



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

20 JUNE 2025

Centre notifies draft rules to clear obstacles near airports

HTC and PTI

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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. HT PHOTO

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 Sujeet 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

MILLENNIUM POST

KOLKATA

20 JUNE 2025

AAI issues new guidelines for building heights near Kolkata airport

OUR CORRESPONDENT

KOLKATA: In the wake of the Ahmedabad air crash, the Airports Authority of India (AAI) has issued fresh guidelines to municipal bodies near Kolkata Airport, expanding the high-rise clearance zone from 10 to 20 kilometres.

The plane crash in Ahmedabad that claimed 241 lives, including over 20 students from JB Medical College. The Civil Aviation Ministry has thus introduced new construction restrictions around airports nationwide.

According to sources, municipalities including Bidhannagar, North Dum Dum, Madhyamgram and New Barrackpore have received letters mandating prior AAI approval for all multi-storied construction within the new 20-km radius. This significantly broadens the scope of areas affected, now including several parts of Kolkata city.

The directive requires that all applications for high-rise buildings or new housing projects be submitted online for digital review by the AAI.

Traditionally, airport-adjacent

The Directive

- » The directive requires that all applications for high-rise buildings or new housing projects be submitted online for digital review by the AAI
- » Traditionally, airport-adjacent areas have been subject to strict height limits, particularly within the airport's 11-kilometre 'funnel zone,' which limits structures to two storeys

cent areas have been subject to strict height limits, particularly within the airport's 11-kilometre 'funnel zone,' which limits structures to two storeys. Areas like wards 26, 27 and 28

in Madhyamgram fall under this restriction. Nearby zones will now require special clearance for vertical development.

Recent AAI surveys prompted the move, with the

Civil Aviation Ministry also drafting new rules to mandate the demolition of any structure exceeding sanctioned height limits. The objective is to prevent future tragedies by minimizing potential obstructions near flight paths.

The announcement has triggered strong responses. Madhyamgram MLA and state minister Rathin Ghosh said, "How can buildings with valid NOCs be suddenly marked for demolition?" Bidhannagar MLA Sujit Bose added, "Why was there no action earlier? This abrupt order

affects thousands." Both leaders emphasised that aviation safety is critical and expressed willingness to support future safety-compliant development. However, they urged authorities to act fairly concerning existing structures.

Urban planners and developers warn that the new restrictions could disrupt suburban housing projects and real estate investments. While the measures aim to improve safety, concerns remain about the impact on residents and the future of already-approved developments.



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

20 JUNE 2025

Bomb threat triggers panic at Bengaluru airport

BENGALURU, June 19: The Kempegowda International Airport was subjected to heightened security protocols after a bomb threat was received by the airport security force, police sources said on Thursday. According to sources, the email, sent on Wednesday night in the name of a terrorist, warned of two bombs being planted – one as part of 'Plan A' and a backup under 'Plan B' in case the first one failed.

It also claimed that an explosive device had been placed inside a pipeline in the airport toilet. Security agencies conducted a comprehensive inspection of the premises. After detailed checks, officials confirmed that no explosives were found and termed the threat a hoax. A case has been registered against the email IDs used to send the threat, and a formal investigation is underway. – PTI



Corporate Communications Directorate

BANGALORE MIRROR

BANGALORE

20 JUNE 2025

Airport on edge after series of bomb hoaxes

Officials say over dozen false alerts have hit B'luru in 2024, draining resources and raising serious safety concerns

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The Kempegowda International Airport (KIA) has been hit by a series of hoax bomb threats in recent days, putting security agencies on high alert and disrupting normal operations.

In the latest incident on Tuesday, the airport's terminal manager received a threatening email signed by an individual claiming to be "Alex Paul Menon." The email alleged that improvised explosive devices (IEDs) had been planted in the washroom pipelines of the terminal "like a puzzle" and warned that the devices would explode if not discovered in time. The message bizarrely claimed the motive behind the threat was to commemorate the hanging of terrorist Ajmal Kasab and protest the alleged illegal detention of Savukku Shankar.

Following the alert, a special security team conducted a thorough check of the terminal before alerting the police. No explosives were found.

This was the second such threat in three days. On June 3, a similar email was received, this time under the name "Chitraloka Gopalan," claiming an IED had been placed near the airport's prayer room and urging authorities to evacuate the area.

Both cases have been registered as hoax threats, and investigations are underway.



Although none of the threats have been real, officials stress that every alert must be taken seriously to ensure safety

Authorities urge passengers and staff to stay alert and report suspicious activity. A special team is checking the premises while police investigate the hoax threat cases

These incidents are part of a growing pattern of fake bomb threats in Bengaluru. According to police data, at least 27 such hoax alerts were reported in 2024 alone, targeting flights, hotels, educational institutions, and other public places.

In response, airport authorities have tightened security measures, working in close coordination with the Central Industrial Security Force (CISF), bomb disposal squads, sniffer dog units, and local police. On June 19, yet another email claimed that two bombs had been planted at the airport, referring to them as "Plan A" and "Plan B," prompting an

intensified search and emergency preparedness.

Though none of these threats have proven to be genuine, officials say each one must be treated with the utmost seriousness to safeguard public safety. These hoaxes not only cause panic but also drain significant manpower and resources.

Airport authorities have urged passengers and staff to remain vigilant and report any suspicious activity without delay. A special team has been formed to conduct airport checks, and the police have registered a case and are currently investigating the incidents.



Corporate Communications Directorate

DESHBANDHU

DELHI

21 JUNE 2025

नोएडा एयरपोर्ट के पास मोबाइल और टेलीकॉम उपकरण का होगा उत्पादन

ग्रेटर नोएडा, 20 जून (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट के पास सेक्टर 10 में विकसित हो रहे इलेक्ट्रॉनिक्स मैन्युफैक्चरिंग क्लस्टर (ईएमसी) लगातार औद्योगिक निवेश को बढ़ावा मिल रहा है। यमुना एक्सप्रेस वे औद्योगिक विकास प्राधिकरण ने शुक्रवार को डिवक्सन टेक्नोलॉजीज (इंडिया) लिमिटेड को इस क्लस्टर में अपनी मैन्युफैक्चरिंग यूनिट स्थापित करने के लिए 22.5 एकड़ जमीन का लेटर ऑफ इंटेन्सिटी (एलओआई) जारी किया गया है। यह कंपनी क्षेत्र में मोबाइल फोन, कंप्यूटर इलेक्ट्रॉनिक्स, टेलीकॉम उपकरण, लाइटिंग प्रोडक्ट्स और व्हाइट गुड्स का निर्माण करेगी। डिवक्सन से पहले दो अन्य कंपनियां असेंट-के सर्किट और औरियनप्रो तोशी ऑटोमैटिक सिस्टम्स को भी ईएमसी 2.0 योजना के तहत यूनिट स्थापित करने के लिए एलओआई जारी किए गए थे। 206 एकड़ में फैले इस क्लस्टर में शीर्ष औद्योगिक कंपनियों का रुझान बढ़ रहा है। 11 अप्रैल, 2025 को इलेक्ट्रॉनिक्स और सूचना प्रौद्योगिकी मंत्रालय (एमआईटीवाई) की

■ **डिवक्सन टेक्नोलॉजीज इलेक्ट्रॉनिक्स मैन्युफैक्चरिंग क्लस्टर लगाएगी दो इकाई**
■ **यमुना प्राधिकरण ने सेक्टर-10 में डिवक्सन टेक्नोलॉजीज को 22.5 एकड़ का जारी किया सहमति पत्र**

सातवीं परियोजना समीक्षा समिति की बैठक में सेक्टर 10 के ईएमसी 2.0 को सैद्धांतिक मंजूरी मिली थी। हैवेल्स इंडिया लिमिटेड को इस क्लस्टर का एंकर यूनिट नामित किया गया और उसे पहले ही 50 एकड़ जमीन आवंटित की जा चुकी है। यमुना एक्सप्रेस वे प्राधिकरण के मुख्य कार्यकारी अधिकारी अरुण वीर सिंह ने शुक्रवार को डिवक्सन टेक्नोलॉजीज को सूचित किया कि उनके प्रस्ताव को सैद्धांतिक मंजूरी मिल गई है। हालांकि, अंतिम आवंटन के लिए इन्वेस्ट यूपी सशक्त समिति की मंजूरी और राज्य नीति दिशानिर्देशों का पालन करना होगा। डिवक्सन टेक्नोलॉजीज नोएडा में 12 और ग्रेटर नोएडा में एक प्लॉट संचालित

करती है, जो इसकी सहायक कंपनियों और संयुक्त उद्यमों के माध्यम से चलते हैं। कंपनी श्याओमी, मोटोरोला और नोकिया के लिए मोबाइल फोन, बोर्ड लाइफस्टाइल के तहत इंयरफोन और हेडफोन बनाती है।

2023 में यूपी ग्लोबल इन्वेस्टर्स समिट के दौरान डिवक्सन ने यूपी सरकार के साथ एक एमओयू साइन किया था, जिसमें अध्यक्ष सुनील वाच्छनी ने नोएडा में इलेक्ट्रॉनिक प्रोडक्ट्स के निर्माण और डिजाइन के लिए अतिरिक्त यूनिट्स की योजना की घोषणा की थी। डिवक्सन का ग्रेटर नोएडा में 20 एकड़ में फैला प्लॉट रेफ्रिजरेटर बनाता है। जापानी कंपनी रेक्सम के साथ मिलकर डिवक्सन नोएडा में एक और प्लॉट संचालित करती है, जो एयर कंडीशनर के लिए पीसीबी बनाता है। इसके अलावा, कंपनी एयरटेल और जियो के लिए सेट-टॉप बॉक्स और राउटर जैसे टेलीकॉम प्रोडक्ट्स के लिए एक समर्पित प्लॉट भी चलाती है। असेंट-के सर्किट, जो एम्बर एंटरप्राइजेज इंडिया लिमिटेड की सहायक कंपनी है, 16 एकड़ में हाई-एंड प्रिंटेड सर्किट बोर्ड (पीसीबी) बनाएगी,

जबकि औरियनप्रो तोशी ऑटोमैटिक सिस्टम्स को औद्योगिक ऑटोमेशन और स्मार्ट ट्रांजिट सॉल्यूशंस के लिए 5 एकड़ जमीन का एलओआई जारी किया गया है। सेक्टर 10 के ईएमसी के अलावा, यमुना प्राधिकरण में एयरपोर्ट के पास विभिन्न सेक्टरों में बड़े पैमाने पर औद्योगिक विकास को बढ़ावा दे रहा है। एम्बर एंटरप्राइजेज को सेक्टर 8 में इलेक्ट्रॉनिक्स और होम अप्लायंसेज मैन्युफैक्चरिंग हब के लिए 100 एकड़ जमीन दी जाएगी।

एम्बर और असेंट मिलकर इस क्षेत्र में लगभग 4,000 करोड़ रुपए का निवेश करेंगे। यमुना प्राधिकरण के सीईओ डॉक्टर अरुणवीर सिंह ने बताया कि सेक्टरों में जमीन अधिग्रहण की प्रक्रिया जारी है और नीति मंजूरी के अनुसार अस्थायी एलओआई जारी किए गए हैं। मुख्य कार्यकारी अधिकारी ने कहा कि डिवक्सन के इस क्लस्टर में शामिल होने से सेक्टर 10 का ईएमसी उत्तर भारत में एक प्रमुख इलेक्ट्रॉनिक्स मैन्युफैक्चरिंग हब बनने की ओर अग्रसर है, जो क्षेत्र में और निवेश और रोजगार सृजन को बढ़ावा देगा।



Corporate Communications Directorate

DESHBANDHU

DELHI

21 JUNE 2025

नोएडा एयरपोर्ट पर पहला स्वदेशी रनवे रबर रिमूवल मशीन तैनात

■ नोएडा इंटरनेशनल एयरपोर्ट ने अनलॉन टेक्नोलॉजी सॉल्यूशंस के साथ मिलकर साझेदारी की

ग्रेटर नोएडा, 20 जून (देशबन्धु)। नोएडा अंतरराष्ट्रीय एयरपोर्ट पर रनवे से रबर के जमाव को हटाने के लिए रबर रिमूवल मशीन का इस्तेमाल किया जाएगा। नोएडा इंटरनेशनल एयरपोर्ट (एनआईए) ने शुक्रवार को भारतीय एमएसएमई कंपनी अनलॉन टेक्नोलॉजी सॉल्यूशंस लिमिटेड के साथ साझेदारी की है, ताकि भारत की पहली स्वदेशी रनवे रबर रिमूवल मशीन (आरआरएम) को तैनात किया जा सके। विमानों के टायर लैंडिंग और



टेकऑफ के दौरान रनवे की सतह पर रबर छोड़ते हैं, जो समय के साथ जमा हो जाता है। यह रबर जमाव रनवे के घर्षण गुणांक को कम कर सकता है, जिससे विमान के ब्रेकिंग और नियंत्रण में दिक्कत हो सकती

है, खासकर बारिश में, ऐसे में रनवे रबर रिमूवल मशीन लगाई गई है।

रसायन-मुक्त सफाई : यह मशीन रनवे, टैक्सोवे और एप्रन से रबर के निशान, पेंट और तेल के दाग को हटाने के लिए अति-उच्च दबाव वाले पानी के जेट का उपयोग करती है। यह पर्यावरण और रनवे की सतह को नुकसान पहुंचाए बिना सुरक्षित और स्किड-मुक्त सतह सुनिश्चित करती है। ईचर प्रो 6028 चेंसिस पर निर्मित यह मशीन भारत स्टेज-पांच अनुपालित डीजल इंजन और केट सी-9.3बी सहायक इंजन से लैस है, जो सटीक और नुकसान-मुक्त सफाई करती है। यह मशीन प्रति घंटे 800 से 1100 वर्ग मीटर की सफाई कर सकती है। 8000 लीटर की

पानी और मलबा टैंक क्षमता के साथ, यह 4 घंटे से अधिक समय तक लगातार काम कर सकती है। इसमें एक बुद्धिमान सक्शन सिस्टम है जो सभी अपशिष्ट जल, रबर कण, पेंट के टुकड़े और तेल के दाग को सीधे नोजल पर एकत्र करता है, जिससे रनवे तुरंत उपयोग के लिए तैयार हो जाता है। इस मशीन में वातानुकूलित केबिन में सभी नियंत्रण आसानी से उपलब्ध हैं। मल्टीपल कैमरे और 12 इंच का डिस्प्ले रियल-टाइम निगरानी और एक महीने तक का ऑपरेशनल फुटेज रिकॉर्ड करते हैं। इसका डिजाइन इस तरह तैयार किया गया है कि आपात स्थिति में रनवे को जल्दी खाली करने और आसान परिवहन के लिए मॉड्यूलर डिजाइन दिया गया है।



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

20 JUNE 2025

2 bomb threats in 5 days trigger checks at KIA

BENGALURU, DHNS: Two bomb threats made in five days triggered a series of checks at Kempegowda International Airport. After a thorough inspection, both were declared hoaxes.

The first threat email was sent at 5.11 pm on June 13 to the official email ID of the Central Industrial Security Force (CISF) that handles airport security.

The email by chitrakalas_gopalan@outlook.com claimed that explosives were planted on the airport premises.

"Madras Tigers: Human IEDs to detonate near Fuselage/Airport Prayer Rooms. Evacuate All Soon! (sic)" the email read.

The second email was sent on June 16 at 10.18 pm to the engagement centre at the

airport.

The email from alex_paul_menon@hotmail.com (Hotmail ID) also name-dropped terrorist Ajmal Kasab.

"The IED in two places are like a puzzle, solve one to solve the other. We have RFID to remote detonate if plan A fails. this holy day, Economist Jayaranjan and Bengaluru Airport Restroom/Pipelines will face a severe pipe bomb blast to commemorate the unfair hanging of Ajmal Kasab Bhai and Savukku Shakar illegal detention by Pallan A Arun IPS (sic)" the email read.

The authorities then formed a bomb threat assessment committee (BTAC) and, after thorough examinations, declared both threats a hoax. The airport police have registered two FIRs. Further probe is underway.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

20 JUNE 2025

GUJARAT

HC to hear PIL on Surat airport

The Gujarat High Court has advanced the hearing of a public interest litigation (PIL) alleging serious safety violations near Surat airport. This comes in the wake of the Air India tragedy that claimed more than 270 lives in Ahmedabad. The PIL, filed by social activist Vishwas Bamburkar, highlights the threat posed by multi-storey and allegedly illegal buildings in and around the Surat airport and aerodrome zone. Bamburkar requested the court to advance the hearing, originally listed for July, citing immediate risks to public safety. Responding to the plea, a division bench comprising Chief Justice Sunita Agarwal and Justice D N Ray scheduled the matter for an urgent hearing on Thursday.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

20 JUNE 2025

BENGALURU

Hoax bomb threat triggers airport checks



The Kempegowda International Airport was subjected to heightened security protocols after a hoax bomb threat was received by the airport security force, police sources said on Thursday.

According to sources, the email, sent on Wednesday night in the name of a terrorist, warned of two bombs being planted--one as part of "Plan A" and a backup under "Plan B" in case the first one failed.

It also claimed that an explosive device had been placed inside a pipeline in the airport toilet.

Security agencies conducted a comprehensive inspection of the premises. After detailed checks, officials confirmed that no explosives were found and termed the threat a hoax.

A case has been registered against the sender of the email IDs used to send the threat, and a formal investigation is underway.



Corporate Communications Directorate

HINDUSTAN TIMES

PATNA

20 JUNE 2025

Govt issues rules on barriers near airports

Neha LM Tripathi

letters@hindustantimes.com

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, were released under the Bharatiya Vayuan Adhiniyam, 2024, on Wednesday. They are open to public feedback for 21 days.

The proposed rules seek to replace the Aircraft (Demolition of Obstructions) Rules, 1994, and will come into force on the date of their publication. They empower the Director General of Civil Aviation (DGCA) to act against any structure violating height restrictions specified in government notifications.

“Under the proposed rules, any building or tree that violates notified height restrictions around airports may face demolition or height reduction orders from...DGCA... Owners will be served notices, required to submit building or tree details, and cooperate with physical inspec-

tions by airport authorities,” says the draft, a copy of which HT has seen.

Airport authorities will be required to notify the owner and conduct physical verification when such obstructions are identified. “Owners will be required to submit structural details within 60 days, or an additional 60 days if an extension is granted,” says the draft. “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.”

In cases of non-compliance, the district collector will be authorised to enforce demolition or trimming procedures for the obstructions that will be treated as unauthorised construction. “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, as the case may be, in the same manner and by the same procedure as is followed in case of demolition of any unauthorised construction...”

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HT ARCHIVE

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In cases of non-compliance, the district collector will be authorised to enforce demolition or trimming procedures for the obstructions that will be treated as unauthorised construction.

The draft further adds: "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, as the case may be, in the same manner and by the same procedure as is followed in case of demolition of any unauthorised construction..."

The draft also lays out the system through which aggrieved people may file appeals to designated appellate officers using a prescribed form and fee. Final orders have to be complied with within 60 days, as per the draft.

The proposed rules say that the compensation may be available only for compliant or pre-existing structures, it adds. New constructions violating notified height restrictions will not be eligible for compensation.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

21 JUNE 2025

Proposed Puri airport moves one step further

EXPRESS NEWS SERVICE @NewDelhi

THE proposed international airport at Puri has moved one step further with the state government submitting additional details sought by the Expert Appraisal Committee (EAC) of the Ministry of Environment, Forest and Climate Change (MoEF&CC) along with the bird and wetland study reports and seeking statutory clearances at the earliest.

The site at Sipasarubali is accessible from NH 316 connecting Bhubaneswar and Puri. The proposed Shree Jagannath International Airport (SJIA) has been planned to be developed in phased manner.

The projected passenger traffic for the first phase is estimated to be 3.71 million per annum (MPPA), which will increase up to 14.6 MPPA by FY 2043-45. Initially, it has been estimated that around 100 flights will operate per day. The Commerce and Transport department, which is the project proponent of the airport, claimed that the forest type of area is tropical dry deciduous moderate forest.



Corporate Communications Directorate

THE STATESMAN

KOLKATA

20 JUNE 2025

Airport officials mull changing high-rise rules

STATESMAN NEWS SERVICE
KOLKATA, 19 JUNE

Authorities at Kolkata's Netaji Subhas Chandra Bose International Airport are planning to implement stricter regulations on high-rise construction within a 20-kilometre radius of the airport, following increased safety concerns in the wake of the recent air crash in Ahmedabad.

Though no official notification has been issued yet, sources said the airport authority has already begun informal consultations with local elected representatives in the surrounding municipalities, including Bidhannagar, Madhyamgram, New Barrackpore, and North Dum Dum. The proposed regulation would make it mandatory for builders to obtain prior clearance from airport authorities before initiating any large-scale high-rise projects within the designated radius. Applications are expected to be processed through an online portal, and only upon receiving clearance will municipalities approve building plans.

Currently, construction

within the airport's designated "funnel area"—the air corridor used for aircraft landing and takeoff—is subject to height restrictions. For example, in Madhyamgram Municipality, buildings in Wards 26, 27, and 28 are limited to two storeys, and special approval is needed for construction near Fatesha canal in New Barrackpore.

The current maximum permissible height in the region is 45 metres, but authorities are reportedly considering reducing this limit further. Officials say the move aims to prevent obstruction to flight paths and improve overall aviation safety.

Though the policy is yet to be formalised, the airport authority's discussions with civic officials signal a proactive approach. "Safety is the top priority," one official said. "We cannot afford any risks near critical flight corridors." The final directive is expected to be issued soon, marking a significant shift in urban planning regulations around one of eastern India's busiest airports.



Corporate Communications Directorate

ASIAN AGE

DELHI

21 JUNE 2025

CEO: AI crash probe might take time, cooperating fully

Interim update may be provided by AAIB, says Wilson

AGE CORRESPONDENT
with agency inputs
NEW DELHI, JUNE 20

Air India chief executive officer (CEO) Campbell Wilson on Friday said the investigation report of the AI-171 crash in Ahmedabad will take some time to come, but an interim report may be provided by the Aircraft Accident Investigation Bureau (AAIB) before that. "If there is any discovery during the investigation which suggests airlines or suppliers need to change something urgently, such information would be shared quickly with everyone," he added.

