



Corporate Communications Directorate

THE STATESMAN

KOLKATA

22 JUNE 2025

AAI officials join meditation session

STATESMAN NEWS SERVICE
KOLKATA, 21 JUNE

The Airports Authority of India (AAI) celebrated the occasion at its regional headquarters for the Eastern Region in Kolkata with a programme attended by senior officials and staff. The event commenced with the lighting of a ceremonial lamp by Nivedita Dubey, regional executive director (eastern region), symbolising the pursuit of wellness and enlightenment through yoga. Dubey highlighted yoga's role in enhancing physical, mental, and emotional well-being. "Yoga is not just a practice but a transformative lifestyle," she said, aligning her message with Prime Minister Narendra Modi's vision of a healthier and more spiritually aware India.



The programme included a Yoga Day pledge and a guided yoga and meditation session conducted by a spiritual organisation, focusing on inner peace and mental clarity. AAI officials actively participated in the session, which concluded with a collective sense of mindfulness and commitment to embracing yoga as part of daily life. This year's celebration echoed the global theme, "Yoga for One Earth, One Health," reinforcing India's initiative to promote holistic health and sustainability through traditional practices.



Corporate Communications Directorate

AMAR UJALA

DELHI

23 JUNE 2025

दुर्घटनाग्रस्त विमान का मलबा एयरपोर्ट परिसर पहुंचाया



इसे विमान दुर्घटना जांच ब्यूरो (एएआईबी) को निगरानी में रखा जाएगा।

दुर्घटनाग्रस्त एअर इंडिया विमान के मलबे को गुजरात पुलिस ने एयरपोर्ट परिसर पहुंचाना शुरू कर दिया है। संयुक्त पुलिस आयुक्त, सेक्टर-दो, जयपालसिंह राठौर ने बताया कि मलबे को मेघानी नगर दुर्घटनास्थल से गुजरात राज्य विमानन अवसंरचना कंपनी लिमिटेड (जीयूजेएसएआईएल) की इमारत में ले जाया जा रहा है। यह एयरपोर्ट के परिसर में है और



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

22 JUNE 2025

एयरपोर्ट: उदयपुर और इंदौर की फ्लाइट 1.30 घंटे लेट, यात्री परेशान होते रहे

जयपुर | एयरपोर्ट पर शनिवार को इंडिगो एयरलाइंस की दो शहरों की डोमेस्टिक फ्लाइट्स का शेड्यूल गड़बड़ा गया। एयरपोर्ट से मिली जानकारी के अनुसार इंडिगो की फ्लाइट संख्या 6ई-7465 सुबह 6:25 उदयपुर के लिए रवाना होनी थी, लेकिन करीब डेढ़ घंटे लेट 8:05 बजे रवाना हुई। इसी प्रकार जयपुर से इंदौर जाने वाली फ्लाइट संख्या 6ई-7154 सुबह 9:15 बजे रवाना होनी थी, लेकिन 10:45 बजे रवाना हो सकी। इस वजह से इन फ्लाइट्स से जाने वाले यात्री एयरपोर्ट पर परेशान होते रहे।



Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

22 JUNE 2025

जयपुर एयरपोर्ट : स्पाइसजेट की पुणे फ्लाइट 5 घंटे लेट

जयपुर | जयपुर एयरपोर्ट पर शुक्रवार अल सुबह 4 बजे पहुंचे यात्रियों को जबरदस्त परेशानी का सामना करना पड़ा। एयरपोर्ट से मिली जानकारी के अनुसार मामला स्पाइसजेट एयरलाइन की पुणे की फ्लाइट संख्या में एसजी-1077 का है। फ्लाइट जयपुर से सुबह 5:05 बजे पुणे जाती है। ऐसे में पुणे जाने वाले करीब 50 से अधिक यात्री 4 बजे एयरपोर्ट पहुंच गए। वहां एयरलाइन स्टाफ ने बताया कि फ्लाइट तो करीब 10 बजे पुणे जाएगी। ऐसे में दूर से एयरपोर्ट पहुंचे यात्रियों को एयरपोर्ट पर ही रुकना पड़ा। एयरलाइन से जुड़े सूत्रों ने बताया कि एयरलाइंस द्वारा यात्रियों को फ्लाइट री-शेड्यूल का पूर्व में ही मैसेज कर दिया गया था, लेकिन एयरपोर्ट पहुंचे यात्रियों का कहना था कि उनके पास कोई मैसेज नहीं आया। गौरतलब है कि गुरुवार रात भी पुणे से जयपुर आने वाली फ्लाइट 7 घंटे लेट रही थी।



Corporate Communications Directorate

HINDUSTAN

DELHI

23 JUNE 2025

एयरपोर्ट पर 50 से ज्यादा विमानों ने देरी से उड़ान भरी

असुविधा

नई दिल्ली, प्र.सं। दिल्ली एयरपोर्ट पर चल रहे रनवे के मरम्मत कार्य का असर लगातार विमान सेवाओं पर देखने को मिल रहा है। रविवार को भी 50 से अधिक विमानों ने देरी से उड़ान भरी। इनमें 20 अंतरराष्ट्रीय उड़ान शामिल हैं।

वहीं, अलग-अलग कारणों से 12 विमानों की यात्रा रद्द रहीं। इनमें से 10 विमान एयर इंडिया के हैं। दो विमान स्पाइसजेट के हैं, जिन्हें धर्माशाला जाना था, लेकिन वहां मौसम खराब होने के चलते विमानों की यात्रा रद्द कर

दी गई। दिल्ली एयरपोर्ट पर रनवे की मरम्मत का कार्य 15 जून से शुरू किया गया था और यह 15 सितंबर तक चलेगा। इसके चलते विमान यात्रियों को एयरपोर्ट पर परेशानी का सामना करना पड़ सकता है।

एयरपोर्ट प्रशासन की तरफ से यात्रियों को एयरलाइंस के संपर्क में रहने की सलाह दी गई है। रविवार को एयर इंडिया के विमान की जो यात्राएं रद्द रहीं, उनमें से दो मुंबई, दो गोवा, लखनऊ, पुणे, इंदौर, कोलकाता, हैदराबाद और बंगलुरु की एक-एक उड़ान शामिल है। फिलहाल इसके कारणों को लेकर कोई स्पष्ट जानकारी सामने नहीं आई है।

मलबे को हवाई अड्डा लाया जा रहा

विमान हादसा

अहमदाबाद, एजेसी। अहमदाबाद में 12 जून को एक मेडिकल कॉलेज के छात्रावास में गिरकर दुर्घटनाग्रस्त हुए एयर इंडिया के विमान के मलबे को गुजरात पुलिस ने हवाई अड्डे परिसर में ले जाना शुरू कर दिया है। अधिकारियों ने यह जानकारी दी।

एक अधिकारी ने बताया कि मलबे को दुर्घटनास्थल से गुजरात राज्य विमानन अवसंरचना कंपनी लिमिटेड (जीयूजेएसएआईएल) की इमारत में ले जाया जा रहा है, जो हवाई अड्डे के परिसर में है और इसे विमान दुर्घटना जांच ब्यूरो की निगरानी में रखा जाएगा। मलबे को स्थानांतरित करने में करीब 72 घंटे लगेंगे।



गुजरात के अहमदाबाद में रविवार को दुर्घटनाग्रस्त विमान के मलबे को एक ट्रक से हवाई अड्डा परिसर ले जाया जा रहा है। • प्रेस

डीएनए परीक्षण से 251 पीड़ितों की पहचान हुई: अहमदाबाद में 12 जून को हुई विमान दुर्घटना के 251 पीड़ितों

की पहचान अब तक डीएनए परीक्षण के माध्यम से की जा चुकी है। इनमें से 245 शव परिजन को सौंप दिए गए हैं।



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

22 JUNE 2025

Name Navi Mum airport after D B Patil by June 24 or face strike: PAPs

G Mohiuddin Jeddy

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NAVI MUMBAI: With the inauguration of the Navi Mumbai International Airport drawing near, tensions are rising among the project-affected persons (PAPs) over the delay in naming the airport after their long-time leader, Dinkar Balu Patil. Members of the Agri-Koli community, the Project Affected Persons (PAP), whose land and livelihoods were affected by the massive infrastructure project, have issued a firm ultimatum - name the airport after D B Patil by June 24 or face renewed agitation.

The date holds significance as it marks the 12th death anniversary of Patil, a revered leader among PAPs and the broader Agri-Koli community. The airport - now over 90%

complete - has already begun signing agreements with airlines in anticipation of operations beginning within a few months.

But, the absence of a formal announcement from the central government has intensified suspicion and frustration among PAP leaders. When Prime Minister Narendra Modi visited the site in early 2024, and when former civil aviation minister Jyotiraditya Scindia arrived a day after, neither addressed the naming demand. Although Union minister of state for Civil Aviation Murlidhar Mohol assured in October 2024 that the airport would soon be named after Patil, the promise has yet to materialise.

"We don't see our issues being prioritised," said Dashrath Patil, president of the Loknete D B Patil Navi Mumbai



The PAPs warned of renewing their agitation if their demand is not met. HT PHOTO

International Airport All Party Action Committee. "The airport is nearly ready, but the name is still a question mark. We've appealed to the chief minister and deputy CMs. If no action is taken by June 24, we'll escalate our agitation."

A massive car and bike rally involving thousands of PAPs is

being organised for June 24 as a tribute to Patil as well as a show of strength. "The rally will be our way of showing how strongly we feel about this. If the government continues to ignore us, we'll make our protest louder," said Nilesh Patil of the Agri-Koli Youth Foundation.

The sentiment is echoed by many in the region, who feel marginalised in key decisions. "If there's no name, there will be no flight. That's our stand," said Jagdish Gaikwad, former Panvel deputy mayor.

