noted down by the previous captains or maintenance staff.

"The aircraft was incoming from Paris to Delhi and from Delhi to Ahmedabad... In fact, it made a round trip to Paris from Delhi on June 11-12. Just a day earlier, it had returned to Delhi after a round trip to Tokyo. We will check the technical logs to see if any of the engineering teams or pilots of the previous flight left comments on the performance of both engines or experienced any ECAM (Electronic Centralised Aircraft Monitor) message during the flight, accompanied by any thrust issues during flight," the officer said.

"At this point, we have no reason to speculate a sabotage but if the cause of the engine failure is fuel contamination, which is most likely due to water, the maintenance records of the flight, which are also under scrutiny, will reveal if it was due to oversight or negligence or corrosion in the fuel system, leading to clogging which is rare if the aircraft is regularly serviced. Fuel contaminated with water is the most common cause of power loss in flights and, many times, cannot be detected until the aircraft is actually airborne," the officer said.

Since the Ahmedabad crash is the first involving a Boeing 787, investigators are "leaving nothing to chance". "The Dreamliner has an

advanced electrical system... it can cover a sufficient distance safely on one engine as well... In case of dual hydraulic failure, the flight can be on manual reversion and be controlled for safe landing at the nearest available facility. The flight data recorder and the cockpit voice recorder will reveal what went wrong in about one minute," the officer said.

A chemical analysis of "important and relevant" parts from the wreckage will reveal any unusually high level of contaminants. "Since the explosion and the subsequent fire have damaged much of the aircraft, especially the fuel tanks, forensic engineers of the investigating team have gathered as much relevant debris as possible to find traces of elements that could indicate if there had been fuel contamination," the officer said.

The UK AIB team is comparing notes with the February 2020 Gatwick incident findings. "The entire duration of the flight was 11 minutes, as per the investigation of the UK AIB... The incident was almost similar, except that the flight had gained an altitude of almost 3580 feet and was able to make the roundabout and touch down after declaring Mayday thrice... The findings of the investigation had concluded that the reason for the engine failure was fuel system contamination even though the engineers had found no fault prior to clearing it for flying that night," the officer said.

"However, that investigation had revealed that the three flights, which the aircraft completed prior to the Gatwick takeoff, had experienced unusual signs of one of the engines as it had taken multiple attempts to start... and also relayed stalling messages during the flight... It was later found that the engineers who cleared the flight from Gatwick had not conducted extensive examination of the engine, which resulted in 'no fault' being found," the officer said.

## AAIB yet to decide where to analyse black boxes, says Aviation Ministry

SUKALP SHARMA  
NEW DELHI, JUNE 19

THE AIRCRAFT Accident Investigation Bureau (AAIB) will take a call on where the black boxes of the crashed AI flight 171 will be decoded after assessing all technical, safety, and security considerations, the Ministry of Civil Aviation (MoCA) said Thursday, indicating that a decision is yet to be taken on whether the data recorders will be analysed in India or will be sent abroad.

The ministry's remarks came amid reports that the black box — flight data recorder and cockpit voice recorder — may be sent to the US as AAIB's black box lab might not be fully equipped to handle damaged units.

"It has been reported in certain media outlets that the CVR/DFDR (cockpit voice recorder/digital flight data recorder) from the ill-fated AI171 flight is being sent abroad for retrieval and analysis. The decision regarding the location for decoding the flight recorders will be taken by the AAIB after due assessment of all technical, safety, and security considerations. The Ministry of Civil Aviation urges all stakeholders to refrain from speculation on



Deepak Jashi

Relatives of Roshni Songhare, a cabin crew member of the Air India flight, at her residence in Mumbai on Thursday.

such sensitive matters and to allow the investigative process to proceed with the seriousness and professionalism it warrants," MoCA said in a release. "The AAIB investigation is progressing steadily with all necessary support from local authorities and agencies. Key recovery work, including site documentation and evidence collection, has been completed, and further analysis is now underway," it said.

Boeing 787 aircraft have two combined black box sets, each with the joint functions of CVR and DFDR. According to industry

insiders, the combined black box is called an Enhanced Airborne Flight Recorder (EAFR), and regulations require two units to be located in the aircraft — one at the front and one at the aft, or rear section — for redundancy, in case one unit is significantly damaged or never recovered.

The first EAFR was recovered on June 13 from the crash site in Ahmedabad while the second was recovered on June 16. The government has so far not commented on the extent of damage to the black boxes.

Sources indicated that delib-

erations are underway on whether to send the units to National Transportation Safety Board (NTSB) Vehicle Recorder Laboratory in the US for data extraction and analysis, or perform the exercise at the AAIB's new black box lab in Delhi. The NTSB is assisting the AAIB in the probe since Boeing, an American company, was the aircraft manufacturer.

"It will depend on the condition. The investigators will have to ascertain the absolute integrity of the black boxes, and if they are confident about it, they would like to analyse them at the new lab instead of sending it to an overseas facility," a source had told *The Indian Express*.

"The new (AAIB) lab is a world-class facility but there are highly specialised labs in a few countries that may be superior. If the investigators feel that the DFDR or the CVR are not in a state that the AAIB lab can handle... then they might decide to send it to an even more advanced facility, most likely in the US as the aircraft involved was a Boeing plane," said another source, adding that if the units are sent abroad an AAIB team will accompany them to ensure their "safety, security, and integrity".

## A-I suspends 3 international flights, curtails frequency of 18

New Delhi: Air India on Thursday detailed the temporary curtailment plan for its wide-body international flights. Earlier, the Tata group carrier said that it would reduce international flights operated by long-range aircraft like Boeing 787 and Boeing 777 by 15 per cent till at least mid-July due to factors including enhanced safety inspections 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 Tata group airline announced the plan details, which include suspension of flights on three routes and reduction in flight frequency on 18 routes — five to North America, nine to Europe, and two each to Australia and East Asia. The cuts will be implemented from June 21 and will continue at least till July 15.

"The reductions arise from the decision to voluntarily undertake enhanced pre-flight safety checks and accommodate additional flight durations arising from airspace closures in the Middle East. The aim is to restore schedule stability and minimizing last-minute inconvenience..." Air India said. **ENS**



# Corporate Communications Directorate

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## US NTSB issues urgent safety recommendation on smoke risk from Boeing 737 Max CFM engines

SUKALP SHARMA  
NEW DELHI, JUNE 19

THE US National Transportation Safety Board (NTSB) has issued an "urgent safety recommendation" to mitigate the possibility of smoke entering the cockpit or cabin of Boeing 737 Max aircraft flying on LEAP-1B engines in case of engine damage. Air India Express and Akasa Air are prominent Indian airlines that operate the Boeing 737 Max aircraft equipped with LEAP-1B engines, which are manufactured by CFM International.

The problem, however, may not be limited to the Boeing 737 Max jets, which have been under



Photo: gettyimages.com

the scanner for the past few years over other safety concerns. The US transportation accident investigation body has also issued additional recommendations to evaluate the potential of the same problem with LEAP-1A and -1C

engines. The LEAP-1A engine is one of the engine options for the Airbus A320neo aircraft, the main narrow-body workhorse for IndiGo and Air India.

Smoke in the aircraft, specifically in the cockpit, could pose a

potential safety hazard as it can impair the pilots' ability to operate the plane, particularly during critical flight phases like take-off and landing, according to industry insiders. The NTSB recommendations could require aviation regulators globally, including in India, to issue advisories to airlines and even mandate corrective action for engines, which is expected to be one involving system software upgrades in scores of aircraft.

India's aviation safety regulator Directorate General of Civil Aviation (DGCA) has so far not commented on the issue. Akasa Air and Air India Express have also not commented so far.

**FULL REPORT ON**  
[www.indianexpress.com](http://www.indianexpress.com)

### MESSAGE TO AIR INDIA LOYALTY CLUB MEMBERS

## Airline prioritising safety: Air India CEO

SUKALP SHARMA  
NEW DELHI, JUNE 19

AIR INDIA on Thursday reached out to the members of its loyalty programme, assuring them that the airline is prioritising flight safety. The carrier, grappling with last Thursday's deadly crash of one of its Boeing 787-8 aircraft in Ahmedabad, also told its loyalty programme members that the pilots of doomed aircraft were highly experienced, and the plane was well maintained with a clean bill of health.

"At Air India, your safety is our

**“We, together with the entire aviation industry, await the official investigation report to understand more...”**

— CAMPBELL WILSON  
AIR INDIA CEO

highest priority and always has been since we took over the airline in 2022. In this context we want to share some important facts about Flight AI71 to provide clarity during this difficult

time...The flight was led by Captain Sumeet Sabharwal, a highly experienced pilot and trainer with over 10,000 hours flying widebody aircraft. First Officer Clive Kunder, had over 3,400 hours of flying experience. The plane was well-maintained, with its last major check in June 2023 and the next scheduled for December 2025. Its right engine was overhauled in March 2025, and the left engine was inspected in April 2025. Both the aircraft and engines were regularly monitored, showing no issues before the flight," Air India CEO Campbell Wilson stated in an email to

members of Air India's Maharaja Club loyalty programme.

"These are the facts as we know them today. We, together with the entire aviation industry, await the official investigation report to understand more," Wilson added. An Air India Boeing 787-8 aircraft—operating flight AI71 from Ahmedabad to London Gatwick, crashed moments after take-off last Thursday. The ill-fated aircraft had 242 people on board, but only one survived the accident. There were several casualties on the ground as well.

