

FLAGS UNCHECKED FLEET EXPANSION, FATIGUED WORKFORCE, SAFETY GAPS

House panel sounds alarm on air safety: 'Conditions ripe for catastrophic failure'

Report, which comes in aftermath of AI 171 crash, calls for urgent reforms

Delhi HC seeks response from govt, AAI on staff shortage

DEEPTIMAN TIWARY
NEW DELHI, AUGUST 20

IN THE backdrop of the Air India Express AI 171 crash in Ahmedabad this year, a Parliamentary panel has sounded an unusually sharp warning on the state of India's aviation safety architecture, flagging multiple systemic lapses and calling for urgent reforms.

The Standing Committee on Transport, Tourism and Culture, chaired by JD(U) Rajya Sabha MP Sanjay Kumar Jha, presented its report in both Houses of Parliament on Wednesday. While the report does not mention the AI 171 crash, committee members discussed it extensively during deliberations and summoned officials of the Aircraft Accident Investigation Bureau (AAIB) to depose on investigative delays and coordination lapses.

The report warned that persistent deficiencies and capacity gaps create "conditions ripe for a catastrophic failure". It also said that unchecked fleet expansion, fatigued workforces, unresolved safety gaps, and outdated infrastructure could converge into "conditions for future disasters."

DGCA autonomy

At the heart of the report is a scathing critique of the Directorate General of Civil Aviation (DGCA), India's principal aviation regulator.

The committee warns that the DGCA is "grossly understaffed to meet international ob-



Panel members extensively discussed the AI 171 crash during meetings. *Sankhadeep Banerjee/File*

ligations" and risks failing international audits unless vacancies are filled on priority.

RECOMMENDATIONS:

- Full administrative and financial autonomy for DGCA
- Decouple recruitment from UPSC so that the regulator can offer competitive salaries and attract technical experts

ATC 'overstretched'

The panel devotes significant attention to Air Traffic Control Officers, warning that fatigue among controllers poses a direct and ongoing threat to airspace safety. Evidence before the panel revealed that ATCOs at airports like Delhi, Mumbai, Bengaluru, and Hyderabad routinely work prolonged, fatiguing shifts.

RECOMMENDATIONS:

- End to exemptions from mandatory duty-time limitations
- Creation of a scientific Fatigue

Risk Management System

Safety deficiencies

The report highlights a serious enforcement gap in DGCA's safety oversight, revealing that 3,747 safety deficiencies remain unresolved as of April 2025 — including 37 Level I deficiencies that pose immediate safety risks. The committee criticises DGCA's approach as "procedural formalism without effective deterrence."

RECOMMENDATIONS:

- Time-bound closure mechanism for findings.
- Escalating enforcement measures, including financial penalties and cancellation of licences for persistent non-compliance.

Operational risks

The report flags a troubling rise in runway incursions, which occurred at a rate of 14.12 per million movements in 2024 —

above the safety target of 9.78.

RECOMMENDATIONS:

- Mandatory root-cause analyses for every runway incursion
- Focused remedial programmes for high-risk airports
- Faster installation of fog navigation systems and instrument landing systems at airports

MRO dependence

The panel expressed alarm over India's 85% dependence on foreign Maintenance, Repair and Overhaul facilities. It called this a "strategic vulnerability".

RECOMMENDATIONS:

- Rationalising GST and customs duties on spare parts.
- Incentivising MRO hubs.
- Creating a national aviation skill mission to develop specialised manpower and reduce dependence on foreign facilities.

FULL REPORT ON

www.indianexpress.com

EXPRESS NEWS SERVICE
NEW DELHI, AUGUST 20

IN THE aftermath of the Air India crash in Ahmedabad in June, the Delhi High Court on Wednesday sought the Ministry of Civil Aviation's response in a PIL highlighting several vacancies as highlighted in a Parliamentary Standing Committee report.

A PIL earlier filed by advocate Udai Vikram Singh Rathore, is seeking the court's directions to the MCA to make public all orders, decisions, penalties issued by them from January 2019 till date with respect to aviation incident reports in compliance with international civil aviation standards. The HC had issued notice to the Directorate General of Civil Aviation and Airport Accidents Investigation Bureau in March in relation to the PIL. Rathore, in a fresh plea, has highlighted vacancies and underutilisation of funds.

Relying on a report by the Standing Committee on Grants for the Ministry of Civil Aviation, submitted nearly three months before the crash in March, Rathore told the division bench of Chief Justice DK Upadhyaya and Justice Tushar Rao Gedela that there are 879 vacant positions in DGCA, 208 in Bureau of Civil Aviation Security (BCAS) and 3,265 vacancies in AAI.



Airports in Telangana, AP grounded in losses

₹1,861Cr Losses Registered In Last 10 Years

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Hyderabad: As many as seven airports in the Telugu states, operated by the Airports Authority of India (AAI), are incurring losses of over ₹150 crore annually.

According to the data provided by the ministry of civil aviation in Rajya Sabha, seven airports in Andhra Pradesh and Telangana, including Begumpet, Rajahmundry, Vijayawada, and Tirupati, recorded a cumulative loss of ₹1,861 crore over the last 10 years. Surprisingly, Warangal airport, which is non-operational, incurred a loss of ₹5 crore since 2015-16.

In fact, Begumpet airport alone has reported losses of Rs 564.97 crore, making it the third-highest loss-making airport in India after Safdarjung in Delhi (₹773.91 crore) and Agartala (₹605.23 crore) between 2015-16 and 2024-25. Overall, 81 airports operated by AAI registered over Rs 10,000 crore in losses during this period.