Mr Wilson, while addressing the employees of Air India with regard to the air crash, said the staff had many questions like what led to the crash, and when will be the report of investigation available. "What happened? There are many theories, but, as the accident is now under official investigation by the AAIB, it is not appropriate for us to comment or speculate. We are providing all information

Hostel cook, her granddaughter declared dead after DNA match

Ahmedabad, June 20: The suspense surrounding a 52-year-old missing woman, employed as a cook at the mess at a medical hostel complex here, the site of the Air India plane crash, and her granddaughter ended after a DNA test confirmed they were among the deceased, her family said. Bodies of Sarlaben Thakor, who was working

requested by the AAIB, and are cooperating completely. It is vital that the facts, whatever they may be, are known, so that we and the industry at large can learn from them," he said.

On a question of when will a report be available, he said, "This is completely up to the AAIB. The final report can take many months, though the AAIB may choose to issue interim updates or reports. If there is any discovery during the

at the complex for the last 15 years, and her two-year-old granddaughter Aadhya were handed over to their family members on Thursday after a DNA test confirmed their death.

"After the DNA test, the bodies of my mother Sarlaben and daughter Aadhya were handed over to us on Thursday," Ravi Thakor, son of the woman, said. — PTI

investigation that suggests airlines or suppliers need to change something urgently, we have confidence that such information would be shared quickly. For our part, we will be transparent with what is shared with us."

Mr Wilson further said that all Air India aircrafts have been deemed safe. "We have completed the additional precautionary checks on our operating Boeing 787 fleet, as requested by the DGCA," the CEO added.



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

20 JUNE 2025

Hyderabad to Tirupati flight returns due to snag

HYDERABAD, June 19: A Hyderabad-Tirupati SpiceJet flight returned to the city on Thursday shortly after take-off due to a snag, sources said.

Flight SG 2696, which was scheduled to depart at 6:10 am, took off at 6:19 am and was expected to land in Tirupati at 7:40 am, according to the live flight tracking website *flight-radar24.com*.

However, it returned and landed back at Rajiv Gandhi International Airport shortly after take-off, it added. SpiceJet in a statement said a Q400 aircraft operating the Hyderabad-Tirupati flight experienced an intermittent illumination of the AFT baggage door light after take-off and cabin pressurisation remained normal throughout.

"As a precautionary measure, the pilots decided to return to Hyderabad. The aircraft landed safely and passengers were deplaned normally," it said. The aircraft did not make an emergency landing. An alternate aircraft has been arranged to operate the onward journey to Tirupati, it added. The airline did not provide how many passengers were on board. – PTI

एअर इंडिया की आठ उड़ानें रद्द एक उड़ान पक्षी टकराने से निरस्त

उड़ानों में चार अंतरराष्ट्रीय और चार घरेलू, रखरखाव की दिक्कतों वजह

अमर उजाला ब्यूरो/एजेसी

नई दिल्ली/मुंबई। अहमदाबाद हादसे के बाद से देश में विमान सेवाओं को लेकर समस्या गहराती जा रही है। एअर इंडिया ने रखरखाव और परिचालन संबंधी दिक्कतों का हवाला देते हुए शुक्रवार को आठ उड़ानें रद्द कर दीं। इनमें चार अंतरराष्ट्रीय उड़ानें हैं। वहीं, दिल्ली से पुणे जा रहे एअर इंडिया के विमान से पक्षी टकरा गया। इसकी आगे की उड़ान निरस्त कर दी गई।

एअर इंडिया ने यात्रियों की असुविधा पर खेद जताते हुए कहा कि यात्रियों को जल्द उनके गंतव्य तक पहुंचाने के लिए वैकल्पिक व्यवस्था की जा रही है। जिन अंतरराष्ट्रीय उड़ानों को रद्द किया गया, उनमें दुबई से चेन्नई, दिल्ली से मेलबर्न, मेलबर्न से दिल्ली और दुबई से हैदराबाद की शामिल हैं।

एअर इंडिया ने पुणे से दिल्ली, अहमदाबाद से दिल्ली, हैदराबाद से मुंबई और चेन्नई-मुंबई की घरेलू उड़ानों को भी रद्द किया है। इनमें से पुणे-दिल्ली उड़ान विमान से पक्षी टकरा जाने के बाद रद्द की गई। एयरलाइंस ने कहा, दिल्ली से आए



जरूरी मानकों को पूरा कर रहे बोइंग-787 : सीईओ

एअर इंडिया के सीईओ और प्रबंध निदेशक कैप्टन विलसन ने कहा, नागरिक उड्डयन महानिदेशालय (डीजीसीए) के निर्देशों के तहत बोइंग-787 वेइ के अतिरिक्त एहतियाती जांच पूरी कर ली गई है। डीजीसीए ने भी बोइंग-787 को हरी झंडी दे दी। अतिरिक्त सावधानी के तौर पर हमने स्वेच्छा से उड़ान से पूर्व जांच जारी रखने का फैसला किया है।

धीरे-धीरे नियमित होंगी अंतरराष्ट्रीय उड़ानें : कैप्टन ने यह भी कहा, अभी भले ही अंतरराष्ट्रीय उड़ानों में 15 फीसदी की कटौती की गई है, पर इन उड़ानों को धीरे-धीरे सामान्य संख्या तक ले आया जाएगा। उन्होंने बताया कि एअर इंडिया के 500 व टाटा के 17 लोग पीड़ितों की मदद करने के लिए वहां मौजूद हैं।

विमान के पुणे में सुरक्षित उतरने के बाद इससे पक्षी के टकराने की बात पता चली। इंजीनियरिंग टीम जांच कर

इंडिगो का विमान तकनीकी खराबी के बाद चेन्नई लौटा

चेन्नई से मद्रास जा रहे इंडिगो के विमान को बीच रास्ते तकनीकी खराबी के चलते लौटना पड़ा। सूत्रों ने बताया, करीब आधे घंटे की उड़ान के बाद पावर्ट को गड़बड़ी का पता चला। उसने चेन्नई वापस आने की अनुमति मांगी। इंडिगो की उड़ान 6ई7167 में 68 यात्री सवार थे। सभी को चेन्नई पर सुरक्षित उतार लिया गया।

मामूली संदेह पर भी उड़ान नहीं

कैप्टन ने कहा, एयरलाइंस का बेड़ा, खासकर, बोइंग-787 विमान, व्यापक जांच के बाद उड़ानों के लिए सुरक्षित पाए गए हैं। अहमदाबाद हादसे के बाद हम अधिकतम सावधानी बरत रहे हैं। थोड़ा भी संदेह होगा, तो विमान नहीं भेजेंगे।

रही है, लेकिन इस कारण पुणे-दिल्ली की वापसी उड़ान को रद्द कर दिया गया।



Corporate Communications Directorate

AMAR UJALA

DELHI

21 JUNE 2025

एअर इंडिया की बुकिंग में 20% की गिरावट, किराया भी सस्ता हादसे के बाद लोगों का एअर इंडिया से उठ रहा भरोसा

नई दिल्ली। पिछले सप्ताह विमान दुर्घटना के बाद घरेलू और अंतरराष्ट्रीय मार्गों पर एअर इंडिया की उड़ानों की बुकिंग में लगभग 20 प्रतिशत की गिरावट आई है। इंडियन एसोसिएशन ऑफ टूर ऑपरेटर्स (आईएटीओ) के अध्यक्ष रवि गोसाई ने शुक्रवार को यह जानकारी दी। उन्होंने बताया कि इस दौरान एयरलाइन के औसत किराए में आठ से 15 प्रतिशत की गिरावट दर्ज की गई है। लोगों में विमान हादसे के बाद एयर इंडिया से भरोसा उठता हुआ नजर आ रहा है।

गोसाई ने कहा कि एअर इंडिया से जुड़ी दुर्भाग्यपूर्ण घटना के बाद, बुकिंग में अस्थायी रूप से गिरावट देखी जा रही है। विशेष तौर पर अंतरराष्ट्रीय मार्गों पर बुकिंग में कमी आई है। हालांकि, यह गिरावट अलग-अलग मार्गों पर अलग-अलग है, लेकिन एक औसत के अनुसार अंतरराष्ट्रीय बुकिंग में करीब 18-22 प्रतिशत की गिरावट देखी जा रही है। इसी तरह घरेलू स्तर पर भी बुकिंग में 10 से 12 प्रतिशत की गिरावट आई है। उन्होंने कहा कि फिलहाल यात्रियों में थोड़ा भय है लेकिन आने वाले समय में लोगों का विश्वास एक फिर हवाई यात्रा पर कायम हो जाएगा। यह पूछे जाने पर कि



घरेलू मार्ग पर भी किराये में कमी

एअर इंडिया ने दिल्ली से मुंबई, दिल्ली से दुबई, दिल्ली से बंगलूरू जैसे मुख्य रूट्स को फ्लाइट्स के किराए में कटौती की है। उदाहरण के तौर पर, दिल्ली से मुंबई रूट पर एअर इंडिया की फ्लाइट की टिकट सिर्फ 5,000 रुपये से भी कम कीमत पर उपलब्ध है, जो पहले 6,000 से 7,500 रुपये के बीच हुआ करती थी। इसी तरह दिल्ली से दुबई जैसे अंतरराष्ट्रीय रूट पर भी किराए में 15 से 20 प्रतिशत की गिरावट आई है।

क्या टूर ऑपरेटर्स के माध्यम से बुक की गई एअर इंडिया की उड़ानों के लिए यात्रियों की ओर से टिकट रद्द किए गए हैं, आईएटीओ अध्यक्ष ने कहा, हां, हमने रद्दीकरण में उल्लेखनीय वृद्धि देखी है। विशेष रूप से कॉर्पोरेट और उच्च श्रेणी के यात्रियों द्वारा जो व्यापार अथवा छुट्टी बिताने विदेश जाना चाहते थे। एजेसी



Corporate Communications Directorate

BUSINESS LINE

DELHI

21 JUNE 2025

Air India bookings down 20%; fares dip up to 15% after crash

Press Trust of India
New Delhi

Bookings for Air India flights have declined by around 20 per cent on domestic as well as international routes while the average fares have dropped by 8-15 per cent in the aftermath of the Boeing 787-8 Dreamliner crash last week, said Indian Association of Tour Operators (IATO) President, Ravi Gosain, on Friday.

An Air India spokesperson did not respond to a query seeking comments from the airline.

"Following the unfortunate incident involving Air India, we have observed a temporary decline in bookings, particularly on international sectors.

"While the exact percentage varies by route, our estimates indicate a dip of around 18-22 per cent on international bookings and a 10-12 per cent decline domestically in the immediate aftermath.

"However, this appears to be a short-term sentiment-driven reaction, as confid-

ence typically stabilises over time," said Gosain.

The IATO President shared that there has been a moderate adjustment in fares across key Air India routes.

"On average, ticket prices have reduced by 8-12 per cent on domestic sectors where the airline competes directly with low cost carriers like IndiGo and Akasa.

"On international routes, especially to Europe and South-East Asia, fares have seen a drop of 10-15 per cent, depending on route occupancy and competition. These reductions are mix of promotional strategies and yield correction due to lowered demand," said Gosain.

CANCELLATIONS

Asked whether there have been cancellations by travellers for Air India flights booked via tour operators, the IATO President said: "Yes, we have witnessed a noticeable rise in cancellations, particularly from corporate and high-end leisure travellers who prefer to switch to alternative carriers."



Corporate Communications Directorate

BANGALORE MIRROR

BANGALORE

20 JUNE 2025

Flight panic, terminal intrusion

The Kempegowda International Airport police have booked a 36-year-old doctor for creating a ruckus aboard a flight to Surat on Tuesday afternoon.

The accused, identified as Vyas Hiral Mohanbhai, allegedly got into an argument with the cabin crew soon after boarding Air India flight IX-2749. According to the complaint, she kept her luggage in a different row and refused to comply when asked about it. She then misbehaved, argued with the crew, and allegedly threatened to crash the flight, causing panic among passengers.

The matter was reported to the captain, and with the help of airport security, she was deboarded and handed over to

police. Based on a complaint from the airline, she has been booked under provisions of the Unlawful Acts Against Safety of Civil Aviation Act and sections 351 and 353 of the Bharatiya Nyaya Sanhita (BNS).

In a separate incident, a 22-year-old man identified as Sadaad Mohammed Baba from Srinagar was arrested on Wednesday for trying to enter the airport terminal through the departure gate without proper clearance.

According to police, Baba was attempting to board an Indigo flight to Srinagar and tried to force his way through the wrong entry. When stopped by CISF personnel, he allegedly manhandled two staff members and ran inside. **-BMB**



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

21 JUNE 2025

Wilson rebuts social media claims of funeral absence

DEEPAK PATEL
New Delhi, 20 June

Air India Chief Executive Officer (CEO) and managing director (MD) Campbell Wilson on Friday said senior executives of the airline were present at the funeral of every flight crew member who died in the June 12 crash, dismissing "social media commentary" that claimed otherwise.

"We have had senior representation at each and every one," Wilson wrote in a message to employees.

He added that the management chose to keep a low profile "as a matter of respect", to avoid disrupting services "so important for families and loved ones."

Wilson also said the airline is supporting families of the deceased crew members as if they were its own.

"These families are now Tata families," he said, echoing a statement by Tata Sons Chairman N Chandrasekaran.

About 500 employees from Air India and 17 other Tata Group companies are in Ahmedabad assisting families of passen-



“OUR AIM IN EVERY RESPECT — BE IT SAFETY, QUALITY, SERVICE, SCALE, REACH, PROFESSIONALISM OR ANY OTHER DIMENSION — REMAINS THE SAME, IF NOT HIGHER THAN BEFORE”

Campbell Wilson
CEO & MD, Air India

gers, crew and residents affected by the tragedy. "We will continue supporting those affected long after the work in

Ahmedabad is done," Wilson said.

On the ongoing investigation into the crash of flight AI171 —which killed 241 people, including 34 on the ground — Wilson said the airline is fully cooperating with the Aircraft Accident Investigation Bureau (AAIB).

"What happened? There are many theories but, as the accident is now under official investigation by the AAIB, it is not appropriate for us to comment or speculate. We are providing all information requested by the AAIB and are cooperating completely. It is vital that the facts, whatever they may be, are known so that we and the industry at large can learn from them," he said.

"If there is any discovery during the investigation that suggests airlines or suppliers need to change something urgently, we have confidence that such information would be shared quickly. For our part, we will be transparent with what is shared with us," he noted.

The AI171 flight had 242 people — 10 cabin crew members, two pilots and 230 passengers — on board. Except for one

passenger, all the others died in the crash.

Wilson, in his message, reassured the staff that Air India's Boeing 787 fleet has passed the additional checks ordered by the Directorate General of Civil Aviation (DGCA). "We have also, as a matter of abundant caution, voluntarily decided to continue additional pre-flight checks...Where there is any doubt, we will not release aircraft — of any type — for service," he noted.

He said these checks, along with airspace restrictions over West Asia and Pakistan, have led to temporary flight reductions. "We will progressively restore (services) when the time is right," he said.

Despite the setback, Wilson on Friday maintained that Air India's long-term ambitions remain intact. "Our aim in every respect — be it safety, quality, service, scale, reach, professionalism or any other dimension — remains the same, if not higher than before," he said. Wilson urged employees to stay focused on safety and professionalism.

Air India on Thursday night announced the suspension of its Delhi-Nai-

Air India cancels eight flights

Air India cancelled at least eight flights — four international and four domestic — on Friday, citing "enhanced maintenance and operational reasons," according to a report by ANI. The bookings for the airline have declined by around 20 per cent on domestic as well as international routes, while the average fares have dropped 8-15 per cent in the aftermath of the Boeing 787-8 Dreamliner crash last week, Indian Association of Tour Operators president Ravi Gosain said.

BS REPORTER

robi, Amritsar-London (Gatwick), and Goa (Mopa)-London (Gatwick) services and reduction of frequencies on many other international routes. This is part of a temporary scaling down of operations on its long-haul network.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

21 JUNE 2025

UK stealth fighter jet still with India

SATARUPA BHATTACHARJYA
New Delhi, 20 June

A British fighter jet that made an emergency landing at the Thiruvananthapuram International Airport in Kerala almost a week ago continues to be parked there, as of Friday.

The fifth-generation stealth F-35 Lightning II, part of the United Kingdom's Royal Navy, was based on the aircraft carrier HMS Prince of Wales before it encountered bad weather or a technical issue during a sortie on June 14. The fighter jet failed to land on the deck of the warship and diverted towards Kerala with help from the Indian Air Force (IAF).

While the peacetime stranding of a foreign fighter jet is rare in India, the F-35 — a military asset of a foreign country with which India has strategic relations — was being guarded by the Central Industrial Security Force, the agency responsible for security at Indian airports.

Western diplomatic sources in New Delhi told *Business Standard* that the UK government and the Royal Navy was working to repair and recover the aircraft and send it back to HMS Prince of Wales, with the support of Indian authorities.

A Royal Navy helicopter flew into Kerala earlier this week and unsuccessfully attempted to fix the aircraft which, according to experts, possibly developed a hydraulic system failure.

India can offer fuel and logistical help, but it cannot provide repair services for F-35s, which are made by the US company Lockheed Martin. It is unclear what the UK government plans on doing next. International protocols require repairing or airlifting military jets stranded overseas. However, defence analysts are of the view that too much should not be read into it.

Although infrequent, such incidents can occur with even the most advanced aircraft, said Air Marshal Anil Khosla (retired).

"The diversionary airbase is chosen depending on the type of unserviceability. Some critical ones require immediate landing at the closest base. In such cases, the rectification party, with trained manpower, tools, testers and spares, is sent for repairs (like the Royal Navy helicopter). Sometimes, the repair is beyond local field-level capability, and assistance may be required from back home, which may take time," Khosla noted.

Indian aircraft have also occasionally faced delays abroad during UN missions, ferry flights, or exercises. "There are established protocols — diplomatic, technical and logistical — to manage military aircraft stranded overseas," he added.

एविएशन पर संसद में मार्च 25 को पेश रिपोर्ट में जताई गई थी चिंता

हवाई सफर भाग्य भरोसे

भास्कर न्यूज़ | नई दिल्ली

देश में उड़ानों की संख्या तेजी से बढ़ रही है। इसके मुकाबले सुरक्षा और निगरानी तंत्र कमजोर है। संसद में मार्च 2025 में पेश पर्यटन, संस्कृति और नागरिक उड्डयन से जुड़ी स्थायी समिति की 375वीं रिपोर्ट में यह खुलासा हुआ है। रिपोर्ट के अनुसार, कई छोटे हवाई अड्डों पर स्थायी एयर ट्रेफिक कंट्रोल ऑफिसर (एटीसीओ) नहीं हैं। कुछ कैटेगरी-सी एयरपोर्ट पर एक ही एटीसीओ से राडार सर्विलांस, रनवे क्लीयरेंस और मौसम रिपोर्टिंग जैसे तीनों काम कराए जा रहे हैं। रिपोर्ट में कहा गया है- 'जब रनवे की निगरानी करने वाले भी पर्याप्त न हों, तो एविएशन सेफ्टी किस्मत के भरोसे रह जाती है।'

केदारनाथ, तेजु और नादिरगुल एयरपोर्ट्स पर उड़ानें पूरी तरह विजुअल कंट्रोल पर चल रही हैं। केदारनाथ में चार दिन पहले तक एक दिन में 250 से ज्यादा हेलिकॉप्टर उड़ानें हुईं। वहां कोई फिक्स्ड एटीसीओ नहीं है। नादिरगुल एक ट्रेनिंग एयरफील्ड है। वहां प्रशिक्षु पायलट्स

53% तक पद खाली,
कुल बजट 65 करोड़

रिपोर्ट कहती है, देश में एटीसीओ की 20-25% कमी है। डोजीसीए में 53%, बीसीएस में 35% व एएआई में 17% पद खाली हैं। ये तीनों इकाइयां देश की विमानन सुरक्षा और जांच की रीढ़ हैं। इनका कुल बजट सिर्फ 65 करोड़ रु. है। डोजीसीए को 30 करोड़, एएआई को 20 करोड़ और बीसीएस को 15 करोड़ रु. मिले हैं। यह तब है, जब 2025 तक देश में 220 हवाई अड्डों का संचालन प्रस्तावित है। 2014 में यह संख्या 74 थी।

रैंडियो कम्युनिकेशन संभालते हैं। तेजु एयरपोर्ट पर उड़ानों का नियंत्रण सिर्फ विजुअल फ्लाइंग रूल्स पर निर्भर है। वहीं, 2017 में घोषित रिमोट एटीसी टावर योजना भी पायलट चरण में अटकी है। इसका उद्देश्य छोटे हवाई अड्डों पर एटीसी संचालन को केंद्रीकृत और डिजिटल बनाना था।

देश के कई बड़े एयरपोर्ट रिहायशी इलाकों से घिरे, मानकों की अनदेखी

• The New York Times

दैनिक भास्कर से विशेष अनुबंध के तहत

अहमदाबाद के रहने वाले भावेश पाटनी परिवार के साथ खाना खा रहे थे, तभी उनके घर के पीछे से एअर इंडिया का एक विमान उड़ान भरते हुए उनके सिर के ऊपर से गुजरा और पास के मेडिकल कॉलेज की इमारत से टकरा गया। इसमें कुल 275 जानें गईं। यह हादसा एक बार फिर भारत के व्यस्ततम एयरपोर्ट की सुरक्षा पर सवाल खड़े करता है, जो अब तेजी से बढ़ते शहरी इलाकों के बीच फंसते जा रहे हैं।

• अहमदाबाद, मुंबई, कोलकाता और दिल्ली जैसे शहरों में एयरपोर्ट के चारों ओर घनी बस्तियां, दुकानें और होटल हैं। बेल्जियम के रिसर्चर्स की 2022 की स्टडी के अनुसार, मुंबई एयरपोर्ट दुनिया का सबसे 'एनक्लोज्ड' यानी चारों ओर से घिरा हुआ एयरपोर्ट है।
• मुंबई एयरपोर्ट देश के कुल हवाई