However, BJP MLA Prashant Thakur has assured the community that the naming will happen. "Several meetings have taken place between the CM and central ministers. We are confident that the announcement will come soon," he said.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

23 JUNE 2025

Debris moved to airport premises, report likely in 3-4 months: Officials

BRENDAN DABHI
AHMEDABAD, JUNE 22

ON SUNDAY, a somber sight unfolded on Ahmedabad's Shahibaug road as trailer trucks transported wreckage of the Boeing 787-8 Dreamliner aircraft, which crashed shortly after take off from Sardar Vallabhbhai Patel International Airport on June 12, to a secure location within the airport premises.

The Aircraft Accident Investigation Bureau (AAIB) started transporting the debris from the Air India flight AI 171 crash site on Saturday night, with assistance from local administration, including the Ahmedabad Municipal Corporation (AMC) and the City Police. On Sunday, the tail section, which had lodged into the mess of the Atulyam hostel of BJ Medical College in Meghanagar, was moved to the airport premises as part of the ongoing investigation.

Due to the crash, followed by subsequent explosions caused by the aviation fuel, only the tail end of the aircraft was in one piece. It was later removed from the building with the help of cranes.

First responders said there was no fuselage left to speak of and the different parts of the aircraft had only been identified by the direction of the tail that was lodged in the hostel building.

While shifting the wreckage, this part of the aircraft had reportedly gotten stuck in one of the trees that line the roads in Shahibaug area, leading to a minor traffic jam till personnel from the AMC helped free the aircraft part from the branches and the convoy could reach its destination.

"The AAIB are moving the aircraft parts from the crash. Since the tail part... may have gotten stuck on a tree during transport so that was cleared immediately... The debris is being moved to the GUJSAIL (Gujarat

State Aviation Infrastructure Company Limited) hangar... within the airport premises," Jaypalsingh Rathore, the Additional Commissioner of Police (AddLCP) for Sector-2, told *The India Express*.

Providing details about the liaising between the AAIB and the Gujarat government, Dr Rajendra Kumar, Secretary of Civil Aviation for the State, told *The Indian Express*, "The AAIB has complete jurisdiction over the crash site and the debris. We know that they are moving the aircraft parts to a secure location.. We have provided all logistical support.."

When asked about the timeline of probe into air accidents, Dr Kumar said, "The preliminary investigation in such cases takes 3-4 months and the final report comes a month after that. We are not sure how the AAIB will be conducting their investigation in this particular case, but these are the usual timelines."



Corporate Communications Directorate

MILLENNIUM POST

DELHI

23 JUNE 2025

AI plane crash: Wreckage being shifted to airport premises

AHMEDABAD: The Gujarat police on Sunday started shifting the wreckage of the ill-fated Air India plane, that crashed on June 12 on a medical college hostel in Ahmedabad, to the airport premises here, officials said.

The London-bound aircraft had crashed into the hostel complex in Meghaninagar moments after taking off from Sardar Vallabhbhai Patel International Airport, killing 270 persons, including 241 on board. One passenger survived.

The wreckage was being moved from the crash site to GUJSAIL (Gujarat State Aviation Infrastructure Company Limited) building, which is in the airport premises, and will be in custody of the Aircraft Accident Investigation Bureau (AAIB), an official said.

"We have started moving the wreckage of the Air India plane, that crashed here, from today to the GUJSAIL building," Joint Commissioner of Police, Sector 2, Jaipalsinh Rathore said.

"It will take 48 to 72 hours to shift the entire wreckage," he said.

"The wreckage will be under the custody of the AAIB, which is investigating the plane crash," the official said.

Apart from AAIB, the US National Transportation Safety Board (NTSB) is leading a parallel international investigation into the plane crash. At least 247 persons killed in the crash have so far been identified through DNA matching and 232 bodies handed over to their families, as per officials. #011



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

23 JUNE 2025

Airports' safety audits in the offing: Aviation DG

S LALITHA @NewDelhi



A team of DGCA and security officers have completed audits in Mumbai and Delhi airports.

Faiz Ahmed Kidwai,
DGCA Director
General

Financial penalty

Non-compliance with audit findings will lead to financial penalty or revocation of licence, said officials.

THE Directorate General of Civil Aviation (DGCA) has launched a Comprehensive Special Audit to strengthen aviation safety across the country. It is undertaking a 360-degree evaluation of all aviation entities.

Director General of DGCA Faiz Ahmed Kidwai told this newspaper, "This Comprehensive Special Audit is a holistic evaluation of the aviation industry. All primary aviation entities including scheduled, non-scheduled and private operators, Maintenance, Repair and Overhaul organisations, Flying Training Organisations, Air Navigation Service Provider, Aerodrome Operators and Ground Handling Agencies are being covered under it."

Another aviation official said, "A team of DGCA and security officers have completed such an audit in Mumbai and Delhi airports. We will be covering Bengaluru, Chennai and Kolkata, among other major airports." The findings are confidential, he added.

The audited entities must submit a Corrective Action Plan (CAP) to the DGCA within a fortnight of the findings, Kidwai said. Non-compliance with audit findings or failure to implement the CAP will result in varied actions, including financial penalty or revocation of licence, he added.



Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

22 JUNE 2025

तीन फ्लाइट्स रद्द, कई उड़ानों में हुई घंटों की देरी जयपुर एयरपोर्ट पर उड़ानों की रफ्तार फिर धीमी

जयपुर @पत्रिका. जयपुर इंटरनेशनल एयरपोर्ट पर उड़ानों का शेड्यूल लगातार बिगड़ता जा रहा है। शनिवार को भी कई फ्लाइट्स या तो रद्द रहीं या तय समय से काफी देर से उड़ान भर सकीं, जिससे यात्रियों को भारी असुविधा का सामना करना पड़ा। सुबह 5:40 बजे जयपुर से कुल्लू जाने वाली और कुल्लू से जयपुर आने वाली अलायंस एयर की फ्लाइट को रद्द कर दिया गया। इसी एयरलाइन की सुबह 9:55 बजे दिल्ली जाने वाली फ्लाइट भी रद्द रही। इन सभी के पीछे ऑपरेशनल कारण बताए गए हैं।

देरी से रवाना: इंडिगो एयरलाइन की सुबह 6:25 बजे

रवाना होने वाली फ्लाइट करीब 1 घंटे 45 मिनट की देरी से उड़ान भर सकी। एयर इंडिया एक्सप्रेस की जयपुर से जेद्दा जाने वाली फ्लाइट भी 1 घंटे 40 मिनट की देरी से रवाना हुई।

देरी से आने वालीं

इंडिगो की उदयपुर से आने वाली फ्लाइट करीब 1 घंटे 35 मिनट की देरी से पहुंची। मुंबई से शाम 6:15 बजे आने वाली फ्लाइट आधे घंटे की देरी से उतरी। एयर इंडिया एक्सप्रेस की गुवाहाटी से शाम 6:05 बजे आने वाली फ्लाइट 40 मिनट देरी से पहुंची। वहीं, मुंबई से शाम 6:55 बजे जयपुर पहुंचने वाली फ्लाइट एक घंटे की देरी से आई।



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

22 JUNE 2025

Flyer loses ₹5 lakh ornaments at airport

Mumbai: A flyer from Delhi found that gold ornaments worth Rs 5.5 lakh, belonging to his wife, were missing from his laptop bag upon landing at Mumbai International Airport at 4 am on June 17.

Accompanied by his mother, the flyer AD Jain, vice president of a real estate company, noticed the theft immediately after collecting his bag. He filed a complaint with Shivaji Park police station the following day for official work. The case was subsequently transferred to Sahar

police station. An officer from Sahar police station said, "The team is scanning through the CCTV to track the person who stole the valuables that included a gold necklace, earrings, mangalsutra, and bangles. Jain said when he departed from Delhi, the valuables were intact in the laptop bag."

Jain did not respond to **TOI's** phone call and message on Saturday for comment. Being new to Mumbai, he searched online for the nearest police station and

approached Shivaji Park police. In his complaint, Jain said, "As my mother is a senior citizen, I did not wait at the airport to file a complaint. I carried the gold ornaments after my wife asked me to bring them along."

Police confirmed that the complainant travelled with his mother and observed that the valuables were missing while the laptop remained untouched. A case of theft has been registered against an unknown person.—**V Narayan**



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

22 JUNE 2025

Indigo flight makes emergency landing in Bengaluru

BENGALURU, June 21: An Indigo flight that flew from Guwahati to Chennai, had to make an emergency landing at Kempegowda International Airport in Bengaluru recently, said airline sources. Indigo spokesperson said the

airline made a "mayday" call before it landed in Bengaluru, as it "ran out of fuel".

"The incident occurred on June 19. The flight was scheduled to arrive in Chennai at about 7.45 pm, but due to bad weather in Chennai, it could not

land. The pilot opted to divert it to Bengaluru, but realised they ran out of fuel. So, he alerted the airport with a mayday call," said the spokesperson, adding: The flight finally landed safely in Bengaluru at about 8.20 pm. – PTI



Corporate Communications Directorate

AMAR UJALA

DELHI

23 JUNE 2025

सुरक्षा के मद्देनजर फैसला

एअर इंडिया ने 19 मार्गों पर छोटे विमानों की उड़ानें घटाईं

नई दिल्ली। बड़े विमानों के बाद अब एअर इंडिया ने छोटे विमानों की उड़ानों में भी कटौती की है। 19 घरेलू मार्गों पर संचालित इन विमानों की 118 साप्ताहिक उड़ानें कम की गई हैं। अहमदाबाद हादसे के बाद सुरक्षा



के मद्देनजर की गयी कटौती एयरलाइंस के समग्र परिचालन

का करीब 5 फीसदी है। इसके अलावा दो अंतरराष्ट्रीय व एक घरेलू मार्ग पर उड़ानें निलंबित की गई हैं।

■ ईरान पर अमेरिकी हमले के बाद पश्चिम एशिया में तनाव बढ़ने के साथ ही एअर इंडिया एक्सप्रेस ने खाड़ी देशों की कई उड़ानें रद्द कर दी हैं। उसके विमान दुबई, दोहा, रियाद व जेद्दा जाते हैं। एअर इंडिया समूह ने यह भी कहा कि उसके विमान कुवैत, संयुक्त अरब अमीरात, ओमान, इराक, ईरान व इस्त्राइल के हवाई क्षेत्रों का इस्तेमाल नहीं कर रहे हैं। यूरो



