

AIR SECURITY | After 14 projects voluntarily reduced height, DGCA ordered remaining 27 projects to reduce height in 60 days

Flight safety: Surat collector in the dock!

FPJ News Service

SURAT

The Surat district collector, Dr Saurabh Pardhi, is facing serious allegations of remaining negligent in demolishing the six high-rise buildings obstructing the flight path of the aircrafts landing at the Surat airport in the last three years.

The Directorate General of Civil Aviation (DGCA) had directed the demolition of the buildings under the Aircraft Safety Rules 1994 in 2021. However, the district collector failed to take any action for three years and put the safety of aircraft operations on tenterhooks.

Sanjay Ezhava, an RTI activist in Surat gathered all the relevant documents related to the procedural action taken by the DGCA and the Airports Authority of India (AAI) against the high-rise buildings obstructing the flight path of the aircrafts in the funnel of the Surat airport runway.

In the joint obstruction sur-



vey conducted by the Airport Authority in 2018 in 50 projects, NOC violations were found in 41 projects. Under which, as per the Aircraft Rules 1994, notices were issued to 41 projects to reduce the height of the building.

Out of the 41 projects, 14 projects agreed to reduce the height of the building suo moto (voluntarily). The DGCA held private hearings with the builders of all the remaining 27 projects and issued 8 orders on August 6, 2021, 17 orders on August 9, 2021, and 2 orders on August 10, 2021, ordering 27 projects to reduce

the height of the building within a time limit of 60 days.

The developers/builders of 21 projects filed a petition in the Gujarat High Court against the final order of the DGCA (1. Celestial Dreams, 2. Crystal Palace, 3. Horizon, 4. Rasik Villa, 5. Salasar Palace, 6. Samarth Enclave, 7. Shreeji Residency, 8. Shrungar Residency, 9. OM Icon, 10. Shyam Palace, 11. Star Galaxy, 12. Gokul Platinum, 13. Green Fortune, 14. 7 Heaven Apartment, 15. Empire Regency, 16. Agam A Crossroad, 17. Swastik Vihar Apartment, 18. Jolly

Residency, 19. Happy Glorious, 20. The Evolution, 21. Happy Residency).

However, the remaining six developers/builders did not file any appeal in the Gujarat High Court including (1. Florence, 2. Jash Residency, 3. Sarjan Apartment, 4. Fionna Apartment, 5. Ravi Ratnam Apartment, 6. L & T Apartment). The Surat district collector was informed by AAI on July 27, 2022 to demolish the obstruction of the six buildings. Correspondence was exchanged with the Surat Municipal Corporation (SMC) as well.

On September 16, 2022, the Deputy Municipal Commissioner (Urban Development Department) wrote a letter to the Collector informing him that the Airport Director had written a letter to him demanding to take necessary action to remove the height of the projects that did not appeal against the final order of the DGCA.



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TIMES OF INDIA

AHMEDABAD

19 JULY 2025

Passenger held at airport with 6kg marijuana

Ahmedabad: A team from the air intelligence unit (AIU) of the Customs department on Thursday seized hydroponic marijuana from a passenger.

Based on intel, AIU officers intercepted an Indian national arriving from Don Mueang in Bangkok to Ahmedabad. A check of the passenger's luggage revealed 24 vacuum-sealed packets containing a greenish lumpy substance, which tested positive for marijuana.

A total of 6.39kg of the contraband was recovered, a release by the agency said. The contraband was seized, and the passenger arrested under the Narcotic Drugs and Psychotropic Substances Act, the release added. **TNN**

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TIMES OF INDIA

MUMBAI

19 JULY 2025

60 daily flights from Navi Mum by mid-Oct: Adani Airport head



One of the runways at Navi Mumbai, which is ready

Ahmedabad: Navi Mumbai International Airport (NMIA) is likely to be inaugurated around Sept 30, and within a fortnight operations will start with 60 daily flights, reaching up to 300 in six months, Adani Group director (airports) Jeet Adani told **TOI** exclusively on Friday. He said the demolition of T1 at Mumbai (CSMIA) will be completed in 2029-30 once NMIA gets its second terminal, reports **Saurabh Sinha**. The new T1 at CSMIA will be ready by 2032. Work has started on NMIA

CM: All locals to be AC, no fare hike

Soon all suburban local trains in Mumbai will have 'Metro-like' AC coaches with closed doors, CM Fadnavis told the assembly, adding that railway minister Ashwini Vaishnaw will come to Mumbai soon and make an official announcement. Though the AC coaches will be new and not refitted, there will be no increase in the local train fare, the CM added. **P2**

T2 and construction will begin in 6-12 months of the new airport getting operational. He said the Adani Group has asked the Airports Economic Regulatory Authority to consider CSMIA and NMIA as one airport with common charges. When general aviation flights are shifted to Navi Mumbai next year, charters and business jets will continue to fly into CSMIA but will not be allowed to park. **P2**

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AMAR UJALA

DELHI

20 JULY 2025

तुरंत माफी मांगें...पायलट संघ का रॉयटर्स और वॉल स्ट्रीट जर्नल को कानूनी नोटिस

अहमदाबाद विमान हादसा : पायलटों को जिम्मेदार ठहराने वाली रिपोर्टों से नाराज

अमर उजाला ब्यूरो/एजेंसी

नई दिल्ली। भारतीय पायलट महासंघ (एफआईपी) ने अहमदाबाद विमान हादसे के लिए पायलटों को जिम्मेदार ठहराने वाली विदेशी मीडिया रिपोर्टों पर कड़ी नाराजगी जताई है। एफआईपी ने दोनों मीडिया समूहों वॉल स्ट्रीट जर्नल व रॉयटर्स को कानूनी नोटिस भेजकर माफी मांगने को कहा है।

पायलट महासंघ अध्यक्ष सीएस रंधावा ने बताया कि नोटिस में कहा गया है कि अंतरराष्ट्रीय मीडिया का एक वर्ग चुनिंदा व असत्यापित रिपोर्टिंग से एअर इंडिया विमान हादसे के निष्कर्ष निकालने की कोशिश कर रहा है। यह गैर-जिम्मेदाराना है। खासकर तब, जबकि जांच जारी है।

अमेरिकी एजेंसी ने भी कहा-रिपोर्ट अटकलों पर आधारित

अहम विमान परिवहन घटनाओं की जांच करने वाली अमेरिकी एजेंसी राष्ट्रीय परिवहन सुरक्षा बोर्ड (एनटीएसबी) ने भी प्रारंभिक जांच रिपोर्ट पर मीडिया कवरेज की निंदा की है। उसने इसे अटकलों पर आधारित बताते हुए कहा कि आधिकारिक निष्कर्षों की प्रतीक्षा की जानी चाहिए। एनटीएसबी अध्यक्ष जेनिफर होमंडी ने कहा, इतने बड़े पैमाने की जांच में समय लगता है। कैप्टन रंधावा ने कहा, हम एनटीएसबी बोर्ड के क्या से सहमत हैं। इससे परिचयी मीडिया में चल रही रिपोर्टों पर रोक लगेगी।



रॉयटर्स से कहा गया है कि वह 17 जुलाई को प्रकाशित अपनी रिपोर्ट की समीक्षा कर इसे संशोधित करे व उपयुक्त अस्वीकरण शामिल करे।

एफआईपी ने कहा कि इस हादसे से जनता को बड़ा सदमा पहुंचा है। यह समय निराधार तथ्यों के आधार

पर जनता में चिंता या आक्रोश पैदा करने का नहीं है। आधिकारिक पुष्टि व अंतिम रिपोर्ट के बिना अटकलों के आधार पर ऐसी सामग्री प्रकाशित या प्रसारित न करें। ऐसी रिपोर्ट से मृत पायलटों की प्रतिष्ठा को गंभीर और अपूरणीय क्षति हुई है।



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थाईलैंड जा रहा एअर इंडिया का विमान वापस लौटा

हैदराबाद। हैदराबाद से थाईलैंड के फुकेट जा रही एअर इंडिया एक्सप्रेस को उड़ान शनिवार को तकनीकी खराबी के कारण उड़ान भरने के कुछ ही देर बाद यू टर्न लेकर लौट आई।

राजीव गांधी अंतरराष्ट्रीय हवाई अड्डे के सूत्रों ने यह जानकारी देते हुए बताया कि विमान बोइंग 737 मैक्स 8 सुबह 6.57 बजे सुरक्षित रूप से उतर गया जिसमें 98 यात्री सवार थे। एअर इंडिया ने एक बयान में कहा, विमान तकनीकी समस्या के दिक्कत हुई। चालक दल ने अत्यधिक सावधानी बरतते हुए विमान को वापस आने का निर्णय लिया। एक वैकल्पिक विमान की व्यवस्था की गई और यात्रियों को रवाना किया गया। देरी के दौरान यात्रियों के लिए जलपान की व्यवस्था की गई। प्रवक्ता ने कहा, हमें असुविधा के लिए खेद है। एजेसी



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DANIK BHASKAR

DELHI

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चारधाम यात्रा का हेलिकॉप्टर केबल से टकरा कर गिरा था



हेलिकॉप्टर नीचे पेड़ से टकराया था।

पायलट समेत 6 की गई थी जान

भास्कर न्यूज़ | नई दिल्ली/उत्तरकाशी

उत्तरकाशी में बीती 8 मई को हुई हेलिकॉप्टर दुर्घटना की प्रारंभिक रिपोर्ट विमान दुर्घटना जांच ब्यूरो ने शनिवार को जारी कर दी। गंगनानी के पास हुए इस हादसे में पायलट समेत 6 लोगों की जान गई थी। रिपोर्ट में बताया गया कि खरसाली हेलीपैड से उड़े बेल-407 हेलिकॉप्टर का मुख्य रोटर ब्लेड ऊपर से गुजर रही फाइबर ऑप्टिक केबल से टकरा गया था। इस कारण पायलट ने उत्तरकाशी-गंगोत्री नेशनल हाईवे नंबर 34 पर इमरजेंसी लैंडिंग करानी चाही, लेकिन तभी हेलिकॉप्टर दुर्घटना का शिकार हो गया।

रिपोर्ट के मुताबिक उड़ान के 20 मिनट बाद यानी सुबह करीब 8:35 बजे ही हेलिकॉप्टर अपनी निर्धारित ऊंचाई से नीचे आने लगा था। तभी मुख्य रोटर ब्लेड केबल से टकराया। केबल सड़क के समानांतर चल रही थी। टक्कर से धातु की बैरिकेड्स भी क्षतिग्रस्त हो गई थी। आखिरकार हेलिकॉप्टर 250 फीट गहरी खाई में एक पेड़ से जा टकराया। इस दुर्घटना में सिर्फ एक यात्री बचा था, जिसे गंभीर चोटें आई थीं। रिपोर्ट में यह भी बताया गया कि हेलिकॉप्टर एयरोट्रांस सर्विसेज प्राइवेट लि. का था और वह उड़ान के लिए फिट था। हादसे से दो दिन पहले ही उसका एक टेल रोटर ठीक किया गया था। लेकिन, इसका हादसे से संबंध नहीं है। 2008 में बने इस हेलिकॉप्टर की आखिरी विस्तृत जांच 25 अप्रैल 2025 को हुई थी।



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एअर इंडिया विमान हादसे को लेकर वाल स्ट्रीट जर्नल और रायटर को नोटिस

नई दिल्ली, एएनआइ : फेडरेशन आफ इंडियन पायलट्स (एफआईपी) ने द वाल स्ट्रीट जर्नल और रायटर को 12 जून को हुई एअर इंडिया विमान दुर्घटना पर उनकी हालिया रिपोर्टों के लिए नोटिस भेजकर कानूनी कार्यवाही शुरू की है। एफआईपी के अध्यक्ष सीएस रंधावा ने बताया कि हमने कानून के तहत कार्यवाही शुरू कर दी है और वाल स्ट्रीट जर्नल तथा रायटर को उनकी रिपोर्टों के लिए माफी मांगने को कहा है।