घनी आबादी के बीच अहमदाबाद एयरपोर्ट।

यातायात का 25% संभालता है। यहां 1,000 से ज्यादा इमारतें उड़ान पथ में बाधा हैं। कोर्ट के आदेश से टूटी तो कुछ ही, लेकिन सैकड़ों नई इमारतें बन गईं।

• अहमदाबाद एयरपोर्ट जमीन की सबसे ज्यादा कमी वाले एयरपोर्ट्स में से एक है। फिर भी 2040 तक यात्री क्षमता 4 करोड़ करने की योजना। एक स्टडी के मुताबिक, अहमदाबाद शहर की 10% आबादी एयर ट्रेफिक से प्रभावित है।
• पिछले 10 साल में भारत में हवाई यात्रियों की संख्या दोगुनी हो गई है। मगर सुरक्षा स्टाफ में 50% तक की कमी है।



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

21 JUNE 2025

एविएशन सेक्टर • मौजूदा वित्त वर्ष में घरेलू हवाई यात्री 18 करोड़ पार होंगे भारतीय एयरलाइंस के अंतरराष्ट्रीय यात्री 17% बढ़े, घरेलू हवाई यात्री 4% बढ़कर 1.4 करोड़

बिजनेस संवाददाता | नई दिल्ली

मई 2025 में घरेलू हवाई यात्री सालाना आधार पर 4.1% बढ़कर 1.44 करोड़ हो गए। रेटिंग एजेंसी इक्रा की रिपोर्ट के मुताबिक अप्रैल की तुलना में मई में घरेलू हवाई यात्री महज 0.3% ही बढ़े। मौजूदा वित्त वर्ष के शुरूआती दो माह (अप्रैल-मई) में घरेलू यात्री सालाना आधार पर 6.2% बढ़कर 2.87 करोड़ रहे। दूसरी तरफ, भारतीय विमानन कम्पनियों के अंतरराष्ट्रीय यात्री सालाना आधार पर 17.2% बढ़कर 30.1 लाख पहुंच गईं। साथ ही, इस दौरान एयरलाइंस क्षमता भी 5.1% बढ़ी। बीते माह एयरलाइंस ने करीब 98,353 डिपार्चर किए, जबकि मई

इंडस्ट्री 2 से 3 हजार करोड़ का घाटा उठा सकती है



यात्री संख्या बढ़ने के बावजूद, भारतीय एविएशन इंडस्ट्री को चालू वित्त वर्ष के दौरान करीब 2 से 3 हजार करोड़ रूपए का शुद्ध घाटा होने का अनुमान है। बढ़ती लागत, जेट ईंधन की ऊंची कीमतों और नए विमानों की डिलीवरी से जुड़ी बढ़ती लीज देनदारियों को जिम्मेदार ठहराया गया है। जून 2025 में एटीएफ बीते साल से 13.8% सस्ता होने से इंडस्ट्री को राहत मिली है।

2024 में 93,551 डिपार्चर हुए थे। इक्रा ने चालू वित्त वर्ष 2025-26 में घरेलू यात्री यातायात में 7-10% की वृद्धि का अनुमान लगाया है। इस आधार पर इस वित्त वर्ष घरेलू यात्री संख्या 17.5-18.1 करोड़ होने का अनुमान है। वित्त वर्ष 2024-25 में

घरेलू यात्री 7.6% बढ़कर 16.54 करोड़ रहे थे। ये आंकड़ा वित्त वर्ष 2019-20 से 16.8% ज्यादा है। साथ ही, चालू वित्त वर्ष में घरेलू विमान कंपनियों के अंतरराष्ट्रीय यातायात में 15-20% की वृद्धि का अनुमान है।



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

20 JUNE 2025

एयर इंडिया की फ्लाइट को उड़ाने की धमकी

जयपुर | एयरपोर्ट थाना पुलिस को गुरुवार को एयर इंडिया की फ्लाइट को बम से उड़ाने की धमकी दी गई। इस पर सीआईएसएफ ने एयरपोर्ट बिल्डिंग में सर्च ऑपरेशन चलाया। एयरपोर्ट टर्मिनल बिल्डिंग, पार्किंग एरिया और एयर साइड में सर्च किया गया। हालांकि कहीं कुछ संदिग्ध नहीं पाया गया।

दूसरी ओर, कोलकाता से जयपुर आ रही इंडिगो की फ्लाइट की वाराणसी एयरपोर्ट पर इमरजेंसी लैंडिंग कराई गई। फ्लाइट संख्या 6ई-114 कोलकाता से 6:45 बजे जयपुर के लिए उड़ान भरी। इस दौरान जयपुर आ रहे एक यात्री को घबराहट होने लगी। इसकी सूचना क्रू मेंबर्स ने पायलट को दी। इसके बाद विमान को वाराणसी एयरपोर्ट पर डायवर्ट किया गया।

एयर अलर्ट एयरपोर्ट के 5 नॉटिकल मील दायरे में 50 से ज्यादा मैरिज गार्डन; जो बन रहे उड़ान सुरक्षा पर खतरा डीजीसीए की चेतावनी के बावजूद ड्रोन, लेजर शो, विश लाइटें धड़ल्ले से उड़ रही... बर्ड हिट का खतरा भी बढ़ा

सुनील शर्मा | जयपुर

अहमदाबाद में हाल ही में हुए विमान हादसे के बाद देशभर में एयर सेफ्टी को लेकर गंभीर सवाल उठने लगे हैं। इसी कड़ी में जयपुर में भी विमान सेवाएं लगातार बाधित हो रही हैं, और वजहें चौंकाने वाली हैं। सिटी रिपोर्टर ने एयरपोर्ट और उसके आसपास के इलाकों का जायजा लिया, तो कई खतरनाक हकीकतें सामने आईं। जयपुर एयरपोर्ट के 5 नॉटिकल मील (करीब 9.26 किलोमीटर) के दायरे में 50 से ज्यादा मैरिज गार्डन, फार्महाउस और इवेंट वेन्यू मौजूद हैं, जो विमान संचालन में गंभीर बाधा बन सकते हैं। वेडिंग और अन्य आयोजनों के दौरान इन स्थलों पर ड्रोन उड़ाए जाते हैं, लेजर शो होते हैं, आसमान में तेज रोशनी वाली सीआरपी लाइटें चमकती हैं और विश लाइटें उड़ाई जाती हैं, जो संभावित तौर पर हवाई हादसों का कारण बन सकती हैं। डायरेक्टोरेट जनरल ऑफ सिविल एविएशन (डीजीसीए) ने एक साल पहले 22 ऐसे मैरिज गार्डन और रेस्टोरेंट की सूची नगर निगम सांगानेर जोन को सौंपी थी, लेकिन अब तक कोई ठोस कार्रवाई नहीं हुई। नियमों का खुलेआम उल्लंघन हो रहा है। भास्कर ने जब एक दर्जन से अधिक मैरिज गार्डन संचालकों से इस बारे में बात की, तो ज्यादातर का कहना था कि उन्हें इस तरह की किसी गाइडलाइन की जानकारी ही नहीं है।



जानिए वे खतरे जो उड़ान में बन सकते हैं बाधा

लेजर बीम: पायलट की विजन को अस्थायी रूप से अंधा कर सकती हैं। कई मौकों पर पाइलेट्स ने रनवे के पास लेजर लाइट से डिस्ट्रेक्ट होने की शिकायत की है।
हॉट एयर बैलून/विश लैंटर्न: ये हवा में अचानक सामने आ जाएं तो टेकऑफ या लैंडिंग को रोकना पड़ सकता है।
डीजे और CRP लाइट्स: जो सीधी ऊपर जाती हैं, वे रनवे लाइटिंग और नेविगेशन सिस्टम को भ्रमित कर सकती हैं।

क्या कहता है विमान अधिनियम

- अब 5 किलोमीटर नहीं, बल्कि 5 नॉटिकल मील (9.26 किमी) की परिधि में कोई भी लाइटिंग, जैसे लेजर शो या विश लालटेन, डीजीसीए की अनुमति के बिना नहीं की जा सकती।
- यदि किसी आयोजन या गतिविधि से विमानों की सुरक्षा को खतरा होता है, तो डीजीसीए 24 घंटे के भीतर नोटिस जारी कर लाइट बंद करवा सकता है।
- आदेश की अवहेलना पर सरकार स्वयं लाइट बंद कर सकती है और संबंधित व्यक्ति पर आईपीसी की धारा 281 या 283 के तहत मामला दर्ज हो सकता है।

एयरपोर्ट अथॉरिटी ने सांगानेर जोन को दिए थे निर्देश

सिंधी सागर मंदिर के सामने, सांगानेर पुलिया और एसएफएस मानसरोवर के पास कचरे के डिब्बों को हटाया जाए। बम्बाला स्थित नगर निगम डंपिंग यार्ड को स्थानांतरित किया जाए। सांगानेर की मुख्य सड़कों से अस्थायी अतिक्रमण और सड़क किनारे खड़े वाहनों को हटाया जाए। विवाह स्थलों पर होने वाले कचरे का उचित निपटान और लेजर लाइट शो को तत्काल बंद किया जाए। नॉनवेज की दुकानों को नियमों के अनुसार चलाने और कचरे के निपटान की व्यवस्था सुनिश्चित की जाए। सांगानेर क्षेत्र में खुले नालों की सफाई की जाए, क्योंकि वहां पक्षी एकत्र होते हैं, जिससे बर्ड हिट का खतरा बढ़ता है।

अवैध नॉनवेज दुकानों और कचरा डिपो पर नियमित कार्रवाई की जा रही है। मैरिज गार्डन संचालकों को गाइडलाइन का पालन करना अनिवार्य है। उल्लंघन करने वालों पर सख्त कार्रवाई की जाएगी।

-रवि गोयल, उपायुक्त, नगर निगम सांगानेर



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

20 JUNE 2025

Air India slashes 15% int'l flights, enhances checks

DC CORRESPONDENT
NEW DELHI, JUNE 19

Grappling with enhanced inspections and air space closure due to ongoing Israel-Iran conflict, Air India has announced a 15 per cent reduction in its international flights operated with widebody planes till mid-July.

The airline that has been facing disruptions in its international operations, especially with the ongoing safety checks of B787-8/9 aircraft after the June 12 crash in Ahmedabad, will under-

take enhanced safety checks on its Boeing 777 fleet as well as a matter of added precaution.

"Temporary route curtailment due to the geopolitical tensions in the Middle East, night curfew in the airspaces of many countries in Europe and East Asia, the ongoing enhanced safety inspections, and also the necessary cautious approach being taken by the engineering staff and Air India pilots, there have been certain disruptions in our international operations over

the last 6 days leading to a total of 83 cancellations," the Tata Group-owned airline said.

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

■ Pg 10: Air India flight cuts will apply till mid-July

210 bodies identified, given to 187 families Air India wreckage awaits recovery still

Ahmedabad, June 19: 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 accident, said Khadia.

"The debris, including

CRASH PROBE	
DEBRIS , including tail fin, still at site.	TAIL fin brought down on June 14.
NO ORDERS ISSUED TO MOVE WRECKAGE.	
AAIB to decide fate of debris.	POLICE guarding site, not involved in investigation.
GUJARAT gov't clarified no role in probe.	Local firemen assisting forensic, aviation experts.
COCKPIT Voice Recorder found in wreckage	FLIGHT Data Recorder recovered earlier.
CRASH site under Meghaninagar police jurisdiction.	
AAIB officials visiting site regularly.	
WRECKAGE may be shifted later for analysis.	
INVESTIGATORS searching debris for vital clues.	
INVESTIGATION follows international aviation protocols	

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.

Corporate Communications Directorate

DAILY GUARDIAN

DELHI

21 JUNE 2025

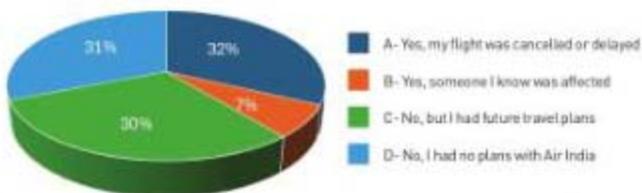
THE DAILY GUARDIAN SURVEY ON AIR INDIA FLIGHT CANCELLATION

32% have been personally affected by Air India's flight cancellations

Following the tragic crash of Air India Flight AI171 on June 12, which claimed 275 lives—including passengers, crew, and 34 people on the ground—Air India has announced a temporary reduction in its international operations. The Tata Group-owned airline will cut its wide-body international flights by around 15% starting June 20 through mid-July to conduct comprehensive safety checks across its long-haul fleet. In a heartfelt message to Maharaja Club members, CEO and MD Campbell Wilson called the incident an "occasion of devastating loss" and extended condolences to those affected.

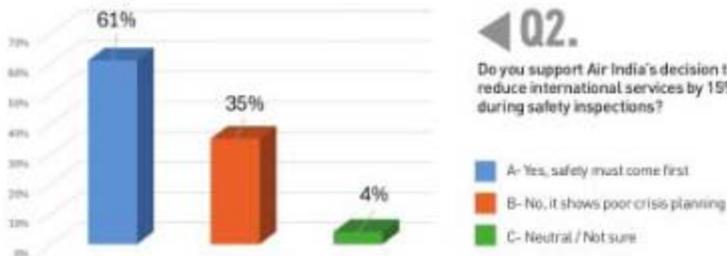
Q1.▶

Have you personally been affected by Air India's international flight cancellations or delays?



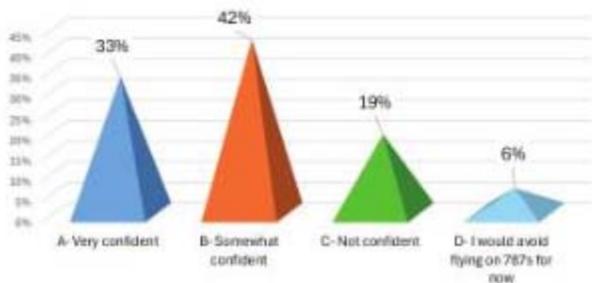
Q2.◀

Do you support Air India's decision to reduce international services by 15% during safety inspections?



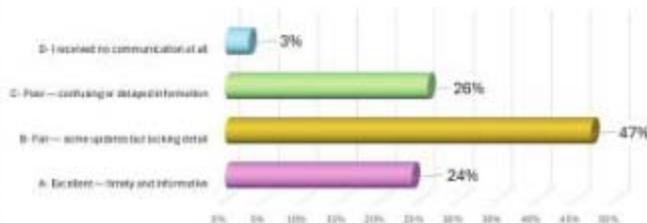
Q3.▶

How confident are you in the safety of flying on Boeing 787 aircraft now?



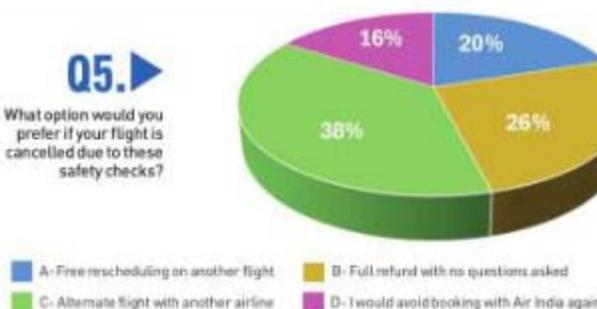
Q4.◀

How would you rate Air India's transparency and communication regarding the disruptions?



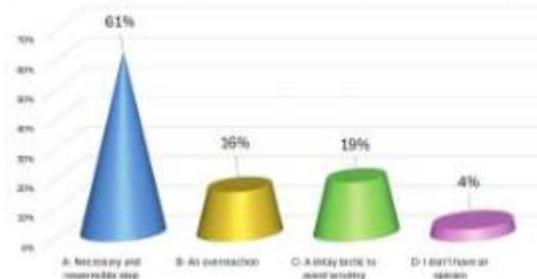
Q5.▶

What option would you prefer if your flight is cancelled due to these safety checks?



Q6.◀

Do you believe Air India's decision to conduct enhanced safety checks on all widebody aircraft (including Boeing 777) is?



Corporate Communications Directorate

DAILY GUARDIAN

DELHI

21 JUNE 2025

FY26 air travel growth unlikely to stop airline losses: ICRA

TDG NETWORK
NEW DELHI

The Indian aviation industry is expected to continue growing, with domestic air passenger traffic expected to grow by 7-10 per cent year-on-year (YoY) in FY2026, reaching 175-181 million passengers, according to ICRA report.

This follows a 7.6 per cent YoY increase in FY2025, when the total domestic traffic stood at 165.4 million passengers. Notably, this figure is 16.8 per cent higher than pre-Covid levels in FY2020, indicating a strong rebound in air travel demand.

Despite the increase in passenger numbers, ICRA expects the Indian aviation



industry to report a net loss of Rs.20,000-Rs.30,000 crore in FY2026.

ICRA stated in its report, "The Indian aviation industry to report a net loss of Rs. 20-30 billion in FY2026."

This projected loss is similar to the estimated losses in FY2025, and a stark contrast to the Rs.1,600 crore net profit reported in

FY2024.

The report attributes this ongoing loss to rising costs, high jet fuel prices, and mounting lease liabilities associated with new aircraft deliveries.

The industry's interest coverage ratio--a key financial metric--is projected to be between 1.5 and 2.0 times in FY2026, suggesting some

improvement in financial stability despite ongoing challenges.

International travel by Indian carriers is also expected to see robust growth. ICRA forecasts a 15-20 per cent rise in international passenger traffic in FY2026.

In FY2025, Indian airlines carried 33.86 million international passengers, a 14.1 per cent increase from the previous year and 49 per cent higher than pre-Covid levels in FY2020.

In terms of recent monthly trends, domestic passenger traffic in May 2025 was estimated at 14.36 million, a 4.1 per cent increase from 13.80 million in May 2024, although it remained largely flat compared to April 2025.

एअर इंडिया की दिल्ली-पुणे उड़ान पक्षी से टकराई

खराबी के कारण मदुरै जा रहा इंडिगो का विमान चेन्नई लौटा विमान हादसे में जान गंवाने वाले

231 लोगों की डीएनए से शिनाख्त

मुंबई, प्रेट : अहमदाबाद में एअर इंडिया हादसे के बाद देश में विमान से जुड़ी घटनाओं का सिलसिला थमने का नाम नहीं ले रहा है। शुक्रवार को एअर इंडिया का ही दिल्ली से पुणे जा रहा विमान पक्षी से टकरा गया, जिसके कारण उसकी वापसी की उड़ान रद्द कर दी गई। चेन्नई से मदुरै जा रहे इंडिगो के विमान में तकनीकी खराबी आने के कारण आधे घंटे बाद ही उसे रास्ते से वापस आना पड़ा। दोनों एयरलाइनों ने प्रभावित यात्रियों के लिए वैकल्पिक प्रबंध किए। इस बीच, एअर इंडिया ने रखरखाव एवं परिचालन से जुड़े कारणों से अपनी आठ उड़ानें रद्द कर दीं, जिनमें चार अंतरराष्ट्रीय उड़ानें हैं।

एअर इंडिया ने बताया, दिल्ली से पुणे जा रहा उसका विमान (एआइ-2470) पक्षी से टकरा गया। पुणे में उतरने के बाद पता चला तो विमान की वापसी उड़ान रद्द कर दी गई। इंजीनियरिंग की टीम विमान की



एअर इंडिया • छाड़ल फोटो

- इनमें चार अंतरराष्ट्रीय और चार घरेलू उड़ानें शामिल
- प्रभावित यात्रियों के लिए किए प्रबंध

व्यापक जांच कर रही है। प्रभावित यात्रियों को रिफंड, कैंसिलेशन या यात्रा को रिशेड्यूल करने का प्रस्ताव दिया गया है। साथ ही यात्रियों के लिए वैकल्पिक प्रबंध भी किए गए। उधर, इंडिगो की चेन्नई से मदुरै जा रही उड़ान (6ई7167) में आधे घंटे बाद ही पायलट को तकनीकी खराबी का पता चला। उसने वापस आने की अनुमति मांगी। विमान में 68 यात्री सवार थे। बाद में विमान चेन्नई में सुरक्षित उतर गया। यात्रियों को अन्य उड़ानों में समायोजित किया गया। एअर इंडिया ने शुक्रवार

को जिन चार अंतरराष्ट्रीय उड़ानों को रद्द कर दिया, उनमें दुबई से चेन्नई (एआइ-906), दिल्ली से मेलबर्न (एआइ-308), मेलबर्न से दिल्ली (एआइ-309) और दुबई से हैदराबाद (एआइ-2204) शामिल हैं। जबकि जिन चार घरेलू उड़ानों को रद्द किया गया, उनमें पुणे से दिल्ली (एआइ-874), अहमदाबाद से दिल्ली (एआइ-456), हैदराबाद से मुंबई (एआइ-2872) व चेन्नई से मुंबई (एआइ-571) शामिल हैं। एयरलाइन ने यात्रियों से असुविधा के लिए क्षमा याचना की है।

राज्य ब्यूरो, अहमदाबाद: लगभग एक सप्ताह पहले अहमदाबाद में हुए एअर इंडिया विमान हादसे में मारे गए 270 लोगों में से अब तक 231 मृतकों की डीएनए मिलान के माध्यम से शिनाख्त की जा चुकी है। 210 शव उनके परिवारों को सौंप दिए गए हैं। गुजरात पुलिस को विमान हादसे वाली जगह से 318 मानव अंग मिले, इसके अलावा 100 मोबाइल भी मिले। सभी मोबाइल फोरेंसिक जांच के लिए एफएसएल भेजे गए हैं। अहमदाबाद एयरपोर्ट परिसर में बने भवन में विमान हादसे की जांच की व्यवस्था की गई है। जांच एजेंसियों को यहीं आकर जांच करनी होगी।