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AMAR UJALA

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पायलट ने पकड़ी खामी उड़ान रद्द, अनहोनी टली

नई दिल्ली। सही समय पर पायलट को ओर से तकनीकी खामी पकड़े जाने से एक बड़ा विमान हादसा टल गया। चंडीगढ़ से लखनऊ के लिए इंडिगो का विमान उड़ान भरने वाला था। विमान में सभी यात्री सवार हो गए थे।

उड़ान से पहले चेकिंग के दौरान पायलट को एक तकनीकी खामी का पता चला। इसके बाद उड़ान ही रद्द कर दी गई। सूत्रों ने बताया कि इंडिगो ने कहा कि उड़ान रद्द किए जाने से प्रभावित यात्रियों को दूसरी उड़ान से भेजा जाएगा या उनका पूरा किराया वापस किया जाएगा। ब्यूरो

एअर इंडिया की बर्मिंघम-दिल्ली उड़ान बम की धमकी पर रियाद में उतारी गई

नई दिल्ली। ब्रिटेन के बर्मिंघम से दिल्ली आ रही एअर इंडिया की एक उड़ान को बम की धमकी के कारण रियाद में सुरक्षित उतार लिया गया। एयरलाइन ने कहा कि यात्रियों को रियाद से उनके गंतव्य तक पहुंचाने के लिए वैकल्पिक व्यवस्था की जा रही है। एयरलाइन ने कहा, 21 जून को बर्मिंघम से दिल्ली आने वाली उड़ान संख्या एआई114 को बम की धमकी मिली थी। 12 जून को अहमदाबाद में अपने विमान की घातक दुर्घटना के मद्देनजर, एअर इंडिया ने स्वेच्छिक रूप से उड़ान-पूर्व सुरक्षा जांच बढ़ा दी है और सेवाओं में अस्थायी कटौती की है। एजेंसी



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गलत टिकट देने पर स्पाइसजेट को 25 हजार मुआवजा देने का निर्देश

मुंबई। उपभोक्ता आयोग ने एक वृजुर्ग को गलत टिकट जारी करने पर स्पाइसजेट को उन्हें 25,000 रुपये का मुआवजा देने का निर्देश दिया। घाटकोपर इलाके में रहने वाले शिकायतकर्ता ने 5 दिसंबर, 2020 के लिए मुंबई से दरभंगा और दो दिन बाद वापसी की यात्रा के लिए स्पाइसजेट की टिकट बुक की थी, लेकिन वापसी का टिकट गलत देने से उनकी परीक्षा छूट गई थी। ब्यूरो



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डीजीसीए ने सुरक्षा ऑडिट के लिए बनाई गाइडलाइन, गड़बड़ी मिली तो लाइसेंस रद्द

अहमदाबाद एअर इंडिया विमान हादसे के बाद भारत की विमानन सुरक्षा को और मजबूत करने के लिए विशेष ऑडिट पहल शुरू

अमर उजाला ब्यूरो

नई दिल्ली। अहमदाबाद विमान हादसे के बाद नागरिक उड़्डयन महानिदेशालय (डीजीसीए) सख्त हो गया है। अब उसने सभी एयरलाइंस को सख्त चेतावनी देते हुए कहा है कि अगर विमानों के संचालन में गड़बड़ियां जारी रहें, तो एयरलाइन का लाइसेंस रद्द या वापस लिया जा सकता है।

डीजीसीए ने कहा, किसी भी पोस्ट-ऑडिट या निरीक्षण में चालक दल के शेड्यूलिंग मानदंडों, लाइसेंसिंग या उड़ान समय सीमाओं का कोई भी उल्लंघन भविष्य में पाया जाता है, तो सख्त कार्रवाई की जाएगी। इसमें जुर्माना, लाइसेंस निलंबन या ऑपरेटर की अनुमति वापस लेना शामिल है। साथ ही निदेशालय ने विमानन सुरक्षा निगरानी को मजबूत करने के लिए व्यापक विशेष ऑडिट पहल की शुरुआत की है। इसके तहत डीजीसीए ने ऑडिट टीमों का गठन किया है, जो भौतिक सुविधा निरीक्षण,

ऑडिट के बाद 15 दिनों में
उठाने होंगे सुधारात्मक कदम

ऑडिट के दायरे में सभी एयरलाइंस, रखरखाव मरम्मत और ओवरहाल (एमआरओ) संगठन, उड़ान प्रशिक्षण संगठन (एफटीओ), एयर नेविगेशन सेवा प्रदाता (एनएसपी) और ग्राउंड हैंडलिंग एजेंसियां आदि शामिल हैं। ऑडिट के बाद संस्थाओं को 15 दिनों के भीतर सुधारात्मक कदम उठाने होंगे, जिनकी निगरानी डीजीसीए करेगा। डीजीसीए ने कहा कि ऑडिट सिफारिशों का अनुपालन न करने पर जुर्माना लगाया जा सकता है, परिचालन निलंबित किया जा सकता है या लाइसेंस भी रद्द किया जा सकता है।

दस्तावेजों की समीक्षा, कर्मियों के साक्षात्कार और हवाई अड्डों पर रैंप जांच जैसे तकनीकी पहलुओं की सख्त निरीक्षण करेगी। यह प्रक्रिया 3 चरणों में पूरी होगी, जिसमें प्री ऑडिट, ऑन साइट ऑडिट और पोस्ट ऑडिट शामिल है। इन ऑडिटों से प्राप्त निष्कर्षों को गंभीरता के आधार पर अलग-अलग श्रेणियों में रखा जाएगा।



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BUSINESS LINE

DELHI

23 JUNE 2025

Post Air India crash, DGCA initiates special audits, intensifies checks

Aneesh Phadnis

Mumbai

The Directorate General of Civil Aviation (DGCA) is tightening surveillance of all aviation entities with comprehensive special audits.

Over the past few days, DGCA officials have carried out inspections at Delhi and Mumbai airports, auditing [airlines](#), ground handling companies, air traffic control units and maintenance, repair overhaul units.

Certain safety violations and lapses have been identified and action is being taken, an official said. In one instance, an airline was asked to cancel a domestic flight over a safety issue.

Until now, the civil aviation regulator has been carrying out planned inspections as part of its annual surveillance programme. Spot checks are also on. However, currently, all



COMPLIANCE DRIVE. Over the past few days, DGCA officials have carried out inspections at Delhi and Mumbai airports [PH](#)

checks are carried out by a team tasked with a specific function — airworthiness, cabin safety, etc. There has been no multi-disciplinary approach so far, but the DGCA has changed this approach.

SYSTEMIC REVIEW

“In a significant paradigm shift, the comprehensive special audit is designed to transcend existing siloed assessments by evaluating the aviation ecosystem holistically. These special audits will

focus on examining safety management systems, operational practices and regulatory adherence across all aviation domains. The goal is to generate a 360-degree evaluation of the aviation ecosystem reflecting both its strengths and areas of improvement. These special audits will be over and above the regulatory audits carried out as per the annual surveillance programme,” Director General of Civil Aviation Faiz Ahmed Kidwai said in a general safety circular. The spe-

cial audits are being held in the backdrop of the June 12 Ahmedabad air crash and are being led by officials at the joint director general level. Presence of senior officials and a multi-disciplinary approach will also make rule implementation more effective, the official added.

Special audits may be initiated based on mandatory triggers such as critical safety events, persistent regulatory non-compliance, safety audit findings or operational disruptions, Kidwai said.

The findings will be categorised into three categories: Immediate corrective action (level 1), short-term corrective action (level 2) and long-term corrective action requiring resolution in 7-90 days. Audited entities will have to submit a corrective action plan within 15 days of receiving the final report and the DGCA will review its implementation.



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BUSINESS LINE

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Flying coffins

Chopper crashes must lead up to better regulation

This has been a sordid year so far for Indian aviation, with the Char Dham pilgrimage circuit in Uttarakhand reporting as many as five helicopter crashes in 40 days — the last on June 15 killing seven people, including the pilot, near Gaurikund between Kedarnath and Guptkashi. On May 8, a crash near Gangotri claimed six lives. On June 7, a helicopter crash-landed on to the Gaurikund-Guptkashi highway and damaged a car, but miraculously enough there were no fatalities.



There have been serious mishaps in earlier years as well. It is about time that these services are brought under strict scrutiny to prevent such mishaps. The number of helicopter users in a season of 135 days would be close to 1.5 lakh. The Directorate General of Civil Aviation has suspended the operations of Aryan Aviation (involved in the June 15 tragedy) and Kestrel Aviation (flying the June 7 helicopter). A press statement by the Ministry of Civil Aviation on June 15 said that the Uttarakhand Civil Aviation Development Authority (UCADA) will set up a 'command and control room' to monitor real-time operations, while 'airworthiness and safety' officers will oversee operations in the Kedarnath valley. The DGCA has spelt out some technical criteria to reduce the maximum permissible load on a helicopter.

Flying these machines in Uttarakhand is a risky affair, anyway. This is daunting terrain, where mountains stand like huge walls, often concealed by large, moving clouds. In the Kedarnath valley, the clouds are known to materialise out of nowhere, even as there is no air traffic control system or reliable micro weather forecasting to forewarn about such dangers. The skills of helicopter pilots would be sorely tested. Air safety would depend on air traffic control systems, the safety of the aircraft, the number of trips, the skill and experience of pilots and the weather in the region. Air safety infrastructure must come up at the earliest, and this includes taking stock of the quality of the helicopters and their pilots.

A big problem here appears to be the revenue model for the helicopter services. The UCADA is reported to charge a stiff landing fee, while the government has capped the fare at about ₹7,000. This apparently pushes operators to maximise their trips. According to some reports, the UCADA has now halved the number of daily sorties to less than 150 from close to 300. But for this norm to continue, it is important that fares are rationalised. It is absurd that they are at the same level as pony rides to the shrines. For the convenience of flying, passengers must pay up. This will reduce the demand for sorties and hence the risks involved in running helicopter services like tempos. Religious tourism, which entails providing for the needs of millions in a season, must be accompanied by more responsible governance, both in the air and on the ground. The facilities for pilgrims must take into account the topography and ecological fragility of Uttarakhand.