The financial deficit at Begumpet escalated over the past decade, with AAI reporting operational losses of Rs

T YET TO HANDOVER ADDL LAND TO AAI FOR WARANGAL AIRPORT

While the Telangana govt is planning to develop an airport at Mamnoon in Warangal, AAI has revealed that the state is yet to hand over 253 acres of additional land for expansion. Currently, only 700 acres of land are available for the development of the airport. "AAI has requested 253 acres of additional land for the development and expansion of Warangal airport from the govt of Telangana. The land is yet to be handed over to AAI. All the development will depend on the quantum and shape of land made available by the state govt. The master plan of Warangal airport has been submitted to the state govt," AAI told TOI in an RTI reply.

AIRPORT-WISE LOSSES IN AP & T (SINCE 2015-16)

Airport	Losses
Begumpet	₹564.91 cr
Vijayawada	₹483.69 cr
Tirupati	₹363.71 cr
Rajahmundry	₹339.16 cr
Cuddapah	₹103.39 cr
Warangal	₹5.76 cr
Danakonda	₹1.84 cr



84.16 crore between 2012-13 and 2014-15 following the suspension of commercial operations. Since Rajiv Gandhi International Airport (RGIA) in Shamshabad became operational in 2008, Begumpet ceased commercial operations and has been catering to general and military aviation.

Experts said that many of these airports are either underutilised or entirely non-operational, primarily handling VIP movements. The problem is aggravated by high infrastructure maintenance

costs, minimal passenger traffic, and poor non-aeronautical revenue sources.

"Runway upkeep alone requires massive expenditure — ensuring surfaces remain free from flooding, waterlogging, tyre marks, and overgrown grass. Additionally, fire safety systems, manpower salaries, and building maintenance further increase operational expenses. When passenger volumes remain negligible or commercial operations are closed, such airports inevitably run into

losses," Capt CS Randhawa, president, Federation of Indian Pilots, told TOI.

Regional connectivity stressed

Industry experts suggest that to curb these deficits, the govt should must strengthen regional air connectivity. Reviving idle airports and linking them with tier-II and tier-III cities under the UDAN scheme could help improve traffic, generate revenue, and reduce the financial burden on AAI, they said.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

21 AUGUST 2025

■ Flight Ops at Mum Airport Impacted by Heavy Rains



MUMBAI: Flight operations at Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA) have been severely hit by heavy rainfall and strong winds over the past three days, forcing dozens of aircraft to either circle before landing or divert to other airports. Between August 18 and August 20, a total of 42 flights were forced into go-arounds and 12 were diverted, according to data available with Flightradar. On August 18 alone, 10 go-arounds and one diversion were recorded. The following day saw the worst impact, with 24 go-arounds and 11 diversions between midnight and 7 pm. On August 20, eight flights were forced into go-arounds until 7 pm, according to sources.



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FREE PRESS JOURNAL

MUMBAI

20 AUGUST 2025

₹14 cr hydroponic drug seized at Surat airport

FPJ NEWS SERVICE

SURAT

In a major crackdown on international narcotics smuggling, Surat Customs officials seized 14 kilograms of hydroponic marijuana worth 14 crore from a passenger arriving from Bangkok. The dramatic seizure at Surat airport has exposed the growing use of Gujarat's airports as gateways for high-value narcotics from Southeast Asia.

According to officials, the drugs were concealed in the passenger's checked baggage and detected during a targeted interception. The Directorate of Revenue Intelligence (DRI) has now launched a full-scale investigation into what they suspect is a well-organized smuggling

racket. A senior DRI officer told reporters, "This is not an isolated incident. The passenger had travelled multiple times on the same route. We are probing whether his earlier trips were also linked to narcotics trafficking."

Investigators are examining the passenger's immigration records, financial transactions, and communication data to identify his handlers abroad. Officials are also scrutinizing CCTV footage from Surat airport to determine whether local collaborators were waiting outside to receive the consignment. "We are working on both ends – to establish the Bangkok connection and to identify the two persons in Surat who were supposed to collect the narcotics," the DRI officer added.



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MUMBAI

20 AUGUST 2025

HYDERABAD



Flight makes emergency landing at RGIA

An aircraft narrowly avoided a mishap on Tuesday after the pilot detected a technical malfunction shortly after takeoff from Rajiv Gandhi International Airport (RGIA) in Shamshabad. The Alliance Airlines flight, bound for Tirupati with 67 passengers on board, had just departed when the pilot noticed the issue. He immediately alerted Air Traffic Control, which promptly granted clearance for an emergency return. The aircraft safely landed back at RGIA, bringing relief to passengers, crew, and airport staff. However, passengers faced a long wait while a replacement aircraft was arranged.



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THE HINDU

CHENNAI

20 AUGUST 2025

Chennai Customs busts gold smuggling syndicate, arrests 5 persons at airport

The Hindu Bureau
CHENNAI

Chennai Customs cracked a transit gold syndicate that involved passengers, airline ground staff, receivers and seized 2.57 kg of gold worth ₹2.5 crore at Chennai airport.

After the Chennai Air Intelligence Unit (AIU) gave information, surveillance was increased in the transit area of the airport on August 17 and 18. The surveillance team suspected two

Sri Lankan passengers, who took a rather unusual travel route and arrived at the airport at 2 a.m. on August 18.

The team intercepted a contract staff of ground handling when he tried to exit the arrival hall of the international terminal. When they examined him, they found him to be carrying three black-taped, unusually heavy cylindrical balls.