**FULL REPORT ON**  
[www.indianexpress.com](http://www.indianexpress.com)



# Corporate Communications Directorate

LOKSATYA

DELHI

20 JUNE 2025

## उड्डयन मंत्री नायडू ने विमान सुरक्षा एयरलाइनों के कामकाज की समीक्षा की

नई दिल्ली, लोकसत्या

अहमदाबाद में एयर इंडिया के विमान की हालिया दुर्घटना के मद्देनजर नागरिक उड्डयन मंत्री के. राममोहन नायडू ने गुरुवार को जमीनी स्तर की तैयारियों का आकलन करने और यात्री सुविधाओं को बढ़ाने के लिए देशभर के हवाई अड्डा निदेशकों के साथ वीडियो लिंक से एक विस्तृत बैठक की।

एक आधिकारिक बयान में कहा गया है कि समीक्षा बैठक में उड़ान पुनर्निर्धारण के बीच बेहतर समन्वय और संचार सुनिश्चित करने पर ध्यान केंद्रित किया गया, जो वर्तमान में दुर्घटना के बाद की सुरक्षा जांच, प्रतिकूल मौसम की स्थिति और भू-राजनीतिक तनाव के कारण कुछ हवाई क्षेत्रों को अस्थायी रूप से बंद करने सहित कई कारणों से प्रभावित



हो रहा है। इसके अलावा मंत्री ने एयर इंडिया के अध्यक्ष और प्रबंध निदेशक के साथ एक उच्च स्तरीय बैठक की।

चर्चाओं में परिचालन निरंतरता बनाए रखने, जनता और यात्रियों की सुरक्षा और सुविधा के साथ पारदर्शी और जवाबदेह संचार का समर्थन करने पर ध्यान केंद्रित किया गया।

बैठक के दौरान यह नोट किया

गया कि पश्चिमी एशिया में बदलती परिस्थिति, बढ़ी हुई सुरक्षा जांच और यूरोप में रात में उड़ान भरने पर प्रतिबंध के कारण एयर इंडिया को विमानों की उपलब्धता में कमी का सामना करना पड़ रहा है।

नतीजतन, एयरलाइनों को अस्थायी रूप से संचालन को कम करना और उड़ानों का पुनर्गठन करना पड़ेगा।

## सरकार की एयरलाइंस के साथ रेगुलर मीटिंग होगी

नई दिल्ली, लोकसत्य

अहमदाबाद विमान हादसा के बाद केंद्र सरकार एयरलाइंस के साथ ऑपरेशन से जुड़े मुद्दों पर रेगुलर मीटिंग करेगी। यह फैसला गुरुवार को नागरिक उड्डयन मंत्री राम मोहन नायडू किंजरापु ने देश भर के सभी एयरपोर्ट डायरेक्टर्स के साथ मीटिंग में लिया।

नायडू ने सभी एयरपोर्ट डायरेक्टर्स को निर्देश दिया कि वे फ्लाइट्स के रीशेड्यूल होने पर यात्रियों के लिए जरूरी जमीनी तैयारियों और असिस्टेंट मैकेनिज्म की समीक्षा करें। ये फैसला विशेष तौर से उन परिस्थितियों को लेकर है, जिनमें दुर्घटना के बाद की जांचें, मौसम में बदलाव, राजनीतिक-सैन्य और रणनीतिक कारण होते हैं।

अहमदाबाद में 12 जून को लंदन जाने वाली एअर इंडिया की फ्लाइट AI-171 उड़ान भरने के तुरंत बाद



अहमदाबाद  
विमान  
हादसा

कैश हो गई थी। इसमें सवार 241 लोगों की मौत हो गई थी, जबकि एक यात्री की जान बच गई थी। वहीं, इस घटना में कुल 275 लोग मारे गए थे।

एअर इंडिया कल से 15% अंतरराष्ट्रीय उड़ानें घटाएगी  
इधर, एअर इंडिया अंतरराष्ट्रीय वाइड बॉडी विमानों की उड़ान 15% कम करेगा। व्यवस्था 20 जून से लागू होगी और जुलाई मध्य तक जारी रहेगी। यह निर्णय AI171 विमान हादसे के छह दिन बाद लिया गया है। इसका मकसद विमान फ्लीट की सुरक्षा जांच और तकनीकी निरीक्षण है। इससे कंपनी के पास इंटरनेशनल रिजर्व एयरक्राफ्ट की उपलब्धता रहेगी।



# Corporate Communications Directorate

LOKSATYA

DELHI

20 JUNE 2025

## AI ने अमृतसर-यूरोप जाने वाली उड़ानों में कटौती की

- जुलाई-अगस्त के लिए बदला गया शेड्यूल, बर्मिंघम और लंदन की फ्लाइट्स प्रभावित हुईं

नई दिल्ली, एजेंसी

एयर इंडिया ने वर्ष 2025 की तीसरी तिमाही (जुलाई-सितंबर) के लिए अपनी कुछ अंतरराष्ट्रीय लंबी दूरी की उड़ानों में कटौती की घोषणा की है। अमृतसर से यूरोप के लिए संचालित उड़ानों पर यह फैसला सीधे तौर पर असर डालेगा। यह बदलाव 20 जून 2025 से लागू हो रहा है, जिसमें एयर इंडिया अपने इंटरनेशनल वाइडबॉडी ऑपरेशंस को 15% तक कटौती कर रही है।

एयर इंडिया ने 20 जून 2025 से अंतरराष्ट्रीय वाइडबॉडी उड़ानों में 15 फीसदी कटौती करने का फैसला लिया है। यह फैसला विमान बेड़े की उपलब्धता, मांग में कमी और लागत को देखते हुए लिया गया है। इस



कटौती का सीधा असर अमृतसर से यूरोप जाने वाली उड़ानों पर पड़ा है। एयर इंडिया ने बताया कि यह बदलाव अंतरराष्ट्रीय उड़ानों में खर्च और मांग को देखते हुए किया गया है।

**प्रभावित रूट्स और बदलाव:**  
अमृतसर – बर्मिंघम  
अवधि: 01 जुलाई से 31 अगस्त 2025

**वर्तमान:** सप्ताह में 4 उड़ानें  
**संशोधित:** सप्ताह में 3 उड़ानें  
**विमान:** 787-8 ड्रीमलाइनर  
अमृतसर – लंदन गैटविक  
अवधि: 01 जुलाई से 31 अगस्त 2025

**वर्तमान:** सप्ताह में 4 उड़ानें  
**संशोधित:** सप्ताह में 3 उड़ानें  
**विमान:** 787-8 ड्रीमलाइनर  
यात्रियों को बुकिंग में बदलाव का सुझाव

इस फैसले से विदेश यात्रा की योजना बना रहे पंजाब के यात्रियों, खासकर प्रवासी भारतीयों को परेशानी हो सकती है।

एयर इंडिया ने कहा है कि आगे और भी रूट्स पर बदलाव किए जा सकते हैं और इसके अपडेट जल्द जारी किए जाएंगे। यात्रियों को सलाह दी गई है कि वे अपनी बुकिंग समय पर जांच लें।



# Corporate Communications Directorate

MINT

DELHI

20 JUNE 2025

## Air India faces DGCA notice over Airbus safety lapse

Reuters  
feedback@govmint.com  
NEW DELHI

India's aviation regulator has warned Air India for breaching safety rules after three of its Airbus planes flew despite being overdue checks on emergency equipment, and for being slow to address the issue, government documents show.

The warning notices and an investigation report—both reviewed by Reuters—were not in any way related to last week's crash of an Air India Boeing 787-8 plane that killed all but one of the 242 people onboard, and were sent days before that incident.

In the report, the Directorate General of Civil Aviation (DGCA) said spot checks in May on three Air India Airbus planes found that they were operated despite mandatory inspections being overdue on the "critical emergency equipment" of escape slides. In one case, the watchdog found that the inspection of an Airbus A320 jet was delayed by more than a month before being carried out on 15 May. AirNav Radar data shows that during the delay the plane flew to international destinations such as Dubai, Riyadh and Jeddah.

Another case, involving an Airbus A329 used on domestic routes, showed checks were over three months late, while a third showed an inspection was two days late. The above cases indicate that aircraft were operated with expired or unverified emergency equipment, which is a violation of standard airworthiness and safety requirements," the aviation regulator report said.

Air India "failed to submit timely compliance responses"



DGCA warns Air India for breaching safety rules. Reuters

to deficiencies raised by the DGCA, "further evidencing weak procedural control and oversight," it added.

Air India, which was taken over by the Tata Group in 2022 from the government, said in statement that it was "accelerating" verification of all maintenance records, including dates of the escape slides, and would complete the process in the coming days.

In one of the cases, Air India said, the issue came to light when an engineer from AI Engineering Services "inadvertently deployed an escape slide during maintenance".

The DGCA and Airbus did not respond to Reuters queries.

Separately, the Union civil aviation ministry on Thursday said the probe into the Air India AI-171 crash, is progressing steadily in India, with the Aircraft Accident Investigation Bureau (AAIB) having started investigations six days ago. The investigation is being conducted with support from local authorities and agencies, it said in a clarification following reports it was sending black boxes recovered from the accident site to the US.

## AI to cut flights on 16 international routes

PTI  
feedback@govmint.com  
MUMBAI

Air India on Thursday said flights will be reduced on 16 international routes and suspended on three overseas destinations between 21 June and 15 July.

The Tata Group-owned airline, grappling with disruptions following the fatal plane crash on 12 June in Ahmedabad, said the objective is to restore schedule stability and minimize last-minute inconvenience to passengers.

The detailed announcement comes a day after the carrier said it would temporarily reduce flights operated with wide-body planes by 15%.

"These reductions will be effective from 21 June 2025, and last until at least 15 July 2025," the airline said in a statement.

Services will be suspended on Delhi-Nairobi, Amritsar-London (Gatwick) and Goa (Mopa)-London (Gatwick) till 15 July.

While the Delhi-Nairobi route has four flights per week, the Amritsar-London (Gatwick) and Goa (Mopa)-London (Gatwick) routes each have three flights a week, according to the airline.

Besides, flights will be reduced on 16 international routes connecting cities in North America, Europe, Australia and the Far East.

On Thursday, Air India again apologized to the passengers affected by these curtailments.



# Corporate Communications Directorate

MILLENNIUM POST

DELHI

20 JUNE 2025

## Debris, tail fin still lying at site as probe continues in Air India plane crash

### OUR CORRESPONDENT

**AHMEDABAD:** A week after the devastating Air India plane crash in Ahmedabad claimed 270 lives, the debris, including the ill-fated aircraft's tail fin, is still lying at the site as investigators looked for clues to establish the exact cause behind the accident, said officials on Thursday.

The London-bound Boeing 787-8 Dreamliner with 242 persons on board plunged into a medical hostel complex in Meghaninagar moments after taking off from the Sardar Vallabhbhai Patel International Airport at 1.39 pm on June 12. As many as 270 persons, including passengers, crew members and people on the ground, were killed in the crash and subsequent fire, which engulfed the aircraft as well as hostel buildings.