रायटर ने पिछले दिनों वाल स्ट्रीट जर्नल की रिपोर्ट के हवाले से अहमदाबाद में हुई विमान दुर्घटना के लिए इसके कैप्टन की तरफ इशारा किया था। इसने कहा था कि एअर इंडिया के बोइंग 787 ड्रीमलाइनर विमान के दो पायलटों के बीच क्लकपिट में हुई बातचीत की रिकार्डिंग से पता चलता है कि कैप्टन ने विमान के इंजनों में ईंधन के प्रवाह को नियंत्रित करने वाले स्विच बंद कर दिए थे। रायटर और वाल स्ट्रीट जर्नल को भेजे गए ईमेल में एफआईपी ने कहा-हमारे ध्यान में आया है कि अंतरराष्ट्रीय मीडिया का एक वर्ग बार-बार चुनिंदा और असत्यापित रिपोर्टिंग के जरिये निष्कर्ष निकालने की कोशिश कर रहा है। इस तरह की कार्रवाई गैर-जिम्मेदाराना है, खासकर ऐसे समय

● एफआईपी ने नोटिस भेजकर कानूनी कार्यवाही शुरू की, माफी मांगने को कहा

● मीडिया रिपोर्ट में 12 जून के विमान हादसे के लिए कैप्टन पर उठाए गए थे सवाल

अटकलें न लगाएं, अंतिम रिपोर्ट का इंतजार करें : एनटीएसबी

नई दिल्ली, आइएनएस : एअर इंडिया विमान दुर्घटना पर हालिया मीडिया रिपोर्टों को समय से पहले और अटकलें करार देते हुए अमेरिकी राष्ट्रीय परिवहन सुरक्षा बोर्ड (एनटीएसबी) ने मीडिया और जनता से विमान दुर्घटना जांच ब्यूरो (एएआईबी) की अंतिम रिपोर्ट का इंतजार करने का आग्रह किया है। एएआईबी अहमदाबाद में हुए

विमान हादसे की जांच कर रहा है। एनटीएसबी की अध्यक्ष जेनिफर होमंडी ने एक्स पर एक बयान में कहा कि विमान दुर्घटना पर हालिया मीडिया रिपोर्टें समय से पहले और अटकलें हैं। विमान दुर्घटना जांच ब्यूरो ने अभी प्रारंभिक रिपोर्ट जारी की है। इतने बड़े पैमाने की जांच में समय लगता है। जांच संबंधी सभी प्रश्न एएआईबी को भेजे जाने चाहिए।

में जब जांच जारी है। हालांकि, इस दुर्घटना ने जनता का ध्यान आकर्षित किया है और उन्हें झटका लगा है, फिर भी यह समझना जरूरी है कि यह निराधार तथ्यों के आधार पर भारतीय विमानन उद्योग की सुरक्षा को लेकर जनता में चिंता या आक्रोश पैदा करने का समय नहीं है।

विमान दुर्घटना जांच ब्यूरो (एएआईबी) की जांच का हवाला देते हुए ईमेल में कहा गया है कि आधिकारिक पुष्टि व अंतिम रिपोर्ट के अभाव में दुर्घटना के कारण के बारे में अटकलें लगाने

वाली या किसी व्यक्ति, विशेष रूप से पायलटों को दोषी ठहराने वाली सामग्री को प्रकाशित या प्रसारित करने से बचें।

रंधावा ने कहा, रिपोर्ट तथ्य पर आधारित नहीं: रंधावा ने वाल स्ट्रीट जर्नल और रायटर पर आरोप लगाया कि उनकी रिपोर्ट तथ्यों पर आधारित नहीं है। कहा कि मैं जनता को गुमराह करने के लिए वाल स्ट्रीट जर्नल को पूरी तरह से दोषी ठहराता हूँ। क्या वह जांचकर्ता है? वह दुनियाभर में यह बकवास फैला रहा है।



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20 JULY 2025

केबल से रोटर ब्लेड टकराने से हुआ था हेलीकाप्टर हादसा

नई दिल्ली, आइएनएस : विमान दुर्घटना जांच ब्यूरो (एएआइबी) ने शनिवार को उत्तराखंड के उत्तरकाशी जिले में आठ मई को हुए हेलीकाप्टर हादसे की प्रारंभिक जांच रिपोर्ट जारी की। इसमें कहा गया है कि रोटर ब्लेड के ओवरहेड केबल से टकराने के कारण दुर्घटना हुई थी। पायलट ने उत्तरकाशी-गंगोत्री राष्ट्रीय राजमार्ग (एनएच-34) पर हेलीकाप्टर उतारने का प्रयास किया, लेकिन हेलीकाप्टर खाई में गिर गया।

रिपोर्ट में कहा गया है कि हेलीकाप्टर लगभग 20 मिनट तक हवा में रहा था, जब वह अपनी निर्धारित ऊंचाई से नीचे उतरने लगा। पायलट ने शुरुआत में एनएच-34 पर गंगनानी के पास आपातकालीन लैंडिंग का प्रयास किया। हालांकि, इस दौरान हेलीकाप्टर का मुख्य रोटर ब्लेड सड़क के समानांतर ऊपर से गुजर रही एक फाइबर-ऑप्टिक केबल से टकरा गया। इससे पायलट नियंत्रण खो बैठा और सुरक्षित लैंडिंग किए बिना पहाड़ी से नीचे गिर गया। हेलीकाप्टर लगभग 250 फीट गहरी खाई में एक पेड़ से जा टकराया।

एएआइबी अधिकारियों ने मौके पर जांच के दौरान आवश्यक साक्ष्य विश्लेषण के लिए एकत्र किए। दुर्घटना से पहले क्या हुआ था, इसकी जानकारी जुटाने के लिए एएआइबी की टीम ने स्थानीय अधिकारियों और प्रत्यक्षदर्शियों से भी बात की। जांच के लिए विदेशी एजेंसियों के साथ समन्वय किया जा रहा है।

इस दुर्घटना में मारे गए छह लोगों में पायलट कैप्टन राबिन सिंह भी शामिल थे। इसके अलावा

- विमान दुर्घटना जांच ब्यूरो ने हेलीकाप्टर हादसे की प्रारंभिक रिपोर्ट जारी की
- आठ मई को दुर्घटना में हो गई थी पायलट सहित छह लोगों की मौत

एएआइबी ने विमान हादसे की रिपोर्ट जारी की

नई दिल्ली, एएनआइ : विमान दुर्घटना जांच ब्यूरो (एएआइबी) ने ब्यूरो एविएशन प्राइवेट लिमिटेड द्वारा संचालित सेसना 152 विमान दुर्घटना की प्रारंभिक रिपोर्ट जारी कर दी है। यह विमान 31 मार्च, 2025 को मेहसाणा हवाई अड्डे के पास एक कृषि क्षेत्र में दुर्घटनाग्रस्त हो गया था। प्रशिक्षु पायलट को अकेले काम करती उड़ान अभ्यास करना था। सहायक उड़ान प्रशिक्षक (एएफआइ) के बयान के अनुसार, प्रशिक्षु पायलट ने आखिरी बार चार समुद्री मील की दूरी पर मेहसाणा में 2000 फीट की ऊंचाई पर रिपोर्ट किया था। इसके बाद विमान और मेहसाणा एटीसी के बीच कोई संपर्क नहीं हुआ। विमान उचर्पी गांव के एक खेत में दुर्घटनाग्रस्त हो गया।

कला चंद्रकांत सोनी, वेदांती, रुचि अग्रवाल, राधा अग्रवाल और विजया लक्ष्मी रेड्डी की भी मौत हो गई। हादसे में एक व्यक्ति घायल हो गया। दुर्घटना के समय निजी कंपनी द्वारा संचालित हेलीकाप्टर गंगोत्री मंदिर जा रहा था।

एअर इंडिया विमान दुर्घटना को लेकर वाल स्ट्रीट जर्नल व रायटर को नोटिस

एफआइपी ने शुरू की कानूनी कार्यवाही, रिपोर्ट के लिए माफी मांगने को कहा

मीडिया रिपोर्ट में 12 जून के विमान हादसे के लिए कैप्टन पर उठाए गए थे सवाल

नई दिल्ली, एएनआइ : फेडरेशन आफ इंडियन पायलट्स (एफआइपी) ने द वाल स्ट्रीट जर्नल और रायटर को 12 जून को हुई एअर इंडिया विमान दुर्घटना पर उनकी हालिया रिपोर्टों के लिए औपचारिक नोटिस भेजकर कानूनी कार्यवाही शुरू की है। एफआइपी के अध्यक्ष सीएस रंधावा ने बताया कि हमने उनकी रिपोर्टों के लिए माफी मांगने को भी कहा है।

रायटर ने पिछले दिनों वाल स्ट्रीट जर्नल की रिपोर्ट के हवाले से अहमदाबाद में हुई विमान दुर्घटना के लिए इसके कैप्टन की तरफ इशारा किया था। इसने कहा था कि एअर इंडिया के बोइंग 787 ड्रीमलाइनर विमान के दो पायलटों के बीच काकपिट में हुई बातचीत की रिकार्डिंग से पता चलता है कि कैप्टन ने विमान के इंजनों में ईंधन के प्रवाह को नियंत्रित करने वाले स्विच बंद कर दिए थे।



हादसाग्रस्त विमान।

छाड़ल फोटो

रायटर और वाल स्ट्रीट जर्नल को भेजे गए ईमेल में एफआइपी ने कहा-हमारे ध्यान में आया है कि अंतरराष्ट्रीय मीडिया का एक वर्ग बार-बार चुनिंदा और असत्यापित रिपोर्टिंग के जरिये निष्कर्ष निकालने की कोशिश कर रहा है। इस तरह की कार्रवाई गैर-जिम्मेदाराना है, खासकर ऐसे समय में जब जांच जारी है। यह समझना जरूरी है कि यह निराधार तथ्यों के आधार पर भारतीय विमानन उद्योग की सुरक्षा को लेकर जनता में चिंता या आक्रोश पैदा करने का समय नहीं है।

विमान दुर्घटना जांच ब्यूरो (एफआइबी) द्वारा जारी जांच का हवाला देते हुए ईमेल में कहा गया है

कि आधिकारिक पुष्टि और अंतिम रिपोर्ट के अभाव में दुर्घटना के कारण के बारे में अटकलें लगाने वाली या किसी व्यक्ति, विशेष रूप से पायलटों को दोषी ठहराने वाली सामग्री को प्रकाशित या प्रसारित करने से बचें। एफआइपी ने आगे लिखा-हमें यह रिकार्ड में दर्ज करने का निर्देश दिया गया है कि इस तरह की अटकलें लगाने वाली सामग्री का प्रकाशन बेहद गैर-जिम्मेदाराना है। इससे पायलटों की प्रतिष्ठा को गंभीर और अपूरणीय क्षति हुई है, जो अपना बचाव करने में असमर्थ हैं।

रंधावा ने कहा, रिपोर्ट तथ्य पर आधारित नहीं : रंधावा ने दोनों मीडिया संस्थानों की आलोचना करते हुए उन पर जनता को गुमराह करने का आरोप लगाया। कहा, मैं जनता को गुमराह करने के लिए वाल स्ट्रीट जर्नल को पूरी तरह से दोषी ठहराता हूँ। वह अपने निष्कर्ष खुद निकालता है। क्या वह जांचकर्ता है? वह दुनियाभर में यह बकवास फैला रहा है। उसकी रिपोर्ट किसी तथ्यात्मक सामग्री पर आधारित नहीं है। ऐसे में वह कैसे निष्कर्ष पर पहुंच सकता है और दुनियाभर में बयान जारी कर सकता है।