12 जून को अहमदाबाद से लंदन जा रही उड़ान एआइ-171 अहमदाबाद हवाई अड्डे से उड़ान भरने के कुछ क्षण बाद हादसाग्रस्त

- 210 शव स्वजन को सौंपे गए, पुलिस को घटनास्थल से मिले 318 मानव अवशेष
- 100 मोबाइल फोन भी मिले, हादसे में 241 यात्रियों समेत 270 लोगों की हुई थी मौत

हो गई थी। इस हादसे में विमान में सवार 242 में से 241 लोगों की जान गई थी। जहां विमान गिरा, वहां भी 29 लोगों की मौत हुई। इनमें मेडिकल छात्र, वहां काम कर रहे श्रमिक व उनके बच्चे शामिल हैं। बताया जा रहा है कि गुजराती फिल्म मेकर महेश कालावाडिया की भी इस हादसे में मौत हुई है। फुटेज देखने के बाद आशंका के आधार पर स्वजन ने डीएनए सौंपल दिया, डीएनए मिलान के बाद शुक्रवार को शव सौंपा गया।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

21 JUNE 2025

हादसे के बाद एअर इंडिया की बुकिंग में 20 प्रतिशत की गिरावट

नई दिल्ली, प्रेटर : इंडियन एसोसिएशन आफ टूर ऑपरेटर्स (आइएटीओ) के प्रेसीडेंट रवि गोसेन ने शुक्रवार को कहा कि अहमदाबाद हादसे के बाद एअर इंडिया की बुकिंग में लगभग 20 प्रतिशत और किरायों में 8-15 प्रतिशत की गिरावट आई है। हालांकि एअर इंडिया के प्रवक्ता ने इस बारे में कोई जवाब नहीं दिया।

गोसेन ने कहा, मार्गों के आधार पर यह प्रतिशत अलग-अलग है। हमारा अनुमान है कि अंतरराष्ट्रीय बुकिंग में 18-22 प्रतिशत और घरेलू बुकिंग में 10-12 प्रतिशत की गिरावट आई है। यह अल्पकालिक है और समय के साथ विश्वास बहाल हो जाता है। औसतन घरेलू क्षेत्र में टिकट की कीमतों में 8-12 प्रतिशत की कमी आई है। यूरोप व

- इंडियन एसोसिएशन आफ टूर ऑपरेटर्स के प्रेसीडेंट का दावा
- खराब सेवाओं को लेकर यात्री जता रहे आक्रोश

दक्षिण पूर्व एशिया के लिए किरायों में 10-15 प्रतिशत की गिरावट देखी गई है। यह पूछे जाने पर कि क्या टूर ऑपरेटर्स के जरिये बुक एअर इंडिया की उड़ानों के लिए यात्रियों द्वारा टिकट रद्द कराए गए हैं, गोसेन ने कहा कि रद्दीकरण में उल्लेखनीय वृद्धि देखी गई है। हादसे के बाद एअर इंडिया को खराब सेवाओं और रिफंड की समस्याओं को लेकर इंटरनेट मीडिया पर यात्रियों के जबरदस्त गुस्से का भी सामना करना पड़ रहा है।

हादसे के बाद एअर इंडिया की बुकिंग में 20 व किरायों में 8-15% गिरावट

नई दिल्ली, प्रेस : इंडियन एसोसिएशन ऑफ टूर ऑपरेटर्स (आइएटीओ) के प्रेसीडेंट रवि गोसेन ने शुक्रवार को कहा कि अहमदाबाद हादसे के बाद एअर इंडिया की बुकिंग में लगभग 20 प्रतिशत और किरायों में 8-15 प्रतिशत की गिरावट आई है। हालांकि एअर इंडिया के प्रवक्ता ने इस बारे में कोई जवाब नहीं दिया।

गोसेन ने कहा, 'मार्गों के आधार पर यह प्रतिशत अलग-अलग है। हमारा अनुमान है कि अंतरराष्ट्रीय बुकिंग में 18-22 प्रतिशत और घरेलू बुकिंग में 10-12 प्रतिशत की गिरावट आई है। हालांकि यह अल्पकालिक है और समय के साथ विश्वास बहाल हो जाता है।' उन्होंने कहा, 'औसतन घरेलू क्षेत्र में टिकट की कीमतों में 8-12 प्रतिशत की कमी आई है, जहां एयरलाइन सीधे इंडिगो और अकासा जैसी कम लागत वाली एयरलाइनों के साथ प्रतिस्पर्धा करती है। अंतरराष्ट्रीय मार्गों, विशेषकर यूरोप व दक्षिण पूर्व एशिया के लिए किरायों में 10-15 प्रतिशत की गिरावट देखी गई है।' यह पूछे जाने पर कि क्या टूर ऑपरेटर्स के जरिये बुक एअर इंडिया की उड़ानों के लिए यात्रियों द्वारा टिकट रद्द कराए गए हैं, गोसेन ने कहा कि कैंसल होने में वृद्धि देखी गई है। पिछले सप्ताह कैंसल होने में अंतरराष्ट्रीय स्तर पर 15-18 प्रतिशत और घरेलू स्तर पर 8-10 प्रतिशत की वृद्धि हुई है। फेडरेशन ऑफ एसोसिएशन इन इंडियन टूरिज्म

इंडियन एसोसिएशन ऑफ टूर ऑपरेटर्स के प्रेसीडेंट का दावा

खराब सेवाओं लेकर यात्री इंटरनेट मीडिया पर जता रहे आक्रोश



एयर इंडिया।

फाइल

प्रंड हास्पिटैलिटी के महासचिव राजीव मेहरा ने भी इसी तरह की बातें कहीं। हादसे के बाद एअर इंडिया को खराब सेवाओं, क्षतिग्रस्त सामान और रिफंड की समस्याओं को लेकर इंटरनेट मीडिया पर यात्रियों के गुस्से का भी सामना करना पड़ रहा है। कमर साकिब नामक एक यूजर ने लिखा कि 18 जून को एअर इंडिया की फ्लाइट एआइ-2634 और एआइ-991 से पटना से दिल्ली होते हुए जेद्दा पहुंचने पर उसने पाया कि उसके सामान से उसका सोना (5.5 ग्राम) गायब है। उसने एयरलाइन को टैग करते हुए लिखा, 'मैंने जेद्दा हवाई अड्डे पर शिकायत दर्ज कराई।' जसमीत सिंह ने एअर इंडिया पर हवाई अड्डा कर्मियों द्वारा किए गए रिफंड वादे को पूरा न करने का आरोप लगाया। सकीना ने आरोप लगाया कि एअर इंडिया ने दादा-दादी की मुंबई से बेंगलुरु की टिकटें रद्द कर दीं, दोनों हृदय रोगी हैं।



Corporate Communications Directorate

DAINIK NAVJYOTI

JAIPUR

20 JUNE 2025

कई देशों के हवाई क्षेत्र बंद होने से आ रही परेशानी

एयर इंडिया बड़े विमानों की उड़ानों में करेगा कटौती अहमदाबाद विमान हादसे के बाद दबाव बढ़ा

एजेंसी/मुंबई। एयर इंडिया ने 'कम से कम जुलाई' के मध्य तक बड़े विमानों से संचालित होने वाली अंतरराष्ट्रीय उड़ानों को 15% तक कम करने की घोषणा की है। एयरलाइन अपने बड़े विमानों के बेड़े के जरिए प्रतिदिन लगभग 70 अंतरराष्ट्रीय उड़ानें संचालित करती है। कई देशों के हवाई क्षेत्र बंद होने के कारण पश्चिमी



देशों से आने-जाने वाली उड़ानों में देरी हो रही है और पिछले

गुरुवार को एआई 171 दुर्घटना के बाद से बोइंग 787 की ज्यादा

जांच की वजह से भी दबाव बढ़ गया है। टाटा समूह के स्वामित्व वाली एयरलाइन ने कहा कि उड़ानों में पश्चिम एशिया में भू-राजनीतिक तनाव और यूरोप एवं पूर्वी एशिया के कई देशों के हवाई क्षेत्रों में रात्रि कर्फ्यू के कारण कई तरह के व्यवधान आये हैं। दूसरी ओर सुरक्षा निगरानी भी बढ़ा दी गई है।

अहमदाबाद विमान हादसा

211 लोगों के डीएनए सैपल का मिलान, 189 शव परिजनों को सौंपे

अहमदाबाद। अहमदाबाद सिविल अस्पताल अधीक्षक डॉ. रakesh जोशी ने गुरुवार को कहा कि अहमदाबाद विमान हादसे में मारे गए 211 लोगों के डीएनए सैपल का मिलान हो गया है। अब तक कुल 189 शव परिजनों को सौंपे जा चुके हैं। डॉ. जोशी ने बताया कि जल्द ही आठ परिवार अपने रिश्तेदारों के पार्थिव शरीर लेने आएंगे, दो परिवार कल तक पार्थिव शरीर लेने आएंगे, 11 परिवार डीएनए मिलान की प्रतीक्षा कर रहे हैं। 189 मृतकों के बचे शवों में से 142 भारतीय, सात पुर्तगाली, 32 ब्रिटिश नागरिक, एक कनाडाई और सात गैर-वात्रियों के शामिल हैं।



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

DAINIK NAVJYOTI

JAIPUR

20 JUNE 2025

बाली हवाई अड्डे पर उड़ान सेवा फिर से शुरू

एजेंसी/जकार्ता। इंडोनेशिया के रिसॉर्ट द्वीप बाली के आई गुस्ती नगुराह राव अंतरराष्ट्रीय हवाई अड्डे पर उड़ान सेवा गुरुवार को फिर से बहाल हो गई है। हवाई अड्डे और एक सरकारी संस्थान ने गुरुवार को यह जानकारी दी। दरअसल पूर्वी नुसा तेंगाय प्रांत में स्थित माउंट लेवोटोबी लाकी-लाकी पर ज्वालामुखी विस्फोट का असर कम होने के कारण विमान सेवा को फिर से शुरू करने का फैसला किया गया। आई गुस्ती नगुराह राव अंतरराष्ट्रीय हवाई अड्डे पर संचार और कानूनी प्रभाग के प्रमुख गेडे एका सैडी असमादी ने इसकी पुष्टि की और उन्होंने कहा कि उड़ान सेवा फिर से बहाल कर दी गई है। आज हवाई अड्डे की वेबसाइट पर अंतरराष्ट्रीय या घरेलू उड़ानों के रद्द होने की कोई रिपोर्ट नहीं थी।

THE AI 171 FILES

Wrong Place, Wrong Time: Filmmaker's Life Ends in Air India Inferno



DNA & scooter match confirms producer Mahesh Kalavadia was near the crash site

DP Bhattacharya

Ahmedabad: Mahesh Kalavadia, a 35-year-old Gujarati film producer and director, left his house in Naroda for Shahibaug on his scooter on the afternoon of June 12. He did not return.

Anxious, his family filed a missing complaint with the police. No one expected him to be in the area where the London-bound Air India flight crashed the same day. After all, Shahibaug is about 9 km from Meghani Nagar, the site of the plane crash.

With all the missing complaints coming over, the police requested the family to provide their DNA sample for a worst-case scenario. The sample matched one of the burnt down bodies recovered from the crash site. Kalavadia indeed was in the wrong place at the wrong time. But his family could not accept it.

As the police went on to look for more, they came across a charred

scooter and retrieved its engine and chassis numbers which they asked the family to match with that of Kalavadia. They too matched. "Accepting such a loss for any family is incredibly difficult," says Kanan Desai, deputy Commissioner of police, Zone 4, Ahmedabad. "So we produced all the evidence other than the DNA report, including CCTV footage of the nearby area and the engine number and so on."

The family performed his last rites at the Naroda crematorium on Friday morning.

Sitting by the Civil Hospital morgue a day after the crash, Suresh Patni, an auto driver, had told ET how his son, Akash, who was at a tea stall near the crash site perished in the fire that engulfed the area. Two others who stopped by on a scooter for a cup of tea were also caught in the fire. Kalavadia is believed to be one of those two men on the scooter.

As on Friday, more than 231 DNA profiles of the crash victims have been matched. Authorities have so far contacted 220 families and handed over the bodies of 210 victims: 155 Indians, 36 Brits, seven Portuguese, a Canadian and another 11 who were not passengers of the plane. Two people died during treatment.

231

DNA PROFILES OF CRASH VICTIMS MATCHED TILL FRIDAY

Corporate Communications Directorate

ECONOMIC TIMES

DELHI

21 JUNE 2025

AIRSPACE RESTRICTIONS IN WEST ASIA

As Routes Shift, Flight Fares Go on Steep Ascent

Surging fuel costs, diminished flight capacity also behind uptick in prices

Anumecha Chaturvedi & Prachi Verma

New Delhi: Air fares from India to several international destinations have risen sharply in the past month, travel companies said, potentially intensifying worries for travellers especially families looking to head out for the summer holidays.

Airline operating costs are

Soaring Prices

Airfares expected to rise further due to prevailing conditions



Europe is likely to see the sharpest hikes, especially routes to France, Germany & UK

Tickets to Japan & South Korea have also become significantly more expensive

Increased flight duration, especially on long-haul routes connecting Europe, West Asia and US raise operational costs, landing charges



getting impacted by airspace closures due to the Israel-Iran conflict, forcing longer flight detours, and fuel price volatility, the companies said, adding lower seat capacity on certain routes is also weighing on the ticket prices.

Fares could rise further if route diversions and impact on flight frequencies continue, the companies said.

Europe is likely to see the sharpest fare hikes, especially for routes to France, Germany and UK, said Jatinder Paul Singh, global CEO of Viacation, a travel solutions provider.

"From India, airfares to Europe have gone up by 20-35% between March and July based on forward bookings data."

Longer Diversions

►► From Page 1

Singh also noted short-term fare hikes on flights to some destinations in the Middle East. "In North Asia, Japan and South Korea have also become significantly more expensive to reach," he said.

A one way, non-stop Air France ticket for Delhi to Paris for July 1 costs about Rs 64,000 on a popular travel portal. A one way, non-stop Air India ticket for Mumbai to Japan for the same date costs ₹101, 696 per adult on the same website.

Ongoing geopolitical tensions in West Asia have resulted in temporary airspace restrictions, leading to longer flight durations on certain routes by two to four hours, increasing operational costs of airlines, and prompting 15-20% fare hikes on certain routes, said Bharatt Malik, senior VP, flights and hotel business at Yatra Online, an online travel company.

Last week, Air India diverted or recalled around 16 flights on transatlantic and European routes as Iran closed its airspace after Israel launched an attack targeting its nuclear and military sites. The Iranian airspace cur-

rently remains shut to most international flights.

A June 15 advisory by IndiGo, India's largest airline, said due to the airspace curbs, flight routes to and from the Gulf region were experiencing congestion which may cause delays on certain sectors. "As we continue to operate via alternate paths, extended travel times may be expected," the airline in a post on X. In an update on Thursday, Air India announced a temporary reduction in services operated by Boeing 787 and 777 aircraft from June 21 till at least July 15. The suspended routes include Delhi-Nairobi, Amritsar-London, Goa-London, while routes with reduced frequency include Delhi-Washington, Delhi-San Francisco, Delhi-Toronto, and Delhi-Tokyo. For some carriers, airfares for Dubai and Abu Dhabi are 10-15% higher from a month ago, while those to Japan and South Korea are 5-10% higher, said Abraham Alapatt, president and group head for marketing, service quality, value added services and innovation at travel company Thomas Cook (India).

FOR FULL REPORT, GO TO
www.economicstimes.com



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

21 JUNE 2025

Air India cancels 8 flights; bookings fall by up to 20%

AIR INDIA ON Friday cancelled eight flights, including four on international routes, due to operational reasons even as the impact of the Ahmedabad plane crash last week is becoming manifest on its overall bookings dropping nearly 20%.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

20 JUNE 2025

Ahmedabad disaster: AI makes safety its top priority, tightens checks

FPJ NEWS SERVICE

AHMEDABAD

In the wake of the recent Air India plane crash, believed to be due to engine failure, a paradigm shift in aviation safety is sweeping through Ahmedabad Airport. Air India, operating a substantial 15 international and approximately 160 domestic flights daily from the city, has now mandated an unprecedented level of scrutiny, with pilots empowered to ground flights for even the slightest technical anomaly, prioritizing passenger safety above all else.

No longer will minor aircraft faults be overlooked or deferred for rectification at subsequent stations. This stringent new directive means that any discrepancy in the engine, cockpit, or other critical components will result in immediate grounding. While this new protocol may lead to flight delays or even cancellations, the airlines are unequivocally committing to preventing any recurrence of engine-related mishaps.

"As part of the safety and security of passengers, the airline companies have issued an order to ground the flight by



the pilot," sources close to the developments confirmed. "Even if the flight is delayed or the passengers' journey is cancelled, special precautions have been taken to ensure that there is no engine fault in the aircraft."

This heightened vigilance extends to ground checks as well. Airline technicians are now meticulously inspecting landing gear, both engines, hydraulic pressure, front and rear wheels, cockpit, and all other systems before every takeoff. This comprehensive pre-flight assessment aims to pre-empt any potential engine faults that could compromise safety in the air.

The immediate impact of this tightened safety net is already evident at Ahmedabad airport, where five flights have been grounded due to technical

faults following the recent crash. These include critical Air India flights to Mumbai and Delhi, and IndiGo services to Hyderabad and Dehradun, underscoring the serious nature of these new mandates.

The financial implications of these enhanced safety measures are significant for airlines. An international flight delayed or canceled for over four hours due to technical reasons necessitates mandatory passenger facilities, including hotel stays. For a Dreamliner carrying 256 passengers, this can incur an estimated cost of up to Rs. 40 lakhs per incident. However, industry insiders suggest this is a small price to pay for regaining passenger trust and ensuring the highest safety standards in the wake of the tragic accident.



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FREE PRESS JOURNAL

MUMBAI

20 JUNE 2025

LUCKNOW

Mumbai-Lucknow flight canceled

Air India canceled flight AI-2491 citing operational issues, angering passengers. 125+ travelers have canceled tickets post-Ahmedabad crash, with Middle East tensions further disrupting international routes.

हादसे के बाद एयर इंडिया की बुकिंग 20% घट गई

नई दिल्ली, एजेंसी। पिछले सप्ताह विमान दुर्घटना के बाद घरेलू और अंतरराष्ट्रीय मार्गों पर एयर इंडिया की उड़ानों की बुकिंग में लगभग 20 प्रतिशत की गिरावट आई है। इंडियन एसोसिएशन ऑफ टूर ऑपरेटर्स (आईएटीओ) के अध्यक्ष रवि गोसाई ने शुक्रवार को यह जानकारी दी।

गोसाई ने बताया कि इस दौरान एयरलाइन के औसत किराए में आठ से 15 प्रतिशत की गिरावट आई है। एयर इंडिया के प्रवक्ता ने इस बारे में पूछे जाने पर कुछ भी कहने से मना कर दिया। गोसाई ने कहा हादसे के बाद बुकिंग में, खासकर अंतरराष्ट्रीय उड़ानों में अस्थायी गिरावट देखी गई है। उन्होंने कहा कि गिरावट मार्ग के अनुसार अलग-अलग है, लेकिन हमारे अनुमानों से पता चलता है कि अंतरराष्ट्रीय बुकिंग में लगभग 18-22 प्रतिशत और घरेलू स्तर पर 10-12 प्रतिशत की गिरावट आई है।

आईएटीओ अध्यक्ष ने बताया कि एयर इंडिया के प्रमुख मार्गों पर किराए में मामूली समायोजन किया गया है। उन्होंने कहा कि औसतन, घरेलू क्षेत्रों में टिकट की कीमतों में आठ से 12 प्रतिशत की कमी आई है, जहां अन्य कंपनियों के साथ प्रतिस्पर्धा करती है। अंतरराष्ट्रीय मार्गों पर विशेष रूप से यूरोप और दक्षिण पूर्व एशिया के लिए किराए में 10-15 प्रतिशत की गिरावट देखी गई है।



एयर इंडिया की कई वजहों से आठ उड़ानें रद्द

मुंबई। एयर इंडिया ने रखरखाव और परिचालन संबंधी कारणों से चार अंतरराष्ट्रीय उड़ानों सहित आठ उड़ानें शुक्रवार को रद्द कर दीं। एयर इंडिया ने कहा कि यात्रियों को जल्द से जल्द उनके गंतव्य स्थल तक पहुंचाने के लिए उसकी टीम वैकल्पिक व्यवस्था कर रही है। कंपनी ने कहा कि उसने यात्रियों को टिकट का पूरा पैसा मिलने की व्यवस्था की।

दिल्ली से पुणे जा रहे विमान से टकराया पक्षी

दिल्ली से पुणे के लिए रवाना हुए एयर इंडिया के विमान से शुक्रवार को एक पक्षी टकरा गया। इस वजह से एयरलाइन को इसकी वापसी की यात्रा रद्द करनी पड़ी। एयरलाइन ने कहा कि विमान पुणे में सुरक्षित उतर गया और उसके बाद ही पक्षी के टकराने की बात फता चली। एयरलाइन ने कहा कि विमान को यात्रा के लिए रोक दिया गया।

210 bodies of Air India crash victims handed over to kin

Official says 231 victims have been identified through DNA profiling and their family members have been notified; Gujarat govt. is yet to officially confirm final death toll from the plane crash

Abhinay Deshpande
AHMEDABAD

Eight days after the tragic Ahmedabad plane crash, authorities have identified 231 victims through DNA testing and handed over the remains of 210 to their families, a health official confirmed on Friday.

“DNA samples have been successfully matched, and next of kin have been notified. As of now, the mortal remains of 210 victims have been released to their relatives,” said Rakesh Joshi, Medical Superintendent of Ahmedabad Civil Hospital.

Among the identified victims are 166 Indians, 36 British nationals, seven Portuguese citizens, and one Canadian.

Dr. Joshi added that 155 of the Indian victims were passengers aboard the ill-fated flight.

However, the Gujarat government has yet to officially confirm the final death toll from the disaster.

Earlier authorities said that DNA samples from 250 victims – including passengers and those killed on the ground – had been collected for identification.