The Aircraft Accident Investigation Bureau (AAIB), a division of the Ministry of Civil Aviation, is leading the investigation and its members keep visiting the site as part of the probe into one of the worst air disasters in recent times.

While the Gujarat government on Thursday clarified that it has no role in the investigation, local firemen are helping forensic and aviation experts in their ongoing probe at the crash site, said Ahmedabad's Additional Chief Fire Officer Jayesh Khadia.

After the aircraft smashed into the medical hostel complex, its tail fin got stuck on top of the hostel canteen's damaged building and it was brought to the ground using cranes on June 14, two days after the acci-



### Key Points

- ▶ The Aircraft Accident Investigation Bureau (AAIB), a division of the Ministry of Civil Aviation, is leading the investigation and its members keep visiting the site as part of the probe into one of the worst air disasters in recent times
- ▶ Inspector DB Basiya of the Meghaninagar police station, under whose jurisdiction the crash occurred, maintained that AAIB will decide the fate of the plane wreckage

dent, said Khadia.

"The debris, including the tail fin, is still lying at the site. There are no orders on moving the rubble to some other place," he informed.

Inspector DB Basiya of the Meghaninagar police station, under whose jurisdiction the crash occurred, maintained that AAIB will decide the fate of the plane wreckage.

"Role of the police is limited to protecting the site. The plane's wreckage is still lying there. AAIB will decide what to do with it. It is possible that in the future, AAIB may take the debris to another spot for investigation," said Basiya.

Days after AAIB found the Flight Data Recorder (FDR) of the ill-fated plane, investigators on June 16 confirmed that Cockpit Voice Recorder

was also recovered from the debris, a crucial discovery that is expected to help ascertain the cause of the horrific accident.

The officials confirmed the recovery of black boxes to P K Mishra, Principal Secretary to Prime Minister Narendra Modi, who on Sunday inspected the site.

AAIB has launched a detailed investigation, while the US National Transportation Safety Board is conducting a parallel probe under international protocols as the crashed aircraft was American-made, said an official release.

All but one of the 242 passengers and crew on board the Boeing Dreamliner (AI-171) and another 29 persons, including five MBBS students of B J Medical College, on the ground were killed in the crash.



# Corporate Communications Directorate

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THE MORNING STANDARD

DELHI

20 JUNE 2025

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## Leh-bound flight returns mid-air to IGI airport

**EXPRESS NEWS SERVICE** @ New Delhi

AN IndiGo flight (6E 2006) bound for Leh from Delhi was diverted back to Indira Gandhi International Airport on Thursday morning due to a technical issue.

The Airbus A320-251N, which took off at 6:30 am, returned mid-air after being airborne for over two hours as the crew faced operational restrictions preventing a safe landing in Leh.

In a statement, IndiGo confirmed that no emergency was declared during the flight and that the aircraft returned as a precautionary measure.

"IndiGo flight 6E 2006 operating from Delhi to Leh on 19 June 2025, returned to origin due to a technical issue which caused operational restrictions to land in Leh. As per procedures, the pilot returned back to Delhi," an airline spokesperson mentioned in the statement.

The airline expressed regret over the inconvenience and reaffirmed its commitment to passenger safety and protocol adherence. "The aircraft is undergoing necessary maintenance before resuming operations. In the meanwhile, an alternative aircraft has been arranged to fly the customers to Leh. We regret the inconvenience caused to the customers and remain committed to the safety and security of our customers and crew," the statement further read.



# Corporate Communications Directorate

THE MORNING STANDARD

DELHI

20 JUNE 2025

## Air India cuts flight frequency to Europe, North America

ENS ECONOMIC BUREAU @ New Delhi

AIR INDIA has temporarily suspended its Amritsar-London (Gatwick) and Goa (Mopa)-London (Gatwick) routes until July 15, 2025, as part of a wider reduction in international flights operated by Boeing 787 and 777 fleet. The airline has paused its Delhi-Nairobi route until June 30, aligning with strategic adjustment.

Air India has reduced frequency of its flights from Delhi to Toronto, Vancouver, San Francisco, Chicago and Washington. It has cut back on European destinations from Delhi, Bengaluru and Amritsar.



Flights to Tokyo, Seoul and Australia has been impacted. "These reductions will be effective from June 21, 2025, and last until July 15, 2025. The reductions arise from decision to voluntary undertake enhanced

pre-flight safety checks, as well as accommodate additional flight durations arising from airspace closures in the Middle East. The objective is to restore schedule stability and minimising last-minute inconvenience to passengers," the airline said. Air India said on Wednesday it will reduce its international services on widebody aircraft by 15% for the next few weeks.



# Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

20 JUNE 2025

## इंडिगो फ्लाइट की इमरजेंसी लैंडिंग

■ NBT न्यूज, एयरपोर्ट: दिल्ली से लेह के लिए जा रही इंडिगो एयरलाइंस की एक फ्लाइट को टेक्निकल फॉल्ट के कारण दिल्ली के आईजीआई एयरपोर्ट पर ही इमरजेंसी में लैंडिंग हुई। गुरुवार सुबह

दिल्ली से  
लेह जा रही  
फ्लाइट में थे  
180 पैसेंजर

इंडिगो के जिस  
विमान को वापस  
दिल्ली में लैंडिंग  
कराई गई, उसमें  
180 लोग सवार

थे। जानकारी के अनुसार जिस विमान को इमरजेंसी में लैंडिंग करानी पड़ी वह उड़ान भरने के बाद आधी दूरी तय कर चुका था। लेकिन टेक्निकल इश्यू के कारण पायलट ने ATC से संपर्क करके उसे वापस दिल्ली एयरपोर्ट पर ही लैंड करवाने का फैसला लिया। इसके बाद फ्लाइट को सुरक्षित लैंड करवाया गया।

## Air India की 15% फ्लाइट घटी, विदेशी एयरलाइंस को फायदा!

आने वाले समय में इंटरनेशनल फ्लाइट के किराए में बढ़ोतरी की भी आशंका

Maneesh Aggarwal  
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■ **नई दिल्ली:** एयर इंडिया ने 12 जून से 17 जून के बीच विभिन्न तकनीकी और अंतरराष्ट्रीय कारणों से 83 फ्लाइट रद्द करने के बाद एक बड़ा निर्णय लिया है। कंपनी ने अपने वाइड बॉडी एयरक्राफ्ट की उड़ानों में 15% कटौती करने का फैसला किया है। यह कटौती 19 या 20 जून से लागू होकर 15 जुलाई तक जारी रहेगी। इस फैसले की वजहें कई हैं, जिनमें एयरक्राफ्ट की तकनीकी गड़बड़ी, बोइंग 787 ड्रीमलाइनर और अन्य विमानों की सुरक्षा जांच, ईरानी एयरस्पेस के बंद होने और कुछ देशों में लागू नाइट कर्फ्यू शामिल हैं।

वाइड बॉडी विमान लंबी दूरी की अंतरराष्ट्रीय उड़ानों के लिए होते हैं और एयर इंडिया के पास इस श्रेणी के सबसे अधिक विमान हैं। अकेले 33 बोइंग 787 ड्रीमलाइनर एयर इंडिया के पास हैं। ऐसे में जब एयर इंडिया अपनी वाइड बॉडी उड़ानों में कटौती कर रही है, तो सीधा



File

### किराए पर असर पड़ना तय

एयर इंडिया की उड़ानों में कमी के कारण आने वाले समय में इंटरनेशनल फ्लाइट के किराए में भी बढ़ोतरी संभव है। वैसे भी, 12 जून को अहमदाबाद में हुए विमान हादसे के बाद से ही यात्रियों में बोइंग 787 ड्रीमलाइनर को लेकर हिचकिचाहट देखी जा रही है। अब जबकि एयर इंडिया ने तय किया है कि फ्लाइट में कटौती होगी, तो मांग बनी रहने पर किराया बढ़ना स्वाभाविक है।

असर इंटरनेशनल हवाई यात्रा पर देखने को मिलेगा। ट्रेवल एजेंट अमित के अनुसार, भारत से लंदन, अमेरिका, कनाडा और अन्य देशों के लिए सबसे ज्यादा सीधी उड़ानें एयर इंडिया ही संचालित करती हैं। अब इन उड़ानों में कटौती से विदेशी एयरलाइंस को बड़ा मौका मिलेगा कि वे इस अंतर को भरें और अपनी उपस्थिति बढ़ाएं। इस हालात में विदेशी एयरलाइनों का भारतीय बाजार में रुझान भी बढ़ सकता है। हालांकि इंडिगो जैसी घरेलू एयरलाइंस को कुछ हद तक फायदा हो सकता है, लेकिन अधिकांश भारतीय एयरलाइनों के पास वाइड बॉडी

विमान सीमित हैं, जिससे वे इस मांग को पूरा करने में असमर्थ हो सकती हैं।

**इन रूट पर घटी फ्लाइट:** एयर इंडिया की दिल्ली से नैरोबी, अमृतसर से लंदन गैटविक और गोवा मोपा से लंदन गैटविक की सभी फ्लाइट सस्पेंड हैं। वहीं, 15 जुलाई तक जिन इंटरनेशनल फ्लाइटों को कम किया गया है, उनमें उत्तरी अमेरिका में दिल्ली-टोरंटो को सप्ताह में 13 की जगह घटाकर सात, दिल्ली-वैंकूवर को सप्ताह में सात से घटाकर पांच, दिल्ली-सेन फ्रांसिस्को को सप्ताह में 10 से घटाकर सात, दिल्ली-शिकागो को सप्ताह में सात से

घटाकर तीन और दिल्ली-वाशिंगटन फ्लाइट को सप्ताह में पांच से घटाकर तीन किया गया है। यूरोपीय देशों के लिए दिल्ली-लंदन की सप्ताह में 24 फ्लाइटों को घटाकर 22, बेंगलुरु-लंदन की सात से घटाकर छह, अमृतसर-बर्मिंघम और दिल्ली-बर्मिंघम की सप्ताह में तीन से घटाकर दो, दिल्ली-पेरिस की 14 से घटाकर 12, दिल्ली-मिलान सात से चार, दिल्ली-कोपेनहेगन की पांच से घटाकर तीन, दिल्ली-वियना की चार से घटाकर तीन और दिल्ली-एम्स्टर्डम वाली सप्ताह में सात फ्लाइटों की जगह पांच फ्लाइट उड़ान भरेंगी।