'अटकलें न लगाएं, अंतिम रिपोर्ट का इंतजार करें'

नई दिल्ली, आइएनएस : एअर इंडिया विमान दुर्घटना पर हालिया मीडिया रिपोर्टों को समय से पहले और अटकलें करार देते हुए अमेरिकी राष्ट्रीय परिवहन सुरक्षा बोर्ड (एनटीएसबी) ने मीडिया और जनता से विमान दुर्घटना जांच ब्यूरो (एफआइबी) को अंतिम रिपोर्ट का इंतजार करने का आग्रह किया है। एफआइबी अहमदाबाद में हुए विमान हादसे की जांच कर रहा है। एनटीएसबी की अध्यक्ष जेनिफर होमैडी ने पक्स पर एक बयान में कहा कि विमान दुर्घटना पर हालिया मीडिया रिपोर्टें समय से पहले और अटकलें हैं। भारत के विमान दुर्घटना जांच ब्यूरो ने अभी अपनी प्रारंभिक रिपोर्ट जारी की है। जांच संबंधी सभी प्रश्न एफआइबी को भेजे जाने चाहिए।

यह टिप्पणी एफआइबी द्वारा यह कहे जाने के कुछ दिनों बाद आई है कि दुर्घटना के कारणों पर अभी कोई निश्चित निष्कर्ष निकालना जल्दबाजी होगी, क्योंकि जांच अभी जारी है। इसने समय से पहले कोई भी नैरेटिव फैलाने से बचने का आग्रह किया था।

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Travel ultralight: How to pack a personal item

For those who don't want to pay a bag fee and need to fit everything into a tote, small duffel bag, daypack or roomy purse, here's how...

ELAINE GLUSAC

IONIC FLEW SPIRIT Airlines round-trip to Las Vegas from Chicago for less than \$100. The catch: I could take only a personal item that would fit under the seat in front of me (or check a bag for a fee). This lesson in ultralight flying won me over with convenience and the joy of being unburdened by a lot of extra stuff. With the cheapest airfares come the tightest constraints, including limitations on complimentary carry-on luggage. Packing light is a challenge compounded by the personal-item limit. Provided you're not packing for business or special events or have children to consider, the following are ways to pare down your load, allowing you to take advantage of bargain fares.

Choose a bag that fits: The definition of a personal item varies. While most airlines agree it should fit under the seat in front of you, many don't specify dimensions. Those that do list maximum sizes have slightly varying limits. Personal items can be totes, backpacks or small duffels. Wheeled cases that only fit in overhead compartments are prohibited. A New Zealand-based author, Katherine Leamy, writes about travelling light in her blog *The 5 Kilo Traveller*. She prefers a lightweight backpack that can double as a hiking bag.

Don't pack exclusions: Separate from their personal items, passengers can bring on things such as coats or jackets, a neck pillow and food, soyurine-flight sandwich from an airport grab-and-go counter doesn't have to be stashed. The luggage com-



pany Travelpro offers a list of items you can take on board, including reading material, that do not count toward your personal-item limit. If you try to take a cross-body sling and a backpack, you are technically carrying two personal items, you may be asked to consolidate bags or check one.

Wear bulky items: "On the plane, I always wear my heavier stuff," said James Lilla, a Chicago-based travel adviser and the owner of Out & About Holidays, who hasn't checked a bag in 15 years and has made many trips with just a personal item. For him, airplane attire means pants and

bulkier shoes—never shorts and flip-flops—and a jacket or zip-up hoodie that works for day or night.

Edit your wardrobe: Build your travel wardrobe around clothing made with fabrics that don't require as much washing, such as merino wool, or are quick to dry when washed in a hotel sink, such as bamboo. Roll clothes rather than fold them, and use packing cubes or plastic storage bags to compress air out of the items, which allows you to fit more into a bag. "Pack items you can wear as many times as possible," said Sally French, a travel expert with the personal finance site NerdWallet and the host of its Smart Travel podcast. She takes black flats that don't take up much space and can be casual or formal.

The '10/\$10 rule': When you're packing, there's always the "maybe I'll need it" pile that might include an umbrella or an extra T-shirt. Resist taking any item that you aren't sure you need and consider purchasing it on your trip if the need arises. French follows what she calls the "10/\$10 rule."

"If you can acquire a just-in-case item for less than \$10 in less than 10 minutes, don't pack it," said French. "It's the best way to avoid overpacking."

Try dry toiletries: You can fly with liquid toiletries that fit in a quart-size bag, but solid versions like bar shampoo and tablet toothpaste can reduce bulk and weight. "Solid bars are gold for carry-on travelers," said Leamy, who takes bars of shampoo, conditioner, moisturiser and deodorant only in amounts that she knows she will use on a given trip. "They take all the stress out of complying with the 3-1-1 rules."

Embrace the limitations: Another upside to packing less means worrying less about your belongings. "For me, travelling light just feels more free, less physical baggage and definitely less mental baggage, too," Lilla, the travel agent, said. There are also practical advantages to carrying less freight. "I find so much savings in dollars and anxiety going carry-on only," French said, noting the ease of taking public transit with a personal item and the safety of blending in rather than standing out as a tourist. —NYT

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Reporting on Air India crash speculative, premature: NTSB

BLOOMBERG
July 19

THE HEAD OF the US National Transportation Safety Board said it's too soon to draw conclusions about what caused the deadly crash of an Air India jetliner following reports that the captain of the plane likely moved switches that control the flow of fuel to the engines.

"Investigations of this magnitude take time," NTSB chair Jennifer Homendy said Friday in a post to X. She called recent media reports "premature and speculative," without providing any specifics on what exactly she

JENNIFER HOMENDY,
CHAIRPERSON, NTSB

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was referring to. Investigators, led by India's Aircraft Accident Investigation Bureau (AAIB) with the assistance of the NTSB,

have been piecing together evidence to determine what caused Air India Flight 171 to crash on June 12, killing 260 people.

AAIB and Air India CEO Campbell Wilson have also urged the public not to draw conclusions while the probe is ongoing. It can take a year — sometimes longer — for authorities to release a final report laying out the probable cause of an accident and recommendations for avoiding future tragedies. A preliminary report released by the AAIB found two fuel control switches on the Boeing Co. 787 Dreamliner were moved to a "cutoff" position immediately

after the aircraft lifted off, starving the engines of fuel. While the move was reversed about 10 seconds later, it was too late to avert the crash. A cockpit voice recording from the aircraft revealed that one pilot — since identified by *Bloomberg* and other outlets as First Officer Clive Kunder — asked the other, Captain Sumeet Sabharwal, why he moved the switches, to which the latter replied he didn't. How the switches came to be turned off are the keylines of inquiry.

Officials are probing whether it could be the result of human action or a failure of the plane's systems.



भारतीय विमानपत्तन प्राधिकरण
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HARI BHUMI

DELHI

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अहमदाबाद विमान हादसा: भारतीय पायलट संघ का एक्शन

विदेशी मीडिया संस्थानों को भेजा कानूनी नोटिस, माफी मांगने को कहा

एजेसी नई दिल्ली

मृत पायलटों की प्रतिष्ठा को अपूरणीय क्षति

एनटीएसबी ने की कड़ी आलोचना

अहमदाबाद में 12 जून को हुए विमान हादसे को लेकर विदेशी मीडिया की भ्रामक रिपोर्टिंग पर भारतीय पायलट संघ (एफआईपी) ने आपत्ति जताई है। एफआईपी ने 'द वॉल स्ट्रीट जर्नल' और 'रॉयटर्स' को कानूनी नोटिस भेजा है।

नोटिस में दोनों संस्थानों से गलत रिपोर्टिंग के लिए माफी मांगने की मांग की गई है। भारतीय पायलट संघ (एफआईपी) के अध्यक्ष सीएस रंधावा ने बताया कि हमने कानूनी कार्रवाई शुरू की है। हमने उनसे माफी मांगने के लिए कहा है। 'द वॉल स्ट्रीट जर्नल' और 'रॉयटर्स' को भेजे एक ईमेल में, एफआईपी ने कहा कि हमें पता चला है कि अंतरराष्ट्रीय मीडिया के कुछ वर्ग बार-बार चुनिंदा और असत्यापित रिपोर्टिंग के माध्यम से विमान हादसे का निष्कर्ष निकालने का प्रयास कर रहे हैं। इससे मृत पायलटों की प्रतिष्ठा को गंभीर और अपूरणीय क्षति हुई है।

अमेरिकी संघीय एजेसी राष्ट्रीय परिवहन सुरक्षा बोर्ड (एनटीएसबी) ने विमान हादसे पर मीडिया में आई हालिया कवरेज की कड़ी आलोचना की थी। एनटीएसबी की अध्यक्ष जेनिफर होमंडी ने कहा था कि एअर इंडिया 171 दुर्घटना पर हालिया मीडिया रिपोर्टें समय से पहले और अटकलें लगाने वाली हैं। इतने बड़े पैमाने की जांच में समय लगता है।

Reports on AI plane crash premature, says NTSB

Press Trust of India

NEW DELHI

The U.S. National Transportation Safety Board (NTSB) Chairwoman, Jennifer Homendy, has said the Board will continue to support the Aircraft Accident Investigation Bureau (AAIB) investigation into the Air India plane crash, and that reports about the incident are premature and speculative.

On June 12, Air India's Boeing 787-8 aircraft from Ahmedabad to London Gatwick crashed into a building soon after take-off, killing 260 people. Out of the 242 people onboard, one passenger survived.

On July 12, the AAIB released its preliminary report into the fatal crash. "Recent media reports on the Air India 171 crash are premature and speculative. India's Aircraft Accident Investigation Bureau just released its preliminary report. Investigations of this magnitude take time," Ms. Homendy said in a post on X.

Ms. Homendy also said that NTSB fully supports AAIB's public appeal and will continue to support its ongoing probe.

"All investigative questions should be addressed to the AAIB," she said on Saturday.

What has preliminary crash report revealed?

What happened to the engines of AI 171 that went down in Ahmedabad? Why is the spotlight on the fuel control switches? What has the Aircraft Accident Investigation Bureau cautioned against? Why are pilot bodies upset that the initial report ignores 'systemic vulnerabilities' in the aircraft?

Murali N. Krishnaswamy

The story so far:

Leaks in the western media with specific details about technical aspects and 'human intervention' relating to the crash of Air India flight AI 171 have led to a written appeal by the Director-General of India's Aircraft Accident Investigation Bureau (AAIB), Ministry of Civil Aviation, Government of India, to await the publication of the final investigation report. The leaks came days before the release of the AAIB's preliminary report on July 12, a month after the air accident at Ahmedabad on June 12.

What else has the AAIB's appeal said? What are the other reactions?

The letter, dated July 17 and signed by G.V.G. Yugandhar, Director-General, AAIB, said that the AAIB works in accordance with the Aircraft (Investigation of Accidents and Incidents) Rules 2017, and is responsible for fulfilling the obligations of the Government of India towards the International Civil Aviation Organization Annex 13. It highlighted "its flawless record in the investigation of 92 accidents and 111 serious incidents since its inception in 2012". The statement drew attention to certain sections of the international media repeatedly attempting to draw conclusions through selective and unverified reporting and called such actions irresponsible. It added that the AAIB's investigation and preliminary report are to provide information about "what" happened, and that the final report would come out with root causes and recommendations.