The staff admitted that they were balls of gold

paste which a Sri Lankan passenger transferred to him inside the washroom of the transit area.

Customs officials then interrogated three Sri Lankan transit passengers and two of them admitted that they had hidden gold paste in the rectum. "A detailed search, including body scans, conducted under Section 103 of the Customs Act, 1962, resulted in the recovery of three more cylindrical balls of gold from one of the passengers.

Thus, a total of six cylindrical balls of gold paste weighing 2,576 grams of 24K purity, valued at ₹2.5 crores, were recovered from the gang," a press release said.

The surveillance team deployed the airline staff as bait and apprehended two Indian nationals as well – a handler and a receiver outside the airport. Totally, five persons were arrested, and the team seized gold under the provisions of the Customs Act, 1962.



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AMAR UJALA

DELHI

21 AUGUST 2025

एलायंस एयर के विमान में खराबी बीच रास्ते से लौटना पड़ा

गुवाहाटी। असम के गुवाहाटी से कोलकाता जा रहे एलायंस एयर के विमान में तकनीकी खराबी आने पर बुधवार को बीच रास्ते लौटना पड़ा।

विमान की गुवाहाटी में ही आपात लैंडिंग कराई गई। गोपीनाथ बोरदोलोई हवाईअड्डे के प्रवक्ता के मुताबिक, सभी यात्री और चालक दल के सदस्य सुरक्षित हैं। प्रवक्ता ने कहा, तकनीकी खराबी आने से जीएयू-सीसीयू फ्लाइट का रास्ता बदलने के बाद 20 अगस्त को दोपहर 1.42 बजे गुवाहाटी हवाईअड्डे पर पूर्ण आपातकाल लगाने का एलान किया गया। फ्लाइट ने दोपहर 1.09 बजे गुवाहाटी से कोलकाता के लिए उड़ान भरी थी। बाद में फ्लाइट की 2.27 बजे सुरक्षित लैंडिंग कराई गई। एजेसी



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BUSINESS LINE

DELHI

21 AUGUST 2025

'DGCA staffing crisis an existential threat'

Press Trust of India
New Delhi

A Parliamentary panel on Wednesday suggested a time-bound plan to grant administrative as well as financial autonomy to the Directorate General of Civil Aviation (DGCA) and flagged that the staffing crisis at the regulator is an "existential threat to the integrity of India's aviation safety system".

Besides, the committee said the current imbalance, where aircraft induction is outpacing airport growth, is putting unsustainable pressure on existing facilities, degrading service quality and dangerously straining safety margins, as it pitched for developing a comprehensive national capacity alignment plan to synchronise airport infrastructure development with airline fleet induction schedules.

REPORT SUBMITTED

The Department-Related Parliamentary Standing Committee on Transport, Tourism and Culture submitted its report on the 'Overall Review of Safety in the Civil Aviation Sector' on

Wednesday.

One of the recommendations is to establish a time-bound mechanism for the closure of all safety deficiencies, with priority for serious level-I matters and implementing stronger enforcement actions.

GROWING BACKLOG

"This is a response to the significant and growing backlog of unresolved safety findings, which indicates a critical weakness in the post-surveillance rectification process that undermines the entire oversight programme. Concerns also exist about audit quality due to a lack of qualified DGCA staff and airlines prioritising profiteering over immediate maintenance," the report said.

Calling for a time-bound plan to grant the DGCA full administrative and financial autonomy, the committee said it is necessary to address critical technical staff shortages caused by "an ineffective recruitment model", a problem highlighted by past committees but never resolved.

Nearly 50 per cent of the 1,063 sanctioned posts at DGCA are vacant. Of the total, only 553 are filled.

IndiGo to buy more aircraft, invest around ₹1,000 cr in MRO

SPREADING WINGS. With one aircraft delivery a week till 2035, airline well positioned to tap demand: CEO Elbers

Aneesh Phadnis
Mumbai

IndiGo will invest in aircraft and network expansion, increasing the share of owned or finance-leased planes to 30-40 per cent of the total by 2030. This was disclosed by the airline's leadership at its annual general meeting on Wednesday.

Now, IndiGo has 416 aircraft, and 69 of them (16.5 per cent) are owned or finance-leased. The share of owned/finance-leased aircraft has doubled in a year (from 8 per cent in June 2024); it is set to grow further.

"We are increasing our fleet. We have an order backlog of 920 aircraft. We estimate that around 30-40 per cent of our 600-aircraft fleet by 2030 will be owned or finance-leased," said Gaurav Negi, IndiGo's Chief Finan-

cial Officer. This would help in efficient use of capital, minimising supply chain risks and long-term cost savings. In a finance lease, ownership of an aircraft is transferred to another airline (on repayment of debt) whereas a dry leased plane returns to a lessor on expiry of term.

FY25 NET PROFIT

Negi was responding to shareholder queries on capital allocation and payout of higher dividend. IndiGo made a net profit of ₹7,258 crore in FY25 and ended the fiscal with free cash of ₹33,150 crore. While the company announced a dividend of ₹10 per share in May, equity holders sought higher payout.

Negi said the airline's strategy is to invest as much as possible in growth projects to sustain long-term value. He added the airline is making investments towards



GROWTH PIVOT. Earlier this month, IndiGo began construction of an MRO in Bengaluru

strengthening capabilities and enhancing customer experience. It is also building complementary businesses such as maintenance repair overhaul units, cargo, loyalty programmes and so on.