## प्लेन का ब्लैक बॉक्स कहां होगा डिकोड, सरकार बोली- ये जांच ब्यूरो तय करेगा

■ भाषा, मुंबई

सरकार ने गुरुवार को जानकारी दी कि एयर इंडिया को दुर्घटनाग्रस्त उड़ान के ब्लैक बॉक्स को कहां डिकोड किया जाएगा, इस पर फैसला विमान दुर्घटना जांच ब्यूरो (AAIB) द्वारा लिया जाएगा।

एएआईबी की एक टीम ने 12 जून 2025 को हुई इस गंभीर विमान दुर्घटना की जांच शुरू कर दी है, जिसमें लगभग 270 लोगों की मौत हो गई थी। नागरिक उड़यन मंत्रालय ने एक बयान में कहा, 'डिजिटल फ्लाइट डेटा रिकॉर्डर (डीएफडीआर) और कॉकपिट वॉयस रिकॉर्डर (सीवीआर) की एक संयुक्त इकाई 13 जून, 2025 को दुर्घटना स्थल से बरामद की गई है और दूसरा सेट 16 जून को मिला। विमान के इस मॉडल में दो ब्लैक बॉक्स सेट थे।'

मंत्रालय ने कहा कि स्थानीय प्रशासन और एजेंसियों से पूरा सहयोग मिल रहा है। साइट का दस्तावेजीकरण और सबूत जमा करने का काम पूरा हो चुका है, और अब डेटा का विश्लेषण जारी है। वहीं, प्लेन क्रैश के एक हफ्ते बाद भी मलबा अब भी घटनास्थल पर बिखरा पड़ा है क्योंकि जांचकर्ता पूरी घटना की जांच कर रहे हैं और हादसे की वजह का पता लगाने के लिए सुरंगों की तलाश में हैं। इस बीच, कम से कम 211 मृतकों की DNA मिलान के जरिए अब तक पहचान कर ली गई है और 189 शव उनके परिवारों को सौंप दिए गए हैं।



भावुक क्षण

अहमदाबाद में एयर इंडिया प्लेन हादसे में जान गंवाने वाले राजेंद्र पाटणकर की शवयात्रा का इंतजार करते उनके करीबी। उसी दौरान, आसमान में एक विमान उड़ान भरता नजर आया।

### एयरपोर्ट के आसपास ऊंची बिल्डिंग, पेड़ हटाने होंगे



■ NBT रिपोर्ट, नई दिल्ली

नागर विमानन मंत्रालय ने देश में फ्लाइट ऑपरेशंस की सुरक्षा को मजबूत करने के लिए एक नोटिस जारी किया है। इसमें देश में एयरपोर्ट के आसपास ऐसा कोई निर्माण या पेड़ जो विमानों के टेक ऑफ और लैंडिंग की सुरक्षा को देखते हुए खतरनाक साबित

हो सकते हैं, ऐसे स्थायी या अस्थायी निर्माणों या पेड़ों को उचित समय के दौरान हटाने के आदेश दिए गए हैं। हालांकि, इस तरह का नियम पहले भी था। लेकिन नए ऐक्ट के तहत इस बारे में भारतीय वायुयान नियम, 2025 का मसौदा जारी किया गया है। सूत्रों का कहना है कि अहमदाबाद एयरपोर्ट के आसपास भी ऐसे निर्माणों को देखा जाएगा।

कई फ्लाइटों में दिक्कतें

### 10 मिनट बाद वापस एयरपोर्ट लौटी उड़ान

■ भाषा, हैदराबाद : हैदराबाद से तिरुपति जा रही स्पार्सनेट की फ्लाइट तकनीकी खराबी के कारण एयरपोर्ट से उड़ान भरने के 10 मिनट बाद ही वापस लौट आई। 80 यात्रियों को लेकर फ्लाइट ने सुबह 6.10 बने रातौव गांधी इंटरनेशनल एयरपोर्ट से उड़ान भरी थी। दूसरी ओर, दिल्ली लौट जाने वाला इंडिगो का एक विमान गुरुवार सुबह तकनीकी समस्या के कारण लौट आया। एक और इवेंट में दिल्ली से वियतनाम के लिए रवाना हुआ एयर इंडिया तकनीकी खामी के कारण वापस लौटा। एयर इंडिया ने एक बयान में कहा कि 19 जून को विमान ने सुरक्षित रूप से दिल्ली हवाई अड्डे पर लैंडिंग की और सभी यात्रियों को उतार लिया गया। एक सूत्र ने बताया कि तकनीकी खराबी आने के बाद विमान को वापस लौटना पड़ा।





# Corporate Communications Directorate

PIONEER

DELHI

20 JUNE 2025

## एअर इंडिया ने मंगलुरु और दुबई के बीच एक दैनिक उड़ान अस्थाई रूप से निलंबित की

मंगलुरु,। एअर इंडिया एक्सप्रेस ने परिवालन कारणों का हवाला देते हुए 17 जून से 30 जून तक मंगलुरु अंतरराष्ट्रीय हवाई अड्डे से दुबई के लिए अपनी दैनिक उड़ानों में से एक उड़ान संख्या आईएक्स813। आईएक्स814 को अस्थाई रूप से रद्द कर दिया है। एअर इंडिया एक्सप्रेस के इस निर्णय के कारण मंगलुरु-दुबई सेक्टर पर साप्ताहिक उड़ानों की संख्या 18 से घटकर 11 रह गई है। हालांकि इंडिगो ने दुबई के लिए अपनी निर्धारित वार साप्ताहिक उड़ानों में कोई बदलाव नहीं किया है। आधिकारिक सूत्रों के अनुसार, उड़ानों में यह कटौती मुख्य रूप से जारी पश्चिम एशिया सेक्टर के कारण इजराइल, ईरान, इराक और जॉर्डन के ऊपर अनेक इलाकों में हवाई क्षेत्र बंद होने के कारण हुई है। हवाई क्षेत्र बंद होने के कारण एअरलाइनों को संकड़ो उड़ाने रद्द करने या उनका मार्ग बदलने के लिए मजबूर होना पड़ा है। इससे यूरोप, एशिया और पश्चिम एशिया के बीच विमान संचालन पर काफी असर पड़ा है।



## Corporate Communications Directorate

THE PIONEER

DELHI

20 JUNE 2025

### Dreamliner well-maintained before crash: AI CEO

RAJESH KUMAR ■ New Delhi

Amid speculations that a combined unit of the Digital Flight Data Recorder (DFDR) and Cockpit Voice Recorder (CVR) from the ill-fated AI171 flight has sustained damage and is being sent abroad for retrieval and analysis, the Ministry of Civil Aviation on Thursday said the Aircraft Accident Investigation Bureau (AAIB) will decide on the location of decoding the black box of Air India's crashed Dreamliner.

The Ministry further said the decision on where the data will be decoded rests with the AAIB and will be made after a proper assessment. This comes after amid speculations that that the a combined unit of the Digital



Debris of the Air India plane that crashed moments after taking off from the airport on June 12

Flight Data Recorder (DFDR) and Cockpit Voice Recorder (CVR) from the ill-fated AI171 flight has sustained damage and is being sent abroad for retrieval and analysis.

In a related development, Air India CEO and Managing

Director Campbell Wilson said that the crashed Boeing 787-8 Dreamliner was well-maintained with its last major check done in June 2023 and the next scheduled for December this year. "The flight was led by Captain

Sumeet Sabharwal, a highly experienced pilot and trainer with over 10,000 hours flying widebody aircraft. First Officer Clive Kunder, had over 3,400 hours of flying experience... The plane was well-maintained, with its last major check in June 2023 and the next scheduled for December 2025. Its right engine was overhauled in March 2025, and the left engine was inspected in April 2025. Both the aircraft and engines were regularly monitored, showing no issues before the flight," he said. In a message to flyers, the Air India chief also said the 15 per cent reduction in Air India's international wide-body fleet operations for the next few weeks is a temporary move.

Continued on >> P2

### Dreamliner well-maintained before...

Continued from >> P1 Civil aviation minister Ram Mohan Naidu Kinjarapu on Thursday chaired a detailed video conference with airport directors nationwide to assess how airports are handling disruptions caused by weather changes, post-accident inspections, and airspace closures linked to geopolitical tensions. In an update to Air India crash, the ministry said a multi-disciplinary team from the AAIB has commenced an investigation into the accident that killed around 270 people on June 12.

AAIB investigation is progressing steadily with all necessary support from local authorities and agencies, the ministry said, adding that key recovery work, including site documentation and evidence collection, has been completed, and further analysis is now underway. "The decision regarding the location for decoding the flight recorders will be taken by the AAIB after due assessment of all technical, safety, and security considerations. The Ministry of Civil Aviation urge all stakeholders to refrain from speculation on such sensitive matters and to allow the investigative process

to proceed with the seriousness and professionalism it warrants." "A combined unit of the Digital Flight Data Recorder (DFDR) and Cockpit Voice Recorder (CVR) has been recovered from the crash site on June 13, 2025, and another set was found on June 16. This model of aircraft has two black box sets," the Ministry said in a statement.

"It has been reported in certain media outlets that the CVR/DFDR (black box) from the ill-fated AI171 flight is being sent abroad for retrieval and analysis...The decision regarding the location for decoding the flight recorders will be taken by the AAIB after due assessment of all technical, safety, and security considerations," the statement said.

The 'black box' is in fact two devices in itself - the Cockpit Voice Recorder, or CVR, and the Flight Data Recorder, or FDR. The 'black box' recovered from the crashed Air India flight could be sent to the National Transportation Safety Board in Washington DC for inspection. The Boeing 787-8 Dreamliner model is equipped with dual black box sets, which are crucial for piecing togeth-

er the events leading to the crash, the MoCA informed on Thursday, a week after the fateful crash that killed 241 passengers and crew, and many on the ground.