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MOVING BEYOND SILOED SAFETY CHECKS

DGCA rolls out new audit plan

DEEPAK PATEL
New Delhi, 22 June

The Directorate General of Civil Aviation (DGCA) has rolled out a new 'comprehensive special audit' framework for the aviation sector. With this, it aims to move beyond siloed safety checks and carry out integrated evaluations across airlines, airports, maintenance firms, training institutes, and ground handling agencies.

"Traditionally, regulatory and safety oversight functions within Indian aviation have been conducted in silos, with different directorates (of DGCA) performing inspections and audits specific to their respective domains. These activities include planned/ unplanned surveillance inspections, random spot checks, and ramp inspections. They primarily assess compliance and safety within individual aviation segments," the regulator stated. The new framework, described as a "significant paradigm shift", aimed to evaluate the aviation ecosystem holistically, moving away from fragmented oversight models.

On June 12, Air India's flight AI171 crashed in Ahmedabad, killing 229 passengers, 12 crew members, and 34 people on the ground. Issued on June 19, the DGCA circular mentioned the need for "a 360-degree evaluation of the aviation ecosystem, reflecting both its strengths and areas needing improvement."

Going beyond the annual surveillance audits currently in place, the special audits will be carried out by multidisciplinary teams led by senior DGCA officials. These will include personnel from various DGCA divisions — such as flight

standards, air safety, airworthiness, aerodrome standards, and air navigation — and may also bring in external experts when needed.

The audits will examine three broad areas: the effectiveness of an organisation's safety management system, the robustness of its operational practices, and compliance with regulatory provisions.

Each audit will involve a combination of techniques, including on-site inspections, document reviews, interviews with operational staff, safety data analysis, and training record checks.

"These audits will be over and above the regulatory audits carried out according to the annual surveillance program," the DGCA said.

DGCA WILL CARRY OUT INTEGRATED EVALUATIONS ACROSS AIRLINES, AIRPORTS, MAINTENANCE FIRMS, TRAINING INSTITUTES, AND GROUND HANDLING AGENCIES

They will apply to all players in the civil aviation system, not just airlines and airports but also maintenance, repair and overhaul providers, training academies, and entities that manage emergency response systems and supply chains.

DGCA will initiate these audits either routinely, such as through annual assessments or post-implementation reviews, or in response to specific triggers like serious incidents, regulatory violations, or findings by UN body International Civil Aviation Organisation (ICAO).

In urgent cases, audits may begin without notice. Else, entities will be given between three and 14 working days to prepare. Audit findings will be categorised by severity. Most critical will require corrective action within seven days, while others may be resolved over 30-90 days.

More on business-standard.com

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A-I cuts narrowbody flights by 5%

Carrier also suspends services on three routes

DEEPAK PATEL
New Delhi, 22 June

Air India has announced a five per cent reduction in its narrowbody operations—both domestic and short-haul international—until mid-July, just days after slashing its widebody international services by 15 per cent.

The latest move involves suspending three routes and cutting frequencies on 19 others. International flights on the Bengaluru–Singapore and Pune–Singapore routes, along with the Mumbai–Bagdogra domestic service, have been temporarily halted. All three operated daily and will remain suspended until at least July 15.

The cutbacks follow the June 12 crash of Air India flight AI171. The DGCA has since ordered enhanced safety checks on the airline's Boeing



787 fleet. As a result, several long-haul routes have already been suspended.

Key frequency reductions include Delhi–Mumbai (176 to 165 weekly), Delhi–Hyderabad (84 to 76), Delhi–Kolkata (70 to 63), and Delhi–Indore (21 to 14). Delhi–Goa services to both Dabolim and Mopa airports will be halved, and Delhi–Lucknow, Pune, and Colmbatore will also see cuts.

From Mumbai, major trunk

routes such as Bengaluru (91 to 84), Hyderabad (63 to 59), and Kolkata (42 to 30) are affected. Other cuts include Mumbai–Kochi (40 to 34), Colmbatore (21 to 16), and Varanasi (12 to 7).

Despite the cuts, Air India will continue to operate nearly 600 daily narrowbody flights across 120 routes. Affected passengers are being contacted for rebooking or refunds.

The airline also said it is adjusting flight paths amid West Asia tensions. It is avoiding Iranian, Iraqi, and Israeli airspace, and will soon steer clear of parts of the Persian Gulf. Flights to the UAE, Qatar, Oman, and Kuwait—and some to Europe and North America—may see extended durations.

"We're closely monitoring the situation with security experts and will implement further measures as needed," a spokesperson said.



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Safety lessons caught in air pocket

The AI171 crash brings into focus the aviation reforms that two major accidents in the past promised to roll out

DEEPAK PATEL
New Delhi, 22 June

One of the key recommendations following the Kozhikode air crash in August 2020 — in which an Air India Express aircraft from Dubai overshot the runway during landing in heavy rain, killing 21 people — was for India to develop its own laboratory to analyse flight data and cockpit voice recorders, commonly known as black boxes. That facility, set up under the Aircraft Accident Investigation Bureau (AAIB), was inaugurated this April, close to five years after the Kozhikode crash. And, its effectiveness is already under scrutiny.

After the recent crash of Air India flight AI171 in Ahmedabad on June 12 — which killed 241 passengers and crew members and 34 people on the ground — investigators found that the black boxes were damaged. While the Ministry of Civil Aviation (MoCA) has said no decision has been taken yet on sending them abroad for decoding, the possibility itself raises the same concern flagged in the Kozhikode accident report: India's lack of self-sufficiency in accident investigation.

As authorities wait to see whether data from the AI171 black boxes can be recovered in India, a broader concern looms: how many of the lessons from the last two major commercial aviation accidents — in Mangaluru (2010) and Kozhikode (2020) — in India were actually implemented? And have they made flying any safer?

Action after Mangaluru crash
The Mangaluru air crash of May 2010, in which 158 people died, involved another Air India Express flight — then a subsidiary of state-

owned Air India. The accident prompted a major introspection across India's aviation ecosystem.

The Court of Inquiry, led by Air Marshal (Retd) B N Gokhale, into the Mangaluru crash spurred action on several fronts: from upgrading airport infrastructure to enhancing cockpit procedures and pilot training.

The final report identified the probable cause of the crash as the captain's failure to discontinue an unstabilised approach and initiate a go-around, despite multiple cues and calls from the co-pilot. Contributory factors included high workload on pilots, poor "crew resource management (CRM)", and a lack of assertiveness from the first officer.

CRM is the training and practice of clear communication, teamwork, and decision-making in the cockpit to avoid errors.

The Directorate General of Civil Aviation (DGCA) — India's civil aviation regulator — ramped up its oversight through spot inspections at critical airports, enforcement of maintenance protocols, and issuance of new safety circulars. New rules empowered first officers to act assertively in emergencies, and breath analyser tests for pilots were strictly enforced. A Civil Aviation Safety Advisory Council (CASAC) was created to ensure that lessons from past accidents translated into tangible policy and procedural changes.

The MoCA, in a statement issued a year after the Mangaluru crash, said the accident had shaken the industry and prompted a full-scale review of safety across DGCA, airports, airlines, and flight operations. It triggered a reassurance drive involving inspections of critical aerodromes, enforcement

of standard operating procedures like 'go around' policy, and stricter cockpit discipline including mandatory presence of cabin crew when one pilot exits. DGCA intensified night inspections, implemented assertiveness training for first officers, mandated breath analyser tests before flights, and enforced disciplinary action for violations.

Significant efforts were also made to strengthen pilot training and evaluation. The DGCA restricted the validity of instructor roles, tightened norms for training captains, and imposed stronger vetting for foreign pilots. Airports were pushed to upgrade runway safety features, such as friction testing and RESA (Runway End Safety Area — an extended safety zone at the end of a runway designed to minimise risks in case an aircraft overshoots).

Kozhikode aftermath

A decade after the Mangalore tragedy, the Kozhikode crash revealed that while some procedural reforms had been put in place, systemic failures remained in the aviation sector. The official investigation identified the probable cause as the captain's decision to continue an unstabilised approach in heavy rain with a tailwind, resulting in a touchdown beyond the touchdown zone. Despite repeated calls from the first officer to go around, the approach was not discontinued. CRM failure, fatigue, and systemic issues within the airline contributed to the outcome.

"Unstable approaches" were common to both accidents. "If the aircraft is high and/or fast, the landing roll will increase, which can compromise the aircraft's stopping capability," said Captain

The possibility of decoding the black box abroad raises the same concern flagged in the report after the Kozhikode accident in 2020: India's lack of self-sufficiency in accident investigation

FILE: REUTERS

Amit Singh, Founder of Safety Matters Foundation.

The emerging threat to aviation, which was first detected as a contributory cause for the Mangaluru incident, is pilot fatigue. "The final investigation recommended the introduction of a long-term measure through a fatigue risk management system (FRMS). However, FRMS has not been implemented despite the Zaidi committee report giving the same recommendation in 2011," he added. It was a government-appointed panel led by then DGCA chief Nasim Zaidi to review pilot duty hours and recommend reforms.

The AAIB report on the Kozhikode crash uncovered troubling organisational patterns within Air India Express including a shortage of experienced captains at key bases like Kozhikode.

The pilot in command knew he had another flight scheduled the next day, and if he diverted this flight due to bad weather or technical issues, he would exceed his duty time limits. Since there were no other captains available at that

base, he was under pressure to complete the landing at Kozhikode, even though the conditions were poor. He kept trying to land instead of diverting to another airport. Investigators called this a "misplaced motivation" that influenced his judgement.

Gaps and solutions

The AAIB's Kozhikode report went beyond identifying human error. It placed equal weight on broader institutional shortcomings. It stated that similar errors and violations continued to happen across Air India Express flights, reinforcing the need for a shift in safety culture.