On July 18, in a statement on X, the U.S. National Transportation Safety Board (NTSB) Chairwoman Jennifer L. Homendy said that "recent media reports on the Air India 171 crash are premature and speculative...", ending with

'The Boeing systems record and transmit real-time diagnostics'

"investigations of this magnitude take time. We fully support the AAIB's public appeal..."

Days before the AAIB released a 15-page preliminary report, aviation news service The Air Current had a report on July 8. It said "Air India crash investigation focuses on movement of engine fuel control switches" with a blurb that "data from the Dreamliner's black box points investigators towards improper, inadvertent or intentional pilot actions". On July 10, the *Wall Street Journal (WSJ)* had a report, "Air India probe Puts Early Focus on Pilots' Actions and Plane's Fuel Switches". Again, on July 17, the *WSJ* had an exclusive report titled "New Details in Air India Crash Probe Shift Focus to Senior Pilot". On July 18, an Italian daily, the *Corriere della Sera* (founded in 1876), published a report which claimed it had more details from the cockpit voice recorder (CVR).

The reports in the western media have led to a pushback by Indian pilot bodies. A media report has said that the Federation of Indian Pilots would "pursue all legal remedies available for defamation, mental anguish and reputational harm". The International Federation of Air Line Pilots' Associations also cautioned against hasty conclusions published by the media and social media based on the preliminary report.

What has the preliminary report said?

The report has focused on the "engine 1 and engine 2 fuel cutoff switches having transitioned from Run to Cutoff position, one after another with a time gap of one second", resulting in the fuel supply cutting off. There is also one sentence which says that in the "cockpit voice recording, one of the pilots is heard asking the other why did he cutoff. The other pilot responded that he did not do so." The report has a picture of the aircraft with its Ram Air Turbine – which is at the heart of an aircraft's emergency power system – having deployed during the initial climb.

The engine 1 fuel cutoff switch then transitioned from Cutoff to Run about 10 seconds after the cutoff, leading to a thrust recovery. Four seconds later, a similar transitioning for the engine 2 fuel switch led to the full authority digital engine control of each engine automatically managing a relight and thrust recovery sequence. One of the pilots then transmitted a Mayday call.

The report has said that it has no recommended actions concerning the aircraft type, the engine (GE's GENx-1B70/P2), and the manufacturers – this has drawn criticism from pilot bodies for ignoring 'systemic vulnerabilities'.

The heart of the mystery now lies in the

actions around the manual fuel selector switches.

Captain Matthew Buckley, a former U.S. Navy fighter pilot and a former first officer at FedEx and American Airlines, has told *The Hindu* that the Boeing 787 is a data-linked, highly networked aircraft, with its critical flight systems – especially fuel management – digitally and physically isolated. Even though the aircraft uses Ethernet-style backbone systems for many avionics functions, the fuel selector switches themselves are mechanical-electrical hybrids that cannot be remotely accessed or altered from outside. He adds that had there been any software anomaly, Boeing and the engine manufacturer would have detected it through Aircraft Health Monitoring Systems. These systems record and transmit real-time diagnostics, he said.

He said that the Boeing 787 has centralised electronic systems and data streaming to ground systems in real time. If there was an engine-related issue, the engine manufacturer would know instantly, as diagnostic updates would be sent during flight.

What are the safety checks being done by airlines?

Last month, on June 13, the Directorate General of Civil Aviation (DGCA) directed Air India to carry out additional safety inspections on its Boeing 787-8 and 787-9 fleets. Professor Guy Gratton, Associate Professor of Aviation and the Environment, Faculty of Engineering and Applied Science at Cranfield University, U.K., has told *The Hindu* that these imply enhanced checks of the electrical, hydraulic and/or propulsion systems.

The DGCA has also issued a directive (with inspection reports by July 21, 2025) to check the locking mechanism of the fuel control switches on the Boeing 737 and 787. A number of airlines have carried out precautionary checks of the fuel selector switches in their Boeing 787 fleets. This also flows from an advisory by the U.S. Federal Aviation Administration (FAA) in 2018 of the 'potential for disengagement of the fuel control switch locking feature' on several Boeing aircraft families. Separately, Indian pilot bodies have urged extensive checks of the 787's engine control systems.

Can there be a better investigation?

In an interview with Singapore's media on July 16, while commenting on the AAIB's preliminary report, International Air Transport Association chief Willie Walsh said that there is a strong argument to be made for video recorders to be installed in aircraft flight decks to help accident investigators. This revives an almost 25-year-old debate on the issue between the NTSB and the FAA.

The final line is that there needs to be a fair and transparent investigation with irrefutable findings. And this could take time.



Questions linger: The aircraft wreckage currently housed at the Ahmedabad airport premises. VIJAY SONEJI

Nearly half of technical posts in DGCA vacant

Neha LM Tripathi

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NEW DELHI: India's aviation safety regulator is operating with a little over 50% of its technical strength, with just 553 officials overseeing operations in one of the world's fastest-growing aviation markets, according to an internal document reviewed by HT. The regulator's sweeping remit includes airline operations oversight to airport certification, with the technical posts crucial from safety perspective — these teams are tasked to carry out airworthiness assessments and operational surveillance.

According to documents seen by HT, the Directorate General of Civil Aviation (DGCA) has 48% of its 1,063 technical posts vacant, hampering its ability to enforce regulations and conduct safety audits effectively in the world's third-largest aviation market. Of these, 400 posts were sanctioned and added in 2022 but remain to be filled.

The staffing shortage comes at a time of close scrutiny of Indian aviation safety following the crash of Air India Flight 171 crash that killed 260 people in

continued on → 10

Regulator's crew shortage

THE CRISIS

510 of total 1063 technical posts vacant

400 posts added in 2022 remain unfilled

- All 18 deputy director general posts vacant
- 1 out of 5 joint director general posts vacant

WHAT TECHNICAL STAFF DOES

- **Flight operations inspectors:** Monitor airline safety compliance
- **Airworthiness officers:** Oversee aircraft safety standards
- **Air safety officers:** Conduct incident investigation
- **Aeronautical engineers:** Carry out technical oversight

Reporting on AI crash premature: NTSB chief

NEW DELHI: The US National Transportation Safety Board (NTSB) chairwoman Jennifer Homendy has said the board will continue to support the AAIB's investigation into the Air India plane crash, and that reports about the incident are premature and speculative.

"Recent media reports on the Air India 171 crash are premature

Accident Investigation Bureau just released its preliminary report. Investigations of this magnitude take time," Homendy said in a statement posted on X. The comments come days after AAIB said it is too early to draw any "definite conclusions" on what led to the crash, as the probe is still on, and urged everyone to refrain from spreading

Among the issues raised in the reference are whether decisions of governors and the President under Articles 200 and 201 can be judicially reviewed before a law takes effect; whether courts can direct or substitute the President or governor's discretion using Article 142; and whether constitutional immunity under Article 361 precludes such review altogether.

Another critical question pertains to whether disputes of this nature should only be adjudicated under Article 131 of the Constitution, which governs disputes between states and the Union, or whether the Supreme Court can resolve them through writ jurisdiction or otherwise. The reference also asks whether the governor is constitutionally bound to act on the aid and advice of the state's council of ministers while exercising discretion under Article 200.

DGCA VACANCIES

June. The sector has been booming, with India becoming the third largest domestic market after the US and China post the pandemic.

The regulator's technical posts vacant include flight operations inspectors, who oversee airline safety compliance, airworthiness officers who ensure aircraft meet safety standards, air safety officers who investigate incidents, and aeronautical engineers who provide technical oversight. Chief flight operations inspectors (FOI) and senior FOIs lead these critical safety functions. The crisis extends to senior leadership levels. Currently, all 18 deputy director general posts in DGCA are vacant—some for over five years. "The last promotions for some of the posts were filled three years ago. This delay is affecting not just current operations but also the next tier of leadership," said a former DGCA official on condition of anonymity. Of the vacant deputy director general (DDG) posts, six are from the airworthiness directorate, six from operations, two from air safety and four from other directorates including flying training and regulation information.

The former official quoted above added that the vacancies have a cascading effect. "Since DDG posts are empty, there's no one eligible for promotion to joint director general (JDG) post, which requires at least three years of DDG experience," he added. The regulator at present has one vacant JDG post and "if

the backlog continues, we risk having a stage with no JDG officers in the coming years," he added.

A former bureaucrat stressed on the sweeping nature of the regulator's work. "These officers are required in safety oversight in their respective areas, grant approval as assigned to them and contribute to policy making," said this person, asking not to be named. "If you remove one link, it no more remains a chain to bind any organisation. It's like removing all DCPs from Delhi police and then thinking that it can function with commissioners and inspectors."

"The shortage of staff not only impacts safety but also the efficiency of the country's aviation regulator," said another former bureaucrat, asking not to be named. "The DGCA is undermanned and requires more specialists." These issues were discussed at a July 9 meeting on civil aviation safety by the Parliamentary Standing Committee on Transport, Tourism and Culture.

Despite repeated attempts, the DGCA did not respond to queries. The ministry of civil aviation did not respond to requests for a comment.

The second former DGCA official cited above added that the problem has existed for years due to "slow recruitment procedures and lack of budget," calling the shortage of trained personnel a major concern.

The staffing crisis affects the regulator's core functions at a time when India is attempting to improve its International Civil Aviation Organization safety rankings. Despite being the third largest domestic market by volume, the country ranks 48, albeit an improvement from 102 in 2018.

In other countries, regulators work with far larger workforces. The US FAA employs 46,170 people, although 14,000 of these are air traffic controllers, while the UK's Civil Aviation Authority has about 1,000-1,100 staff. The DGCA relies on around 70 contract consultants to bridge gaps, although it does not employ air traffic controllers (unlike the FAA), who are on rolls of the Airports Authority of India.

Former joint director general JS Rawat said the government needs to attract qualified personnel from industry by making pay competitive with market standards.

"With the rate at which Indian aviation is growing, it is essential to keep up the pace. Manpower

shortages lead to delays in the functioning of the regulator, such as granting airline approvals and conducting checks," he added.

Parliamentary discussions also touched on the DGCA's lack of independence. The regulator functions as a statutory body under the ministry of civil aviation with limited financial and staffing powers.

In contrast, the FAA has moderate autonomy under the US Department of Transportation, while the UK's CAA and EU's EASA operate as highly autonomous entities.

"This lack of independence impacts DGCA's ability to make swift policy decisions and allocate resources effectively," said an official aware of the discussions. "Considering the country's growth trajectory, it's not just autonomy but also a long-term plan that is essential. The government must come up with a forward-looking strategy, including a structure that supports the sector's growth over the next 30 years," the official concluded.

INDIA-U.S.-TRADE

negotiators "cannot commit beyond their mandate irrespective of the US tariff threats," maintaining that any agreement must be "balanced, long-term, strategic and mutually beneficial."

Negotiations are being held on the basis of two formally agreed frameworks — one is the joint statement of February 13 that proposed a Bilateral Trade Agreement (BTA) by the fall of 2025, and the second is the terms of reference (TORs) agreed between the two parties on April 21 during US Vice-President JD Vance's India visit, this person added.

"Like America, India is also a vibrant democracy where the people's will is supreme," said a second person, speaking anonymously. "While certain subsistence sectors still need protection from global competition to save the livelihood of millions of poor, there are some sensitive sectors that have legal protection in the national interest."

The first person cited above said the "best-case scenario" would be finalising an interim goods-only deal before August 1, but emphasised that India would not accept asymmetrical arrangements like the one with Indonesia, where "the US got zero-duty access, but imposed a 19% additional tariff on Indonesian goods." "Bilateral deals are

Reports on AI plane crash premature; fully support AAIB probe: NTSB chief

Press Trust of India

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NEW DELHI: The US National Transportation Safety Board (NTSB) Chairwoman Jennifer Homendy has said the board will continue to support the AAIB's investigation into the Air India plane crash, and that reports about the incident are premature and speculative.