Earlier this month, IndiGo began construction of an MRO in Bengaluru. While the exact sum has not been

finalised, Chief Executive Officer Pieter Elbers said the airline expects to invest around ₹1,000 crore over the next two years in building the maintenance facility. The initial focus will be maintenance of IndiGo's fleet. Elbers, however, did not rule out the possibility of carrying out maintenance work

for other airlines in future.

With one aircraft delivery each week till 2035, IndiGo is exceptionally well positioned to tap the travel demand in India, Elbers said. The market share of Indian carriers on international routes is low and IndiGo sees an opportunity to grow it with expansion in Europe and other markets, he added.

ONLINE BOOKINGS

Around one-third of airline's bookings are made via its website and online travel platforms.

Elbers further said the airline is working to improve digital experience for its customers and this would allow it to grow ancillary sales. The airline has also seen positive response to its business class product; IndiGo Stretch and its loyalty programme attracted over four million members in less than a year, he added.



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BUSINESS STANDARD

DELHI

21 AUGUST 2025

IndiGo targets 40% fleet on finance lease by 2030

DEEPAK PATEL

New Delhi, 20 August

IndiGo expects 30-40 per cent of its fleet to be on finance lease by 2030, reflecting a shift away from its long-standing reliance on sale-and-leaseback deals, Chief Financial Officer Gaurav Negi told shareholders at the airline's annual general meeting on Wednesday.

As of June 30, IndiGo had 416 planes in its fleet. Of these, 69 are under finance leases, 336 under operating leases and 11 under damp leases. This works out to about 17 per cent of the fleet currently being on finance lease.

Most of IndiGo's fleet today is on operating leases, where an aircraft is rented from a lessor for a fixed term and returned at the end of the lease. One common form of operating lease is the sale-and-leaseback, where the airline sells an aircraft to a lessor and leases it back, generating cash but giving up ownership.

On the other hand, a finance lease gives IndiGo ownership-like control for most of an aircraft's useful life, with payments structured like loan instalments and the aircraft recorded as an asset. Moving toward finance leases gives IndiGo greater fleet control, predictable long-term costs, and potential gains from residual aircraft value.

"We are increasing our fleet. We have got an order backlog for 920 planes. Someone asked us what would be the ownership (percentage) by 2030? We estimate that 30-40 per cent of the fleet, which would be about 600 planes, will be our own fleet in terms of finance lease, by 2030," Negi stated.

2030 तक 40% बेड़ा वित्तीय पट्टे पर चाह रही इंडिगो

दीपक पटेल
नई दिल्ली, 20 अगस्त

इंडिगो को उम्मीद है कि 2030 तक उसके बेड़े का 30 से 40 फीसदी हिस्सा वित्तीय पट्टे पर होगा। इससे बिक्री और लीजबैक सौदों पर लंबे समय से चली आ रही निर्भरता खत्म करने का पता चलता है। मुख्य वित्तीय अधिकारी गौरव नेगी ने बुधवार को विमानन कंपनी की सालाना आम बैठक में शेरधारकों को यह जानकारी दी।

30 जून तक इंडिगो के बेड़े में 416 विमान थे। इनमें से 69 वित्तीय लीज पर, 336 परिचालन लीज पर और 11 डैम्प लीज पर थे। कुल बेड़े का करीब 17 फीसदी अभी वित्तीय लीज पर है।

इंडिगो का ज्यादातर बेड़ा अभी ऑपरेटिंग लीज पर है। इसमें विमान को पट्टेदार से एक निश्चित अवधि के लिए लीज पर लिया जाता है और लीज समाप्त होने पर वापस कर दिया जाता है। ऑपरेटिंग लीज का एक सामान्य रूप सेल एंड लीज बैक है जिसमें विमानन कंपनी किसी विमान को पट्टेदार को बेचती है और उसे वापस लीज पर ले लेती है। इससे उसे नकद राशि तो मिलती है लेकिन स्वामित्व छोड़ना पड़ता है।

दूसरी ओर, वित्तीय लीज में इंडिगो को विमान के इस्तेमाल वाले अधिकांश जीवन के लिए स्वामित्व जैसा नियंत्रण मिलता है। इसमें भुगतान भी ऋण की किस्तों की तरह होता है और विमान को परिसंपत्ति के रूप में दर्ज किया जाता है। वित्तीय लीज की ओर बढ़ने से इंडिगो



को बेड़े पर बेहतर नियंत्रण, अनुमानित दीर्घकालिक लागत और विमान के अवशिष्ट मूल्य से संभावित लाभ मिलेगा।

नेगी ने कहा, हम अपने बेड़े का विस्तार कर रहे हैं। हमारे पास 920 विमानों का ऑर्डर बकाया है। किसी ने हमसे पूछा था कि 2030 तक स्वामित्व (फीसदी) क्या होगा? हमारा

अनुमान है कि 2030 तक वित्तीय लीज के लिहाज से बेड़े का 30 से 40 फीसदी (जो करीब 600 विमान होंगे) हमारा अपना बेड़ा होगा। इंडिगो के सीईओ पीटर एल्बर्स ने सालाना आम बैठक के दौरान कहा कि एयरलाइन की कुल यात्री क्षमता का करीब 40 फीसदी 2030 तक अंतरराष्ट्रीय मार्गों पर लगाया जाएगा। अभी यह करीब 20 फीसदी है।