The airline's training modules, for instance, were found to lack rigour. Simulator exercises often did not reflect real-world complexity, and technical snags were ignored or worked around. The training department itself was under-staffed, and regulatory audits failed to ensure meaningful compliance.

Failures in CRM training were also central to the report. The steep authority gradient in the cockpit meant that first officers were reluctant to challenge their captains, even in life-threatening scenarios. This cultural barrier was seen as a repeated cause of accidents.

"An accident is the reflection of the safety culture of the aviation sector and the airline. Clearly enough hints were ignored and precursors not given much attention, so we have to see another accident," said Captain Singh.

With the crash of AI171 in Ahmedabad, several unresolved issues are again in focus. The two last major crashes had pushed the system to make changes. But, lots more remain to be done.



Corporate Communications Directorate

DESHBANDHU

DELHI

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मध्य पूर्व में बिगड़ते हालात के बीच हवाई क्षेत्र बंद

चेन्नई लौटा ब्रिटिश एयरवेज का विमान

चेन्नई, 22 जून (आईएनएस)। अमेरिका-ईरान के बीच बढ़ते सैन्य तनाव के कारण मिडिल ईस्ट के एयर स्पेस को अचानक बंद कर दिया गया है, जिसके बाद लंदन जाने वाली ब्रिटिश एयरवेज की फ्लाइट को रविवार सुबह चेन्नई इंटरनेशनल एयरपोर्ट पर आपातकालीन वापसी करनी पड़ी। फ्लाइट बीए276 चेन्नई से सुबह 6.24 बजे रवाना हुई थी। यह फ्लाइट अपने निर्धारित समय सुबह 5.35 बजे से लगभग एक घंटा पीछे थी। इस फ्लाइट में 247 पैसेंजर्स और 15 क्रू मेंबर्स सवार थे। विमान बंगलुरु को पार कर अरब सागर के ऊपर से गुजर रहा था। तभी पायलट को तत्काल सूचना मिली कि मिडिल ईस्ट एयरस्पेस के प्रमुख हिस्सों को बंद कर दिया गया है। इसके चलते लंदन के लिए नियोजित उड़ान मार्ग दुर्गम हो गया है। एयरस्पेस बंद करने की खबर कथित तौर पर ईरानी ठिकानों पर रात भर अमेरिकी सैन्य हमलों के बाद आई, जिसके बाद क्षेत्रीय अधिकारियों ने एहतियातन नागरिक उड़ानों को रोक दिया। अलर्ट की सूचना मिलने पर, फ्लाइट क्रू ने तुरंत चेन्नई और लंदन दोनों एयर ट्रेफिक कंट्रोल सेंटर से संपर्क किया। अधिकारियों ने एयरक्राफ्ट को चेन्नई लौटने का निर्देश दिया। विमान सुबह करीब 10 बजे चेन्नई अंतर्राष्ट्रीय हवाई अड्डे पर सुरक्षित रूप से उतरा। विमान में सवार सभी 262 लोग सुरक्षित हैं। एयरपोर्ट के अधिकारियों ने पुष्टि की है कि यात्रियों को लाउंज और आस-पास के होटलों में ठहराने के लिए व्यवस्था की गई थी। ब्रिटिश एयरवेज ने एक बयान में विमान की वापसी की पुष्टि करते हुए कहा कि वह आगे की यात्रा के लिए मौजूद विकल्पों को तलाश जा रहा है। एयरलाइन ने यात्री सुरक्षा को सबसे बड़ी प्राथमिकता बताते हुए कहा कि वैकल्पिक मार्गों की पुष्टि होने या प्रभावित हवाई क्षेत्र के फिर से खुलने के बाद आगे की जानकारी साझा की जाएगी। रीजनल एयरस्पेस बंद होने के चलते चेन्नई से खाड़ी देशों के लिए कई फ्लाइट्स भी देरी से रवाना हुईं। कुवैत, दोहा, दुबई, शारजाह और अबू धाबी जाने वाली उड़ानों में काफी देरी हुई।





Corporate Communications Directorate

DESHBANDHU

DELHI

23 JUNE 2025

मध्य पूर्व के बड़े हिस्से में उड़ान भरने से बच रही एयरलाइंस, लागत में हो रहा इजाफा

नई दिल्ली, 22 जून (एजेंसियां)। अमेरिका की ओर से रविवार को ईरान के परमाणु ठिकानों पर हमले किए जाने के बाद से मध्य पूर्व में हवाई यातायात को चुनौतियों का सामना करना पड़ा है। बढ़ती सुरक्षा चिंताओं के कारण



■ हमलों से मध्य पूर्व क्षेत्र में बनी हुई है तनावपूर्ण स्थिति

एयरलाइंस अब इस क्षेत्र के हवाई क्षेत्र के बड़े हिस्से से उड़ान भरने से बच रही हैं, जिसके कारण उड़ानों में देरी हो रही है, उड़ान का समय बढ़ रहा है और लागत बढ़ रही है।

फ्लाइट ट्रैकिंग सर्विस फ्लाइटरेडर24 के अनुसार, कमर्शियल विमान ईरान, इराक, सीरिया और इजरायल जैसे देशों के ऊपर से उड़ान भरने से बच रहे हैं और अपना मार्ग परिवर्तित कर रहे हैं। इसके बजाय, वे कैस्पियन सागर, मिस्र या सकूदी अरब जैसे सुरक्षित क्षेत्रों से होकर लम्बे रास्ते अपना रहे हैं। इस बदलाव के कारण ईंधन की खपत बढ़ रही है और उड़ान संचालन महंगा हो रहा है। फ्लाइटरेडर24 के द्वारा सोशल मीडिया हैंडल एक्स पर शेयर की गई पोस्ट में कहा गया कि अमेरिकी हमलों के बाद कमर्शियल विमान उच्च जोखिम वाले क्षेत्रों में उड़ान भरने से बच रहे हैं, पिछले सप्ताह लागू किए गए हवाई क्षेत्र प्रतिबंधों का पालन कर रहे हैं। मध्य पूर्व क्षेत्र में स्थिति तनावपूर्ण बनी हुई है, क्योंकि मिसाइल और ड्रोन हमले बढ़ रहे हैं।



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

22 JUNE 2025

Air India faces surge in passenger complaints

Frequent flyers report issues over food, staff & maintenance

SABA ANJUM SHAIK | DC
HYDERABAD, JUNE 21

A recent survey by LocalCircles, a citizen engagement platform, revealed that a growing number of Air India passengers are reporting issues, particularly related to aircraft maintenance and service quality. According to the survey, 79 per cent of respondents who flew with Air India in the past year experienced problems with aircraft condition or upkeep—a sharp rise from 55 per cent in 2024.

The survey had responses from over 15,900 fliers from across 307 districts in India. Key concerns included baggage handling (48 per cent), faulty in-flight entertainment (36 per cent), customer service (31 per cent), food quality (31 per cent) and staff behaviour (31 per cent).

There was a slight improvement in punctuality, with complaints falling from 69 per cent in 2024 to 48 per cent. Issues regarding staff attitude and timely updates also saw a marginal decline.

#BADEXPERIENCE

- According to the survey, 79% of respondents who flew with Air India in the past year experienced problems with aircraft condition or upkeep—a sharp rise from 55 per cent in 2024.
- Key concerns faced by passengers include baggage handling, faulty in-flight, customer service, food quality, flight delays, maintenance and staff behaviour.

Aircraft maintenance was average compared to other airlines. Food was just edible, but baggage delay is problematic. Overall, it was an average experience with scope for improvement.

— **Sindhu Reddy**
Traveller

However, aircraft maintenance remained the top worry, despite repeated warnings and penalties from the Directorate General of Civil Aviation (DGCA).

Frequent flyers from Hyderabad shared firsthand accounts with the airline. "I recently travelled by Air India and faced a next-level delay," said 70-year-old Annapurna Kodukula. "There was also loud turbulence mid-air. At our age, we seek comfort, but that's missing now."

K. Nirupama, another regular flyer, noted, "Air

India tickets are often cheaper, but the lower fare now seems to mean poor service. Food quality has dropped drastically." Sindhu Reddy, who flew from Sri Lanka, said, "Aircraft maintenance was average compared to other airlines. The staff were okay, the food was just edible, but baggage delays continue to be a problem. Overall, it was an average experience with scope for improvement," she said. Ali Akbar, who flew recently, called his experience "disappointing from ticket counter to cabin crew." He

added, "Staff at Delhi check-in were careless, in-flight hospitality was poor and food below average. Passengers aren't being valued." Several passengers also voiced their frustrations on social media. One traveller, N.A. Nafees posted on X that Flight IX2979 from Varanasi to Hyderabad on June 14 "slammed down like a crash" and was very unstable. The traveller also wrote, "This wasn't just a 'bad experience', it was a blatant disregard for passenger safety." Another user, Sathweek, tweeted that a Delhi-Hyderabad flight scheduled at 12.30 pm did not take off even by 1.30 pm, despite boarding. A third passenger, flying in from Frankfurt, reported a delay of over three hours and shared that the airline gave only standard responses. While Air India has not yet responded to the latest survey findings, the growing volume of complaints—both in surveys and online—underscores the urgent need for service and safety improvements.

DGCA tells AI to show 3 top officials way out

Seeks details of all AI inspections, audit since 2024: Report

**DC CORRESPONDENT
with agency inputs**
NEW DELHI, JUNE 21

The Directorate General of Civil Aviation (DGCA) has directed Air India to remove three officials, including a divisional vice-president, from all crew-scheduling and rostering duties for "serious lapses," and to launch internal disciplinary proceedings against them without delay.

Aviation safety regulator DGCA has also asked flight operations inspectors to provide details of all inspections and audits conducted for Air India since 2024, sources said on Saturday.