On June 12, Air India's Boeing 787-8 aircraft en route from Ahmedabad to London Gatwick crashed into a building soon after takeoff, killing 260 people, including 19 people on the ground. Out of the 242 people onboard, one passenger survived.

On July 12, the Aircraft Accident Investigation Bureau (AAIB) released its preliminary report into the fatal crash.

"Recent media reports on the Air India 171 crash are premature and speculative. India's Aircraft Accident Investigation Bureau just released its preliminary report. Investigations of this magnitude take time," Homendy said in a statement posted on X.

The comments come days after AAIB said it is too early to draw any "definite conclusions" on what led to the crash, as the probe is still on, and urged everyone to refrain from spreading premature narratives.

Homendy also said that NTSB fully supports AAIB's public



AI-171 to London crashed into a Gujarat building soon after take-off on June 13. REUTERS

appeal and will continue to support its ongoing investigation.

"All investigative questions should be addressed to the AAIB," she said in the post on Saturday.

There are reports suggesting that pilot error led to the crash of the Air India plane - VT-ANB - operating the flight AI 171.

The statement following AAIB's public appeal issued on Thursday noting a strong appeal to the public and media, raising concerns about "selective and unverified reporting" by certain international outlets in the aftermath of the crash.

The AAIB cautioned against drawing premature conclusions or circulating unverified information which could undermine the investigation, and reaffirmed that the investigation into the Air India crash is being conducted in a "rigorous and most professional manner in accordance with the AAIB Rules and international protocols."

Report: Uttarakhand copter crashed during emergency landing

Amit Bathla

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DEHRADUN: The Aircraft Accident Investigation Bureau's (AAIB) preliminary report into the May 8 helicopter crash in Uttarkashi district of Uttarakhand revealed that the accident was caused by an overhead fibre cable that struck the helicopter's main rotor blade during emergency landing.

The Bell 407 helicopter, operated by Aerotrans Services Pvt Ltd, was en route from Kharsaili in the Yamunotri Dham to Jhala helipad in Gangotri Dham when it plunged into a gorge about 200-250 metres deep in the Gangnani area of the district, killing six people and grievously injuring another onboard. According to the AAIB report, released on Saturday, the chopper was airborne for about 20 minutes before it began descending from its cruising altitude.

Pilot Robin Singh (59), who had 6,160 hours of flying experience, attempted to make an emergency landing on the Uttarkashi-Gangotri road near Gangnani. However, during the landing, the chopper's main rotor blade hit an over-

head fibre cable running parallel to the road, leading to the crash.

"The aircraft failed to land and subsequently tumbled down the hillside, eventually coming to rest against a tree roughly 250 feet into a gorge," the report said.

The report states that the US's National Transportation Safety Board (NTSB) and Canada's Transportation Safety Board (TSB), Canada have appointed official representatives and technical advisors to assist with the investigation of the crash.

"The investigation team is working closely with them to decide the next steps needed to find out the exact cause of the crash."

The AAIB also made public its interim report on another incident, involving a two-seater Cessna 152 that crashed in Meh-sana's Ucharpi village on March 31 during a training sortie, leaving the trainee pilot seriously injured. According to the report, the Cessna 152, manufactured in 1984, had undergone a scheduled inspection just a day prior to the crash.

US regulator backs India probe, flags 'premature and speculative' reports

SUKALP SHARMA
NEW DELHI, JULY 19

US NATIONAL Transportation Safety Board (NTSB) chief Jennifer Homendy has termed recent media reports on the probable cause of the crash of Air India flight AI 171 as "premature and speculative", and supported the recent public appeal issued by India's Aircraft Accident Investigation Bureau (AAIB) against speculation around the



NTSB chief
Jennifer
Homendy

ongoing air crash investigation. Homendy's comments come close on the heels of reports by a few US-based publications suggesting that deliberate action by one of the pilots was most likely

CONTINUED ON PAGE 2

● US regulator backs India probe

the cause of the crash in which 260 persons perished—241 of the 242 people on board, and 19 on the ground.

"Recent media reports on the Air India 171 crash are premature and speculative. India's Aircraft Accident Investigation Bureau just released its preliminary report. Investigations of this magnitude take time. We fully support the AAIB's public appeal, which was released Thursday, and will continue to support its ongoing investigation. All investigative questions should be addressed to the AAIB," the NTSB chief said in a statement.

Drawing from the Cockpit Voice Recorder data, the AAIB preliminary report of July 12 said that one of the pilots asked the other why he cut off the fuel, to which the other pilot responded saying he did not. The 15-page preliminary report, however, did not identify which pilot said what, and neither did it include the full transcript of the CVR recording.

Days later, in a July 17 news report, the Wall Street Journal identified which of the two pilots said what in the conversation, basing it on "people familiar with US officials' early assessment of evidence uncovered in the crash investigation". It said NTSB chairwoman Homendy "has sought to listen to the recording herself", quoting people familiar with the matter.

Responding to this WSJ report, the Federation of Indian Pilots, which has around 5,500 pilots as members, said it was considering taking legal action against the newspaper. "We strongly object to the targeting of the pilots despite the preliminary report not mentioning pilot error or action. They are maligning the pilots. We are contemplating legal action and will be consulting our lawyers," CS Randhawa had told *The Indian Express*.

AAIB Director General GVG Yugandhar too in a statement urged the public and the media to "refrain from spreading premature narratives" around the ongoing investigation. He also said that sections of the international me-

dia are "repeatedly attempting to draw conclusions through selective and unverified reporting", and termed it "irresponsible."

After the AAIB preliminary report, at least two pilot bodies — the Indian Commercial Pilots Association (ICPA), and the Airline Pilots' Association of India (ALPA-I) — flagged insinuation against the pilots without any proof. "We are deeply disturbed by speculative narratives... particularly the reckless and unfounded insinuation of pilot suicide... There is absolutely no basis for such a claim at this stage, and invoking such a serious allegation based on incomplete or preliminary information is not only irresponsible—it is deeply insensitive to the individuals and families involved," the ICPA had said after the AAIB published its preliminary report on July 12.

Investigators are also learnt to be probing if software snags could have resulted in the crash. In a report published on July 16, *The Indian Express* had said that investigators were closely studying snags that cropped up in the electrical and software components of the aircraft which could possibly have triggered "un-commanded" actions. "...we cannot overlook the possibility of a system error that resulted in the unexplained transition," an official aware of the probe had said.

In his statement, AAIB chief Yugandhar said the preliminary report only attempts to only provide information on what happened in the crash, and that it is too early to arrive at any definite conclusions, adding that the final report will contain the root causes of the crash. His statement came at a time when speculation is rife over the probable causes of the accident—the worst aviation disaster involving an Indian airline in four decades.

"While the accident of this dimension has drawn public attention and shock, however, it needs to be appreciated that this is not the time to create public anxiety or angst towards the safety of Indian Aviation Industry, particularly on the basis of unfounded facts," Yugandhar said.



KEY QUESTION: DID ELECTRIC FIRE IN TAIL OCCUR DUE TO COMPONENT FAULT

AI crash: Probe looks for vital clues of electric malfunction in tail wreckage

Auxiliary Power Unit in tail intact, while the rear black box suffered extensive damage



The June 12 crash in Ahmedabad killed 260 people. File

ADITI RAJA
VADODARA, JULY 19

INVESTIGATORS PROBING the June 12 Air India AI-171 disaster are closely examining the Boeing Dreamliner wreckage which hold "vital clues" to what could have gone wrong in the 26 seconds the flight was airborne after lift-off from Runway 23 of the Sardar Vallabhbhai Patel

International Airport in Ahmedabad.

Officials aware of the probe said the wreckage of the empennage or tail assembly of the aircraft showed signs of a "con-

tained electric fire" but restricted to only a few components located in the rear. The tail had disengaged and remained largely unaffected by the post-crash

CONTINUED ON PAGE 2

AI crash: Probe looks for vital clues of electric malfunction in tail wreckage

explosion and fuel fire which had charred the rest of the aircraft body.

The officials said components located in the tail have been identified and safely stored at a location in Ahmedabad. "They hold the key for a detailed analysis of a possible malfunction in the electric supply of the aircraft during lift off," an official told *The Indian Express*.

The two black boxes, the clues they hold

The aft Enhanced Airborne Flight Recorders (EAFR) or the rear black box found from the rooftop of the BJ Medical College hostel mess building on June 13 had suffered extensive internal thermal damage, the officials said.

The July 12 preliminary report of the Aircraft Accident Investigation Bureau, an office under the Ministry of Civil Aviation, pointed to this and said data from this "could not be downloaded through conventional means". When it was opened to inspect the memory card, the "damage was extensive".

In contrast, the forward EAFR or the front black box, was found "burnt and covered in soot" from the charred wreckage debris on June 16, and the AAIB was able to retrieve data from this, the report said.

According to the officials, both the black boxes are housed inside robust, anti-corrosion material casing to withstand high temperatures or impact. While the rear black box relies on the aircraft's main electrical system for power, the front black box has an independent battery to ensure it continues recording even in case of power shut down. Flight data downloaded from the front black box contained "approximately 49 hours of flight data and 6 flights, including the event flight", the preliminary re-

port said. The audio recovered from this, including the crash event, was two hours long.

The officials said the aircraft's tail suffered the expected crash impact when it made contact with the hostel mess building. But this was not the rare kind of damage where the aft EAFR (rear black box) should have been damaged beyond salvage, they said.

"It needs to be probed if the electric fire in the tail was due to a fault that originated in one of the flight components when it began rolling for take-off, or was it purely a fire following the impact... The fire was contained in the tail section, which, despite being embedded in Building A (hostel mess), did not spread to the structure or its electrical framework," the official said.

Finding a key in the tail

Besides the rear black box, the Auxiliary Power Unit (APU) located in the tail as well as the transducers and rudders of the plane are being examined, the officials said. The investigators have recovered the APU from its compartment in an "intact condition", the preliminary report had said. It is critical to investigate the electrical fire, especially since the crew of the previous flight AI-423 from Delhi to Ahmedabad had logged a Pilot Defect Report for a status message "STAB POS XDCR" (Stabilizer Position Transducer - a sensor located in the tail) in the technical log. This was troubleshooted by the Aircraft Maintenance Engineer in Ahmedabad before clearing the flight for AI-171 at 12.15 pm on June 12.

"Any malfunction of the electrical system that originated before the flight became airborne could have led to disruption of interconnected flight sensors and, in a cascading effect, trig-

gered incorrect data to the ECU (Engine Control Unit) of the flight to cut off fuel supply... The APU also made an auto logic start after fuel supply transitioned back to 'Run' from 'Cut-off', which indicates it had been on during the take-off to have more thrust during take-off on a hot day in Ahmedabad...," the official said.

It is "pertinent" that the rear black box, along with the Stabilizer Position Transducer, is located in the tail, along with the APU. "When the aircraft is on the ground, APU batteries start the APU generators. The APU generator powers the two generators on each of the two engines to start the engines. Once in flight, APU's two generators are secondary power for the flight or used for in-cabin power," the official said.

Recalling that APU malfunctions had led to a brief grounding of the 787 series Dreamliner fleet in 2013, the officials said, the fleet was pressed back into service when the FAA (Federal Aviation Administration) approved the new design of APU battery. "The component is among the significant parts being examined now. This aircraft was pressed into service the same year after the FAA approved the new design," the official said.

The testimony of the lone survivor Viswashkumar Ramesh about "flickering cabin lights" also supports the possibility of electric malfunction, with systems switching between the main power, back-up generator, and attempted relight of systems within a few seconds, the officials said.