उन्होंने बताया कि इंडिगो के बिजनेस क्लास प्रोडक्ट (जिन्हें स्ट्रेच कहा जाता है) को पिछले साल चुनिंदा मेट्रो-टू-मेट्रो घरेलू मार्गों पर पेश किया गया था और इसे बेहद सकारात्मक प्रतिक्रिया मिली है। एयरलाइन ने तब से इसे भारत-बैकॉक मार्ग पर तैनात किया है और सिंगापुर और दुबई में भी इसकी सेवाओं की योजना बना रही है।



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

21 AUGUST 2025

कोलकाता जा रही फ्लाइट गुवाहाटी लौटी, यात्री सुरक्षित

गुवाहाटी।कोलकाता जा रही एलायंस एयर की एक फ्लाइट को तकनीकी खराबी के कारण बीच रास्ते से गुवाहाटी लौटना पड़ा। एयरपोर्ट प्रशासन ने बताया कि फ्लाइट में सवार सभी यात्री और कर्मीबंर पूरी तरह सुरक्षित हैं।

हवाई यात्रा सुरक्षित करने के लिए बड़े बदलावों की जरूरत : समिति

जागरण ब्यूरो, नई दिल्ली : देश में हवाई सुरक्षा की स्थिति बहुत संतोषजनक नहीं है। यदि हवाई यात्रा को सुरक्षित बनाना है तो सरकार की तरफ से कई स्तरों पर कदम उठाने होंगे। इसके लिए नियामक संस्था नागरिक उड्डयन महानिदेशालय (डीजीसीए) को पूरी तरह से स्वायत्तता देनी होगी। विमान कंपनियों में कार्यरत पायलटों व चालक दल के अन्य सदस्यों को, एटीसी में काम करने वाले कर्मचारी व अधिकारियों की थकान का ख्याल रखना होगा। यानी उन्हें एक निर्धारित समय से ज्यादा काम कराने की परंपरा खत्म करनी होगी। विमानन क्षेत्र की सुरक्षा से जुड़े सभी पहलुओं को दूर करने के लिए सरकार को एक निर्धारित समय सीमा के भीतर दूर करने



संजय झा ● छाड़ल फोटो

कोई अंदर की बात बाहर लाता है तो हितों की हो सुरक्षा

नागरिक उड्डयन जैसे क्षेत्र में सुरक्षा को लेकर एक महत्वपूर्ण सुझाव देते हुए त्रुटियों की खुली रिपोर्टिंग को प्रोत्साहित करने को बढ़ावा देने की बात कही गई है। यदि कोई कर्मचारी

का कार्यक्रम चलाना होगा। ये बातें यातायात, पर्यटन व संस्कृति पर गठित स्थाई संसदीय समिति की रिपोर्ट में कही गई हैं। जदयू सांसद

- कहा, अत्यधिक हवाई किराये पर रोक लगाने के लिए हस्तक्षेप करे सरकार
- पूरे देश में हेलीकाप्टर सेवाओं के लिए एक सुरक्षा नियम तैयार होना चाहिए

विभाग के अंदर की बात बाहर लाता है तो उसके हितों की सुरक्षा भी की जानी चाहिए। उसके खिलाफ कोई भी दंडात्मक कार्रवाई नहीं होनी चाहिए।

संजय झा की अध्यक्षता वाली इस समिति की रिपोर्ट को हाल ही में हुए एयर इंडिया विमान हादसे और देश के कुछ हिस्सों में हेलीकाप्टर हादसे

के संदर्भ में देखा जा रहा है।

समिति ने विमानन कंपनियों की तरफ से मनमाने ढंग से किराया बढ़ाने के मुद्दे की तरफ भी सरकार का ध्यान आकर्षित कराया है। नागरिक उड्डयन मंत्रालय के साथ ही डीजीसीए को कहा गया है कि जब हवाई किराये में अचानक ही बहुत ज्यादा बढ़ोत्तरी होती है, तब उन्हें अधिकार का उपयोग करते हुए हस्तक्षेप करना चाहिए। एयरक्राफ्ट रुल्स, 1937 की धारा 135(4) में सरकार को हस्तक्षेप करने का अधिकार है। समिति का मानना है कि पीक सीजन या आकस्मिक हालात में भी विमानन कंपनियां कितना किराया वसूलें, इसकी भी एक सीमा तय की जानी चाहिए।

मई-जून, 2025 में सिर्फ उत्तराखंड में तीन हेलीकाप्टर

हादसे हुए हैं। संसदीय समिति ने हेलीकाप्टर यात्राओं को सुरक्षित बनाने के लिए कहा है कि पूरे देश में हेलीकाप्टर सेवाओं के लिए एक सुरक्षा नियम तैयार होना चाहिए। इस फ्रेमवर्क के आधार पर ही हर राज्य को हेलीकाप्टर सेवा शुरू कराने की अनुमति होनी चाहिए।

किस क्षेत्र में कैसे पायलटों की नियुक्ति होनी चाहिए, इसका विवरण होना चाहिए। रिपोर्ट में पायलट प्रशिक्षण ढांचे को मजबूत करने और उड़ान चालक दल के लिए मानवीय कारकों और थकान प्रबंधन पर विशेष ध्यान देने की सिफारिश की गई है। फ्लाइट ड्यूटी टाइम लिमिटेशन नियमों का कड़ाई से पालन और मानसिक स्वास्थ्य जागरूकता को बढ़ावा देने की सिफारिश की गई है।