In an e-mailed communication, which came a day after the regulator issued a show-cause notice to the airline for flight duty time limitations (FDTL) violation, and also ordered removal of the airline's three senior officials from their respective roles for certain lapses, the Directorate General of Civil Aviation (DGCA) has sought these details for 2024 and 2025 (to date), the sources said.

The data has been sought on planned and unplanned inspections, audit, cockpit/enroute, station facility, ramp and cabin inspection among others, as per the communication. Air India said on Saturday

FLIGHT VIOLATIONS DGCA removes 3 Air India officials over crew scheduling lapses.		SYSTEMIC failures flagged in scheduling transition. OFFICIALS barred from safety-related roles. NAMED OFFICIALS: Choorah Singh, Pinky Mittal, Payal Mehta.
DISCIPLINARY action ordered, report due in 10 days.	Action follows AI171 crash in Ahmedabad.	
SHOW-CAUSE notice issued for FDTL violations on May 16-17.	AIR INDIA says it's complying with orders.	
CREW exceeded 10-hour duty limit.		

that it has complied with the directive. "Pending the inquiry, the company's Chief Operations Officer will provide direct oversight of the Integrated Operations Control Centre (IOCC). Air India is committed to total adherence to safety protocols and standard practices," the statement read. According to the DGCA, "repeated and serious violations voluntarily disclosed by Air India" revealed cases in which crew were scheduled and flown despite lapses in licensing, rest,

and recency requirements. These issues surfaced during a post-transition review of the carrier's move from the Airline Resource Management System (ARMS) to the CAE Flight and Crew Management System. While noting Air India's voluntary disclosures, the DGCA cited "systemic failures" in crew scheduling, compliance monitoring, and accountability, and criticised the absence of strict disciplinary measures against those responsible.

INDIGO FLIGHT DIVERTS AFTER FUEL MAYDAY

**DC CORRESPONDENT
WITH AGENCY INPUTS**
HYDERABAD, JUNE 21

An IndiGo flight 6E 6764 that was travelling from Guwahati to Chennai on Thursday was forced to divert to Bengaluru after the pilot issued a 'fuel mayday' call due to insufficient fuel.

ANI reported, citing sources, that the diversion occurred because of congestion at Chennai airport, which prevented the aircraft from landing there in time.

Passengers were on board during the emergency reroute.

The flight landed safely in Bengaluru at 8:15 pm. This IndiGo flight's diversion comes at a time when the nation is still in shock due to the tragic crash of an Air India aircraft in Ahmedabad on June 12.

The ill-fated Air India crash occurred when flight AI171 was travelling from Ahmedabad to London Gatwick.

The aircraft had departed from the airport at 1:38 pm and crashed shortly after.

DGCA asks AI to remove 3 officials from all roles

Airline pulled up over crew scheduling, warned against future lapses

NEW DELHI, DHNS

The Directorate General of Civil Aviation (DGCA) has asked Air India to remove its three senior officials from all roles and responsibilities related to crew scheduling and rostering and initiate proceedings against them for serious lapses.

Separately, it slapped a show-cause notice on the airline for violations linked to Bengaluru-London flights on May 16 and May 17 that exceeded the stipulated pilot flight time limit of 10 hours.

The fresh trouble comes as the airline reels under one of its worst-ever crises following the deadly crash of an Air India Boeing 787-8 Dreamliner on June 20 in Ahmedabad.

The DGCA said the Accountable Manager of Air India Ltd has failed to ensure adherence to the provisions and gave seven days to respond.

In its order on the removal of officers, the DGCA warned Air India that future violations in crew scheduling will invite "strict enforcement action, including but not limited to penalties, licence suspension or withdrawal of operator permission".

Air India said it has "implemented the order" and in the interim, the company's Chief Operations Officer would provide direct oversight to the Integrated Operations Control Centre (IOCC). Air India is committed to ensuring that

• DGCA says 3 officials involved in repeated lapses; asks them to be re-assigned to non-operational roles

• Slaps show-cause notice for violations linked to pilot flight time on Bengaluru-London flights on May 16 and May 17

• Says Accountable Manager of Air India has failed to ensure adherence to the provisions, gives 7 days to respond



• Warns that future violations in crew scheduling will invite strict action, including licence suspension or withdrawal of operator permission



'Fuel Mayday': IndiGo lands at KIA

An IndiGo flight from Guwahati to Chennai made an emergency landing at Bengaluru's KIA on Thursday night after running low on fuel. The flight was diverted after pilots declared a 'fuel Mayday' call. [Details on Page 9](#)

DGCA launches audits of aviation sector

Seeking to generate a 360-degree evaluation of the aviation ecosystem, the DGCA is launching 'Comprehensive Special Audits' of all primary entities in the sector by "transcending the existing siloed assessments". [Details on Page 9](#)

there is total adherence to safety protocols and standard practices, it said.

The DGCA said, "Repeated and serious violations voluntarily disclosed by Air India concerning flight crew being scheduled and operated despite lapses in licensing, rest, and recency requirements. These violations were discovered during the post-transition

review from ARMS to the CAE Flight and Crew Management System".

The Air Route Management System (ARMS) is the software platform used by the airline for various operational and management tasks, including crew rostering and flight planning, among others. The airline had shifted to another platform.

• DGCA, Page 7

DGCA asks AI to remove...

DGCA, From Page 3

"The voluntary disclosures, while noted, point to systemic failures in crew scheduling, compliance monitoring, and internal accountability. Of particular concern is the absence of strict disciplinary measures against key officials directly responsible for these operational lapses," the order said.

The aviation regulator identified Divisional Vice President Choorah Singh, Chief Manager (DOPS, Crew Scheduling) Pinky Mittal and Payal Arora (Crew Scheduling-Planning) as "directly responsible" for the "continued non-compliance".

These officials have been involved in "serious and repeated lapses", which included "unauthorised and non-compliant crew pairings, violation of mandatory licensing and recency norms and systemic failures in scheduling protocol and oversight". Internal disciplinary proceedings must be initiated against them "without delay" and its outcome should be reported within ten days, the DGCA said.

They should be re-assigned to non-operational roles pending conclusion of corrective reforms on scheduling practices and should not hold any position involving direct influence over flight safety and crew compliance till further notice, the regulator said.

लेह में आठ घंटे अटका इंडिगो का विमान, यात्रियों का हंगामा



लेह एयरपोर्ट पर इंडिगो के विमान की देरी के चलते परेशान यात्री ● सौजन्य : एक यात्री

- सुबह 7:40 बजे की फ्लाइट शाम चार बजे हुई रवाना
- दिल्ली से जम्मू आए यात्रियों को कनेक्टिंग फ्लाइट छूटी
- बताया कि भूखे-प्यासे एयरपोर्ट पर फंसे रहे, सही जानकारी नहीं मिल सकी

जागरण संवाददाता, जम्मू : लेह से रविवार सुबह दिल्ली के लिए उड़ान भरने वाला इंडिगो का विमान करीब आठ घंटे एयरपोर्ट पर ही अटका रहा। नाराज यात्रियों ने जमकर हंगामा किया। सुबह 7:40 बजे की उड़ान शाम करीब चार बजे दिल्ली के लिए रवाना हुई। जिन यात्रियों को कनेक्टिंग विमान से जम्मू लौटना था, उनको फ्लाइट भी छूट गई।

विमान में सवार जम्मू के सराफा व्यापारी राजेश निश्चल ने बताया कि यह अपने परिवार के साथ लेह घूमने गए थे। रविवार सुबह उन्हें छह बजे लेह एयरपोर्ट पर बोर्डिंग के लिए बुलाया गया था। वह समय पर पहुंच गए, लेकिन बताया गया कि विमान सुबह 10 बजे दिल्ली के

लिए उड़ान भरेगा। साढ़े दस बजे उन्हें फिर बताया गया कि विमान दोपहर 12 बजे और उसके बाद डेढ़ बजे विमान उड़ने की सूचना दी गई। वे और उनके जैसे कई यात्री दिनभर लेह एयरपोर्ट पर फंसे रहे, लेकिन विमान कब उड़ेगा, इस बारे कोई सही जानकारी नहीं दी जा रही थी। विमान में सवार होकर दिल्ली जाने वाले अन्य यात्री भी परेशान होते रहे। यात्रियों का कहना था कि वे भूखे-प्यासे एयरपोर्ट पर फंसे रहे, लेकिन कोई उन्हें सही जानकारी नहीं दे रहा था। यात्रियों ने एयरपोर्ट पर हंगामा शुरू किया तो चार बजे विमान ने दिल्ली के लिए उड़ान भरी, लेकिन वहां से कनेक्टिंग विमान नहीं पकड़ पाए।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

23 JUNE 2025

बम की धमकी के बाद बर्मिंघम- दिल्ली फ्लाइट को रियाद में उतारा

नई दिल्ली, प्रेस : बर्मिंघम से दिल्ली आ रही एअर इंडिया की एक फ्लाइट को शनिवार को बम की धमकी मिलने के बाद उसका मार्ग परिवर्तित कर सऊदी अरब के रियाद शहर में सुरक्षित उतारा गया।

टाटा समूह के स्वामित्व वाली एयरलाइन ने रविवार को एक बयान में कहा कि यात्रियों को रियाद से उनके गंतव्य तक ले जाने के लिए वैकल्पिक व्यवस्था की जा रही है। एयरलाइन ने परिचालन स्थिरता सुनिश्चित करने के लिए अपनी उड़ान सेवाओं को अस्थायी रूप से कम कर दिया है।

एअर इंडिया ने कहा- '21 जून को बर्मिंघम से दिल्ली आने वाली उड़ान संख्या एआइ114 को बम की धमकी मिली थी, जिसके बाद उसे रियाद की ओर मोड़ दिया गया, जहां उसे सुरक्षित तरीके से उतारा गया और सुरक्षा जांच पूरी कर ली गई। सभी यात्रियों को विमान से उतारा गया और उनके होटल में ठहरने की व्यवस्था की गई है।' एयरलाइन ने बताया कि 12 जून को अहमदाबाद में विमान दुर्घटना के बाद उसने स्वीच्छक रूप से उड़ानों से पहले सुरक्षा जांच को बढ़ाया है और संचालन की स्थिरता बनाए रखने के लिए अस्थायी रूप से कुछ सेवाएं घटाई गई हैं।