On July 17, *The Indian Express* had reported that the investigators were examining the history of technical snags and the possibility of system malfunction that can impact the FADEC's (Full Authority Digital Engine Control)

Engine Control Unit (the brain of the aircraft) to trigger "uncommanded" actions. "Both engines of the flight were starved of fuel within seconds of being airborne and quickly began to decelerate... The electrical signal of transition to fuel cut-off mode, recorded in the flight data, is at the centre of the probe, which is why FADEC actions are crucial. By design, FADEC reacts to cascading malfunction in data input by triggering fuel cut off to protect engines in compromised system conditions," the official said.

What caused the death of flight attendant in the rear

The state of the body of the flight attendant found 72 hours from the BJ Medical College building after the crash in the crew deck area of the rear fuselage also points to the cause of her death. "It was not caused by the explosion and fire like the other passengers whose bodies were charred beyond recognition. She did have some burns, which were from the fire from the aircraft's electrical system that was brought under control when the fire-tenders arrived. But she was identified through her clothes..." he said.

An official of the Gujarat government, who was involved in the post-crash response, told this newspaper that the body was found in a highly decomposed state with post-mortem burn injuries. "The flight attendant in the rear of the plane likely died due to impact injuries. She would have been seated in the brace position and was partially affected by the fire in that section. Her body was highly decomposed due to lapse of time and the extinguishing agents used to put out the fire after the crash. Fragments of her uniform saree, made of a synthetic blend, were visible for identification."





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20 JULY 2025

भारतीय पायलट संघ ने अपमानजनक 'कवरेज' के लिए माफी की मांग की

जनसत्ता ब्यूरो
नई दिल्ली, 19 जुलाई।

भारतीय पायलट संघ (एफआईपी) ने 'द वाल स्ट्रीट जर्नल' और 'रायटर्स' के खिलाफ कानूनी नोटिस जारी किया है, जिसमें एअर इंडिया फ्लाइट एआइ-171 के दुर्घटनाग्रस्त होने के बारे में निराधार और अपमानजनक कवरेज के लिए माफी की मांग की है।

बारह जून की दुर्घटना पर भारत के विमान दुर्घटना जांच ब्यूरो (एएआईबी) की प्रारंभिक रपट से पता चला है कि बोइंग 787 ड्रीमलाइनर के दोनों इंधन निर्वंत्रण स्विच उड़ान भरने के तुरंत बाद 'रन' से 'कटऑफ' पर आ गए थे। क्राफ्ट की आवाज को रिकार्डिंग के अनुसार, एक पायलट ने पूछा कि इंधन क्यों बंद हो गया, दूसरे ने जवाब दिया कि उसने ऐसा नहीं किया था।

एएआईबी की रपट में न तो यह बताया गया है कि स्विच किसने बंद किए और न ही किसी को दोषी ठहराया गया है। हालांकि, 'वाल स्ट्रीट जर्नल' ने अमेरिकी अधिकारियों द्वारा साक्ष्यों के प्रारंभिक

द वाल स्ट्रीट और जर्नल और 'रायटर्स' के खिलाफ कानूनी नोटिस जारी।

आकलन से परिचित अज्ञात स्रोतों का हवाला देते हुए, यह सुझाव दिया कि कप्तान ने जानबूझकर इंधन स्विच बंद कर दिए थे। यह दावा 'रायटर्स' की एक रपट में भी दोहराया गया था जिसमें कप्तान की गलती का संकेत दिया गया था। कानूनी नोटिस में दोनों एजेंसियों से

माफी मांगने और खबर में सुधार की मांग की गई है। एफआईपी के अध्यक्ष कैप्टन सीएस रंधावा ने कहा कि रपट में कहीं भी यह उल्लेख नहीं किया गया है कि पायलट की गलती के कारण इंधन निर्वंत्रण स्विच बंद हो गया था। उन्होंने रपट को ठीक से नहीं पढ़ा है और हम कार्रवाई करेंगे।

सुशील राघव
नई दिल्ली, 19 जुलाई।

संसद का मानसून सत्र सोमवार से शुरू हो रहा है। उच्च सदन में सत्र के पहले ही दिन सरकार से इस विमान हादसे को लेकर प्रश्नकाल में कई सवाल पूछे जाएंगे। राज्यसभा की वेबसाइट पर मौजूद जानकारी के मुताबिक, सोमवार को पूछे जाने वाले तारकित 15 प्रश्नों में से आठ प्रश्न नागर विमानन मंत्रालय से संबंधित हैं। इनमें से पांच सवाल अहमदाबाद हवाई दुर्घटना, उसकी जांच और हवाई यात्रियों की सुरक्षा से संबंधित हैं। राष्ट्रीय जनता दल (राजद) के सांसद मनोज कुमार झा ने नागर विमानन मंत्री ने पूछा कि नागरिक उड्डयन महानिदेशालय (डीजीसीए) द्वारा तीन वर्षों के दौरान कितने सुरक्षा और रखरखाव निरीक्षण किए गए? इन निरीक्षणों के दौरान

मानसून सत्र के पहले ही दिन राज्यसभा में

एअर इंडिया हादसे पर पूछे जाएंगे सवाल

उच्च सदन में 15 तारकित सवालों में से पांच सवाल हवाई दुर्घटना, उसकी जांच और हवाई यात्रियों की सुरक्षा से संबंधित पूछे जाएंगे।

पहचानी गई अनियमितताओं की संख्या और प्रकृति क्या रही? इसी तरह आम आदमी पार्टी (आप) के सांसद संदीप कुमार पाठक ने मंत्री से पूछा कि तीन वर्षों के दौरान खासी विमानों में यात्री सुरक्षा दिशा-निर्देशों के उल्लंघन के लिए निजी और स्वयंसेवक क्षेत्र की एअरलाइन कंपनियों के खिलाफ कुल कितने मामले दर्ज किए गए? इसके साथ ही पाठक ने पूछा है कि कितने मामलों की जांच की गई है और कितने मामलों की जांच होनी बाकी है। जांच के बाद दिशा-निर्देशों

के उल्लंघन के दोषी पाई गई एअरलाइन कंपनियों की संख्या और दोषी पाई गई कंपनियों के खिलाफ की गई कार्रवाई का वर्ष वार और कंपनी-वार ब्यौरा क्या है? और तीन वर्षों के दौरान सुरक्षा कारणों से रद्द की गई यात्री उड़ानों की संख्या का वर्ष वार और कंपनी-वार ब्यौरा क्या है? सांसद अश्लोक प्रसाद शिंह ने पूछा कि हाल के दिनों में यात्रा के दौरान विमानों में बढ़ी 'टयूलेंस' घटनाओं को लेकर डीजीसीए ने क्या कदम उठाए हैं? इसी तरह कांग्रेस के ही जैसी चंद्रशेखर ने एअरलाइन कंपनियों द्वारा सुरक्षा उपायों से संबंधित सवाल पूछा। उन्होंने पूछा कि देश में एअरलाइन कंपनियां क्या सुरक्षा मानकों को पूरा नहीं कर रही हैं? क्या वह सही है कि पिछले दिनों में कुछ विमानों ने विभिन्न कमियों की वजह से आपात लैंडिंग की है? सरकार द्वारा डीजीसीए पर अब तक की प्रकार की कार्रवाई की गई है।

Corporate Communications Directorate

JAAN SATTA

DELHI

20 JULY 2025

अमेरिकी राष्ट्रीय परिवहन सुरक्षा बोर्ड ने कहा

बयान

एएआइबी जांच का पूरा समर्थन करेंगे

अहमदाबाद विमान दुर्घटना संबंधी खबरें अपरिपक्व

जनसत्ता ब्यूरो
नई दिल्ली, 19 जुलाई।

अमेरिकी राष्ट्रीय परिवहन सुरक्षा बोर्ड (एनटीएसबी) अध्यक्ष जेनिफर होमंडी ने कहा है कि बोर्ड एअर इंडिया विमान दुर्घटना की एएआइबी जांच का समर्थन करना जारी रखेगा और घटना के बारे में खबरें अपरिपक्व और अटकलों पर आधारित हैं।

अहमदाबाद से 12 जून को लंदन के लिए उड़ान भरने के तुरंत बाद एअर इंडिया का बोईंग 787-8 विमान एक इमारत से टकरा कर दुर्घटनाग्रस्त हो गया था, जिसमें 260 लोगों की मौत हो गई थी। इनमें जमीन पर मारे गए 19 लोग भी शामिल हैं। विमान में सवार 242 लोगों में से केवल एक यात्री जीवित बच सका था। चारह जुलाई को, वायुयान दुर्घटना जांच ब्यूरो



(एएआइबी) ने इस दुर्घटना पर अपनी प्रारंभिक रपट जारी की। होमंडी ने एक्स पर पोस्ट किया, 'एअर इंडिया की उड़ान संख्या 171 से संबंधित दुर्घटना पर हाल की मीडिया खबरें अपरिपक्व और अनुमान पर आधारित हैं। भारत के वायुयान

अमेरिकी राष्ट्रीय परिवहन सुरक्षा बोर्ड अध्यक्ष जेनिफर होमंडी ने कहा है कि 'एअर इंडिया की उड़ान संख्या 171 से संबंधित दुर्घटना पर हाल की मीडिया खबरें अपरिपक्व और अनुमान पर आधारित हैं। भारत के वायुयान दुर्घटना जांच ब्यूरो ने अभी अपनी प्रारंभिक रपट जारी की है। इस तरह की जांचों में समय लगता है।'

दुर्घटना जांच ब्यूरो ने अभी अपनी प्रारंभिक रपट जारी की है। इस तरह की जांचों में समय लगता है।'

यह टिप्पणी एएआइबी के उस बयान के कुछ दिन बाद आई है, जिसमें कहा गया था कि

दुर्घटना के कारणों पर निर्णायक निष्कर्ष पर पहुंचना अभी बहुत जल्दी है, क्योंकि जांच अब भी जारी है और सभी से आग्रह किया गया था कि वे अपरिपक्व विमर्श न फैलाएं।

होमंडी ने यह भी कहा कि एनटीएसबी पूरी तरह से एएआइबी की सार्वजनिक अपील का समर्थन करता है और उसकी जारी जांच में समर्थन जारी रखेगा। उन्होंने शनिवार को पोस्ट किया कि जांच संबंधी सभी सवालों को एएआइबी को ही संबोधित किया जाना चाहिए।

कुछ खबरों में यह भी इशारा किया गया है कि पायलट की गलती के कारण एअर इंडिया का विमान (वीटी-एएनबी) दुर्घटनाग्रस्त हो गया, जिससे उड़ान संख्या एआइ 171 रूपांतरित थी। वीटी-एएनबी एअर इंडिया के एक विशिष्ट विमान (बोईंग 787-8 ड्रीमलाइनर) के पंजीकरण कोड को दर्शाता है।

Corporate Communications Directorate

JAAN SATTA

DELHI

20 JULY 2025

‘केबल से टकराने के कारण हुआ था उत्तरकाशी हेलिकाप्टर हादसा’

जनसत्ता ब्यूरो
नई दिल्ली, 19 जुलाई।

विमान दुर्घटना जांच ब्यूरो (एएआइबी) ने आठ मई को उत्तरकाशी के गंगनानी के नजदीक गंगोत्री धाम जाने के दौरान हुए हेलिकाप्टर हादसे की प्रारंभिक रपट रीपि दी है। रपट में कहा गया है, उड़ान भरने के करीब 20 मिनट तक हवा में रहने के बाद हेलिकाप्टर अपनी तयशुदा ऊंचाई से नीचे गिरने लगा। आपात स्थिति में हेलिकाप्टर को उतारने की पावलट ने तमाम कोशिशें की, लेकिन इस दौरान हेलिकाप्टर का एक हिस्सा (मुख्य रोटर असेंबली) फाइबर केबल से टकराने के कारण यह हादसा हुआ।