हवाई यात्रा सुरक्षित करने के लिए बड़े बदलावों की जरूरत : संसदीय समिति

जामरुण ब्यूरो, नई दिल्ली

देश में हवाई सुरक्षा की स्थिति बहुत संतोषजनक नहीं है। यदि हवाई यात्रा को सुरक्षित बनाना है तो सरकार की तरफ से कई स्तरों पर कदम उठाने होंगे। इसके लिए नियामक संस्था नागरिक उड्डयन महानिदेशालय (डीजीसीए) को पूरी तरह से स्वायत्तता देनी होगी। विमान कंपनियों में कार्यरत पायलटों व चालक दल के अन्य सदस्यों को, एटीसी में काम करने वाले कर्मचारी व अधिकारियों की शकान का खयाल रखना होगा। यानी उन्हें एक निर्धारित समय से ज्यादा काम कराने की परंपरा खत्म करनी होगी। विमानन क्षेत्र की सुरक्षा से जुड़े सभी पहलुओं को दूर करने के लिए सरकार को एक निर्धारित समय सीमा के भीतर दूर करने का कार्यक्रम चलाना होगा। ये बातें यातायात, पर्यटन व संस्कृति पर गठित स्थायी संसदीय समिति की रिपोर्ट में कही गई हैं। जदयू सांसद संजय झा की अध्यक्षता वाली इस समिति की रिपोर्ट को हाल ही में हुए एयर इंडिया विमान हादसे और देश

कहा, अत्यधिक हवाई किराये पर रोक लगाने के लिए हस्तक्षेप करे सरकार

पूरे देश में हेलीकाप्टर सेवाओं के लिए एक सुरक्षा नियम तैयार होना चाहिए



के कुछ हिस्सों में हेलीकाप्टर हादसे के संदर्भ में देखा जा रहा है।

समिति ने विमानन कंपनियों की तरफ से मनमाने ढंग से किराया बढ़ाने के मुद्दे की तरफ भी सरकार का ध्यान आकर्षित कराया है। नागरिक उड्डयन मंत्रालय के साथ ही डीजीसीए को कहा गया है कि जब हवाई किराये में अचानक ही बहुत ज्यादा बढ़ोतरी होती है, तब उन्हें अधिकार का उपयोग करते हुए हस्तक्षेप

करना चाहिए।

मई-जून, 2025 में सिर्फ उत्तराखंड में तीन हेलीकाप्टर हादसे हुए हैं। संसदीय समिति ने हेलीकाप्टर यात्राओं को सुरक्षित बनाने के लिए कहा है कि पूरे देश में हेलीकाप्टर सेवाओं के लिए एक सुरक्षा नियम तैयार होना चाहिए। इस फ्रेमवर्क के आधार पर ही हर राज्य को हेलीकाप्टर सेवा शुरू कराने की अनुमति होनी चाहिए। इसमें किस क्षेत्र में किस तरह के पायलटों की नियुक्ति होनी चाहिए, इसका भी विवरण होना चाहिए। अभी नियमों को लेकर स्पष्टता नहीं है। रिपोर्ट में पायलट प्रशिक्षण ढांचे को मजबूत करने और उड़ान चालक दल के लिए मानवीय कारकों और शकान प्रबंधन पर विशेष ध्यान देने की सिफारिश की गई है।

कोई कर्मों अंदर की बात बाहर लाता है तो उसके हितों की हो सुरक्षा : नागरिक उड्डयन जैसे क्षेत्र में सुरक्षा को लेकर एक महत्वपूर्ण सुझाव देते हुए कहा है यदि कोई कर्म विभाग के अंदर की बात बाहर लाता है तो उसके हितों की सुरक्षा भी की जानी चाहिए।

Pvt jet hangars in big demand

● Demand outstrips space availability at Navi Mumbai by 3x

SWARAJ BAGGONKAR
Mumbai, August 20

PRIVATE JET HANGARS are in big demand as more corporates acquire aircraft for their personal use. Applications for parking slot licences at the upcoming Navi Mumbai International Airport (NMIA) are three times the available space.

"We have some forecasts from the DGCA about the number of applications for a licence. The number of requests placed (for space) is 3x of what is available," Arun Bansal, CEO, Adani Airports Holdings (AAHL), said.

AAHL had in April and May asked airlines and operators of private jets to vacate their parking bays at the Chhatrapati Shivaji Maharaj International Airport (CSMIA) in Mumbai to facilitate the construction of a new taxiway. "We wanted to start dismantling (the hangars at CSMIA) from August 1 but we have delayed it to post mon-

PARKING WOES

■ The Mumbai airport has 24 parking lots for aircraft under general aviation category

■ The Navi Mumbai airport will start with 23 hangars and eventually have 89

■ Hangars at the Mumbai airport will be removed to construct a new taxiway



■ Business Aircraft Operators Association has raised concerns over the move

soon," Bansal said. CSMIA has about 24 parking lots for aircraft under general aviation category, while NMIA will start with 23 hangars and eventually have 89.

The Navi Mumbai airport is expected to become operational towards the end of 2025, possibly mid-November. Thereafter, CSMIA will also be shut for repairs and refurbishment.

After AAHL issued notices far vacating the hangars at CSMIA, the Business Aircraft Operators Association, whose members include Aditya Birla Group, JSW Steel, Bajaj Auto, Reliance Industries, Larsen & Toubro Aviation, and Raymond,

had raised concerns about these. They claimed that dropping off passengers at CSMIA before parking the aircraft at NMIA and picking them up later will result in added cost of fuel burn and operational complexity.