एयरलाइन ने कहा- 'परिचम

दूसरे दिन भी पटना नहीं पहुंचा वेंगलुरु और चेन्नई के यात्रियों का सामान

जासं, पटना : एअर इंडिया एक्सप्रेस की बेंगलुरु और चेन्नई के विमानों से पटना पहुंचे यात्रियों का सामान दूसरे दिन रविवार को भी उनके घर नहीं पहुंच पाया। ऐसे में दो दर्जन से अधिक यात्री परेशान हैं। उन्हें सामान टूटने-फूटने और चोरी होने की आशंका सता रही है। रसीद पर दिए गए नंबर पर फोन उठाने पर संतोषजनक जवाब नहीं दिया जा रहा। विमानन कंपनी के स्थानीय अधिकारी के अनुसार कई यात्रियों के सामान शनिवार देर रात ही पटना एयरपोर्ट पर पहुंच गए थे।

एशिया में हवाई क्षेत्र बंद रहने, यूरोप और पूर्वी एशिया के कई हवाई अड्डों पर रात में कर्फ्यू लागू होने, हवाई यातायात में भीड़ और कुछ अप्रत्याशित परिचालन समस्याओं जैसे बाहरी कारकों के कारण कुछ उड़ानों में देरी होती है या उन्हें रद्द भी करना पड़ता है। एयरलाइन ने यह भी बताया कि कभी-कभी कुछ चुनौतियों के कारण अंतिम समय में व्यवधान उत्पन्न हो जाते हैं।

लेह में आठ घंटे अटका रहा विमान, यात्रियों ने किया हंगामा

सुबह 7:40 बजे की फ्लाइट शाम करीब चार बजे हुई रवाना

दिल्ली से जम्मू आने वाले यात्रियों की कनेक्टिंग फ्लाइट छूट गई

जागरण संवाददाता, जम्मू

लेह से रविवार सुबह दिल्ली के लिए उड़ान भरने वाला इंडिगो का विमान करीब आठ घंटे एयरपोर्ट पर ही अटका रहा। नागरिक यात्रियों ने जमकर हंगामा किया। सुबह 7:40 बजे की उड़ान शाम करीब चार बजे दिल्ली के लिए रवाना हुई। जिन यात्रियों को कनेक्टिंग विमान से जम्मू लौटना था, उनकी फ्लाइट भी छूट गई।

विमान में सवार जम्मू के सराफा व्यापारी राजेश निश्चल ने बताया कि वह अपने परिवार के साथ लेह घूमने गए थे। रविवार सुबह उन्हें छह बजे लेह एयरपोर्ट पर बोर्डिंग के लिए बुलाया गया था। वह समय पर पहुंच गए, लेकिन बताया गया कि विमान सुबह 10 बजे दिल्ली के लिए उड़ान भरगा। साढ़े दस बजे उन्हें फिर बताया गया कि विमान दोपहर 12 बजे और उसके बाद देर दस बजे विमान उड़ने की सूचना दी गई। वे और उनके जैसे कई यात्री दिनभर लेह एयरपोर्ट पर फंसे रहे, लेकिन विमान कब उड़ेगा, इस बारे में कोई सही जानकारी नहीं दी जा रही थी। विमान में सवार होकर दिल्ली जाने वाले अन्य यात्री भी परेशान होते रहे।

यात्रियों का कहना था कि वे भूखे-प्यासे एयरपोर्ट पर फंसे रहे, लेकिन कोई उन्हें सही जानकारी नहीं दे रहा था। यात्रियों ने एयरपोर्ट पर हंगामा शुरू किया तो करीब चार बजे विमान ने दिल्ली के लिए उड़ान भरी, लेकिन दिल्ली पहुंचने के बाद भी वे वहां से कनेक्टिंग विमान नहीं पकड़ पाए।

राजेश निश्चल ने बताया कि उनकी दिल्ली से शाम 5:40 बजे जम्मू के लिए कनेक्टिंग उड़ान थी। उन्हें उस विमान में बोर्डिंग ही नहीं मिली, जिस कारण वे दिल्ली में ही फंसे रह गए।



लेह एयरपोर्ट पर इंडिगो के विमान की देरी के चलते परेशान यात्री।

सोजन्य - एक यात्री

एअर इंडिया एसएटीएस अधिकारियों का डीजे पर नाचते वीडियो वायरल, आक्रोश

नई दिल्ली, आइएनएस : भारत सबसे भयानक विमानन हादसों में से एक के शोक में डूबा है। इस बीच एअर इंडिया एसएटीएस (एअरएसएटीएस) के शीर्ष अधिकारियों का गुरुग्राम कार्यालय में एक डीजे पार्टी में नाचते हुए वीडियो प्रसारित हो रहा है। इससे पीड़ित परिवारों में आक्रोश है।

एअरएसएटीएस हवाई अड्डे की ग्राउंड सेवाएं प्रदान करती है। यह एक संयुक्त उद्यम है। इसमें एअर इंडिया लिमिटेड और हवाई अड्डे की सेवाएं और खाद्य समाधान प्रदान करने वाली एसएटीएस लिमिटेड शामिल हैं। 20 जून को आयोजित पार्टी में बेंगलुरु अंतरराष्ट्रीय हवाई अड्डा लिमिटेड के जीएम और प्रमुख संग्रोत कोटियन, थाने में शिकायत दी थी।

एअरएसएटीएस के मुख्य परिचालन अधिकारी अब्राहम जकारिया, और कंपनी के मुख्य वित्तीय अधिकारी भी शामिल हुए। इससे संबंधित वीडियो इंटरनेट मीडिया पर प्रसारित हो रही हैं। एअरएसएटीएस प्रवक्ता ने कहा कि उन्हें वीडियो के बारे में पता है। हम खेद व्यक्त करते हैं।

एयरलाइंस कर्मियों में जातिभेद का शब्द कहकर की अपभ्रंशता: गुरुग्राम विमानन कंपनी इंडिगो एयरलाइंस के कर्मचारी से कंपनी के अन्य सैनियर कर्मचारियों द्वारा जातिभेद का शब्द कहकर अपभ्रंश करने का मामला सामने आया है। पीड़ित कर्मचारी ने 21 मई को बेंगलुरु के संपीगेहल्लु थाने में शिकायत दी थी।

बम की धमकी के बाद बर्मिंघम-दिल्ली फ्लाइट को रियाद में उतारा गया

नई दिल्ली, एट : बर्मिंघम से दिल्ली आ रही एअर इंडिया की एक फ्लाइट को शनिवार को बम की धमकी मिलने के बाद उसका मार्ग परिवर्तित कर सऊदी अरब के रियाद शहर में सुरक्षित उतारा गया। टाटा समूह के स्वामित्व वाली एयरलाइन ने रविवार को एक बयान में कहा कि यात्रियों को रियाद से उनके गंतव्य तक ले जाने के लिए वैकल्पिक व्यवस्था की जा रही है। एयरलाइन ने परिचालन स्थिरता सुनिश्चित करने के लिए उड़ान सेवाओं को अस्थायी रूप से कम कर दिया है।

एअर इंडिया ने कहा- '21 जून को बर्मिंघम से दिल्ली आने वाली उड़ान संख्या एआइ114 को बम की धमकी मिली थी, जिसके बाद उसे रियाद की ओर मोड़ दिया गया, जहां उसे सुरक्षित तरीके से उतारा गया और सुरक्षा जांच पूरी कर ली गई। सभी यात्रियों को विमान से उतारा गया और उनके होटल में ठहरने की व्यवस्था की गई है।' एयरलाइन ने बताया कि 12 जून को अहमदाबाद में विमान दुर्घटना के बाद उसने स्वीच्छक रूप से उड़ानों से पहले सुरक्षा जांच को

एअर इंडिया ने कहा- यात्रियों को गंतव्य तक ले जाने के लिए वैकल्पिक व्यवस्था की जा रही है।

कई वाहरी कारणों से कुछ अंतरराष्ट्रीय उड़ानों में देरी हो रही तो कुछ को करना पड़ता है रद्द



एअर इंडिया।

फाइल

बढ़ाया है और अस्थायी रूप से कुछ सेवाएं घटाई गई हैं। एयरलाइन ने कहा- 'पश्चिम एशिया में हवाई क्षेत्र बंद रहने, यूरोप और पूर्वी एशिया के कई हवाई अड्डों पर रात में कर्फ्यू लागू होने, और कुछ अप्रत्याशित परिचालन समस्याओं के कारण कुछ उड़ानों में देरी होती है या उन्हें रद्द भी करना पड़ता है।'

स्पाइसजेट गलत टिकट जारी करने पर यात्री को देगा 25 हजार जुर्माना

मुंबई, एट : घरेलू एयरलाइंस स्पाइसजेट ने वर्ष 2020 में एक वरिष्ठ नागरिक को दोबारा टिकट जारी करते समय गलत हवाई टिकट जारी कर दिया जिस पर एक उपभोक्ता आयोग ने निर्णय लिया कि पीड़ित वरिष्ठ नागरिक को 'आर्थिक और मानसिक' नुकसान हुआ है। लिहाजा आयोग ने एयरलाइन को यात्री को 25 हजार रुपये का मुआवजा और पांच हजार रुपये मुकदमे का खर्च देने का निर्देश दिया है। यह घटना दिसंबर 2020 में हुई थी, जब घाटकोपर के वरिष्ठ नागरिक ने स्पाइसजेट से मुंबई से दरभंगा के लिए राउंड-ट्रिप टिकट बुक किया था। मुंबई के जिला उपभोक्ता विवाद निवारण आयोग ने 17 जून को पारित आदेश में बजट एयरलाइन को "सेवा में कमी और लापरवाह व्यवहार" का दोषी ठहराया।