The Boeing 787-8 Dreamliner, en route to



Insurmountable loss: Girdharbhai Kalavadiya, father of Mahesh Kalavadiya, breaks down during the cremation of his son in Ahmedabad on Friday. REUTERS

London, crashed into a residential area shortly after take-off on June 12, killing 241 of the 242 people on board and several others on the ground, including four students from the state-run B.J. Medical College.

Only one passenger survived the tragedy.

With many bodies severely charred or damaged, authorities are relying on DNA testing to establish the identities of the victims.

8 AI flights cancelled

Press Trust of India
MUMBAI

Air India cancelled eight flights, including four international services, on Friday due to enhanced maintenance and operational reasons.

The airline said its teams on the ground are making alternative arrangements for the passengers

to fly to their respective destinations at the earliest. It has also offered full refunds on cancellation or complimentary rescheduling to passengers.

The international flights cancelled were AI906 from Dubai to Chennai, AI308 from Delhi to Melbourne, AI309 from Melbourne to Delhi, and AI2204 from Dubai to Hyderabad.

Eight AI flights cancelled, 1 for bird hit

HTC and agencies

letters@hindustantimes.com

MUMBAI/NEW DELHI: Air India on Friday cancelled eight flights, including four on international routes, due to operational reasons even as overall bookings appeared to slump — a combination of effects from the route closures due to tensions in West Asia and last week's crash of Flight 171 in Ahmedabad that has now triggered greater scrutiny of the airline's fleet.

A London-bound Air India flight, AI-171 carrying 242 passengers and crew members crashed in Ahmedabad on June 12.

All but one passenger onboard the plane died along with nearly 29 on the ground when the aircraft crashed on a medical college complex shortly after the take-off.

In a statement on Friday, Air India announced cancellation of several flights — Dubai-Chennai (AI-906), Delhi-Melbourne (AI-308), Melbourne-Delhi

AIR INDIA SAID REFUNDS ON CANCELLATION OR COMPLIMENTARY RESCHEDULING WERE OFFERED TO THE PASSENGERS

(AI-309) and Dubai-Hyderabad (AI-2204). On domestic routes, Pune-Delhi (AI-874), Ahmedabad-Delhi (AI-456), Hyderabad-Mumbai (AI-2872) and Chennai-Mumbai (AI-571) flights were cancelled. The Delhi-Pune flight was cancelled after the airline, on its arrival from Delhi, detected that it had a bird hit. Consequently, it was grounded for extensive inspection.

The airline said it made all arrangements, including accommodation, for stranded passengers.

Refunds on cancellation or complimentary rescheduling were also offered to passengers, the airline said.

According to the tour opera-

tors body, Indian Association of Tour Operators (IATO), bookings for Air India flights have declined by around 20% on domestic as well as international routes while the average fares have dropped by 8-15% in the aftermath of the Boeing 787-8 Dreamliner crash last week.

Federation of Associations in Indian Tourism & Hospitality (FAITH) general secretary Rajiv Mehra also said that an up to 20% decline in bookings has been observed for Air India flights while the fares have turned cheaper by about 10% on certain sectors where there is high competition with other carriers.

An Air India spokesperson did not respond to a query seeking comments from the airline on decline in bookings.

Noting that there has been a moderate adjustment in fares across key Air India routes, he said, "On an average, ticket prices have reduced by 8-12% on domestic sectors where the airline competes directly with

low-cost carriers like IndiGo and Akasa."

A report by ICICI Securities said air passenger numbers in India are likely to decline post-Air India plane crash "As per daily data reported by MoCA, average daily passengers had seen a decline in May'25 following the geopolitical conflict. However, post-declaration of ceasefire [between India and Pakistan], domestic air travel had returned to normalcy. Average daily passengers again declined post the unfortunate Air India accident on 12 Jun'25," the report noted.

According to the report, average daily passengers were 490,000 before Jun 12 (before Air India incident), after which it has declined to 460,000 again.

Tata-owned Air India CEO and MD Campbell Wilson, meanwhile, said that the airline has voluntarily decided to continue additional pre-flight checks on all its wide-body fleet for the time being as a matter of precaution.

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 NTSB said it was "critical 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

HINDUSTAN TIMES

PATNA

20 JUNE 2025

B787 emergency power system was likely active before crash, says report

Reuters

letters@hindustantimes.com

BENGALURU: Investigators believe Air India's Boeing 787 Dreamliner had its emergency power generator operating when it crashed into a medical college hostel in Ahmedabad on June 12, the Wall Street Journal reported on Wednesday citing people familiar with the probe.

The system, known as the Ram Air Turbine (RAT), generates electricity and hydraulic pressure to ensure pilots can control the plane even if both engines fail.

The preliminary findings raise questions about whether the plane's engines functioned properly during take-off, the report said. The Dreamliner was fitted with GE Aerospace's GEnx engines.

Boeing said it will defer to India's Aircraft Accident Investigation Bureau (AAIB) for comment. Engine maker GE Aerospace did not respond to a Reuters request for comment.

India's federal civil aviation ministry did not immediately respond to Reuters' email seeking comment.

Reuters couldn't immediately verify the WSJ report.

On June 12, the Air India Boe-

ing 787-8 Dreamliner, carrying 242 passengers and crew, crashed in Ahmedabad only 33 seconds after take-off, in the country's worst single aircraft tragedy.

The flight carried 169 Indian, 53 British, seven Portuguese, and one Canadian passenger, along with 12 crew members. It was bound for the Gatwick airport in London.

Only one person—British national Viswash Kumar Ramesh—survived.

India's aviation safety watchdog said on Tuesday that surveillance of Air India's Boeing 787 fleet revealed no major safety concerns.

Air India Chairman N Chandrasekaran said on Wednesday that the Dreamliner had a "clean engine history".

He further revealed that the right engine was new while the left had been recently serviced, even as the airline announced a 15% reduction in international widebody services in order to stabilize operations.

"We need a very transparent communication of the findings. Everyone needs to know. I need to know. You need to know. The families need to know whenever it is done," Chandrasekaran emphasized.



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INDIAN EXPRESS

DELHI

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Will not release jets for service where there is any doubt: A-I CEO

SUKALP SHARMA

NEW DELHI, JUNE 20

AIR INDIA has voluntarily decided to continue with enhanced pre-flight checks and will not release any aircraft for service "where there is any doubt", the Tata group airline's CEO Campbell Wilson wrote in a message to the carrier's employees a week after the deadly crash of an Air India Boeing 787-8 aircraft in Ahmedabad.

Wilson also reiterated that Air India is cooperating completely in the air crash investigation as it is "vital that the facts, whatever they may be, are known".

Wilson also said that even though a tragic crash has taken place, Air India's ambition on all counts, including safety and quality, stays the same, "if not higher than before". He also assured staff that Air India continues to have the full support of



**Campbell
Wilson**

both its shareholders—Tata Sons and Singapore Airlines.

"We have completed the additional precautionary checks on our operating Boeing 787 fleets as requested by the DGCA, who have publicly declared that they meet required standards. We have also, as a matter of abundant precaution, voluntarily decided to continue additional pre-flight checks for the time being. Where there is any doubt, we will not release aircraft—of any type—for service," Wilson told the staff.

An Air India Boeing 787-8 flight from Ahmedabad to London Gatwick, crashed moments after takeoff last Thursday.

FULL REPORT ON

www.indianexpress.com

हादसे और उड्डयन क्षेत्र की चुनौतियां

बोइंग के ड्रीमलाइनर विमान लंबी दूरी की उड़ानों के लिए उपयोगी माने जाते रहे हैं। यह दुखद है कि अत्याधुनिक सुविधाओं वाले बोइंग 787 के दुर्घटनाग्रस्त होने पर अनेक लोगों की जानें गई हैं।

विकेश कुमार बडोला

अहमदाबाद के सरदार वल्लभभाई पटेल हवाईअड्डे से कुछ ही दूर एअर इंडिया का विमान ड्रीमलाइनर बोइंग-787 अनियंत्रित हुआ और चिकित्सकों के आवासीय परिसर से टकराने के बाद इसमें सवार 241 यात्री और आवासीय परिसर में कई लोग मीत के मुंह में समा गए। यह मर्माहत करने वाली घटना है। इस घटना के बाद देश-दुनिया के बहुसंख्य लोग विचलित हैं। वे समझ नहीं पा रहे कि अचानक यह हादसा कैसे हो गया। आंखों के सामने विमान आग के गोले में बदल गया। भीषण धमाके और आग की चपेट में आए विमान को देखने वालों की सूचना पर घटनास्थल पर पहुंचे राहत-दल कर्मियों के पास इतना भी समय नहीं बचा था कि किसी यात्री के प्राण बचा पाते। इमारत से टकराने के बाद विमान में सवार लोग निष्प्राण अपरिचित शरीरों में बदल गए। निस्संदेह यह बहुत बड़ा हादसा था।

इस घटना के बाद राज्य और केंद्र सरकार ने हर संभव कदम उठाए। सभी संबंधित एजेंसियों ने विपदा की घड़ी में ये सब कार्य किए, जिनकी उस वक़्त तत्काल आवश्यकता थी। यह ऐसी विपदा थी, जो मानवीय गलतियों के कारण हुई। अब पुलिस समेत विभिन्न जांच दलों के सामने बड़ी चुनौती होगी कि वे घटना के वास्तविक कारणों और लापरवाही की बारीकी से जांच करें। जांच-थिंदुओं की प्रामाणिकता और सत्यता के आधार पर भविष्य में विमानन क्षेत्र की सुरक्षा के लिए नए प्रबंध उपायों का भी आकलन होना चाहिए। जांच दल को विमान का 'ब्लैक बॉक्स' मिल गया है। इसके आधार पर जांच के अनुरूप, घटना के मूलभूत कारण या अन्य कारणों की पहचान अति आवश्यक है। ड्रीमलाइनर बनाने वाली कंपनी अमेरिकी बहुराष्ट्रीय निगम बोइंग ने अपना जांच दल भारत भेज दिया है। अंतरराष्ट्रीय नागरिक उड्डयन संगठन ने भी इस घटना

बनाने वाली कंपनी अमेरिकी बहुराष्ट्रीय निगम बोइंग ने अपना जांच दल भारत भेज दिया है। अंतरराष्ट्रीय नागरिक उड्डयन संगठन ने भी इस घटना के संबंध में जांच की दिशा में कदम उठा लिया है। देशी-विदेशी विमानन कंपनियों, निगमों, संगठनों, मंत्रालयों तथा संबद्ध प्रतिष्ठानों को घटना के कारणों की तह तक पहुंचना बहुत जरूरी है।

दुर्घटना की भयावहता को देखते हुए सभी चाहते हैं कि विमान के अनियंत्रित होकर गिरने के मूल कारण सामने आए। अब जांच दलों पर निर्भर है कि वे नागरिक विमानन क्षेत्र के प्रति लोगों का विश्वास कैसे बनाए रख सकते हैं। हादसे के सही कारणों की पड़ताल होने पर भारतीय नागरिक और कार्गो उड्डयन उद्योग के सामने ज्यादा बड़ी चुनौतियां नहीं आएंगी।

बोइंग के ड्रीमलाइनर विमान लंबी दूरी की उड़ानों के लिए उपयोगी माने जाते रहे हैं। इस श्रेणी के पहले विमान ने 14 वर्ष पूर्व पहली उड़ान भरी थी। दुनिया में अभी 1100 ऐसे विमानों का संचालन किया जा रहा है। यह पहली बार है कि सबसे अधिक विकने वाले विशाल आकार और अत्याधुनिक सुविधाओं वाले बोइंग 787 के दुर्घटनाग्रस्त होने पर अनेक लोगों की जानें गई हैं। विमान विश्लेषण करने वाली कंपनी 'सिरियम' के अनुसार अहमदाबाद में दुर्घटनाग्रस्त बोइंग 787-8 वीटी-एएनबी विमान साढ़े ग्यारह वर्ष पुराना विमान था। इस घटना के बाद अब सरकार के सामने एअर इंडिया के बोइंग 787 विमानों की सुरक्षा



और रख-रखाव के कठोर क्रियान्वयन को चुनौती भी पैदा हो गई है। यदि भविष्य में इस चुनौती से पार पाने के उपाय निकाले जाएं, तो विमान यात्रा सुरक्षित होगी, जो आधुनिकता के आधार पर संचालित दुनिया में आम आदमी का भरोसा कायम करने के लिए बहुत जरूरी है।

अहमदाबाद विमान हादसे के बाद सरकार के पास यह अवसर भी है कि वह विमानन क्षेत्र में सुरक्षा के लिए कुछ ऐसी नई कार्यनीतियां बनाए, जो यात्री विमानों को

क्षेत्र में सुरक्षा के लिए कुछ ऐसी नई कार्यनीतियां बनाए, जो यात्री विमानों को कम से कम मानवीय चूक से होने वाली दुर्घटनाओं से बचाने में पूरी तरह सफल हों। सरकार और विमानन कंपनियों को यह कोशिश भी अवश्य करनी चाहिए कि विमान यात्राएं प्राकृतिक आपदाओं में भी सुरक्षित हों। माना जा सकता है कि प्राकृतिक आपदाओं के सामने मानव निर्मित मशीनें और प्रौद्योगिकियां सौ फीसद सुरक्षा का आश्वासन नहीं दे सकती हैं, किंतु इस लक्ष्य बिंदु को ध्यान में रख कर विमानन क्षेत्र के आविष्कारों और सेवा-सुविधाओं को इतना प्रभावशाली तो बनाया ही जा सकता है कि अहमदाबाद जैसा विमान हादसा दोबारा कभी न हो।

वैसे तो सरकार, नागरिक उड्डयन मंत्रालय, एअर इंडिया और अनेक संस्थाओं ने दिवंगत यात्रियों और अन्य मृतकों के आश्रितों को करोड़ों की

मुआवजा राशि देने की घोषणा की है, लेकिन सभी जिम्मेदार संस्थाओं को यह बात ध्यान में रखनी होगी कि मुआवजा राशि देने का निश्चय हो या कोई अन्य सेवा या सुविधा, सभी कुछ त्वरित ढंग से और सुगमतापूर्वक होना चाहिए। ऐसी घटनाओं में प्रियजनों को खोने वाले गहन मानसिक आघात से गुजर रहे होते हैं। इसलिए उन्हें मानसिक आघात से उबार कर सामान्य जीवन जीने की प्रेरणा देने का काम भी युद्धस्तर पर किया जाना चाहिए। घटना तो हो चुकी है और उसमें जो जान-माल की हानि हुई है, उसकी भरपाई अब संभव नहीं है, लेकिन दिवंगतों-पीड़ितों के आश्रितों की देखभाल का दायित्व अच्छे से निभाने का अवसर हम सभी के पास अभी उपलब्ध है। इसलिए ऐसे व्यक्तियों की हर संभव सहायता कर सरकार और समाज आत्मग्लानि से उबर सकते हैं।

अहमदाबाद विमान हादसे के बाद सरकार के पास यह अवसर भी है कि वह विमानन क्षेत्र में सुरक्षा के लिए कुछ ऐसी नई कार्यनीतियां बनाए, जो यात्री विमानों को कम से कम मानवीय चूक से होने वाली दुर्घटनाओं से बचाने में पूरी तरह सफल हों। सरकार और विमानन कंपनियों को यह कोशिश भी अवश्य करनी चाहिए कि विमान यात्राएं प्राकृतिक आपदाओं में भी सुरक्षित हों। माना जा सकता है कि प्राकृतिक आपदाओं के सामने मानव निर्मित मशीनें और प्रौद्योगिकियां सौ फीसद सुरक्षा का आश्वासन नहीं दे सकती हैं, किंतु इस लक्ष्य बिंदु को ध्यान में रख कर विमानन क्षेत्र के आविष्कारों और सेवा-सुविधाओं को इतना प्रभावशाली तो बनाया ही जा सकता है कि अहमदाबाद जैसा विमान हादसा दोबारा कभी न घटे।

वैज्ञानिक प्रगति के फलस्वरूप विद्यमान विभिन्न सेवाएं-सुविधाएं एक संतुलित उपयोग की अपेक्षा भी करती हैं। यह पूरी तरह मनुष्य पर निर्भर है कि वह आधुनिक चीजों का संतुलित उपयोग ही करे। यह सिद्धांत दिनोंदिन तिरोहित होता जा रहा है और इसी के परिणामस्वरूप आज हम एक ऐसी विमान त्रासदी देख रहे हैं, जिसने एक इटके में कई लोगों के प्राण ले लिए। आधुनिक व्यवस्थाओं के प्रतिनिधियों के सामने यात्रियों को जलते होते हुए देखने के सिवाय कोई दूसरा रास्ता भी नहीं था। यही विज्ञान

प्राण ले लिए। आधुनिक व्यवस्थाओं के प्रतिनिधियों के सामने यात्रियों को जलते होते हुए देखने के सिवाय कोई दूसरा रास्ता भी नहीं था। यही विज्ञान का अभिशाप है। लेकिन जीवित समाज और लोग परास्त होकर हाथ पर हाथ धरे बैठे भी तो नहीं रह सकते हैं। जीवन के सामने जो आदर्श स्थिति है, वह यही शिक्षा देती है कि आगे सब कुछ ठीक करना है। बस इसी शिक्षा के साथ सरकार और लोगों को आगे भविष्य में विमानन क्षेत्र के लिए जितना संभव हो सकता है, उतना सुरक्षित वातावरण बनाते हुए विमान-यात्राओं को नवीनतम सुरक्षा उपायों द्वारा सुरक्षित करना होगा।

मानव निर्मित विपदा की स्थिति में हमें लगातार अपने मानवीय दायित्वों से जुड़ना सीखना होगा। जहां तक सुरक्षा उपायों को दायित्व-भाव के साथ अपनाने और नियोजित करने की बात है, तो ऐसा दृष्टिकोण केवल विमानन-क्षेत्र की सुरक्षा के लिए ही नहीं, बल्कि रेल और सड़क मार्ग की यात्राओं के लिए भी होना चाहिए। ऐसा होने से किसी भी क्षेत्र में मानवनिर्मित आपदाओं और दुर्घटनाओं की संभावना वास्तव में बहुत कम हो जाएगी। अब प्रयास यही हो कि मानवीय गलती से किसी भी तरह के हादसे न हों। अगर हो भी जाए, तो उसका नुकसान कम से कम हो। आधुनिकता और रफ्तार के बीच मानवीय मूल्यों और सरोकार के साथ नागरिकों की सुरक्षा भी सर्वोपरि हो। इस संकल्प के साथ सड़क-रेल व विमानन परिवहन से यात्रा को सुरक्षित बनाया जा सकता है।



Corporate Communications Directorate

MILLENNIUM POST

DELHI

21 JUNE 2025

Iran grants India exclusive airspace access to airlift 1,000 students in 3-flight operation

MPOST BUREAU

NEW DELHI: In a special gesture, Iran has opened its otherwise closed airspace exclusively for Indian evacuation flights. At least 1,000 Indian students stranded in conflict-hit Iranian cities are expected to land in Delhi in the next two days as part of the government's emergency evacuation programme, Operation Sindhu.

The first flight was due to land late Friday night. The second and third flights are scheduled for Saturday, one in the morning and another in the evening.

The Iranian airspace remains closed to most international flights following ongoing missile exchanges and drone attacks involving Israeli and Iranian forces. India has been granted an exclusive corridor to carry out the evacuation of its students.

Most of the students among 1,000 Indian nationals will be flown back home from the Iranian city of Mashhad.

Mohammad Javad Hos-



Minister of State for External Affairs Kirti Vardhan Singh meets the Indian students returning from war-torn Iran via Armenia, under an evacuation operation facilitated by the Indian government, at Indira Gandhi International Airport in New Delhi. Monday

PTI

CLOSER LOOK

- » First evacuation flight was to land in Delhi late Friday night
- » Next two flights scheduled for Saturday—morning and evening

- » Students moved from Tehran to Mashhad via Qom for evacuation
- » Some Indian students injured in Israeli airstrike on Tehran dormitory
- » Indian missions in Tehran and Yerevan coordinate safe passage

» IRAN, ARMENIA THANKED FOR SUPPORTING INDIA'S EVACUATION EFFORTS

seini, the deputy chief of mission at the Iranian embassy, said more evacuation flights could be operated in the coming days to bring back Indians if required. **Continued on P6**

From Page 1

Iran grants

The Indian nationals were moved to Mashhad from Tehran following Israeli attacks on the Iranian capital city. The evacuation flights, to be operated by Iranian airline Mahan, are being arranged by New Delhi.

"About 1,000 Indians who were evacuated from Tehran to Qom and then to Mashhad will be evacuated to New Delhi on three charter flights," Hosseini said.

"The first flight will land tonight at the New Delhi airport and there will be two more flights on Saturday," he said.

The Iranian diplomat said more such flights could be arranged in the coming days if required. Hosseini said Tehran is in close contact with the Ministry of External Affairs (MEA) and the Indian embassy in Tehran to ensure safe evacuation of Indian nationals.

"We are arranging for the safe passage of Indians who want to leave via air or via road through third countries, or directly from Iran," he said.

The Iranian diplomat also said that all Indians in Iran are safe. At the same time, he said a few Indian students sustained injuries after an Israeli air strike hit a students' dormitory in Tehran a few days back.

India on Wednesday launched 'Operation Sindhu' to evacuate Indian nationals from Iran as the Persian Gulf nations conflict with Israel showed no sign of letting up. Iranian embassy officials in Delhi said the Iranian foreign ministry was in close touch with the Indian mission in Tehran after some students were injured.

"India accords highest priority to the safety and security of Indian nationals abroad," the Ministry of External Affairs (MEA) said in a statement.

Hosseini said about 10,000 Indians are living in Iran and those wishing to return home are

being evacuated. The Israel-Iran military hostilities began over a week back.

According to official MEA briefings, 110 Indian students were evacuated from northern Iran earlier this week and transported to Yerevan, Armenia by road. The evacuation was carried out under close coordination between India's missions in Tehran and Yerevan.

"The Indian government is grateful to the governments of Iran and Armenia for facilitating the safe passage of Indian nationals through their territories," an MEA spokesperson said.