The minister also held a high-level meeting with Air India's chairman and managing director to address three major concerns: maintaining operational continuity, improving transparency in public communication, and prioritising passenger safety. Due to ongoing conflicts in the Middle East and night flying restrictions in Europe, Air India is experiencing reduced aircraft availability. The airline has decided to scale down some operations temporarily and restructure flight schedules. Passengers affected by cancellations or changes will be rebooked or offered full refunds. Air India was urged to strengthen their ground-level coordination at airports, improve communication with passengers regarding cancellations/delays, and ensure that customer service teams are sensitized and equipped to handle increased passenger concerns with empathy and clarity.

Meanwhile, in a message to

flyers, the Air India chief said the loss of 241 passengers and crew members, along with 34 people on the ground, has "left us all in deep sorrow". "Words cannot express the pain we feel for the families and loved ones affected by this devastating event. We are fully committed to doing all we can to support the families impacted and are also working closely with authorities to understand the cause of this tragedy. Our thoughts are with everyone touched by this loss," Wilson said in the message. Campbell said that following the June 12 crash and as directed by the Directorate General of Civil Aviation (DGCA), the airline has been conducting thorough safety inspections on its 33 Boeing 787 aircraft. So far, inspections have been completed on 26 aircraft and these have been cleared for service, he said and added that the remaining aircraft are currently in planned maintenance and will have these additional checks done before being released into service. "Following the review, the DGCA has confirmed that Air India Boeing 787 fleet and maintenance processes fully meet safety standards," he said.



## Corporate Communications Directorate

THE PIONEER

DELHI

20 JUNE 2025

# Aviation ministry tightens rules after AI crash tragedy

RAJESH KUMAR ■ New Delhi

In the wake of the catastrophic Air India crash that killed 241 people, including former Gujarat Chief Minister Vijay Rupani, the Ministry of Civil Aviation has released a draft of the Aircraft (Demolition of Obstructions) Rules, 2025 to tighten controls on structures that pose a threat to aircraft safety near airports.

The rules aim to give authorities the power to take prompt action against buildings and trees that exceed height limits in designated aerodrome zones.

This is seen as a proactive step to prevent potential accidents caused by obstructions in flight paths.

The move is seen as a preventive step following the June 12 tragedy, in which a London-bound Air India Boeing 787-8 Dreamliner crashed into the hostel com-

plex of BJ Medical College in Ahmedabad's Meghani Nagar area shortly after takeoff from Sardar Vallabhbhai Patel International Airport.

The Ministry has invited objections or suggestions from the public within twenty days of the draft's notification. Responses are to be submitted to the Director General of Civil Aviation for review.

The draft rules, will take effect upon publication in the Official Gazette, aim to empower authorities to take immediate action against buildings, trees or other objects that violate prescribed height limits in designated aerodrome zones.

Under the new regulations, if the officer-in-charge of an aerodrome has reason to believe that a building or tree exceeds allowed height limits, they are authorised to issue a formal notice to the owner, citing the relevant Government notification under Section

18(1) of the Act.

Owners must respond within 60 days with detailed information including structure dimensions and site plans.

Failure to comply may lead to enforcement measures such as height reduction or demolition.

The rules also have an appeal mechanism. Affected individuals may appeal to the First or Second Appellate Officer, submitting the prescribed form, supporting documents and a ₹1,000 fee.

However, only those who comply with orders will be eligible to claim compensation under Section 22 of the Bharatiya Vayuyan Adhiniyam, 2024.

Structures erected in violation after the issuance of the notification will not qualify for any compensation.

"Where any notification has been issued by the Central Government under sub-section (1) of section 18 of the

Act and the officer-in-charge of the concerned aerodrome has reason to believe that any building or tree exists in violation of the provisions of the aforesaid notification, he shall serve a copy of the notification on the owner of the building or tree, as the case may be, in accordance with the procedure laid down in sub-section (3) of said section," the draft reads.

Under the draft, any structure found violating the prescribed height limits may be served a notice by the officer-in-charge of an aerodrome. Owners must submit detailed information — including structure dimensions and site plans — within sixty days.

Failure to comply could result in enforcement action, including demolition or height reduction.

"The officer-in-charge of the concerned aerodrome shall forthwith send a report of such violation to the Director General, or any offi-

cer authorised by him in this behalf," it added.

For physical verification, officers are empowered to enter the premises during daylight hours after informing the owner.

In cases of non-cooperation, officers may proceed based on available information and refer the matter to the DGCA.

"Before forwarding the details to the Director General, the officer-in-charge of the aerodrome shall satisfy himself about the correctness of the details and for that purpose, he shall be empowered to enter the premises in question and carry out physical verification of the dimensions of the building or tree, as the case may be, during daylight hours and with reasonable prior notice to the owner, who shall be duty bound to extend full cooperation during such physical verification," it further added.



# Corporate Communications Directorate

THE PIONEER

LUCKNOW

19 JUNE 2025

## Air India cancels three international flights due maintenance issues

**PIONEER NEWS SERVICE ■**  
New Delhi

**A**ir 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 air-space 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."

## 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 hovers over India's civil aviation, the third largest in passenger volume and sixth in cargo worldwide. Apart from international norms mandate 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 rattle investor confidence. Boeing shares dropped by 8 per cent just days before the Paris Air Show, where the company is expected to showcase its productions.

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 mired in controversies, ranging from 737 Max crashes to last year's Starliner crash that stranded Sunita Williams and Butch 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 substandard spares was later found dead under mysterious circumstances.



SHIVAJI SARKAR

India's Shrinking 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 Udaan 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. SpiceJet was ordered to halve 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, Bhavnagar,

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 Bengaluru, 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 Boeings are in operation, the frequency of groundings and incidents raises red flags.

Despite this, Tata Group has inked 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 apathy, 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.



# Corporate Communications Directorate

PUNJAB KESARI

DELHI

20 JUNE 2025

## विमानों की सुरक्षा पर समीक्षा

मुंबई, (पंजाब केसरी) : नागरिक उड्डयन मंत्रालय ने एअर इंडिया विमान दुर्घटना के बाद की जांच और भू-राजनीतिक तनाव के बीच कुछ हवाई क्षेत्रों को बंद करने जैसे कई कारकों के चलते हाल ही में उड़ानों के समय में किये गए बदलावों के मद्देनजर बृहस्पतिवार को सुरक्षा उपायों, यात्री सेवाओं और एयरलाइन के प्रदर्शन की व्यापक समीक्षा की। एक आधिकारिक विज्ञापित में यह जानकारी दी गई। मंत्रालय ने यह भी कहा कि वह 12 जून को हुए हादसे की वल रही जांच के संबंध में पूर्ण पारदर्शिता के लिए प्रतिबद्ध है तथा यात्रियों की सुरक्षा और सुविधा के उच्चतम मानकों के व्यापक हित में सभी अनिवार्य प्रोटोकॉल और मानदंडों का पालन किया जाएगा। यह बैठक, लंदन जा रही एअर इंडिया की उड़ान एआई171 के अहमदाबाद में दुर्घटनाग्रस्त होने की पृष्ठभूमि में हुई। विमान में सवार एक व्यक्ति को छोड़कर अन्य सभी की मौत हो गई, जबकि दुर्घटनास्थल पर मौजूद 29 लोगों की भी जान चली गई। यह विमान अहमदाबाद हवाई अड्डे से उड़ान भरने के कुछ ही मिनट बाद शहर के मेघाणी नगर क्षेत्र में एक मेडिकल कॉलेज परिसर में दुर्घटनाग्रस्त हो गया था। विज्ञापित में कहा गया है कि सभी हवाई अड्डे निदेशकों के साथ जमीनी स्तर की तैयारियों और यात्री सहायता तंत्र की समीक्षा के लिए केंद्रीय नागरिक उड्डयन मंत्री के समन्वयन नायडू की अध्यक्षता में आयोजित बैठक में यात्रियों की समस्याओं का तेजी से समाधान सुनिश्चित करने के लिए एयरलाइनों के साथ निकट संपर्क पर जोर दिया गया। नायडू ने एअर इंडिया के चेयरमैन एवं प्रबंध निदेशक के साथ एक उच्च स्तरीय बैठक भी की।

### 16 अंतर्राष्ट्रीय मार्गों पर उड़ानों में कटौती

एयर इंडिया ने बृहस्पतिवार को कहा कि 21 जून से 15 जुलाई के बीच 16 अंतर्राष्ट्रीय मार्गों पर उड़ानें कम की जाएंगी और इस दौरान तीन विदेशी गंतव्यों पर उड़ानें निलंबित रहेंगी। अहमदाबाद में 12 जून को हुए घातक विमान हादसे के बाद व्यवधानों से जूझ रही टाटा समूह के स्वामित्व वाली एयरलाइन ने कहा कि इसका उद्देश्य कार्यक्रम स्थिरता बहाल करना और यात्रियों को अंतिम समय में होने वाली असुविधा को कम करना है। विस्तृत घोषणा उस समय की गई है जब एक दिन पहले एयरलाइन ने कहा था कि वह अस्थायी रूप से बड़े आकार वाले विमानों से संचालित उड़ानों में 15 प्रतिशत की कटौती करेगी। एयरलाइन ने बयान में कहा कि ये कटौती 21 जून, 2025 से प्रभावी होगी और कम से कम 15 जुलाई, 2025 तक जारी रहेगी। दिल्ली-नैरोबी, अमृतसर-लंदन (गैटविक) और गोवा (मोपा)-लंदन (गैटविक) पर 15 जुलाई तक सेवाएं निलंबित रहेंगी। इसके अलावा, उत्तरी अमेरिका, यूरोप, ऑस्ट्रेलिया और सुदूर पूर्व के शहरों को जोड़ने वाले 16 अंतर्राष्ट्रीय मार्गों पर उड़ानों में कमी की जाएगी।