आठ मई को उत्तरकाशी जिले गंगोत्री धाम जा रहे छह लोगों को ले जा रहा एक हेलिकाप्टर दुर्घटनाग्रस्त हो गया था। एअरोट्रांस सर्विसेज प्राइवेट लिमिटेड का बेल 407 हेलिकाप्टर खरसाती हेलीपैड (यमुनोत्री) से ज्ञाता हेलीपैड (गंगोत्री) जा रहा था, तभी सुबह 8.35 बजे उत्तरकाशी जिले के गंगनानी इलाके के पास दुर्घटनाग्रस्त हो गया। इस हादसे में उसमें सवार छह लोगों की मौत हो गई। हालांकि पावलट ने

गंगनानी के पास उत्तरकाशी-गंगोत्री मार्ग पर हेलिकाप्टर को आपात स्थिति में उतारने की कोशिश की, लेकिन इस दौरान एक ओवरहेड फाइबर केबल से टकराने से यह हादसा हुआ।

रपट के मुताबिक, राष्ट्रीय परिवहन सुरक्षा बोर्ड (एनटीएसबी), अमेरिका और परिवहन सुरक्षा बोर्ड (टीएसबी), कनाडा ने दुर्घटना की जांच में सहायता के लिए आधिकारिक प्रतिनिधियों और तकनीकी सलाहकारों को नियुक्त किया है। जांच दल दुर्घटना के सटीक

विमान दुर्घटना जांच
ब्यूरो ने रीपि
प्रारंभिक रपट।

कारण का पता लगाने के लिए जरूरी कदमों पर निर्णय लेने के लिए साथ मिलकर काम कर रहा है। हादसे को लेकर तमाम हितधारकों से हासिल किए गए व्योरे की जांच की जा रही है। उत्तरकाशी हेलिकाप्टर दुर्घटना, पिछले छह हफ्तों में चार धाम मार्ग पर हुई पांच हेलिकाप्टर दुर्घटनाओं में से एक थी। 15 जून को केदारनाथ क्षेत्र में हुई एक हेलिकाप्टर दुर्घटना में इसमें सवार सभी सात लोगों की मौत हो गई थी। इस हादसे के बाद उत्तराखंड सरकार ने राज्य में हेलिकाप्टरों के संचालन के लिए मानक संचालन प्रक्रिया (एसओपी) तैयार करने के लिए एक समिति का गठन किया।



भारतीय विमानपत्तन प्राधिकरण
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MORNING STANDARD

DELHI

20 JULY 2025

FLYING HAZARDS

Uttarkashi copter crash: AAIB says rotor hit cable during emergency landing

EXPRESS NEWS SERVICE @ New Delhi

THE preliminary investigation into the helicopter crash in Uttarakhand's Uttarkashi on May 8 has revealed that the main rotor blade of the ill-dated chopper struck an overhead fibre cable while attempting an emergency landing. "The aircraft failed to land and subsequently tumbled down the hillside, eventually coming to rest against a tree roughly 250 feet into a gorge," reads the preliminary probe report by the Aircraft Accident Investigation Bureau (AAIB).

The Bell 407 helicopter was en route from Kharsali (Yamunotri) to Jhala (Gangotri) when it went down near Gangnani area, killing all six people on board. The crash occurred after the 59-year-old pilot, with over 6,100 flying hours, attempted an emergency landing on Uttarkashi-Gangotri road following a fall from cruising altitude.

The main rotor struck a fibre-optic cable running parallel to the road, causing the aircraft to lose control and plunge into a gorge, the initial probe report said.

The AAIB noted that international agencies, the US National Transportation Safety Board and Transportation Safety Board, Canada, have appointed representatives and technical advisors to assist with the probe. "The investigation team is working closely with them to decide the next steps to find out the exact cause of the crash."

Scrutiny on: Agency

The records obtained from stakeholders are currently being scrutinised, the AAIB said, adding, various agencies are working in tandem to ascertain the cause of crash.

Panel to draft SOP

Amid mounting safety concerns, the State has set up a panel chaired by home secretary Shailesh Bagauli to draft SOP for helicopter operations.

Don't speculate, probe on: US transport body chief on Ahmedabad crash report

EXPRESS NEWS SERVICE @ New Delhi

THE US National Transportation Safety Board (NTSB) chair Jennifer Homendy has cautioned against premature conclusions in the ongoing investigation into the June 12 crash of Air India Flight 171, following media reports suggesting pilot error involving fuel switches.

"Investigations of this magnitude take time," Homendy posted on X on Friday, calling the reports "premature and speculative." She did not name any publication or provide specifics on what exactly she was referring to, but warned that drawing conclusions at this stage would be "misguided."

The Boeing 787 Dreamliner crashed on June 12, moments after takeoff, killing all but one person on board. The investigation, led by India's Aircraft Accident Investigation Bureau (AAIB) with assistance from

the NTSB, is still in progress.

According to the AAIB's preliminary findings, two fuel control switches were set to the "cutoff" position shortly after liftoff, starving both engines of fuel. Although the switches were returned to their normal position within 10 seconds, the aircraft lost thrust and crashed before it could recover.

The cockpit voice recorder captured a key exchange where First Officer Clive Kunder is heard asking Captain Sumeet Sabharwal why the fuel switches were moved. Sabharwal reportedly responded, "I didn't."

Investigators are examining if the switches were moved accidentally, intentionally, or due to a technical malfunction. So far, no mechanical defects have been found in the aircraft.

Air India and the AAIB have also urged the public and media to avoid speculation while the investigation continues.





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NAVBHARAT TIMES

DELHI

20 JULY 2025

'अटकलें न लगाएं, प्लेन क्रैश पर आने दें रिपोर्ट'

■ पीटीआई, नई दिल्ली

हवाई और बड़े ट्रांसपोर्ट हादसों की जांच करने वाली अमेरिका की नेशनल ट्रांसपोर्टेशन सेफ्टी बोर्ड (NTSB) ने एयर इंडिया फ्लाइट 171 के हादसे पर हाल ही में आई मीडिया रिपोर्ट्स की शुकवार को कड़ी आलोचना की। TOI के मुताबिक, NTSB की चेयरपर्सन

**US जांच
एजेसी ने
विदेशी
मीडिया को
फटकारा**

जेनिफर होमंडी ने कहा, 'मीडिया में चल रही बातें जल्दबाजी और कयासों पर आधारित हैं। भारत का एयरक्राफ्ट एक्सिडेंट इन्वेस्टिगेशन ब्यूरो (AAIB) इस हादसे की जांच कर रहा है, सभी को उनकी रिपोर्ट का इंतजार करना चाहिए। कयास न लगाएं।'

भारतीय पायलट महासंघ ने द वॉल स्ट्रीट जर्नल, रॉयटर्स को नोटिस भेजकर हादसे की अपमानजनक कवरेज के लिए माफी मांगने को कहा है।



हेलिकॉप्टर हादसे की आई रिपोर्ट

NBT रिपोर्ट: उत्तराखंड के गंगनानी में 8 मई को हुए हेलिकॉप्टर हादसे पर AAIB ने शुरुआती रिपोर्ट शनिवार को जारी की। रिपोर्ट के मुताबिक, 'पायलट ने गंगोत्री हाइवे पर इमरजेंसी लैंडिंग की कोशिश की। उसी दौरान हेलिकॉप्टर का मुख्य रोटर सड़क के किनारे फाइबर केबल से टकरा गया था।



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फुकेट जाने वाला विमान तकनीकी खराबी के बाद लौटा

■ आईएनएस, नई दिल्ली: फुकेट जाने वाली एयर इंडिया एक्सप्रेस की एक फ्लाइट शनिवार को तकनीकी खराबी के कारण उड़ान भरने के कुछ ही देर बाद हैदराबाद के राजीव गांधी अंतरराष्ट्रीय



एयरपोर्ट पर वापस लौट आई। इस उड़ान को पहले फुकेट में सुबह 11.45 बजे उतरना था। बोइंग 737 मैक्स 8 द्वारा

संचालित उड़ान आईएक्स110 ने अपने गंतव्य के लिए उड़ान भरी, लेकिन केवल 16 मिनट की उड़ान के बाद हैदराबाद वापस लौट आई, जिससे यात्री निराश हो गए।

एयर इंडिया एक्सप्रेस के प्रवक्ता ने एक बयान में कहा कि उड़ान भरने के कुछ ही देर बाद, हमारी एक फ्लाइट के चालक दल ने अत्यधिक सावधानी बरती और तकनीकी खराबी के कारण हैदराबाद वापस लौटने का फैसला किया। यात्रियों ने सोशल मीडिया पर इस मुश्किल अनुभव के बारे में बताया और कहा कि एयरलाइन की ओर से उन्हें कोई स्पष्ट सूचना दिए बिना ही विमान के अंदर इंतजार करना पड़ा।

माफी मांगे रॉयटर्स और द वॉल स्ट्रीट जर्नल: एफआईपी

नई दिल्ली, (पंजाब केसरी): एअर इंडिया प्लेन क्रैश की खबरों को लेकर भारतीय पायलट महासंघ (एफआईपी) ने द वॉल स्ट्रीट जर्नल और रॉयटर्स को लीगल नोटिस भेजा है। एफआईपी ने आधिकारिक तौर पर माफी मांगने की मांग की है। इस कार्रवाई की पुष्टि करते हुए एफआईपी के अध्यक्ष सीएस रंधावा ने कहा कि भारतीय पायलट महासंघ ने कानून के तहत कार्रवाई शुरू कर दी है और डब्ल्यूएसजे और रॉयटर्स को उनकी रिपोर्ट के लिए नोटिस भेजकर माफी मांगने को कहा है।

रॉयटर्स और द वॉल स्ट्रीट जर्नल को भेजे गए एक ईमेल में, एफआईपी ने कहा, "हमारे ध्यान में आया है कि अंतर्राष्ट्रीय मीडिया के कुछ वर्ग बार-बार चुनिंदा और असत्यापित रिपोर्टिंग के माध्यम से निष्कर्ष निकालने का प्रयास कर रहे हैं। इस तरह की कार्रवाई गैर-जिम्मेदाराना है, खासकर जब जांच जारी है।" नोटिस में आगे कहा गया, "हालांकि इस स्तर की दुर्घटना ने जनता का ध्यान आकर्षित किया है और लोगों को झटका लगा है, लेकिन यह समझना होगा कि यह समय भारतीय विमानन

● पायलट महासंघ ने कानून के तहत कार्रवाई शुरू कर दी है

● अंतर्राष्ट्रीय मीडिया के कुछ वर्ग बार-बार चुनिंदा और असत्यापित निष्कर्ष निकालने का प्रयास कर रहे हैं



उद्योग की सुरक्षा के प्रति जनता में चिंता या आक्रोश पैदा करने का नहीं है, विशेष रूप से निराधार तथ्यों के आधार पर।"

विमान दुर्घटना जांच ब्यूरो (एआईबी) की ओर से जारी जांच का हवाला देते हुए ईमेल में कहा गया है, "आधिकारिक पुष्टि और आखिरी रिपोर्ट के अभाव में, दुर्घटना के कारण के बारे में अटकलें लगाने वाली या किसी व्यक्ति, विशेष रूप से मृत पायलटों को दोषी ठहराने वाली किसी भी सामग्री को प्रकाशित या प्रसारित करने से बचें।" एफआईपी ने आगे लिखा, "हमें यह रिकॉर्ड में दर्ज करने का निर्देश दिया गया है कि इस तरह की अटकलें लगाने वाली सामग्री का प्रकाशन