These students were enrolled at Urmia Medical University in Iran's West Azerbaijan province, close to the border with Turkey, a region that has seen missile activity and troop movement in recent days.

Most of the students are residents of Jammu and Kashmir, with the Jammu and Kashmir Students' Association confirming that 90 of the 110 evacuees on the first flight are from the union territory.

The latest conflict began when Israel launched 'Operation Rising Lion' targeting Iran's nuclear infrastructure. This prompted massive retaliatory strikes from Tehran, including missile salvos and drone attacks that have reportedly killed over 20 civilians in Israeli towns and injured several hundred.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

21 JUNE 2025

AI sees booking slump, fare cuts after Ahmedabad crash

ARSHAD KHAN @NewDelhi

AIR INDIA has seen a sharp decline in bookings for domestic and international flights after last week's crash in Ahmedabad. The airline's airfares have also moderated and a noticeable section of passengers have cancelled their bookings, especially on international routes.

Ravi Gosain, President of Indian Operators of Tour Operators (IATO), said while the exact percentage varies by route, their estimates indicate a dip of 18-22% on international bookings and a 10-12% fall domestically in the immediate aftermath. He added his appears to be a short-term sentiment-driven reaction, as confidence typically stabilises over time.

Gosain said there has been a moderate adjustment in fares across key Air India routes. On average, ticket prices have reduced by 8-12% on domestic sectors where the airline competes directly with low-cost carriers like IndiGo and Akasa.

"On international route, especially to Europe and South-east Asia, fares have seen a



'Fall in bookings short-term sentiment-driven reaction'

Ravi Gosain, President of Indian Operators of Tour Operators (IATO), said while exact percentage varies by route, their estimates indicate a dip of 18-22% on international bookings and a 10-12% fall domestically in the immediate aftermath. He added his appears to be a short-term sentiment-driven reaction, as confidence typically stabilises over time.

drop of 10-15%, depending on route occupancy and competition. These cuts are mix of promotional strategies and yield correction due to lowered demand," he stated. A senior executive at an online travel agency confirmed that passengers are opting for alternative carriers after the accident.

"The Ahmedabad crash and a spate of ongoing technical glitches reported with Air India flights having an impact on passenger sentiments," the executive said requesting an-

onymity. Comment sought from Air India on IATO's estimates was not answered. Gosain said they have seen a noticeable rise in Air India flight cancellations.

"The rise in cancellations ranges 15-18% internationally, and 8-10% domestically over past week. This trend may normalise in the coming days as no systemic safety issue has been reported and authorities like DGCA reaffirm Air India's compliance with international safety standards," he stated.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

21 JUNE 2025

Technical reasons: AI cancels 3 flights connected to Hyd

EXPRESS NEWS SERVICE @Hyderabad

As many as three flights, two from and one bound for Hyderabad, were cancelled by Air India on Friday due to "technical issues". AAI officials said that the Air India Hyderabad to Mumbai flight scheduled to depart at 12.10 pm on Friday was cancelled due to technical issues. They said that 92 passengers were affected by the cancellation of the flight AI 2534. The passengers were accommodated on an alternative flight.

Earlier in the day, Air India cancelled flights AI2204 and AI2872 — from Dubai to Hyderabad and from Hyderabad to Mumbai, respectively — citing technical problems. Incidentally, the flight from Dubai was scheduled to depart at 11.25 pm on June 19 and was re-scheduled to 1.55 am on June 20. The flight bound for Mumbai was scheduled to depart at 6.15 am. Air India expressed regret over the inconvenience caused to passengers, saying: "Our colleagues on the ground are making alternative arrangements for them to fly to their respective destinations."

हादसे के बाद एयर इंडिया की बुकिंग 20% घटी, किराया 15% तक सस्ता

टूर ऑपरेटर्स संघ के अध्यक्ष बोले, यूरोप-एशिया के किराये पर ज्यादा असर

■ पीटीआई, नई दिल्ली

पिछले सप्ताह विमान दुर्घटना के बाद घरेलू और इंटरनेशनल रूट पर एयर इंडिया की उड़ानों की बुकिंग में करीब 20% की गिरावट आई है। इंडियन असोसिएशन ऑफ टूर ऑपरेटर्स (IATO) के अध्यक्ष रवि गोसाईं ने शुक्रवार को यह जानकारी दी। उन्होंने बताया कि इस दौरान एयरलाइन के औसत किराये में 8 से 15% की गिरावट आई है।

एयर इंडिया के प्रवक्ता ने इस बारे में पूछे जाने पर कुछ भी कहने से मना कर दिया। पिछले सप्ताह 12 जून को 242 यात्रियों और चालक दल के सदस्यों को लेकर लंदन जा रहा एयर इंडिया का विमान A1171 अहमदाबाद में दुर्घटनाग्रस्त हो गया था।

गोसाईं ने कहा, 'इस हादसे के बाद हमने बुकिंग में, खासकर अंतरराष्ट्रीय क्षेत्रों में अस्थायी गिरावट देखी है। हालांकि, सटीक प्रतिशत मार्ग के अनुसार अलग-अलग है, लेकिन हमारे अनुमानों से पता चलता है कि अंतरराष्ट्रीय बुकिंग में लगभग 18-22% की गिरावट आई है और तत्काल बाद घरेलू स्तर पर 10-12% की गिरावट आई है। हालांकि, यह एक अल्पकालिक धारणा आधारित



231 DNA सैपल मिले, सौंपे 210 शव

■ आईएनएस, अहमदाबाद: गुजरात के अहमदाबाद में 12 जून को विमान हादसे में मारे गए 231 लोगों का DNA सैपल मैच हो गया है, 210 शव सौंपे गए हैं। गुजरात के स्वास्थ्य मंत्री ऋषिकेश पटेल ने शुक्रवार को X पर DNA मिलान के बारे में जानकारी शेयर की। दिल्ली से पूछे के लिए रवाना हुए एअर इंडिया के विमान से शुक्रवार को एक पक्षी के टकरा जाने के बाद इसकी वापसी की यात्रा रद्द करनी पड़ी।

एयर इंडिया के 27 ड्रीमलाइनर प्लेन की जांच पूरी, उड़ान के लिए ठीक

Maneesh Aggarwal
@timesofindia.com

■ नई दिल्ली: अहमदाबाद में 12 अप्रैल को क्रैश हुई लंदन के गैटविक जाने वाली एयर इंडिया की फ्लाइट A1171

एयर इंडिया ने बताया कि किसी भी विमान में कोई

जांच में करीब चार घंटे का वक्त लगा। एयर इंडिया का दावा है कि किसी भी एयरक्राफ्ट में कोई गंभीर कमी सामने

नहीं आई। सभी प्लेन उड़ान के लिए ओके पाए गए हैं।

इसके अलावा एयर इंडिया ने अपने बेड़े में शामिल 24

और 777 हैं। बाकी बचे छह वाइड बॉडी एयरक्राफ्ट में से छह एयरबस कंपनी के ए-350 हैं। डोमेस्टिक सेक्टर में उड़ान भरने वाले एयरक्राफ्ट में एयर बस के ही हैं। एयर इंडिया के बेड़े में बोइंग फैमिली का सबसे पहला प्लेन 21 फरवरी 1960 में शामिल हुआ था। यह बी-707 था,

इंडिया की फ्लाइट A1171 के बाद एविएशन रेगुलेटर DGCA ने एयर इंडिया को आदेश दिया था कि वह

अपने बेड़े में शामिल सभी 33 बोइंग-787-8/9 ड्रीमलाइनर एयरक्राफ्ट की वन टाइम जांच करे। इसे देखते हुए एयर इंडिया ने अभी तक 27 बी-787 ड्रीमलाइनर की जांच कर ली है। प्रत्येक

विमान में कोई गंभीर खराबी नहीं मिली

ने अपने बेड़े में शामिल 24 बोइंग-777 प्लेन की भी जांच करना शुरू कर दिया है। एयर इंडिया के 190 एयरक्राफ्ट के बेड़े में 62 एयरक्राफ्ट वाइड बॉडी हैं। इनका इस्तेमाल एयर इंडिया इंटरनेशनल सेक्टर में लंबी दूरी के लिए करता है। इन 62 एयरक्राफ्ट में 56 एयरक्राफ्ट बोइंग के ड्रीमलाइनर 787

में शामिल हुआ था। यह बी-707 था, जिसका नाम गौरी शंकर रखा गया था, जबकि एयर इंडिया को बोइंग की इस ड्रीमलाइनर 787 फैमिली का पहला एयरक्राफ्ट छह सितंबर 2012 को मिला था। एयर इंडिया का कहना है कि एयरक्राफ्ट की जांच अपने इंजिनियरों से करा रहा है। विदेशी कंपनी के इंजिनियरों की मदद नहीं ली जा रही है।



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टाटा चेयरमैन ने एआई के बेड़े में सुरक्षा उपायों का खुलासा किया

मुंबई। एयर इंडिया की उड़ान एआई171 के अहमदाबाद में हुए दुखद हादसे, जिसमें 12 जून को 275 लोगों की जान चली गई थी, पर टाटा संस के चेयरमैन एन. चंद्रशेखरन ने पहली बार सार्वजनिक रूप से विस्तार से बात की है। उन्होंने आश्वासन दिया है कि समूह पीड़ितों के परिवारों के साथ खड़ा रहेगा और साथ ही एयरलाइन के पूरे वाइडबॉडी बेड़ेके लिए व्यापक सुरक्षा उपायों का भी खुलासा किया है। एक टीवी साक्षात्कार में, चंद्रशेखरन ने बताया कि दुर्घटनाग्रस्त बोइंग 787-8 ड्रीमलाइनर का रखरखाव रिकॉर्ड उत्कृष्ट था और इसे एयर इंडिया के सबसे अनुभवी पायलटों में से एक उड़ा रहे थे। चेयरमैन ने कहा, इस विशेष विमान का इतिहास बिल्कुल साफ-सुथरा है। विमान का आखिरी बड़ा निरीक्षण जून 2023 में हुआ था, और अगला दिसंबर 2025 के लिए निर्धारित था। इसके दाहिने इंजन की मार्च 2025 में मरम्मत की गई थी, जबकि बाएं इंजन का अप्रैल 2025 में निरीक्षण किया गया था। उन्होंने जोर देकर कहा, विमान और दोनों इंजनों की नियमित रूप से निगरानी की जा रही थी, उड़ान से पहले कोई समस्या नहीं दिखाई दी। एयर इंडिया के सीईओ और एमडी कैम्बेल विल्सन ने ग्राहकों को भेजे गए एक संचार में चालक दल के बारे में अतिरिक्त विवरण प्रदान किए। विल्सन ने चालक दल के अनुभव पर जोर देते हुए कहा, उड़ान का नेतृत्व कैप्टनसुमित सभरवाल कर रहे थे, जो एक अत्यधिक अनुभवी पायलट और प्रशिक्षक हैं, जिनके पास वाइडबॉडी विमान उड़ाने का 10,000 घंटे से अधिक का अनुभव है। फर्स्ट ऑफिसर क्लाइव कुंदर के पास 3,400 घंटे से अधिक का उड़ान अनुभव था। चंद्रशेखरन ने कहा, डीजीसीए ने पुष्टि की है कि हमारे बोइंग 787 बेड़े और रखरखाव प्रक्रियाएं पूरी तरह से सुरक्षा मानकों को पूरा करती हैं। हालांकि, जिसे विल्सन ने बताया, एयरलाइन ने अपने बोइंग 787 और बोइंग 777 दोनों बेड़े पर बढ़ी हुई प्री-फ्लाइट सुरक्षा जांच जारी रखने का फैसला किया है।

Air India cancels eight flights

PIONEER NEWS SERVICE ■

New Delhi

Air India on Friday announced that it has cancelled eight flights, including four international and three domestic routes, due to "enhanced maintenance and operational reasons" while its Pune-bound flight from Delhi suffered a bird hit, forcing the airline to cancel its return journey.

According to the airline, affected flights include services between Dubai, Chennai, Delhi, Melbourne, Pune, Ahmedabad, Hyderabad and Mumbai.

This comes as the carrier plans to cut 38 international flights per week and suspend services on three overseas routes between June 21 and July 15.

The international flights to be cancelled were — AI906 from Dubai to Chennai, AI308 from Delhi to Melbourne, AI309 from Melbourne to Delhi, and AI2204 from Dubai to Hyderabad.

Air India said four domestic flights — AI874 from Pune to Delhi, AI456 from Ahmedabad to Delhi, AI-2872 from Hyderabad to Mumbai, and AI571 from Chennai to Mumbai have been cancelled.

In a statement, Air India said the move was due to "enhanced maintenance and operational reasons." "Air India's international flights AI906 from Dubai to Chennai, AI308 from Delhi to Melbourne, AI309 from Melbourne to Delhi, AI2204 from Dubai to Hyderabad and domestic flights AI874 from Pune to Delhi, AI456 from Ahmedabad to Delhi, AI-2872 from Hyderabad to Mumbai and AI571 from Chennai to Mumbai have been cancelled due to enhanced maintenance and operational reasons."

Air India said its teams on the ground



are making alternative arrangements for the passengers to fly to their respective destinations at the earliest.

It has also offered full refunds on cancellation or complimentary rescheduling to passengers, the airline said.

The cancellations come days after an Air India flight from Ahmedabad to London crashed.

The airline announced it will cut 38 international flights per week and suspend services on three overseas routes for about three weeks. The Tata Group-owned airline said the reductions aim to restore schedule stability and minimise last-minute inconvenience to passengers following disruptions after the June 12 plane crash in Ahmedabad.

The airline will suspend services on the Delhi-Nairobi, Amritsar-London (Gatwick), and Goa (Mopa)-London (Gatwick) routes until July 15.

Delhi-Nairobi has four flights per week, while Amritsar-London and Goa-London each have three flights weekly.

Additionally, flights will be reduced on 18 international routes connecting cities in North America, Europe, Australia, and

the Far East.

North American routes affected include Delhi-Toronto, Delhi-Vancouver, Delhi-San Francisco, Delhi-Chicago, and Delhi-Washington.

European routes with reduced services are Delhi-London Heathrow, Bengaluru-London Heathrow, Amritsar-Birmingham, Delhi-Birmingham, Delhi-Paris, Delhi-Milan, Delhi-Copenhagen, Delhi-Vienna, and Delhi-Amsterdam. Services on Delhi-Melbourne, Delhi-Sydney, Delhi-Tokyo Haneda and Delhi-Seoul (Incheon) have also been cut.

Meanwhile Air India Pune-bound flight from Delhi suffered a bird hit, forcing the airline to cancel its return journey. The aircraft landed safely and the bird hit was detected after it touched down in Pune, the airline said in a statement.

It has been grounded and extensive checks are being carried out by the engineering team, Air India said.

"Flight AI2470 scheduled to operate from Pune to Delhi on June 20 has been cancelled due to a bird-hit which was detected after the incoming flight landed safely in Pune," it said.



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Air India bookings down 20 per cent after tragedy

PRESS TRUST OF INDIA ■ New Delhi

Bookings for Air India flights have declined by around 20 per cent on domestic as well as international routes while the average fares have dropped by 8-15 per cent in the aftermath of the Boeing 787-8 Dreamliner crash last week, Indian Association of Tour Operators (IATO) President Ravi Gosain said on Friday.

An Air India spokesperson did not respond to a query seeking comments from the airline.

A London-bound Air India flight, AI-171 carrying 242 passengers and crew members crashed in Ahmedabad on June 12. All but one on board the plane died along with nearly 29 on the ground when the aircraft smashed into a medical complex in Meghanagar area of the city shortly after takeoff.

"Following the unfortunate incident involving Air India, we have observed a temporary decline in bookings, particularly on international sectors. While the exact percentage varies by route, our estimates indicate a dip of around 18 to 22 per cent on international bookings and a 10 to 12 per cent decline domestically in the immediate aftermath.

However, this appears to be a short-term sentiment-driven reaction, as confidence typically stabilises over time," Gosain said. The IATO president shared that there has been a moderate adjustment in fares across key Air India routes.

"On an average, ticket prices have reduced by 8 to 12 per cent on domestic sectors where the airline competes directly with low cost carriers like IndiGo and Akasa. On international routes, especially to Europe and Southeast Asia, fares have seen a drop of 10 to 15 per cent, depending on route occupancy and competition. These reductions are mix of promotional strategies and yield correction due to lowered

demand," Gosain said. Asked whether there have been cancellations by travellers for Air India flights booked via tour operators, the IATO president said, "Yes, we have witnessed a noticeable rise in cancellations, particularly from corporate and high-end leisure travellers who prefer to switch to alternative carriers".

He informed that the increase in cancellations was 15 to 18 per cent internationally, and 8 to 10 per cent domestically over the past week. However, this trend may normalise in the coming days as no systemic safety issue has been reported and authorities like DGCA reaffirm Air India's compliance with international safety standards.

While the exact percentage varies by route, our estimates indicate a dip of around 18 to 22 per cent on international bookings and a 10 to 12 per cent decline domestically in the immediate aftermath

Federation of Associations in Indian Tourism and Hospitality (FAITH) General Secretary Rajiv Mehra also shared that an up to 20 per cent decline in bookings has been observed for Air India flights while the fares have turned cheaper by about 10 per cent on certain sectors where there is high competition with other carriers.

"As far as Air India is concerned, fares are around 10 per cent cheaper for both domestic and international routes than other airlines on certain sectors. Besides, there is a 15 to 20 per cent decline in new bookings for Air India flights on domestic as well as international routes after the crash," Mehra said.



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LUCKNOW

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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, which 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.



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कई अन्तर्राष्ट्रीय उड़ानें रद्द

पंजाब केसरी/मुंबई

एअर इंडिया ने रखरखाव और परिचालन संबंधी कारणों से चार अंतरराष्ट्रीय उड़ानों सहित आठ उड़ान शुक्रवार को रद्द कर दीं। एअर इंडिया ने कहा कि यात्रियों को जल्द से जल्द उनके गंतव्य स्थल तक पहुंचाने के लिए उसकी टीम वैकल्पिक व्यवस्था कर रही हैं। कंपनी ने कहा कि उसने यात्रियों को टिकट रद्द कराने पर पूरा पैसा लौटाने या पूरक व्यवस्था की पेशकश भी

की है। जिन अंतरराष्ट्रीय उड़ानों को रद्द किया गया है, उनमें दुबई से चेन्नई के लिए एआई 906, दिल्ली से मेलबर्न के लिए एआई 308, मेलबर्न से दिल्ली के लिए एआई 309 और दुबई से हैदराबाद के लिए एआई-2204 शामिल हैं। चार घरेलू उड़ानें - पुणे से दिल्ली के लिए एआई 874, अहमदाबाद से दिल्ली के लिए एआई 456, हैदराबाद से मुंबई के लिए एआई-2872 और चेन्नई से मुंबई के लिए एआई 571 - रद्द कर दी गई हैं।



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विमान हादसे के बाद विदेश यात्राओं पर लगा ब्रेक

टिकट रद्दीकरण से करोड़ों का नुकसान: ज्योति मयाल

● विमान सफर पर यात्रियों का टूट रहा है भरोसा, लंबा सफर, बढ़ती कीमतें भी प्रमुख वजह में शामिल

सतेन्द्र त्रिपाठी

नई दिल्ली, (पंजाब केसरी) : अहमदाबाद से लंदन जा रही एयर इंडिया की फ्लाइट के हादसे के बाद विदेश जाने वाले यात्रियों की संख्या में अचानक गिरावट दर्ज की जा रही है। देशभर में एयर टिकटों की रद्दीकरण प्रक्रिया तेज हो गई है और अब तक करोड़ों रुपये के टिकट रद्द किए जा चुके हैं। जहां कुछ लोग हादसे के डर से हवाई सफर से घबरा रहे हैं, वहीं कई यात्रियों का भरोसा लगातार हो रही फ्लाइट कैन्सिलेशन ने तोड़ा है।

टूरिज्म हॉस्पिटैलिटी स्किल काउंसिल (टीएचएससी) की चेयरपर्सन एवं ट्रेवल एंजोसिएशन ऑफ इंडिया (टीएआई) की पूर्व



अध्यक्षा ज्योति मयाल ने इस पर चिंतित करते हुए बताया कि अहमदाबाद हादसे के बाद से मिनिस्ट्री ऑफ सिविल एविएशन के आंकड़ों के मुताबिक, देश में रोजाना विमान से यात्रा करने वाले करीब 10 लाख यात्रियों में से अब करीब 20 हजार यात्रियों की संख्या में गिरावट आई है। सबसे अधिक असर अंतरराष्ट्रीय उड़ानों पर पड़ा है।

ज्योति मयाल के अनुसार, यह गिरावट केवल हादसे के कारण नहीं है, बल्कि इसके पीछे और भी कई अहम वजहें हैं। उन्होंने बताया कि

विश्व के कई हिस्सों में चल रहे युद्ध और राजनीतिक तनाव के कारण एयरस्पेस में बदलाव किए जा रहे हैं। इससे उड़ानों की दूरी और समय दोनों बढ़ गया है। जो उड़ानें पहले आठ घंटों में पूरी होती थीं, अब उन्हें 11 घंटे लग रहे हैं। इसके साथ ही टिकटों की कीमतों में भी तेज उछाल देखा जा रहा है। इस हालात का असर न सिर्फ यात्रियों पर पड़ा है, बल्कि ट्रेवल कंपनियों पर भी आर्थिक दबाव बढ़ गया है। कई कंपनियां टिकट कैन्सिलेशन पर छूट दे रही हैं, लेकिन कुछ कंपनियों ने अब तक कोई राहत



ज्योति मयाल, चेयरपर्सन, टूरिज्म हॉस्पिटैलिटी स्किल काउंसिल (टीएचएससी)

योजना लागू नहीं की है, जिससे यात्रियों को भारी आर्थिक नुकसान उठाना पड़ रहा है। उनका मानना है कि अगर हालात जल्द नहीं सुधरे, तो आने वाले दिनों में यह संकट और गहराएगा। हवाई यात्रा का विश्वास बहाल करना अब सरकार और विमानन कंपनियों के लिए बड़ी चुनौती बन चुका है। यात्रा के लिए सुरक्षा और भरोसे की जरूरत होती है, लेकिन मौजूदा हालात ने दोनों पर सवाल खड़े कर दिए हैं।