## ब्लैक बॉक्स डिकोड करने का एएआईबी निर्णय लेगा

मुंबई, (पंजाब केसरी): विमान दुर्घटना अन्वेषण ब्यूरो एयर इंडिया के दुर्घटनाग्रस्त विमान के ब्लैक बॉक्स को डिकोड करने के स्थान पर निर्णय लेगा। सरकार ने बृहस्पतिवार को यह जानकारी दी। विमान दुर्घटना अन्वेषण ब्यूरो (एएआईबी) की एक टीम ने 12 जून को हुई दुर्घटना की जांच शुरू कर दी है। इस दुर्घटना में लगभग 270 लोग मारे गए थे। नागरिक उड्डयन मंत्रालय ने एक बयान में कहा, डिजिटल फ्लाइट डेटा रिकॉर्डर (डीएफडीआर) और कॉकपिट वॉयस रिकॉर्डर (सीवीआर) की एक संयुक्त इकाई 13 जून, 2025 को दुर्घटना स्थल से बरामद की गई है और दूसरा सेट 16 जून को मिला। विमान के इस मॉडल में दो ब्लैक बॉक्स सेट थे। मंत्रालय ने कहा कि स्थानीय प्राधिकारियों और एजेंसियों से सभी आवश्यक सहयोग के साथ एएआईबी जांच लगातार आगे बढ़ रही है। साथ ही कहा कि साइट दस्तावेजीकरण और साक्ष्य संग्रह इकट्ठा करने



का प्रमुख कार्य पूरा हो चुका है और अब आगे का विश्लेषण चल रहा है। बयान में कहा गया है, कुछ मीडिया संस्थानों में यह खबर आई है कि एआई171 उड़ान से सीवीआर/डीएफडीआर (ब्लैक बॉक्स) को पुनः प्राप्त और विश्लेषण के लिए विदेश भेजा जा रहा है, विमान के रिकॉर्डर को डिकोड करने के स्थान के बारे में निर्णय एएआईबी द्वारा सभी तकनीकी और सुरक्षा संबंधी पहलुओं के उचित मूल्यांकन के बाद लिया जाएगा।

### दुर्घटनाग्रस्त विमान का रखरखाव ठीक था

एअर इंडिया के मुख्य कार्यकारी अधिकारी (सीईओ) और प्रबंध निदेशक केंपबेल विल्सन ने बृहस्पतिवार को कहा कि दुर्घटनाग्रस्त हुए बोइंग 787-8 ड्रीमलाइनर का "अच्छी तरह से रखरखाव" किया गया था तथा इस विमान की आखिरी बार गहन जांच जून 2023 में की गई थी और अगली जांच दिसंबर 2025 में होनी थी।

यात्रियों को दिये एक संदेश में, एअर इंडिया प्रमुख ने यह भी कहा कि अगले कुछ सप्ताह के लिए कंपनी के बड़े विमानों के बेड़े के परिचालन में 15 प्रतिशत की कटौती एक अस्थायी कदम है। उन्होंने कहा, "विमान का रखरखाव अच्छी तरह से किया गया था, आखिरी बार इसकी गहन जांच जून 2023 में की गई थी और अगली जांच दिसंबर 2025 में होनी थी। इसके दहिने इंजन की मार्च 2025 में मरम्मत की गई थी और बाएं

इंजन की जांच अप्रैल 2025 में की गई थी। विमान और इंजन दोनों की नियमित रूप से जांच की गई थी, जिनमें उड़ान से पहले कोई समस्या नहीं दिखी थी।" विल्सन ने कहा कि एयरलाइन के साथ-साथ पूरा विमान उद्योग इस त्रासदी के कारण को जानने के लिए आधिकारिक जांच रिपोर्ट का इंतजार कर रहा है। उन्होंने कहा कि विश्वास बहाली के उपाय के रूप में एयरलाइन अपने बोइंग 787 और 777 बेड़े की उड़ान-पूर्व सुरक्षा जांच और बढ़ा रही है। विल्सन ने कहा कि इन अतिरिक्त जांचों में लगने वाले समय और उड़ानों के परिचालन पर संभावित प्रभाव को ध्यान में रखते हुए, एअर इंडिया ने 20 जून से लेकर मध्य जुलाई तक बड़े विमानों वाली अपनी अंतरराष्ट्रीय उड़ानों में लगभग 15 प्रतिशत की कटौती करने का फैसला किया है।

## फ्लाइट हादसों के बाद यात्रियों ने किया रेलवे का रुख, सभी एसी कोच फुल

ट्रेनों में सीटों की मांग अचानक इतनी बढ़ गई है कि वेटिंग लिस्ट भी कई रूट्स पर 40 से 50 तक पहुंच चुकी है...

**दिल्ली से चलने वाली प्रमुख प्रीमियम ट्रेनों वंदे भारत, राजधानी, दुरंतो हमसफर एक्सप्रेस के फर्स्ट और सेकंड एसी कोच में टिकट मिलना मुश्किल हो गया है...**

नई दिल्ली, (पंजाब केसरी) : अहमदाबाद से लंदन जा रही एयर इंडिया की फ्लाइट के 12 जून को क्रैश होने के बाद से हवाई यात्रा को लेकर यात्रियों में भय और संशय बढ़ गया है। इसके बाद लगातार कई फ्लाइट्स में तकनीकी खामियों, इमरजेंसी लैंडिंग और उड़ान में देरी



जैसी घटनाएं सामने आई हैं। इसका सीधा असर हवाई यात्रा पर पड़ा है। यात्रियों का भारोसा फ्लाइट्स से उठने लगा है और अब वे लंबी दूरी की यात्रा के लिए भारतीय रेलवे को प्राथमिकता देने लगे हैं।

खासकर दिल्ली से चलने वाली प्रमुख प्रीमियम ट्रेनों वंदे भारत, राजधानी, दुरंतो और हमसफर एक्सप्रेस के फर्स्ट और सेकंड एसी



कोच में टिकट मिलना मुश्किल हो गया है। रेलवे सूत्रों के अनुसार इन ट्रेनों में सीटों की मांग अचानक इतनी बढ़ गई है कि वेटिंग लिस्ट भी कई रूट्स पर 40 से 50 तक पहुंच चुकी है। कुछ ट्रेनों में फर्स्ट एसी कोच की बुकिंग पूरी तरह बंद हो गई है और केवल 'सेट' का स्टेटस दिख रहा है। दिल्ली से मुंबई, बंगलुरु, चेन्नई, हैदराबाद, पटना और अहमदाबाद

जैसे शहरों के लिए चलने वाली ट्रेनों की अग्रिम बुकिंग पूरी हो चुकी है। आईआरसीटीसी के पोर्टल पर दर्ज आंकड़े बताते हैं कि फर्स्ट और सेकंड एसी कोच में अब यात्रियों को कन्फर्म टिकट मिलना नामुमकिन होता जा रहा है। रेलवे अधिकारियों का कहना है कि बीते कुछ दिनों में फ्लाइट्स को लेकर यात्रियों की मानसिक स्थिति बदली है। फ्लाइट किराया अधिक होने के साथ-साथ अब यात्रियों को सुरक्षा को लेकर चिंता सताने लगी है। वहीं ट्रेनें न केवल अपेक्षाकृत सस्ती हैं बल्कि अधिक सुरक्षित और भारोसेमंद भी मानी जा रही हैं। यही वजह है कि खासकर परिवारों और वरिष्ठ नागरिकों ने ट्रेन को प्राथमिकता देना शुरू कर दिया है। ट्रेन के फर्स्ट एसी कोच का किराया जहां 4,500 से

7,000 के बीच है, वहीं इन्हीं रूट्स पर फ्लाइट्स का किराया 6,000 से 10,000 तक पहुंच गया है। ऐसे में यात्रा की लागत में भी ट्रेनों का विकल्प ज्यादा किफायती साबित हो रहा है। हालांकि, ट्रेनों में यात्रा का समय अधिक होता है, लेकिन वर्तमान माहौल में सुरक्षा को लेकर बढ़ती जागरूकता ने यात्रियों की सोच बदल दी है। हालात ये हैं कि राजधानी, अगस्त क्रांति, कर्नाटक एक्सप्रेस, स्वर्ण जयंती राजधानी, तेलंगाना एक्सप्रेस और तेजस राजधानी जैसी ट्रेनों में फर्स्ट एसी और सेकंड एसी दोनों श्रेणियों में टिकटों की भारी कमी है। कई ट्रेनों में अगले दो-तीन दिनों तक कोई सीट उपलब्ध नहीं है और तत्काल कोटे में भी उम्मीद की कोई गुंजाइश नहीं बची है।



# Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

20 JUNE 2025

## तकनीकी खराबी के चलते तिरुपति जा रहा स्पाइसजेस का विमान हैदराबाद लौटा

■ हैदराबाद (भाषा)।

हैदराबाद से तिरुपति के लिए रवाना होने वाला स्पाइसजेट का विमान बृहस्पतिवार को उड़ान भरने के कुछ समय बाद ही किसी खराबी के कारण यहां हवाई अड्डे पर लौट आया। सूत्रों ने यह जानकारी दी।

वेबसाइट 'फ्लैटरडार24.कॉम' के अनुसार, उड़ान संख्या एसजी 2696 को सुबह 6.10 बजे रवाना होना था। इसने सुबह 6.19 बजे उड़ान भरी और विमान को सुबह 7.40 बजे तिरुपति में उतरना था। सूत्रों के अनुसार, यह विमान उड़ान भरने के कुछ समय बाद ही राजीव गांधी अंतरराष्ट्रीय हवाई अड्डे पर लौट आया। स्पाइसजेट ने एक बयान में कहा कि हैदराबाद-तिरुपति उड़ान वाले क्यू400 विमान में उड़ान भरने के बाद एएफटी वैगज डोर लाइट में रुक-रुक कर रोशनी आ रही थी, लेकिन पूरे समय केबिन में दबाव सामान्य रहा। इसमें कहा गया, "एहतियाती उपाय के तौर पर, पायलटों ने हैदराबाद लौटने का फैसला किया। विमान सुरक्षित रूप से उतरा