Bansal told *FE* that all the hangars at CSMIA will be demolished and that all private planes would need to be parked in NMIA. Bansal said only passenger pick-ups and drop-offs will be allowed and that overnight parking of such private jets and charters will be prohibited once NMIA becomes fully operational. Though CSMIA and NMIA are separated

by 40 km, both the airports will be considered as one for ease of operations and synchronisation. NMIA will have one of the largest general aviation (GA) facilities in the country with a dedicated GA terminal to service VVIP passengers.

AAHL has decided to delay the dismantling of the T1 (domestic) terminal at CSMIA to coincide with the inauguration of the next phase of the Navi Mumbai airport to avoid overcrowding at T2 of CSMIA. The Directorate General of Civil Aviation (DGCA) is expected to grant NMIA the aerodrome licence by the end of August.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

20 AUGUST 2025

Akasa Air completes investment transactions

PTI

NEW DELHI

Akasa Air on Tuesday said it has raised funds from investors, including Premji Invest and Claypond Capital, and the investments will be utilised mainly for expanding operations.

The three-year-old airline did not disclose details about the quantum of funds mopped up as part of the strategic investment transactions announced in February this year.

In a statement, the carrier said the closure of the funding round follows receipt of all requisite regulatory approvals.



Corporate Communications Directorate

LOKSATYA

DELHI

21 AUGUST 2025

रिपोर्ट

समिति ने खाली पदों को लेकर जताई गहरी चिंता

डीजीसीए में स्टाफ की कमी, उड़ान सुरक्षा पर खतरा

नई दिल्ली, लोकसत्य

संसद की एक स्थायी समिति ने बुधवार को अपनी रिपोर्ट में कहा कि नागर विमानन महानिदेशालय (डीजीसीए) में कर्मचारियों की भारी कमी देश की विमानन सुरक्षा प्रणाली की अखंडता के लिए एक 'अस्तित्वगत खतरा' बन गई है। समिति ने यह भी सिफारिश की कि डीजीसीए को प्रशासनिक और वित्तीय स्वायत्तता प्रदान की जानी चाहिए।

यह टिप्पणी समिति द्वारा 'नागर विमानन क्षेत्र में सुरक्षा की समग्र समीक्षा' विषय पर प्रस्तुत रिपोर्ट में की गई है। राज्यसभा सदस्य एवं जनता दल यूनाइटेड के नेता संजय कुमार झा की अध्यक्षता वाली समिति ने कहा है कि डीजीसीए के 1,063 स्वीकृत पदों में से लगभग 50 प्रतिशत खाली हैं और केवल



553 पद ही भरे गए हैं। समिति के मुताबिक, यह कमी मात्र प्रशासनिक समस्या नहीं है बल्कि विमानन सुरक्षा निगरानी तंत्र के लिए भी एक

गंभीर खतरा है। समिति ने सुरक्षा खामियों को तय समयसीमा में दूर करने, गंभीर मामलों में कठोर प्रवर्तन कार्रवाई करने और सभी

हवाई अड्डों पर क्षमता विस्तार योजना को विमानन कंपनियों के बड़े विस्तार के अनुरूप लाने की सिफारिश की है। हालांकि, इस रिपोर्ट

में 12 जून को अहमदाबाद में हुए भीषण विमान हादसे का कोई उल्लेख नहीं है।

एयर इंडिया का बोइंग विमान अहमदाबाद से लंदन के लिए उड़ान भरने के चंद मिनटों के ही भीतर दुर्घटनाग्रस्त हो गया था जिसमें 260 से अधिक लोगों की मौत हुई थी। हाल में हुए कई हेलिकॉप्टर हादसों को ध्यान में रखते हुए संसदीय समिति ने सभी राज्यों की हेलिकॉप्टर सेवाओं के लिए समान राष्ट्रीय नियामक ढांचा और क्षेत्र-विशिष्ट पायलट प्रशिक्षण अनिवार्य करने की सिफारिश की।

समिति के सदस्यों ने यह भी कहा कि हवाई पट्टी पर घुसपैठ, पक्षी के टकराने और इंजन फेल होने जैसी घटनाओं के लिए गहन कारण विश्लेषण और प्रभावी सुधारात्मक उपाय जरूरी हैं।



Corporate Communications Directorate

MINT

DELHI

21 AUGUST 2025

'Staff shortages at DGCA and air traffic control threaten safety'



New Delhi: A parliamentary committee on aviation, in a report, has warned that staffing shortages at the Directorate General of Civil Aviation (DGCA) and lack of air-traffic controllers pose a threat to safety in one of the fastest growing aviation markets. The DGCA is grappling "with a profound and persistent shortage of technical and regulatory personnel," with almost half of its posts unfilled, it said. **REUTERS**



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

21 AUGUST 2025

Guwahati-Kolkata flight returns amid snag

An Alliance Air flight, carrying 49 passengers from Guwahati to Kolkata encountered a technical issue mid-air on Wednesday forcing the pilot to return to the Guwahati airport.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

21 AUGUST 2025

Parliamentary panel bats for DGCA autonomy, lists out safety concerns

PARVEZ SULTAN @NewDelhi

NOTING that the Directorate General of Civil Aviation, at present, is not in a position to discharge the duties for which it was established, the standing committee on transport, tourism and culture has recommended "full administrative and financial autonomy" for the civil aviation regulator.

In its report "Overall Review of Safety in the Civil Aviation Sector" presented in the Upper House on Wednesday, the panel highlighted crucial issues such as Air Traffic Controller (ATC) fatigue, safety deficiencies, operational overload, lacking infrastructure and staff deficits.