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21 JUNE 2025

'प्लेन क्रैश कर दूंगी', महिला ने फ्लाइट में काटा बवाल



बेंगलुरु, (पंजाब केसरी): के केम्पेगीड़ा अंतरराष्ट्रीय हवाई अड्डे पर एयर इंडिया एक्सप्रेस की सूरत जाने वाली उड़ान में सवार होने के दौरान एक महिला ने हंगामा खड़ा कर दिया। 36 वर्षीय यात्री ज्यूस हिरल मोहनभाई बेंगलुरु के येलहंका की रहने वाली हैं। उन्होंने अपने सामान को चालक दल के केबिन के पास प्रतिबंधित क्षेत्र में रख दिया, जबकि उसे अपनी सीट के ऊपर वाले डिब्बे में रखने के लिए कहा गया था। जब क्रू मेंबर्स ने आपत्ति जताई और सामान हटाने को कहा, तो उसने इनकार कर दिया। महिला यात्री आक्रामक व्यवहार करते हुए चालक दल पर चिल्लाने लगी।

हिरल ने न केवल चालक दल के साथ बहस की, बल्कि बीच-बचाव करने की कोशिश कर रहे अन्य यात्रियों के साथ भी उलझ गई। प्राथमिकी के अनुसार, उसने धमकी दी

कि अगर उसका सामान हटाया गया तो वह विमान को दुर्घटनाग्रस्त कर देगी। इस धमकी को गंभीरता से लेते हुए एयरलाइन ने उड़ान शुरू होने से पहले उसे विमान से उतार दिया। महिला यात्री को एयरपोर्ट पुलिस को सौंप दिया गया। इस घटना ने दूसरे यात्रियों और चालक दल के बीच दहशत पैदा कर दी।

पुलिस स्टेशन में भी हिरल मोहनभाई का आक्रामक व्यवहार जारी रहा, जहां उसने कथित तौर पर एक महिला कर्मचारी पर हमला करने की कोशिश की। केम्पेगीड़ा अंतरराष्ट्रीय हवाई अड्डे पुलिस स्टेशन में उसके खिलाफ भारतीय न्याय संहिता की धारा 351(4) और 353(1)(ब) के तहत आपराधिक धमकी व सार्वजनिक उपद्रव फैलाने वाले बयानों के लिए एफआईआर दर्ज की गई है। इस मामले की जांच अभी भी जारी है।



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

21 JUNE 2025

अहमदाबाद हादसा : एयर इंडिया की बुकिंग 20 प्रतिशत घटी, किराया 15 प्रतिशत सस्ता

नई दिल्ली (भाषा)।

पिछले सप्ताह विमान दुर्घटना के बाद घरेलू और अंतरराष्ट्रीय मार्गों पर एयर इंडिया की उड़ानों की बुकिंग में लगभग 20 प्रतिशत की गिरावट आई है। इंडियन एसोसिएशन ऑफ टूर ऑपरेटर्स (आईएटीओ) के अध्यक्ष रवि गोसाईं ने शुक्रवार को यह जानकारी दी।

उन्होंने बताया कि इस दौरान एयरलाइन के औसत किराए में आठ से 15 प्रतिशत की गिरावट आई है।

एयर इंडिया के प्रवक्ता ने इस बारे में पूछे जाने पर कुछ भी कहने से मना कर दिया।

पिछले सप्ताह 12 जून को 242 यात्रियों और चालक दल के सदस्यों को लेकर लंदन जा रहा एयर इंडिया का विमान एआई-171 अहमदाबाद में दुर्घटनाग्रस्त हो गया था।

शहर के मेघाणीनगर क्षेत्र में उड़ान भरने के कुछ ही देर बाद विमान एक मेडिकल कॉलेज परिसर पर गिर गया। इसमें विमान में सवार एक व्यक्ति को छोड़कर सभी की मौत हो गई, जबकि जमीन पर मौजूद लगभग 29

लोगों की भी मौत हो गई।

गोसाईं ने कहा, “इस हादसे के बाद हमने बुकिंग में, खासकर अंतरराष्ट्रीय क्षेत्रों में अस्थायी गिरावट देखी है। हालांकि, सटीक प्रतिशत मार्ग के अनुसार अलग-अलग है, लेकिन हमारे अनुमानों से पता चलता है कि अंतरराष्ट्रीय बुकिंग में लगभग 18-22 प्रतिशत की गिरावट आई है और तत्काल बाद घरेलू स्तर पर 10-12 प्रतिशत की गिरावट आई है। हालांकि, यह एक अल्पकालिक धारणा आधारित प्रतिक्रिया लग रही है, क्योंकि आम तौर पर समय के साथ चीजें ठीक हो जाती हैं।”

आईएटीओ अध्यक्ष ने बताया कि एयर इंडिया के प्रमुख मार्गों पर किराए में मामूली समायोजन किया गया है।

उन्होंने कहा, “औसतन, घरेलू क्षेत्रों में टिकट की कीमतों में आठ से 12 प्रतिशत की कमी आई है, जहां एयरलाइन सीधे इंडिगो और अकासा जैसे किफायती कंपनियों के साथ प्रतिस्पर्धा करती हैं। अंतरराष्ट्रीय मार्गों

पर, विशेष रूप से यूरोप और दक्षिण पूर्व एशिया के लिए, किराए में 10-15 प्रतिशत की गिरावट देखी गई है।”

यह पूछे जाने पर कि क्या यात्रा संचालकों के माध्यम से बुक की गई एयर इंडिया की उड़ानों के लिए यात्रियों ने टिकट रद्द किए हैं, आईएटीओ अध्यक्ष ने कहा, “हां, हमने रद्दीकरण में, विशेष रूप से कॉर्पोरेट और उच्च श्रेणी के छुट्टियां मनाने वाले यात्रियों द्वारा उल्लेखनीय वृद्धि देखी है, जिन्होंने वैकल्पिक वाहकों को चुना है।” उन्होंने बताया कि पिछले सप्ताह अंतरराष्ट्रीय स्तर पर टिकट रद्द कराने के मामले में 15-18 प्रतिशत की वृद्धि हुई है, और घरेलू स्तर पर आठ से 10 प्रतिशत की वृद्धि हुई है। हालांकि, आने वाले दिनों में यह प्रवृत्ति सामान्य हो सकती है क्योंकि कोई प्रणालीगत सुरक्षा मुद्दा सामने नहीं आया है और डीजीसीए जैसे प्राधिकरण एयर इंडिया के अंतरराष्ट्रीय सुरक्षा मानकों के अनुपालन की पुष्टि करते हैं।

विमानन के आईने में विश्व : अहमदाबाद से एथेंस तक एक वैश्विक पुनरावलोकन

12 जून 2025 की दोपहर भारतीय विमानन इतिहास के लिए एक काला अध्याय बनकर उभरी। अहमदाबाद से लंदन गेटविक के लिए उड़ान भरते ही एअर इंडिया की फ्लाइट एआई171, महज 40 सेकंड के भीतर दुर्घटनाग्रस्त हो गई। यह घटना न केवल तकनीकी



- डॉ. अमित द्विवेदी

विफलता का विषय बनी, बल्कि उससे उपजी मानवीय पीड़ा, नीति-निर्माण की खामियां और वैश्विक एविएशन सुरक्षा के वर्तमान परिप्रेक्ष्य पर भी प्रश्नचिह्न छोड़ गई। बोईंग 787-8 ड्रीम लाइनर जब सुबह टेकऑफ कर रहा था, तब उस पर 242 लोग सवार थे – जिनमें 230 यात्री और 12 कर्क सदस्य थे। हादसे में 241 लोगों का दुखद रूप से बचाये नहीं जा सके। विमान पास के बीजे मेडिकल कॉलेज हॉस्टल पर

गिरा, जिससे जमीन पर भी अनेक जानें गईं। केवल एक यात्री 32 वर्षीय विश्वेश कुमार रमेश ही चमत्कारिक रूप से जीवित बचे। यह दुखद घटना भारत के लिए वैसी ही थी जैसी 1978 की एयर इंडिया क्रैश या 1996 की चर्खी-दादरी टक्कर – जिनमें व्यापक जनहानि हुई थी। लेकिन अहमदाबाद हादसे ने एक नई चेतावनी दी है कि अत्याधुनिक माने जाने वाले विमानों में भी अपार निगरानी और जवाबदेही की श्रृंखला थोड़ी भी कमजोर हो, तो तकनीक भी त्रासदी को नहीं टाल सकती। हवाई दुर्घटनाएँ केवल तकनीकी विफलता या मानवीय भूल नहीं होतीं वे अक्सर वैश्विक एविएशन संरचना की दरारें उजागर करती हैं। अहमदाबाद की घटना को समझने के लिए हमें कुछ प्रमुख वैश्विक हादसों पर भी नजर डालनी होगी दू जापान एअर लाइंस का विमान 1985 में दुनिया का सबसे घातक सिंगल एयर क्राफ्ट दुर्घटना सभित हुआ जिसमें विमान में सवार 524 लोगों में से 520 लोगों कि मृत्यु हुयी दू मलेशियन एयरलाइंस फ्लाइट एम एच 370 (2014) विमान क्वालालंपुर से बीजिंग जाते समय लापता हो गया और आज तक उसका मलबा पूरी तरह नहीं मिला। इसने विमानों के ट्रैकिंग सिस्टम की सीमाओं को उजागर किया। एथेंस

एयर डिसास्टर (2005) हेलिअस एयरवेज 522- कॉकपिट में ऑक्सीजन स्तर कम होने के कारण पूरी कू बेहोश हो गई और विमान ऑटो-पायलट मोड में दुर्घटनाग्रस्त हुआ। यह घटना विमान प्रेसराइजेशन सिस्टम पर पुनर्विचार का कारण बनी। इसमें 115 यात्रियों समेत 6 कर्क सदस्य थे और कोई भी जीवित नहीं बचा दू इस घटना ने साबित किया कि एक छोटी सी मानवीय गलती किस हद तक घातक हो सकती है। एयरफ्रांस फ्लाइट 447 (2009) रियो से पेरिस जा रहा यह विमान अटलांटिक महासागर में गिरा। जाँच में पता चला कि पायलट ने सॉफ्टवेयर की गलत सूचना पर विश्वास करके मानवीय त्रुटि की। इन घटनाओं से एक बात स्पष्ट होती है- सुरक्षा प्रणाली का कोई भी स्तर अचूक नहीं है जब तक हर कड़ी निर्माण, रखरखाव, प्रशिक्षण और नियमन सशक्त न हो। डिजीसीए और अंतरराष्ट्रीय एजेंसियों द्वारा की जा रही प्रारंभिक जाँच में विमान के लैंडिंग गियर या फ्लैप सिस्टम में कोई गंभीर तकनीकी त्रुटि की संभावनाओं का परीक्षण किया जा रहा है जिससे संतुलन बिगड़ा और एयरक्राफ्ट नीचे गिर पड़ा। इसके अतिरिक्त, एयर ट्रैफिक कंट्रोल द्वारा भेजे गए शुरुआती मैसेज भी रिकॉर्ड हो चुके हैं जिसमें पायलट ने 'लॉस

ऑफ थ्रस्ट' और 'इमिडियट रिटर्न' की सूचना दी थी। एक और महत्वपूर्ण बिंदु यह है कि विमान में 1.25 लाख लीटर जेट फ्यूल था, जिससे दुर्घटना के बाद लगी आग ने राहत और बचाव कार्य को अत्यंत कठिन बना दिया। अत्याधुनिक एविएशन टेक्नोलॉजी,



ऑटो-पायलट, जीपीएस ट्रैकिंग, ब्लैक बॉक्स ये सभी प्रणाली उस समय बेमानी हो जाती हैं जब मानवीय लापरवाही या नीति संबंधी डिफाई हवी हो जाती है। अहमदाबाद क्रैश के बाद कई सवाल खड़े हुए हैं- क्या ड्रीम लाइनर जैसे विमान की निरीक्षण प्रक्रिया पर्याप्त थी? क्या नागर विमानन महानिदेशालय या एयर इंडिया ने इन विमानों के पूर्व रखरखाव में लापरवाही की? इन प्रश्नों के उत्तर केवल तकनीकी रिपोर्टों में नहीं, बल्कि एविएशन सेक्टर के प्रति हमारी गंभीरता में छिपे हैं। दुर्घटना में जान

गंवाने वालों में छात्रों, कामकाजी प्रवासियों, और एक संपूर्ण परिवार जैसे जोशी परिवार (राजस्थान) भी शामिल हैं। उनकी अंतिम तस्वीरों ने सोशल मीडिया पर गहरी संवेदना जगाई। यह हादसा केवल एक दुर्घटना नहीं, बल्कि अनेक अधूरी कहानियों

कनेक्टिविटी तो बढ़ाई, लेकिन सुरक्षा में समान रूप से निवेश करने की आवश्यकता शेष है। DGCA को मात्र निरीक्षण एजेंसी न मानकर, उसे सख्त नियामक अधिकारों के साथ सशक्त बनाना होगा। एविएशन सेक्टर में 'जीरो इरर' की अवधारणा को आदर्श नहीं, अनिवार्यता माना जाना चाहिए। इसके लिए अनिवार्य रूप से कुछ कदम जरूरी हैं जैसे पूर्व-उड़ान जांच का सख्ती से पालन, ब्लैक बॉक्स डेटा को ओपन-एसेस एनालिसिस हेतु साझा करना, पायलट्स की साइकोलॉजिकल स्क्रीनिंग और ट्रेनिंग का पुनरावलोकन, इमरजेंसी रिस्पॉन्स यूनिट को सशक्त बनाना, दुर्घटनाओं के वास्तविक कारणों की रिपोर्ट सार्वजनिक करना। भारत में विमान दुर्घटनाओं में जान गवाने वाले अनेक प्रसिद्द लोगों की सूची बनायी जा सकती है जैसे संजय गांधी, ललित नारायण मिश्रा, माधवराव सिंधिया, जनरल विपिन रावत, अरुणाचल प्रदेश के पूर्व मुख्यमंत्री दोरजू खंडू आदि प्रसिद्ध परमाणु वैज्ञानिक होमी डॉ. जहाँगीर भाभा का 1966 में स्वीटीजर्लैंड में एअर इंडिया फ्लाइट 101 के दुर्घटनाग्रस्त होने से नियति ने उन्हें हमसे छीन लिया और उनके असामयिक निधन से हमारे अनेक परमाणु कार्यक्रम अधूरे रह गए।

का एक अंत था और इसलिए इसके प्रति समाज, मीडिया, और शासन सभी की जिम्मेदारी बनती है कि वे शोक को केवल बयानबाजी तक सीमित न रखें, बल्कि नीतिगत बदलाव की दिशा में ठोस कदम उठाएँ। भारत में पिछले कुछ वर्षों में एयर ट्रेवल में अप्रत्याशित वृद्धि हुई है, लेकिन सुरक्षा पर अनुपात में ध्यान नहीं दिया गया। छोटे रनवे, प्रशिक्षित की? इन प्रश्नों के उत्तर केवल तकनीकियों की कमी, और एयरलाइनों की लागत-कटौती प्रवृत्ति ने सुरक्षा को अक्सर पीछे धकेला है। भारत सरकार ने उड़ान योजना से

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DELHI

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8 Air India int'l, domestic flights cancelled for enhanced maintenance, operational reasons

NIKHIL VYAS
NEW DELHI, 20 JUNE

Crisis-hit Air India on Friday cancelled eight international and domestic flights due to enhanced maintenance and operational reasons.

The four International flights cancelled are AI906 -- from Dubai to Chennai, AI308 -- from Delhi to Melbourne, AI309 -- from Melbourne to Delhi and AI2204 -- from Dubai to Hyderabad.

The four Domestic flights cancelled are AI874 -- from Pune to Delhi, AI456 -- from Ahmedabad to Delhi, AI-2872 -- from Hyderabad to Mumbai and AI571 -- from Chennai to Mumbai.

"Flights have been cancelled due to enhanced maintenance and operational reasons," said Air India in a

Air India has offered full refunds or free rescheduling and is helping passengers with alternate travel plans.

statement. The airline has been grappling with several disruptions after the fatal plane crash on 12 June in Ahmedabad.

Air India has offered full refunds or free rescheduling and is helping passengers with alternate travel plans.

The airline has advised passengers to check their flight status on its website or call the customer care numbers for updates.

"Due to the continuing enhanced checks on our aircraft, airspace restrictions and inclement weather, we

anticipate some disruptions which will be duly communicated to passengers," the statement further said.

Earlier on Thursday, Air India said it will reduce flights on various international routes per week and temporarily suspend operations on three routes from 21 June to 15 July. These routes are operated by the carrier's Boeing 787 and 777 aircraft.

"The reductions arise from the decision to voluntarily 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 minimise last-minute inconvenience to passengers," the airline said in a post on social media platform X.

Air India cabin crew sacking: AIEG demands CBI probe

STATESMAN NEWS SERVICE
NEW DELHI, 20 JUNE

The Aviation Industry Employees' Guild (AIEG) on Friday demanded a CBI investigation into the sacking of two cabin crew members by Air India for reporting a technical fault in the Boeing 787 Dreamliner aircraft last year.

The airline is currently reeling under the tragic AI 171 Boeing 787 Dreamliner crash in Ahmedabad on June 12 that killed at least 270 people, including 241 passengers and crew members.

Talking to a news agency, AIEG General Secretary, George Abraham said they have demanded a CBI probe into the sacking of two cabin crew members, as this move, after pressure on them by Air India to change their statements after reporting a



technical fault in the Dreamliner 787 aircraft, is a very serious matter.

"This poses a threat to the safety of the aviation sector. We have also written a letter to Prime Minister Narendra Modi for a fair probe into the matter," Mr Abraham said. He further said on 14 May 2024, after the Air India flight from Mum-

bai to London reached its destination, the slide rafts opened in manual mode due to a technical fault in the door of the aircraft.

According to Abraham, the slide rafts are activated only when the plane is in automatic mode. The pilot and the entire cabin crew had also mentioned the technical fault in the plane in

their initial statements, but due to alleged pressure from the airline's management, the statement was later changed.

Mr Abraham said that to conceal the technical fault in the plane, the Air India management allegedly pressured these people to change their statement, and when they refused, both these crew members were fired from their jobs.

Mr Abraham further said due to the seriousness of the matter, both these crew complained about the matter to the Directorate General of Civil Aviation (DGCA) and the regulator called them to Delhi and heard the whole matter and talked about conducting an "informal investigation".

However, eight months have passed, but no result of

the "informal investigation" has come out, he noted.

Mr Abraham said that after the deadly Ahmedabad plane crash, the attention of the government and the people is back on this issue.

"This is why we have raised it once again and written a letter to PM Modi. We hope that this investigation will be expedited," he said.

In a statement to the news agency, the airline on Friday said the "said cabin crew members were terminated for their misconduct and behaviour and continuing to falsify critical information during the course of an investigation".

"The said investigation was launched after an emergency slide was activated while opening the aircraft door post landing," said Air India.

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'Temporary setback for Air India'

India just witnessed its worst aviation disaster in recent times. Shortly after takeoff, Air India Flight 171 crashed into the hostel block of a medical college in the Meghani Nagar neighbourhood of Ahmedabad in Gujarat on June 12. The plane rose to about 625 feet above the runway before gradually losing altitude while maintaining a roughly level and nose-up orientation.

The aircraft was carrying 230 passengers and 12 crew members. Of the 242 people on board, only a single passenger survived. At least 39 people on the ground were also killed. The crash was the first fatal aviation accident involving the Boeing 787 Dreamliner, and was the type's first hull loss.

Aviation expert and former executive director of Air India, Jitender Bhargava talked to Surya S Pillai of The Statesman on the fatal incident, India's growing travel demand, and the need to probe both perception and reality when it comes to such tragic episodes.

Q. As an expert, what lessons do you think should India learn from the Ahmedabad plane crash?

A. India, undoubtedly witnessed its worst air tragedy in Ahmedabad on 12 June. Across the world, airlines go through a troubling phase when their aircraft is involved in an accident. Questions are raised about the aircraft, its maintenance, or possibility of human error. There are as many causes identified as there are experts.

Air India's case has been no different. The reliability of the Dreamliner has been questioned even though 875 million passengers have flown on 4 million flights operated with this aircraft by several airlines.

Every accident, irrespective of the

airline involved, throws up numerous lessons for the aircraft manufacturer and the airline, but we should await the conclusion of the investigation before getting into the specifics.

Q. Increased urbanization is significantly impacting airport operations, particularly in major cities, making it difficult and expensive to expand existing airport runways or build new ones. Do you feel airports across the country are struggling to accommodate growing air travel demand?

A. In India, we have a combination of old and new airports. Several of the old airports have either been expanded or replaced with new ones to meet future demand. As air traffic has been growing rapidly, many of the new airports may have reached their saturation. But the government is already on the job by building new terminals or airports. In recent years, we have seen airports coming up in Mumbai, Bengaluru, Goa, Noida, and even in Tier 2 cities. So, the government is definitely building up infrastructure to cater to its people's growing air travel demand.

Yes, increasing urbanization is indeed a reality. For instance, Delhi airport was far away from the city earlier, but today the city dwellers are surrounding the airport. But can you stop it? The answer is no. We have to learn to live with it.

Basically, international air services were operated from a restricted number of cities earlier. But today, even smaller cities like Madurai, Kozhikode, Kochi, or Nagpur have airports facilitating international travel. It is also about decentralizing and decongesting the existing airport infrastructure.

Q. Air India operates around 37 Boeing 787 Dreamliner aircraft. There is a renewed clamour for scrutinizing the safety controls of the American aerospace company. Your comments.