एअर इंडिया की मंगलुरु, दुबई के बीच दैनिक उड़ान निलंबित मंगलुरु (भाषा)। एअर इंडिया एक्सप्रेस ने परिचालन कारणों का हवाला देते हुए 17 जून से 30 जून तक मंगलुरु अंतरराष्ट्रीय हवाई अड्डे से दुबई के लिए अपनी दो दैनिक उड़ानों में से एक उड़ान संख्या आईएक्स813 / आईएक्स814 को अस्थायी रूप से रद्द कर दिया है। एअर इंडिया एक्सप्रेस के इस निर्णय के कारण मंगलुरु-दुबई सेक्टर पर साप्ताहिक उड़ानों की संख्या 18 से घटकर 11 रह गई है। हालांकि इंडिगो ने दुबई के लिए अपनी निर्धारित चार साप्ताहिक उड़ानों में कोई बदलाव नहीं किया है। उड़ानों में यह कटौती मुख्य रूप से जारी पश्चिम एशिया संकट के कारण इजराइल, ईरान, इराक और जॉर्डन के ऊपर अनेक इलाकों में हवाई क्षेत्र बंद होने के कारण हुई है। हवाई क्षेत्र बंद होने के कारण एअरलाइनों को सैकड़ों उड़ानें रद्द करने या उनका मार्ग बदलने के लिए मजबूर होना पड़ा है। इससे यूरोप, एशिया और पश्चिम एशिया के बीच विमान संचालन पर काफी असर पड़ा है।

और यात्रियों को सामान्य तरीके से विमान से उतारा गया।" बयान के अनुसार, विमान को आपात स्थिति में नहीं उतारना पड़ा। तिरुपति की यात्रा के लिए वैकल्पिक विमान की व्यवस्था की गई है। एयरलाइन ने यह जानकारी नहीं दी कि विमान में कितने यात्री सवार थे।

**लेह जा रहा इंडिगो का विमान दिल्ली लौटा** : लेह जाने वाला इंडिगो का एक विमान बृहस्पतिवार सुबह तकनीकी

समस्या के कारण राष्ट्रीय राजधानी लौट आया। एक सूत्र ने यह जानकारी दी। उड़ानों पर नजर रखने वाली वेबसाइट फ्लाइटराडार24.कॉम पर उपलब्ध जानकारी के अनुसार, दिल्ली से लेह जाने वाली उड़ान 6ई2006 का परिचालन करने वाला ए320 विमान दो घंटे से अधिक समय तक आसामान में रहने के बाद राष्ट्रीय राजधानी लौट आया।



# Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

19 JUNE 2025

## Passengers mull Air India alternatives

SANJAY MANDAL AND  
JHINUK MAZUMDAR

**Calcutta:** A crash in Ahmedabad, a technical snag and endless wait in Calcutta. Air India's recent troubles are driving passengers to rival airlines as confidence plummets.

The recent accident involving Air India's Dreamliner aircraft on the Ahmedabad-London route, followed by a series of flight disruptions including Tuesday's incident at Calcutta airport, has left many passengers wary of booking with the national carrier. Several frequent fliers who previously chose Air India, particularly for international travel, say they are now switching to other airlines, said tour operators.

The latest incident unfolded Tuesday when 228 passengers on Air India's San Francisco-Mumbai flight were stranded for hours in Calcutta

after a technical snag was detected in one engine of the Boeing 777-300 LR aircraft during a refuelling stop. Passengers alleged they were forced to remain seated in the aircraft for five hours before being allowed to disembark, with no proper communication from Air India throughout the ordeal.

The impact is already visible in booking patterns. Tour operators report that many travellers are avoiding Air India flights, and on several European and UK routes, Air India fares have dropped significantly compared to competitors in recent days.

Biplab Mitra, 73, who is flying to London on June 21 to visit his daughter, exemplifies this shift. "I had initially asked my travel agent to book my ticket on Air India. But after the recent crash, I asked him to book me on a Gulf-based airline instead," said Mitra, who lives off EM Bypass.

City-based businessman Lalit Tejwani, who returned from London via Delhi on Air India last February, echoed this sentiment.

"I would often take Air India because I'm comfortable flying with them. But for my next trip to Europe planned in September, I'm considering routes via Dubai, Abu Dhabi or Qatar," Tejwani said. He has even advised a relative travelling to London for higher studies to avoid Air India entirely.

The trend extends to group bookings as well. Rakdim Roy, managing director of Dolphin Travels, is reconsidering Air India tickets for 18 Calcutta residents planning a July trip to Kenya.

"The flight tickets were booked with Air India because it was most convenient. But after the accident and disruptions, we're wary and thinking of rebooking with an-



The Air India flight grounded at the Calcutta airport on Tuesday

other airline," he said.

### Nightmare journey

The passenger experience on Tuesday's disrupted flight tells a sobering story. S.R. Veeraraghavan, a frequent traveller who was on the stranded San Francisco-Mumbai flight, reached his Mumbai home in Slon around 2am on Wednesday after nearly 43 hours of travel. He was originally scheduled to land in Mumbai at 4.30am on Tuesday.

"It was a bitter and hor-

rifying experience. In the future, especially for long-haul flights, I will not travel on Air India. Imagine sitting in the plane for five hours and we were not told why it happened," said Veeraraghavan. He was eventually accommodated on a Tuesday night flight that departed around 9.30pm and reached Mumbai at 12.30am Wednesday.

Veeraraghavan said he will neither fly Air India again nor recommend it to others.

### Economic impact

The passenger exodus is creating significant pricing pressure. Travel agents note that Air India previously attracted many passengers, particularly elderly travellers, who preferred the airline for international travel due to comfortable communication with Hindi-speaking cabin crew and competitive pricing.

"Earlier, Air India tickets

would be cheaper by ₹10,000 compared to Gulf carriers. On Wednesday, the difference in fares to sectors like London and Paris was more than ₹25,000," said one tour operator.

"This week, we are seeing most passengers avoiding Air India flights and wanting seats on other airlines, particularly for travel to Europe or the US," said Anil Punjabi, national committee member of the Travel Agents Federation of India's eastern region.

### Airline's response

Air India officials dispute claims of widespread cancellations across their network. "We have not observed any drastic rise in cancellations," said an Air India official.

The airline attributed recent west-bound flight cancellations to factors beyond its control.

"Air India's west-bound

flights are taking longer routes over Egypt and Greece because Pakistan has closed its airspace and due to tensions in West Asia. This is forcing flights to take 90 to 100 minutes extra," the official explained.

Additionally, the Directorate General of Civil Aviation has mandated pre-takeoff checks on Air India's Boeing 787 fleet, which take four to six hours to complete. "By the time aircraft get clearance to fly, it becomes night at several European airports where there are restrictions on night operations. So several flights are getting cancelled," the official said.

Despite these explanations, the combination of safety concerns, operational disruptions, and poor passenger communication appears to be taking a heavy toll on Air India's reputation and market position.



# Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

20 JUNE 2025

## Chandra skips TCS annual meet amid Air India crisis

TIMES NEWS NETWORK

**Bengaluru/Mumbai:** TCS chairman N Chandrasekaran skipped the company's 30th annual general meeting on Thursday, his second consecutive absence from a Tata Group company's shareholder meeting.



Company secretary Yashaswin Sheth informed shareholders that "some exigencies" prevented Chandrasekaran's attendance. The board elected independent director Keki Mistry to preside over the AGM. Chandrasekaran had missed the Tata Consumer Products AGM on Wednesday.

While Tata Motors will hold its AGM on Friday, it remains unclear whether Chandrasekaran will chair the meeting. This will be the company's final AGM before its planned split into

two separate entities.

Chandrasekaran's absences from AGMs and public engagements are due to his involvement in managing the aftermath of last week's

**Ind director Keki Mistry presided over the AGM... He flagged multiple biz risks – tariffs to supply chains**

Air India flight crash. Chandrasekaran served as the CEO of TCS for eight years before stepping into the role of chairman at Tata Sons.

During his introductory speech, Mistry addressed global challenges, including tariffs, conflicts, and AI disruptions. "We are presently engulfed by uncertainty on multiple fronts. The global economic connections are being reconfigured on a daily basis. From tariffs to supply chains, wars and conflicts

across regions, to disruption posed by AI, the world faces upheaval at several levels. This turbulence has brought significant shocks to businesses worldwide," Mistry said. Consequently, organisations are reimagining their systems, processes, and tech.

TCS CEO K Krithivasan said clients are prioritising cost optimisation initiatives like vendor consolidation, GenAI, cloud-led operating model transformation and run cost optimisation.

"They continue to scale AI and GenAI adoption, focusing on ROI initiatives." GenAI, he said, is delivering productivity improvements across multiple areas such as coding, testing, marketing and product design, content generation, and customer service. "Recent advances in AI, such as reasoning capabilities and agentic AI, are expected to result in higher levels of automation," Mistry explained.

## Where AI-171 black boxes will be decoded is AAIB call: Govt

TIMES NEWS NETWORK

**New Delhi:** The Aircraft Accident Investigation Bureau will decide whether to send two sets of black boxes (each has cockpit voice & flight data records) of Air India flight 171, a Boeing 787 Dreamliner that crashed in Ahmedabad on June 12, abroad for analysis.

"The decision regarding location for decoding the flight recorders will be taken by AAIB after due assessment of all technical, safety, and security considerations," a govt statement said on Thursday.

"A team from AAIB has commenced investigation. The probe has been ordered by DG, AAIB. US National Transportation Safety Board and original equipment manufacturer (like Boeing, GE) teams have arrived to assist AAIB as per ICAO protocols. A combined unit of the digital flight data recorder and cockpit voice recorder was recovered from the crash site on June 13 and another set was found on June 16. This model of aircraft has two black box sets," the govt statement said.

Meanwhile, aviation minister Ram Mohan Naidu held a meeting Thursday to review



AI-171 co-pilot Clive Kunder was laid to rest at Mumbai's Sewri cemetery

ground-level preparedness and passenger support mechanisms because of rescheduling of flights due to reasons like checks, weather changes, closing of airspaces due to geopolitical tensions, etc. While emphasising safety, he directed airlines to address passenger issues swiftly and asked airports to have adequate food, drinking water and seating facilities ready. Airport directors were directed to reinforce wildlife hazard management, including deterrence of birds and stray animals.

Naidu also met top officials from SpiceJet, IndiGo and Akasa on June 18 and 19. He reviewed fleet performance, safety oversight, passenger experience, and airline communication strategy.