बेहद गैर-जिम्मेदाराना है और इससे मृतक पायलटों की प्रतिष्ठा को गंभीर और अपूरणीय क्षति हुई है, जो अपना बचाव करने में असमर्थ हैं। ऐसा करके, रॉयटर्स ने शोक संतप्त परिवारों पर अनावश्यक संकट भी डाला है और पायलट विरादरी का मनोबल गिराया है, जो भारी दबाव और सार्वजनिक जिम्मेदारी के तहत काम करती हैं।" बक्स जारी हो स्पष्टीकरण'

एफआईपी ने उनसे स्पष्टीकरण जारी करने को भी कहा है, जिसमें यह स्वीकार किया जाए कि प्राधिकारियों की ओर से कोई आखिरी नतीजा जारी नहीं किया गया है और यह लेख दूसरी रिपोर्टों पर आधारित है।

एआई विमान दुर्घटना संबंधी खबरे अपरिपक्व जांच का पूरा समर्थन करेंगे अमेरिकी

अमेरिकी राष्ट्रीय परिवहन सुरक्षा बोर्ड (एनटीएसबी) अध्यक्ष जेनिफर होमेडी ने कहा है कि बोर्ड एअर इंडिया विमान दुर्घटना की एफआईपी जांच का समर्थन करना जारी रखेगा और घटना के बारे में खबरे अपरिपक्व और अटकलों पर आधारित है। होमेडी ने 'एक्स' पर पोस्ट किया, "एअर इंडिया की उड़ान संख्या 171 से संबंधित दुर्घटना पर हाल की मीडिया खबरे अपरिपक्व और अनुमान पर आधारित है। भारत के वायुयान दुर्घटना अन्वेषण ब्यूरो ने अभी अपनी प्रारंभिक रिपोर्ट जारी की है। इस तरह की जांचों में समय लगता है।" यह टिप्पणी एफआईपी के उस बयान के कुछ दिन बाद आई है, जिसमें कहा गया था कि दुर्घटना के कारणों पर निर्णायक निष्कर्ष पर पहुंचना अभी बहुत जल्दी है, क्योंकि जांच अब भी जारी है।

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STATESMEN

DELHI

20 JULY 2025

Media reports on AAIB's preliminary findings on AI crash premature, speculative: US body

STATESMAN NEWS SERVICE

NEW DELHI, 19 JULY

Extending support to the Aircraft Accident Investigation Bureau (AAIB), which is inquiring into the deadly Air India plane crash in Ahmedabad, the US National Transportation Safety Board (NTSB) has urged the media and public to wait for the final report, saying "investigations of this magnitude take time".

The NTSB, a US federal agency tasked with investigating aviation and major transportation incidents, termed the recent media reports on the AI171 London-bound flight meeting with the accident last month, as "premature and speculative".

"India's Aircraft Accident Investigation Bureau just released its preliminary report. Investigations of this mag-



nitude take time. We fully support the AAIB's public appeal, which was released Thursday, and will continue to support its ongoing investigation," NTSB Chairwoman Jennifer Homendy said in a statement posted on X.

All investigative questions should be addressed to the AAIB, he added.

Earlier., the AAIB had cautioned against "selective and unverified reporting", calling such coverage "irresponsible and potentially damaging to the probe's integrity".

The Wall Street Journal (WSJ) reported that a cockpit recording of dialogue between the two pilots of the ill-fated Air India flight, that crashed

last month, purportedly indicates the captain cut the flow of fuel to the plane's engines.

"It has come to our attention that certain sections of the international media are repeatedly attempting to draw conclusions through selective and unverified reporting," said AAIB in a statement.

"Such actions are irresponsible, especially while the investigation remains ongoing. We urge both the public and the media to refrain from spreading premature narratives that risk undermining the integrity of the investigative process," the investigating agency added. Meanwhile, the Federation of Indian Pilots (FIP) objected to the exclusion of pilot representatives from the AAIB team, and called for a thorough probe before "assigning blame".

"At the outset, we would like to register our dissatisfaction with the exclusion of pilot representatives from the investigation process. Assigning blame before a thorough, transparent, and data-driven investigation is both premature and irresponsible," the FIP said in an official statement.

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TIMES OF INDIA

DELHI

20 JULY 2025

US's NTSB calls western media reports on AI crash 'premature, speculative'

Following a barrage of reports in the western media that have squarely blamed AI 171 captain for switching off fuel supply to the doomed Air India Dreamliner leading to its June 12 crash, American National Transportation Safety Board (NTSB) has now termed those articles "premature and speculative".

In a statement, NTSB chairwoman Jennifer Homendy sa-

► **Pilots' body sends legal notices to WSJ, Reuters, P 16**

id: "...India's Aircraft Accident Investigation Bureau (AAIB) just released its preliminary report. Investigations of this magnitude take time. We fully support AAIB's public appeal, which was released Thursday, and will continue to support its ongoing investigation. All in-

Almost daily, reports in the West come out with alleged details of crash that are yet to be denied

► **Continued from P 1**

Chopper pilot tried NH landing: AAIB on crash

The helicopter carrying pilgrims from Gangotri that crashed near Gangmani in Uttarkashi on May 8, killing six people, was attempting to land on NH-34 when its rotor blade struck an overhead fibre cable, AAIB said in its preliminary report released Saturday. It was unable to land and tumbled down the hillside, it said. TNN

vestigative questions should be addressed to AAIB." Role of some overseas agencies involved in the probe has come under the lens as they have copies of recordings of conversations extracted from AI 171 cockpit. TNN

► **Almost daily, P 16**

American National Transportation Safety Board (NTSB) appeal comes after AAIB on Thursday called out "irresponsible" drawing of "conclusions through selective and unverified reporting". The bureau had issued this statement after WSJ in its latest report on the issue said, "...captain turned off switches that controlled fuel flowing to the plane's two engines" accidentally or deliberately. So far only the preliminary probe report has been released and detailed investigations are under way.

Almost every day, reports in the western media come out with reports that have alleged

details of the crash, which the Indian authorities like AAIB are yet to deny. The preliminary report had identified that first officer Clive Kunder was the pilot flying the doomed AI 171 while Captain Sumeet Sabharwal was the pilot monitoring. The confusion partially stems from AAIB's prelim report which did not contain any cockpit voice recorder (transcript) and a solitary indirect quote from the same. "One of the pilots is heard asking the other why did he cutoff. The other pilot responded that he did not do so," says the AAIB report without identifying which pilot said what.

An Italian newspaper has now cited the CVR with time stamps. A translation of this

latest in a series of reports coming from the West amid radio silence from authorities in India reads:

"At 13:38:39, the aircraft lifts off. At 13:38:42, the engines are starved of fuel while the plane is climbing at 180 knots (333 km/h).

At 13:38:44, a microphone attached to the first officer's seat records him saying in shock:

"Why did you shut off the engines?"

One second later, the captain's microphone picks up a vague: "I didn't do it."

Kunder isn't convinced and repeats the question for another six seconds.

While Kunder is piloting the jet the captain is sun-

posed to be monitoring.

Kunder's hands were on the yoke and his mind focused on airspeed, heading, and pitch.

Even if he didn't see it, he almost certainly knew the captain had moved the switches: the sound of the levers being flipped down is unmistakable, confirmed by multiple pilots."

TOI has not been able independently verify whether the contents of this Italian media report are correct or not.

Pilots and aviation experts in India have blamed the AIB report for raising more questions than it answers and they have also slammed the reports in the western media



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TIMES OF INDIA

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IndiGo flights to four metros from Hindon

Abhijay.Jha@timesofindia.com

Ghaziabad: A 6.55am touch-down will mark the start of IndiGo's flight operations from Hindon Civil Terminal on Sunday as India's largest airline expands its operations in the Delhi-NCR region.

Indigo will be the second frontline airline to operate from the terminal, which uses the runway of Hindon air base, after Air India Express began flight operations in March.

From Sunday, IndiGo will operate 70 weekly departures across eight new destinations, including Bengaluru, Mumbai, Kolkata, Chennai, Patna, Varanasi, Indore, and Ahmedabad. The first Indigo flight to land will be from Bengaluru, followed by daily inbound and outbound services on that route, including a second flight landing at 12.30pm and departing at 1pm.

Daily operations are also scheduled for Patna, Varanasi, Kolkata, and Mumbai. However, return flights on the Mumbai route will not operate on Saturdays. Flights from Ahmedabad will operate daily, but return flights will skip Sundays, except for one additional service exclusively on Sundays. Chennai flights will operate six days a week, excluding Saturdays.

Ahd crash: Pilots' body sends notices to foreign media

'Reports Not Based On Facts, Have Sought An Explanation'

Mumbai: The Federation of Indian Pilots (FIP) president, Captain CS Randhawa on Saturday called out Wall Street Journal and Reuters, accusing them of not basing their reports on factual content while highlighting Aircraft Accident Investigation Bureau's (AAIB) preliminary report on AI-171 plane crash.

Captain CS Randhawa's strong remark followed the FIP's initiation of legal action through a formal notice to The Wall Street Journal and Reuters. They have also sought an official apology.

"I would totally blame Wall Street Journal for misleading the public, they come out with their own conclusions. Are they the investigative body? They are not the investigative body, and the reports are not

based on any factual content, which is mentioned in the preliminary report. So, how can they jump to conclusions and give press statements around the world?" he told.

Randhawa said FIP has issued a legal notice asking them to issue a statement in the press, giving an explanation of their reportage of the AAIB preliminary reports.

"We strongly condemn it, and we've also issued legal notices to the Wall Street Journal and Reuters. We have clearly said that how can you jump to these conclusions which are not part of the preliminary report of the AAIB? How can you blame the pilots? So we have asked for an explanation and have asked that you give a statement to the press," he said, adding,



Wreckage of AI-171 after the crash

"And if they don't do it, then we'll see further action."

National Transportation Safety Board (NTSB) chairwoman Jennifer Homendy, in a statement, urged public and media to await official findings by the AAIB, which is leading the probe into the crash incident, before drawing a conclusion based on the preliminary investigative report. ANI



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Phuket-bound AI flight returns to Hyd after takeoff

Hyderabad: An Air India Express flight bound for Phuket, Thailand, returned to the Hyderabad airport less than half an hour after take-off due to a technical snag. The aircraft was carrying more than 100 people, including passengers and the crew, reports **Sunny Baski**.

The Boeing aircraft, operating as IX 110, had already experienced a 20-minute delay at the airport. Originally scheduled for a 6.20am departure, the flight took off at 6.40am but returned by 6.57am. The aircraft had reached an altitude between 5,000 and 10,000 feet when crew identified the snag. GMR authorities told **TOI** that Air India arranged for an alternative flight for passengers which reached Phuket at 11.45am.

Exactly a month ago, a Tirupati-bound Spicejet flight from Hyderabad had faced a similar situation.



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TRIBUNE

DELHI

20 JULY 2025

H'bad-Phuket AI flight returns due to snag

HYDERABAD, JULY 19

An Air India Express flight (IX 110) from Hyderabad to Phuket on Saturday returned to its origin shortly after it took off due to technical snag, Rajiv Gandhi International Airport sources said.

The aircraft, Boeing 737 Max 8, which was carrying 98 passengers, landed safely back at 6.57 am, they said.

"One of our flights returned to Hyderabad shortly after takeoff due to a technical issue. The crew elected to return out of an abundance of caution," an Air India Express spokesperson said in a statement.

An alternative aircraft was arranged, and the flight has since departed. Refreshments were provided to guests during the delay, the official further said.

"We regret the inconvenience caused and reiterate that safety remains our top priority in every aspect of our operations," it added. The flight took off at 6.40 am but landed back a few minutes after it took off from Hyderabad Airport. It took off again at 1.26 pm for Phuket, Thailand. — PTI