Autonomy is imperative to address critical technical staff shortages caused by an ineffective recruitment model, a problem highlighted by past expert committees but never resolved, the committee, headed by JD(U) MP Sanjay Kumar Jha, noted.

Strengthen enforcement

Emphasising strengthening surveillance and enforcement mechanisms, the panel advocated for establishment of a time bound mechanism for the closure of all safety deficiencies, and implementing stronger enforcement actions including penalties for non-compliance.

As per the data presented to the Committee, out of a total sanctioned strength of 1,063 posts, only 553 are filled. "The alternative channel recruiting personnel on deputation, has proven equally ineffective, particularly for sourcing talent from the Indian Air Force. Experienced Air Force officers are unwilling to join the DGCA on deputation because doing so entails a significant loss of service benefits and allowances, rendering the proposition financially unattractive. Consequently posts reserved for this

vital stream of expertise remain chronically unfilled," read the report, where the panel identified 12 key areas requiring systemic improvement to ensure the continued safety and sustainable growth of India's civil aviation sector.

This report assumes significance as in wake of the Air India plane crash in Ahmedabad that killed 260 people on June 12. However, the incident didn't find mention in the report.

The panel suggested development of a national Fatigue Risk Management System for ATCs and a comprehensive staffing audit to end the persistent and high-risk practice of seeking exemptions from mandatory duty time limitations.

Referring to a series of accidents involving coppers during the recent Char Dham Yatra, it also called for standardising safety protocols – uniform national regulatory framework – for helicopter operations.



Corporate Communications Directorate

RASHTRIYA SAHARA

DELHI

21 AUGUST 2025

DGCA में कर्मियों की कमी से विमान सुरक्षा को खतरा

नई दिल्ली (एसएनबी)। संसद की एक स्थाई समिति ने बुधवार को कहा कि डीजीसीए में कर्मचारियों की भारी किल्लत देश की विमानन सुरक्षा प्रणाली की अखंडता के लिए 'अस्तित्वगत खतरा' है और इस नियामक को प्रशासनिक एवं वित्तीय स्वायत्तता दी जानी चाहिए। परिवहन, पर्यटन और संस्कृति संबंधी स्थाई समिति ने 'नागर विमानन क्षेत्र में सुरक्षा की समग्र समीक्षा' पर पेश अपनी रिपोर्ट में यह बात कही है।

जदयू नेता संजय कुमार झा की अध्यक्षता वाली समिति ने कहा, डीजीसीए के 1063 स्वीकृत पदों में से लगभग 50 प्रतिशत खाली है और केवल 553 पद ही भरे गए हैं। समिति के मुताबिक, यह कमी मात्र प्रशासनिक समस्या नहीं है बल्कि विमानन सुरक्षा

निगरानी तंत्र के लिए भी एक गंभीर खतरा है। समिति ने सुरक्षा खामियों को तय समयसीमा में दूर करने, गंभीर मामलों में कठोर प्रवर्तन कार्रवाई करने और सभी हवाईअड्डों पर क्षमता विस्तार योजना को विमानन कंपनियों के बेड़े विस्तार के अनुरूप लाने की सिफारिश की है। हालांकि, इस रिपोर्ट में 12 जून को अहमदाबाद विमान हादसे का कोई उल्लेख नहीं है। एयर इंडिया का बोईंग विमान अहमदाबाद से लंदन के लिए उड़ान भरने के चंद मिनट बाद क्रैश हो गया था जिसमें 260 से अधिक लोगों की मौत हुई थी। हाल में हुए कई हेलिकॉप्टर हादसों को ध्यान में रखते हुए समिति ने सभी राज्यों की हेलिकॉप्टर सेवाओं के लिए समान राष्ट्रीय नियामक ढांचा और क्षेत्र-विशिष्ट पायलट प्रशिक्षण अनिवार्य करने की सिफारिश की।

संसदीय समिति की रिपोर्ट



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

21 AUGUST 2025

AI misreads post on '98 Pak hijack, leads to FIR

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Hyderabad: A seemingly harmless post on X recounting a 1998 plane hijacking in Pakistan with references to “Hyderabad airport”, “Delhi” and “Bhuj” was picked up by an AI-powered social media listening tool in India and flagged by a senior vigilance specialist on Aug 14 as a “threat mail”, triggering a security charade involving aviation officials and police.

An FIR lodged at Hyderabad airport police station on Aug 15 against Pakistani social media user @ome-remran — his X bio describes him as an aviation geek and history buff — invokes sections 351(4) (criminal intimidation by anonymous communication) and 353(2) (statements conducing to public mischief) of BNS, and 66D (cheating by personation) of Information Technology Act.

“May 25, 1998. A PIA Fokker F-27, Flight PK-544, lifted off from Gwadar

with 33 passengers and 5 crew. Moments later, three armed men from the Baloch Students Organisation seized the aircraft and demanded to be flown to New Delhi,” states @ome-remran’s thread on the hijacking 27 years ago, captioned “The Hijacking that Pakistan Outsmarted”.

The thread ends by explaining how the three Baloch hijackers were arrested by commandos at Hyderabad airport in Sindh on May 25, 1998. It mentions that the trio was tried and executed 17 years later.

Unbeknownst to @ome-remran and his 350-odd followers, the post left officials in Hyderabad in a tizzy after it appeared on the Airport Predictive Operations Centre’s social media radar.

Rakesh Kumar Sharma, senior specialist of security and vigilance, reported “a threat mail was received...” Aviation security officials and cops purportedly didn’t verify the post before filing the FIR, sources said.