### Crashed plane was 'well-maintained', says Air India CEO

The Boeing 787 Dreamliner (VT-ANB) that tragically crashed in Ahmedabad last Thursday was reportedly well-maintained, with its last major check in June 2023 and the next scheduled for Dec 2025. The right engine was overhauled in March 2025, and the left engine was inspected in April 2025. Both the aircraft and engines were regularly monitored, showing no issues before the flight, according to Air India MD & CEO Campbell Wilson in a message to frequent flyers. Wilson expressed deep sorrow over the crash, which resulted in the loss of 241 passengers and crew, along with 34 people on the ground. He emphasised the airline's commitment to supporting affected families and working with authorities to determine the cause of the tragedy. "Air India is conducting thorough safety inspections on its 33 Boeing 787 aircraft, with 26 cleared for service. DGCA has confirmed the fleet meets safety standards," he said. TNN



# Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

20 JUNE 2025

## Leh-bound IndiGo flight returns to Delhi due to technical issue

[Priyangi.Agarwal@timesofindia.com](mailto:Priyangi.Agarwal@timesofindia.com)

**New Delhi:** A Leh-bound IndiGo flight returned to Delhi on Thursday morning after being airborne for nearly two hours because technical problems were detected that could have caused operational restrictions while landing in Leh.

The flight landed safely in Delhi. An alternative flight later departed from Delhi with the same passengers and reached Leh around noon.

The Delhi-Leh flight usually takes 1 hour and 20 minutes. The IndiGo flight 6E2006, with nearly 140 passengers, took off from IGI Airport at 6.30am on Thursday and was scheduled to land at the airport in Leh at 7.50am. After the aircraft had flown more than half the distance, it was forced to return following a technical issue. "After the flight was diverted to Delhi, it landed around 8.30am at IGI Airport. All passengers and crew members safely disembarked," an airport official said.

IndiGo said in a statement that the flight, 6E 2006, returned to the origin airport due to a technical issue which caused operational restrictions while landing. "As per procedures, the pilot returned to Delhi. The aircraft is

undergoing necessary maintenance before resuming operations. In the meantime, an alternative aircraft has been arranged for to fly the customers to Leh," the statement said.

The alternative flight took off around 10.30am and landed in Leh close to noon.

Similar incidents have occurred in the past. An Aeroflot aircraft, which took off from Bangkok for Moscow, was forced to make an emergency landing at Delhi airport on May 6. The aircraft, SU273, was diverted to Delhi due to suspected fumes in the cabin. The flight landed safely, an official said.

In April, a Jeddah-Delhi flight made an emergency landing at IGI Airport after a suspected flat tyre. The flight with 404 passengers landed safely. In May last year, a Delhi-Bengaluru Air India flight was forced to return mid-air and made an emergency landing at Delhi after a fire warning from its auxiliary power unit.

In July 2023, a Kolkata-bound flight was forced to return mid-air to Delhi airport due to some technical glitch. On June 21, 2023, a Delhi to Dehradun flight returned to IGI because of some technical glitch.



## Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

19 JUNE 2025

### AI to reduce int'l flights on widebody aircraft by 15%

**Mumbai:** Air India on Wednesday announced that it is reducing international flights on widebody aircraft by 15 per cent "until at least mid-July".

In a statement, the Tata Group-owned airline also said it will undertake enhanced safety checks of widebody Boeing 777 aircraft as a matter of added precaution.

Air India has seen operational disruptions recently, with at least 83 of its international flights cancelled over the last six days.

On June 12, an Air India Boeing 787-8 plane enroute from Ahmedabad to London Gatwick crashed soon after takeoff, killing 241 people onboard and many others on the ground.

In the statement issued late in the evening, Air India said there have been disruptions due to the geopolitical tensions in the Middle East, night curfew in airspaces of many



Air India has seen operational disruptions recently, with at least 83 of its international flights cancelled over the last six days

countries in Europe and East Asia, and there are ongoing enhanced safety inspections.

Necessary cautious approach is being taken by the engineering staff and Air India pilots, it said.

"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 widebody aircraft by 15 per cent for the next few weeks," the statement said. P11 P8



# Corporate Communications Directorate

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THE TIMES OF INDIA

AHMEDABAD

19 JUNE 2025

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## **Ahmedabad-Gatwick flight delayed by 2.5 hours**

**Ahmedabad:** The Ahmedabad-Gatwick flight AI159 was delayed by 2.5 hours on Wednesday. According to sources, the scheduled time was 1.10 pm against which the flight took off at 3.50 pm. It is notable that the flight AI159 was cancelled on Tuesday due to operational issues.



## Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

19 JUNE 2025

### Eye On AI

*Tata's airline faces many serious questions, even if DGCA has cleared its Boeing 787 fleet*

DGCA's clean hit to Air India's Boeing 787 fleet will partly soothe nerves strained by last Thursday's AI 171 crash. India's worst aviation disaster this century killed 241 fliers and at least 29 people on the ground. As old whistleblower concerns about the 787 'Dreamliner' resurfaced, the crash seemed like a chronicle of deaths foretold. But the aviation watchdog's scrutiny of AI's 787 fleet has not found "any major safety concerns". That said, AI's numerous Dreamliner flight cancellations - 66 in the first five days after the crash - raise questions. While some were on account of airspace restrictions, technical problems were blamed in the rest. Coming so soon after the crash, each new snag is one too many. It's also a reality check for CEO Campbell Wilson, who claimed in an interview two weeks ago: "The heavy lifting is done."

In the airline business, 'heavy lifting' isn't merely about getting people from point A to point B. AI in its state-owned avatar did that, with bumps and scowls on the way, and accumulated debt of over ₹60,000cr. The whole point of the Tata takeover was to make the airline friendlier, safer and profitable. It's been 41 months since, but AI is still beset with "teething troubles". DGCA data for Jan-Aug 2024 showed AI had 12x more complaints than rival IndiGo, per 10,000 passengers.

And headlines this year haven't been encouraging either. A minister stuck in a sagging seat, passengers stranded in a plane without air conditioning in 41°C heat, choked toilets on a Chicago-Delhi flight, and now a picture of a door sealed with paper napkins on a Delhi-Hong Kong flight. None of these suggest the "top-class airline" that group chairman N Chandrasekaran talked about in Jan.

Some of this is down to poor crew training - recall how DGCA pulled up AI in 2023 for failing to report a drunk passenger who urinated on another. Some issues can be pinned on inadequate maintenance, given the demand for seats and shortage of planes. But who can say whether delayed servicing will shut down in-flight entertainment or a turbine? There are growing murmurs about too many 'MEL (minimum equipment list) releases' - flying with some equipment out of order, which should be an exception, not the norm. And questions have also been raised about the quality of AI's periodic pilot training. Nobody doubts AI's growth potential. In a duopoly, in the fastest growing major aviation market, growth is inevitable. But pursuit of the inevitable is not ambition - excellence is.





## Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

19 JUNE 2025

# Parts of 7 buildings blocking flight path removed, HC told

TIMES NEWS NETWORK

**Mumbai:** The collector (suburbs) has informed Bombay high court that portions of seven buildings in Santacruz West and Kurla West that were obstructing the movement of flights at the city airport have been removed.

Chief Justice Alok Aradhe and Justice Sandeep Marne were on Wednesday hearing a public interest litigation filed by advocate Yeshwanth Shenoy on threats to aircraft from high-rises near the airport.

The collector's office filed a compliance report following HC's March 26 order, which granted time for the disposal of an appeal by one building before aviation regulator Directorate General of Civil Aviation (DGCA) and for removal of remaining offending portions of others.

On May 6, HC sought details of the action taken. Govt pleader Neha Bhide said, "We have complied with the removal of all obstructions."

The June 17 compliance report by tehsildar Rajendra Chavan said all owners removed the structures, which were in the nature of permanent fixtures, such as overhead water tanks, antennae, iron pipes, and also changes in respect of concrete structures. The removal was confirmed by airport operator Mumbai International Airport Ltd (MIAL) through a physical inspection and DGCA confirmed such compliances.

Chavan said the collector's office is coordinating with MIAL, MMRDA and BMC for any further action "as may be required to be carried out in future".

The judges adjourned the hearing for four weeks.

## After crash, demand for AI's 787s plummets

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 nonstop option on both sectors was costing Rs 66,323, much lower than Rs 87,153 on KLM, the only other airline operating a direct flight in 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 confirmed Air India is seeing lower demand for its B787s, because of which many flights operated on the Maharaja's Dreamliners are cheaper than nonstops 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 over which passengers are ditching the Maharaja as of now. Nonstop flights are more expensive than one-stop ones. Some international routes have both nonstop and one-stop options, like Delhi to Paris/London/New York can be flown direct or one-stop via a hub.

The nonstop fares are benchmarked with each other and one-stop by one-



AI's non-stop fare of Rs 66,323 was cheaper than KLM's flight Rs 87,153 and on par with one-stop options on Etihad, Qatar, Lufthansa

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

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 means 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%.

stops. After the AI 171 crash some sectors where AI Dreamliners fly nonstop are seeing lower demand for travel due to which their fares are now lesser than the nonstop offered by foreign airlines.

Sample this: OTA searches show Delhi-London return fares (June 30 departure and July 6 arrival) as between Rs 54,000 and Rs 74,000 on AI, Rs 85,000-Rs 90,000 (check-in bag fares) on British Airways and over Rs 95,000 on Virgin Atlantic. Delhi-Paris return fares for these dates are about Rs 58,000 on AI and Rs 76,400 on Air France.

Fares on flights operated by AI's other wide-body aircraft, like the North America nonstops that are served by A350s and B777s, have bucked this trend. "There is concern among travellers (about 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 Travel Agents Federation of India V-P Anil Kalsi.

The Directorate General of Civil Aviation (DGCA) has on Tuesday said, "The recent surveillance conducted on Air India's Boeing 787 fleet did not reveal any major safety concerns. The aircraft and associated maintenance systems were found to be compliant with existing safety standards."

DGCA data shows that between last Thursday (when AI 171 crashed) and 6 pm Tuesday, AI operated 462 flights on its wide-body fleet of Boeing 787s, B777s & Airbus A350s, while cancelling 83 flights. Of these, the B787s accounted for almost 80% (66) of these cancellations.



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MUMBAI

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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.