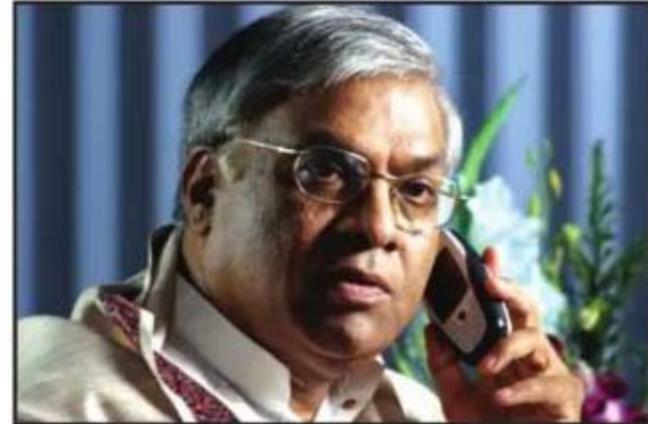
A. Boeing Dreamliner aircraft were introduced in the market in 2011. I had myself mentioned in 2015 in my book "The Descent of Air India" that spare parts of the aircraft are not available, and two Dreamliners of Air India had been on the ground for 10 months each. A whistleblower had also cast aspersions, but one should judge the aircraft with its safety and flying track record more than anything else.

As a matter of fact, many airlines are operating Dreamliner with an unblemished track record till the Ahmedabad plane crash. Having said that, I admit Boeing has not covered itself with glory in the past decade. The Directorate General of Civil Aviation (DGCA) has ordered greater scrutiny into the Air India-controlled Dreamliners. It is an assuring step for those affected by the plane crash as well as others.

Air India has also cancelled many of its international flights operated by Dreamliner not because they are faulty, but to make them available to DGCA probe for enhanced scrutiny.

Q. After the plane crash, people want to know if there are 'safe' seats in an aircraft. Apparently, there is a surge in demand for emergency exit seats? Is there any basis to this theory?

A. You can do a study of 10-15 air accidents in the last decade or more. There are instances of people surviving irrespective of their seating arrangements. It purely depends on how a particular accident has taken place. If we talk about the sole survivor of the Ahmedabad plane crash, the emer-



gency exit opened up due to the accident's impact and he could jump down maybe. But is there only one emergency exit in the aircraft? What about the others who were seated at the other exits?

Q. The last fatal plane crash in India was in 2020 and involved Air India Express, the airline's low-cost arm. The airline's Boeing-737 over-shot a 'table-top' runway in Kerala, skidded and plunged into a valley, crashing nose-first into the ground and killing 21 people. As the former executive director of Air India, how do you look at the Tata group taking over the reins of the airlines and what should be the way forward?

A. Let me make it clear that it is not the management that matters. No management would operate a flight that is prone to safety risks. The aviation industry works on a 100 per cent surety-safety parameter and not even 99.99 per cent, whether it is government-owned or Tata-owned.

As someone who has been associated with Air India, I believe this accident is a temporary setback for the Tata-owned company. Many airlines have gone through a similar drill, that is they have been questioned on the safety parameters, but they have all survived to grow like Air India will. One should not look at it as a one-off thing because airlines are judged on the basis of per million passengers flown, or accidents per million flights operated.

Q. What do you have to say on the government sending the black box of the crashed Air India plane to the US? Did India lack the facility prompt the move?

A. At this juncture, no airline or government will take a chance with a 'damaged' black box. They cannot afford to lose the crucial data stored in that device or fail to decode it. The Indian government is treading cautiously.

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Boeing's accountability can't be ignored

ESHAAN BANSAL

It was yet another Thursday afternoon when a friend called to tell me about a possible plane crash in Gujarat. Little did I know at that time that it would be one of the worst crashes in aviation history. The crash of Air India's Boeing Dreamliner flight from Ahmedabad to London shocked the nation. In the aftermath of this tragedy, the public discourse in India has focused on seeking accountability from the airline, the regulatory authorities like DGCA and the Government. While these entities deserve scrutiny, a critical player remains conspicuously absent from mainstream discussion, Boeing, the aircraft manufacturer. Boeing's legal and ethical responsibility for the safety of its aircraft cannot be a blind spot in our search for accountability.

In a country where aviation accountability often stops at the cockpit or the airline hangar, it's time to confront a glaring oversight. International norms, global legal precedents, and past tragedies remind us that manufacturers like Boeing bear a heavy responsibility, both legally and morally. Ignoring this link risks both justice and future safety. For instance, in 2019, Chinese aviation authorities grounded all Boeing 737 MAX over safety concerns. This was in the aftermath of the crash of Ethiopian Airlines flight ET 302 which resulted in the loss of 157 lives.

Under international aviation law, particularly ICAO Annex 13 (this Annex provides the International Standards and Recommended Practices in case of Aircraft Accident and Incident Investigation), every air accident must be investigated not just for human or operational failures but also for potential design and manufacturing defects. In fact, Annex 13 mandates that the country of the aircraft's design and manufacture (in this case, the United States, where Boeing is headquartered) must participate in the investigation.

This is not mere formality. It is a recognition that in the world of commercial aviation, manufacturers wield immense influence over aircraft safety. The very fact that international law mandates the manufacturer's involvement underscores an important principle, aircraft manufacturers must be thoroughly scrutinized after a crash, not shielded from tough questions. With millions of parts, hundreds of interconnected systems, and advanced automation software, any hidden defect can be as fatal as human error. Boeing's engineers, documents, and design history will be central to understanding whether this crash involved systemic or design flaws.

History shows that some of aviation's deadliest crashes stem from ignored or downplayed design flaws. In 1974, a Turkish Airlines DC-10 (made by McDonnell Douglas, now part of Boeing) crashed due to a known cargo door design flaw which was covered up with false documentation. This flaw had caused issues in earlier flights but went unaddressed. The result: 346 dead. The manufacturer blamed ground crew before eventually accepting fault, and paid millions in compensation.

In 1989, a Boeing 747's cargo door blew out mid-flight which resulted in the death of nine people onboard. Boeing had previously warned of the flaw but failed to enforce fixes. The National Transportation Safety Board of US concluded that a lack of timely corrective actions by Boeing and the Federal Aviation Administration (FAA) - following a previous door opening incident - to fix the design flaw led to the incident.

More recently, the 737 MAX disasters in 2018 and 2019 exposed a dangerous flaw in Boeing's automated MCAS (Manoeuvring Characteristics Augmentation System) system. Investigations revealed Boeing misled regulators and airlines about the system's risks. The result, 346 lives lost. Boeing paid over a billion dollars in a U.S. settlement, including around \$500 million

to victims' families, and admitted to criminal misconduct but walked away from a criminal conviction which could potentially disrupt its status as a federal contractor.

Even the Boeing Dreamliner (which some have defended on social media) has had a troubled history. In March 2024 a LATAM Airlines flight from Sydney to Auckland suddenly plunged 400 ft. when the pilot's seat in the 787-9 Dreamliner lurched forward unexpectedly. While eventually the Captain was able to recover, 10 passengers and three crew members suffered in injuries. FAA ordered an investigation and inspection of Boeing 787-8, 787-9 and 787-10 aeroplanes following this incident.

Internationally, and especially in the U.S., aircraft manufacturers can be held liable for:

- **Negligence:** If manufacturer failed to use reasonable care in design, testing, or warning about defects, it is liable. Courts have long held that aircraft makers owe a duty of care to passengers. The case of King v Douglas Aircraft held that a manufacturer of aircraft owes a duty of care and would be held liable to a third party for a product which, if negligently made involves unreasonable risk of harm to those using it for the intended purpose (MacPherson principle).

- **Strict Liability:** Even without proving carelessness, a manufacturer can be held liable if its aircraft had a defect that made it unreasonably dangerous when it left the factory.

- **Breach of Implied Warranty:** Courts have ruled that passengers can sue manufacturers for selling planes unfit for safe use, even without a direct contract.

- **Failure to Warn:** If the manufacturer knew of a danger and failed to inform airlines or retrofit planes, it faces liability. The 737 MAX case showed how devastating such omissions can be.

These doctrines have led to hundreds of millions in damages, and in

the MAX case, criminal sanctions.

India is one of the fastest growing civil aviation markets with Indian airlines having placed orders worth billions for new aircraft from leading global manufacturers. In India, legal action against aircraft manufacturers is rare. Blame typically stops at pilots or airline staff. But if the Dreamliner had a defect, be it in software, engines, sensors, or manuals, then Boeing must answer.

India has the legal tools to pursue such accountability. Our tort law, inherited from British common law, recognizes manufacturer negligence. Product liability as a concept is well established and litigated. While aircraft aren't ordinary consumer goods, the principle applies; if a manufacturer causes harm, it can be sued, even without a direct contract. This has precedence in multiple cases across the world.

Airlines, too, can seek damages from the manufacturer for defects in the aircraft. Globally, carriers have sued manufacturers for faulty components or designs. If the investigation concludes that a defect caused the crash, Air India should not hesitate to pursue Boeing for recovery.

DGCA and the Ministry of Civil Aviation must ensure full cooperation from Boeing during the investigation, as per ICAO Annex 13. Boeing must be made to disclose all relevant data, design documents, past complaints, and test results. Indian authorities must not defer to foreign regulators. We owe that to the victims.

Should the investigation point to any fault with the Dreamliner, Indian prosecutors must explore not just civil but even criminal accountability. In US itself Boeing was sued and had to eventually agree to plead guilty to a criminal fraud conspiracy charge after the two fatal 737 MAX crashes in Indonesia and Ethiopia in 2018 and 2019. Judge Reed O'Connor described it as the deadliest corporate crime in U.S. history.

We should also consider new legislation, a dedicated aviation product

liability law that clarifies how and when foreign manufacturers can be held liable in Indian courts. It can provide presumptions based on investigation findings, reduce procedural hurdles, and make sure foreign corporations like Boeing know they are not beyond Indian reach.

As the investigation of the Air India Dreamliner crash proceeds, India must broaden its gaze beyond the immediate actors. Certainly, if pilot training was inadequate or the airline skimped on maintenance, those issues must be fixed. Regulators, too, must introspect on their vigilance. But equally, we must ask: Did the aircraft itself do everything it was supposed to?

The loss of precious lives demands that we examine every angle, including potential lapses at the very genesis of the aircraft. In aviation, there is a saying that every accident is the result of a chain of errors; it's time to ensure that we don't consistently ignore one crucial link in that chain - the designers and manufacturers who provide the machines we trust with our lives. Only when India makes that scrutiny routine, not rare, can we claim to have a mature aviation safety culture.

We are on the cusp of an aviation boom, with more passengers flying than ever and airlines purchasing hundreds of new jets. In this environment, our legal system and investigative ethos must send a clear message: "Air safety is a shared responsibility, and no entity is above scrutiny". Such accountability is not about casting blame for its own sake; it is about driving home the lesson that only when every stakeholder, especially manufacturers, upholds the highest standards can we prevent the next tragedy. The memories of the lost deserve nothing less than a full measure of justice.

Shaking B787 door makes hissing noise, plugged with paper napkins

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Mumbai: Passengers on board an Air India flight from Delhi to Hong Kong had a harrowing time after a door of the Boeing 787 aircraft started shaking and making hissing, growling noises about an hour into the flight operated on June 1. AI's flight attendants plugged paper napkins into the thin gap at the top of the door and pushed it to seal and quieten it, while the flight continued to its destination and landed safely.

This was not the first case of a B787 having a door grumbling mid-flight. At least three other instances were recorded by airlines, the first in 2019 by Japan Airlines and then two cases in 2022 involving German carrier TUI Airlines and American Airlines. In all three cases, pilots diverted the flight back to the airport of origin because of the noisy doors.

The Boeing 787 aircraft and safety concerns around it have been in focus since the June 12 Ahmedabad crash which killed 275 people. The incident on the flight to Hong Kong took place before that.

Passengers might find such incidents unnerving, but a hissing door poses no major risk to flight safety, and aircraft doors don't open mid-flight, pilots pointed out.



AI said the June 1 Delhi-Hong Kong flight had undergone several checks before being cleared

The incident occurred on flight AI-314 which left Delhi at 11.45 pm, over an hour after its scheduled departure time. "About an hour after take-off, the door started shaking and making noises. It seemed the door seal came off due to air pressure," said a recent post on social media, quoting a passenger.

► 'All safety parameters', P 21

All safety parameters were found to be in compliance: Air India

► Continued from P 1

Air India in a statement said an aircraft undergoes multiple engineering checks before it is cleared for flight operations, with top priority given to safety issues, and the June 1 Delhi-Hong Kong flight too went through the process.

"A hissing sound started emanating from the decorative door panel mid-flight, and after assessing that there was no risk to safety, crew took action to alleviate the noise. After landing in Hong Kong airport, the aircraft underwent checks by the engineering team."

"All safety parameters were found to be in compliance and the aircraft was cleared for service. There was no such noise during the return flight AI315 from Hong Kong to Delhi. We would like to reiterate that the safety of our customers and crew remains top priority," the Air India statement added.

So what could have caused the problem?

"As the aircraft climbs, the atmospheric pressure difference within and outside the aircraft increases. The pressure inside the B787 passenger cabin is what you would experience at around 8,000 ft altitude. But the aircraft could be cruising at 40,000 ft. If the door seal is compromised, pressurised air (meant to circulate in the passenger cabin) could leak through it, making these noises," said a source, requesting anonymity.

Unlike the Boeing 777 or 737 aircraft, Boeing 787 has an advanced plug-type door which is electronically

FLIGHT SCARE AMID DOOR DRAMA

monitored. The door swings outward and then moves forward to open. To close, it is plugged into the fuselage for pressurisation. The B777 door on the other hand is operated manually, while the narrow body B737 has a manual, mechanical plug-type door.

TUI had an issue-door plug problems reportedly airlines worldwide. The most recent documented case occurred in Oct 2022, when an American Airlines Boeing 787-900 flight to Paris returned to Philadelphia after fumes were detected around two doors.

Flight attendants checked lavatories and other places but couldn't find the source of the fumes and when they began spreading in the passenger cabin, the crew declared an emergency and diverted to land safely.

In Feb 2022, a TUI airlines B787-900 flying from Amsterdam to Punta Cana in the Dominican Republic returned to Amsterdam after a howling noise came from door 2L. A small hole in the door seal caused the sounds and the pilots decided to divert.

In Aug 2019, a Japan Airlines flight from Tokyo to Bangkok landed back in Tokyo two hours after departure. Passengers complained of growling sounds and vibrations coming from the main door towards the front of the Boeing 787-900 Dreamliner, according to reports. On ground inspection a small gap was found in the door seal through which pressurised air was escaping, creating strange noises and vibrations. There were no cabin pressurisation problems, and no oxygen masks were deployed. The aircraft was returned to service about 30 hours after the incident.

In none of these three cases did the aircraft suffer from a cabin depressurisation problem. A senior commander said, "This kind of leak can happen if a door seal is slightly out of place or it has gone old. It does not affect cabin pressurisation at all. Hypothetically if we assume all 6 doors develop this problem, even then pilots get enough advance warning to initiate a descent down to 10,000 ft as is the standard procedure in a cabin decompression emergency."

Capt Amit Singh, an air safety expert, said, "The question is, was it a one-off thing or is it a regular occurrence? It could be a combination of maintenance issues and how the door was closed."



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THE TIMES OF INDIA

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Guwahati-Chennai flight runs low on fuel, lands in B'luru

TIMES NEWS NETWORK

Chennai/Bengaluru: An Indigo flight from Guwahati to Chennai with 168 passengers on board made an emergency landing at Kempegowda International Airport (KIA) in Bengaluru Thursday night after the captain gave a 'Mayday' (distress) call due to insufficient fuel.

The pilot of Indigo flight 6E-6764 (A321), which took off from Guwahati at 4.40pm, attempted to land at Chennai around 7.45pm, but decided to 'go around' after the landing gear touched the runway in a procedure called 'balked landing'. "About 35 miles from Bengaluru airport, the captain made a 'Mayday' call," said a source familiar with the development. The source said it appeared to be an 'unstablised approach'.

"The sudden and steep climb had many passengers on the edge of their seats, some visibly frightened, said a passenger who did not wish to be named. Multiple sources at the airport and ATC confirmed that the pilot did not attempt a second approach, he instead decided to fly to Bengaluru.

Sources in KIA said after getting the distress call, ATC alerted on-ground



No fuel shortage, flight diverted due to air traffic congestion: IndiGo official

Guwahati: There was no fuel shortage or technical issue on board 6E-6764 and the decision was taken to divert the flight to Bengaluru due to air traffic congestion in Chennai, IndiGo sources said, adding that orbiting over Chennai would have been 'prolonged', reports **Kangkan Kalita**. "Such air traffic was unexpected. The flight from Guwahati had to be diverted to Bengaluru just minutes before its scheduled landing time at Chennai airport," an IndiGo official told **TOI**. "During traffic congestion, instead of taking risks with passenger safety, pilots sometimes decide to divert flights to the nearest airport where landing is possible, after consultation with ATC," the official said, adding, "Three to four-hour delays in reaching the destination are common during flight diversions. There were no unruly situations or chaos."

staff, who swung into action. "Medical and fire services personnel were in place. The aircraft landed safely at 8.20pm." A source said both the pilots have been taken off the roster, but IndiGo refused to confirm this. The airline said the flight was diverted to Bengaluru because of traffic congestion at Chennai airport, a claim that Chennai ATC disputed.

"It appears that the plane, after the 'go around', did not have the mandatory minimum diversion fuel," said another source. IndiGo refused to confirm if the pilot made the 'Mayday' call. After landing at Bengaluru, the crew announced that the flight would leave for Chennai after refuelling. A different set of pilots flew the plane to Chennai, where it landed at 11.25pm.

Air India continues to face disruptions amid enhanced safety checks

UJWAL JALALI
TRIBUNE NEWS SERVICE

NEW DELHI, JUNE 20

Air India continues to face disruptions across its domestic and international network as the airline stepped up maintenance and operational checks in the aftermath of last week's crash of its plane in Ahmedabad that left more than 270 dead.

An airline spokesperson on Friday confirmed that several flights were cancelled due to "enhanced maintenance and operational reasons". The move is part of intensified internal scrutiny and fleet-wide safety audits initiated after the June 12 crash involving a Boeing 787 aircraft.

The airline said ground teams assisted the passengers and offered full refunds or complimentary rescheduling. "We regret the inconvenience caused to our passengers. Our colleagues on the ground made alternative arrangements for them to fly to their respective destinations at the earliest," the official said.

Flight AE470 from Pune to Delhi was cancelled following a bird-hit incident. Though the aircraft landed safely, it has been grounded for detailed inspection. Passen-

8 FLIGHTS AFFECTED

INTERNATIONAL

AI906 (Dubai-Chennai)
AI308 (Delhi-Melbourne)
AI309 (Melbourne-Delhi)
AI2204 (Dubai-Hyderabad)

DOMESTIC

A874 (Pune-Delhi)
AI456 (Ahmedabad-Delhi)
AI2872 (Hyderabad-Mumbai)
AI571 (Chennai-Mumbai)



gers were provided accommodation and alternate travel options. "Due to continuing enhanced checks on our aircraft, airspace restrictions and inclement weather, we anticipate some disruptions, which will be duly communicated to passengers," an Air India spokesperson said.

The heightened operational caution comes amid increasing regulatory and public scrutiny following the Ahmedabad crash, with both the DGCA and Air India launching parallel investigations into possible mechanical and procedural lapses.

EDIT: A PAUSE FOR SAFETY



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A pause for safety

Air India's cautious course necessary

AIR India's recent decision to cancel several domestic and international flights has understandably caused inconvenience to hundreds of passengers. Its decision to suspend 38 international flights per week and scale back services on certain routes may appear like a setback. But if viewed through the lens of long-term operational stability and safety assurance, it is part of a much-needed introspection. Such a move deserves understanding rather than frustration. In the wake of the recent Dreamliner crash that has sent ripples across the global aviation industry, the cancellations come amid heightened aircraft inspections, adverse weather conditions and enhanced maintenance protocols. For any airline, especially one bearing the national flag, safety must be non-negotiable.

The airline's cautious approach reflects a responsible stance rooted in prevention rather than post-crisis firefighting. It is also an opportunity for the airline to rigorously review its standard operating procedures to ensure long-term safety and reliability. Equally important is the need to boost the morale of pilots, cabin crew and ground staff and address their concerns. These are the professionals at the frontline of flight safety and customer service. Clear communication, internal support and public trust can go a long way in ensuring that their confidence is not shaken amid operational disruptions.

Passengers may feel disappointed, especially when caught unawares or uninformed. That makes it all the more necessary for Air India to complement its technical precautions with transparent, timely updates and responsive customer service. As Air India continues its transformation under the Tata Group, this moment offers a course correction of culture and confidence. A temporary slowdown for systemic improvement, crew support and passenger safety is a small price to pay to build a truly world-class carrier.



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Air India denies fired crew's claim of safety cover-up

UJWAL JALALI
TRIBUNE NEWS SERVICE

NEW DELHI, JUNE 20

Air India has denied allegations made by two former flight attendants who claimed that they were dismissed for reporting a safety-related technical malfunction in a Boeing Dreamliner aircraft and refusing to alter their statements under pressure.

The airline company said the duo was terminated for misconduct, falsifying critical

information and misrepresenting facts during an internal investigation.

The controversy stems from an incident that took place on May 14, 2024, involving a Boeing 787 Dreamliner (VT-ANQ) operating flight AI-129 from Mumbai to London.

According to the former crew members, the aircraft's emergency slide raft deployed even though the door was opened in "manual" mode—a malfunction they say was ini-

tially acknowledged by both the aircraft commander and the cabin-in-charge.

In a letter addressed to Prime Minister Narendra Modi, the attendants alleged they were pressured by senior airline officials to change their statements about the alleged malfunction of the Dreamliner's door. "We were threatened with termination and eventually dismissed within 48 hours," the letter states, claiming the door was not in the

armed mode and the incident pointed to a technical fault in the Dreamliner aircraft.

However, Air India dismissed the accusations as baseless. "The two former employees were given multiple fair opportunities to reconsider their statements, which may have been given inadvertently, as revealed in the investigations undertaken," the statement said, adding that their falsehoods are now being linked to the AI 171 crash.