दूसरे दिन भी पटना नहीं पहुंचा बेंगलुरु और चेन्नई के यात्रियों का सामान

जासं, पटना एअर इंडिया एक्सप्रेस को बेंगलुरु और चेन्नई के विमानों से पटना पहुंचे यात्रियों का सामान दूसरे दिन रविवार को भी उनके घर नहीं पहुंच पाया। ऐसे में दो दर्जन से अधिक यात्री परेशान हैं। उन्हें सामान टूटने-फूटने और चोरी होने की आशंका सता रही है। रसीद पर दिए गए नंबर पर फोन उठाने पर संतोषजनक जवाब नहीं दिया जा रहा। विमानन कंपनी के स्थानीय अधिकारी के अनुसार कई यात्रियों के सामान शनिवार की देर रात ही पटना एयरपोर्ट पर पहुंच गए थे। जिनका सामान आया था, उन्हें सूचित किया गया है। कुछ यात्रियों ने एयरपोर्ट आकर सामान रिसीव कर लिया था। जिनका बच गया, उन्हें घर भिजवाने की व्यवस्था की जा रही है।

यात्रियों को सता रही सामान टूटने-फूटने और चोरी की आशंका

विमानन कंपनी की शिफ्ट इंचार्ज ने बताया कि घर तक सामान पहुंचाने में कम से कम दो दिनों का वक्त अनिवार्य है। चेन्नई से पटना आने वाले उन्हीं यात्रियों का सामान छूट गया था, जिन्होंने सऊदी अरब से चेन्नई पहुंचने के बाद पटना की कनेक्टिंग फ्लाइट ली थी।

स्पाइसजेट की गुवाहाटी-पटना फ्लाइट रद्द, हंगामा : स्पाइसजेट की गुवाहाटी-पटना-गुवाहाटी फ्लाइट रविवार को रद्द कर दी गई। इसके बाद एयरपोर्ट पर यात्रियों ने जमकर हंगामा किया। विमान के रद्द होने से 250 यात्री प्रभावित हुए। खास बात यह कि बोर्डिंग पास जारी करने के बाद तकनीकी कारणों से विमान रद्द होने की जानकारी दी गई।

डीजीसीए ने एअर इंडिया के तीन बड़े अफसरों को हटाने का दिया आदेश

कहा- विमान चालक दल के श्रेष्ठ व संचालन में बार-बार बरती लापरवाही

मुंबई, प्रेटर : विमानन सुरक्षा नियामक डीजीसीए ने एअर इंडिया को गंभीर चूक के चलते अपने तीन अधिकारियों को क्रू श्रेष्ठलिंग और रोस्टरिंग यानी चालक दल कार्य दायित्व से संबंधित सभी भूमिकाओं और जिम्मेदारियों से हटाने का आदेश दिया है। इन अधिकारियों में एक डिवीजनल वाइस प्रेसिडेंट भी शामिल हैं। डीजीसीए ने एअर इंडिया को यह भी चेतावनी दी है कि भविष्य में चालक दल के कार्य दायित्व में उल्लंघन करने पर लाइसेंस निलंबन और परिचालन प्रतिबंध सहित सख्त कार्रवाई की जाएगी। उधर, एअर इंडिया ने एक बयान जारी कर कहा कि डीजीसीए के आदेश को लागू कर दिया गया है।

डीजीसीए का ताजा निर्देश ऐसे समय में आया है जब हाल ही में अहमदाबाद में हुए बोइंग 787-8 ड्रीमलाइनर विमान हादसे के बाद एयरलाइन कड़ी जांच के दायरे में

- अहमदाबाद हादसे के बाद पहली सख्त कार्रवाई, दायरे में एयरलाइन के डिवीजनल वाइस प्रेसिडेंट भी
- एअर इंडिया ने कहा- आइओसीसी की सीधी निगरानी करेंगे सीओओ



दुर्घटनाग्रस्त एअर इंडिया का विमान ● फाइल

है। उड़ान भरने के कुछ ही समय बाद हुए इस हादसे में विमान में सवार 242 में से 241 यात्रियों समेत 275 लोगों की जान गई थी। डीजीसीए ने 20 जून के अपने आदेश में कहा- 'लाइसेंसिंग, हालिया जरूरतों और विश्राम संबंधी आवश्यकताओं में चूक के बावजूद चालक दल (क्रू-मैम्बर) के श्रेष्ठलिंग और संचालन में एअर इंडिया ने बार-बार लापरवाही बरती। विशेष चिंता की बात यह है कि इन परिचालन चूकों के लिए सीधे जिम्मेदार बड़े अधिकारियों के खिलाफ अभी तक कोई सख्त

अनुशासनात्मक कार्रवाई नहीं की गई।' डीजीसीए ने कहा कि ये अधिकारी कार्य दायित्व प्रोटोकाल और निरीक्षण में प्रणालीगत खामी सहित गंभीर चूकों में शामिल रहे हैं। इस लापरवाही का पता एयर रूट मैनेजमेंट सिस्टम (एआरएमएस) से सीधे उड़ान और चालक दल प्रबंधन प्रणाली में परिवर्तन के बाद की समीक्षा के दौरान चला। एआरएमएस एक साफ्टवेयर प्लेटफार्म है जिसका उपयोग एयरलाइन द्वारा विभिन्न परिचालन और प्रबंधन कार्यों के लिए किया जाता है। इसमें चालक दल की

एअर इंडिया दे आडिट विवरण

विमानन सुरक्षा नियामक डीजीसीए ने अपने उड़ान संचालन निरीक्षकों से 2024 से अब तक एअर इंडिया के किए गए सभी निरीक्षणों और आडिट का विवरण उपलब्ध कराने को कहा है। सूत्रों के अनुसार, निरीक्षण और आडिट के निष्कर्षों का विवरण रविवार तक देना होगा।

रोस्टरिंग और उड़ान योजना आदि शामिल होती हैं। इस बीच, टाटा के स्वामित्व वाली एयरलाइन ने शनिवार को कहा- 'कंपनी के मुख्य परिचालन अधिकारी (सीओओ) अब एकीकृत परिचालन नियंत्रण केंद्र (आइओसीसी) की सीधी निगरानी करेंगे। एअर इंडिया यह सुनिश्चित करने के लिए प्रतिबद्ध है कि सुरक्षा प्रोटोकाल और मानक प्रथाओं का पूरी तरह से पालन हो।

संबंधित खबर » 19



टाटा की साख का सवाल
» संपादकीय



Corporate Communications Directorate

DAINIK JAGRAN

KANPUR

22 JUNE 2025

इंडिगो फ्लाइट की बेंगलुरु में आपात लैंडिंग, खत्म होने को था ईंधन

बेंगलुरु, प्रेड : हाल ही में गुवाहाटी से चेन्नई जा रही इंडिगो की एक फ्लाइट को बेंगलुरु के केम्पेगौड़ा अंतरराष्ट्रीय हवाई अड्डे पर आपातकालीन लैंडिंग करनी पड़ी। विमान का ईंधन खत्म होने के कगार पर था। फ्लाइट के पायलट ने बेंगलुरु में लैंड करने से पहले मेडे काल की थी। इस फ्लाइट में चालक दल के सदस्यों समेत कुल 168 यात्री सवार थे।

बता दें कि पिछले दिनों अहमदाबाद में हुए भीषण विमान हादसे से ठीक पहले बोइंग 787 ड्रीमलाइनर के पायलट कैप्टन सुमित सबरवाल ने भी एयर ट्रेफिक कंट्रोल (एटीसी) को 'मेडे' काल की थी। उसके तुरंत बाद विमान का संपर्क एटीसी से टूट गया। मेडे काल का इस्तेमाल बहुत ज्यादा इमरजेंसी की हालात में किया जाता है यानी उस सूरत में जब जान पर बन आए। मसलन: विमान के इंजन फेल होने, बेहद खराब मौसम आदि होने की सूरत में। पायलट कंट्रोल रूम को तीन बार मेडे-मेडे-मेडे

19 जून को हुई घटना, गुवाहाटी से चेन्नई जा रही थी इंडिगो की फ्लाइट, चालक दल समेत 168 यात्री थे सवार

मैसेज भेजता है। मेडे शब्द फ्रांसीसी भाषा से लिया गया है जिसका मतलब होता है "मेरी मदद करो"।

इंडिगो के एक प्रवक्ता ने बताया- 'चेन्नई जा रही फ्लाइट ने बेंगलुरु में लैंड करने से पहले मेडे काल की थी क्योंकि विमान का ईंधन खत्म होने को था। यह घटना 19 जून को हुई। फ्लाइट को शाम 7.45 पर चेन्नई पहुंचना था, लेकिन चेन्नई में खराब मौसम के कारण वह लैंड नहीं कर सकी। इसके बाद पायलट ने फ्लाइट को बेंगलुरु की ओर डायवर्ट करने का निर्णय लिया, लेकिन उन्हें एहसास हुआ कि ईंधन खत्म होने को है। इसलिए उन्होंने एक मेडे काल कर बेंगलुरु एयरपोर्ट को सूचित किया।' इंडिगो के अनुसार, फ्लाइट 19 जून को रात 8.20 पर बेंगलुरु में सुरक्षित रूप से लैंड कर गई।

डीएनए मिलान न होने पर हादसे के शिकार आठ लोगों के परिजनों के सैंपल फिर मांगे

अहमदाबाद, प्रेड : अहमदाबाद में 12 जून को हुए भीषण विमान हादसे में मारे गए लोगों में से 247 पीड़ितों की पहचान अब तक डीएनए टेस्ट के माध्यम से की जा चुकी है और 232 शवों को उनके परिजनों को सौंप दिया गया है। यही नहीं, डीएनए मिलान न होने पर विमान हादसे के शिकार आठ लोगों के परिजनों के सैंपल फिर मांगे गए हैं। इस विमान ने उस दिन अहमदाबाद से लंदन के लिए दोपहर 1:39 पर सरदार वल्लभभाई पटेल अंतरराष्ट्रीय हवाई अड्डे से उड़ान भरी थी। अहमदाबाद सिविल अस्पताल के चिकित्सा अधीक्षक डा. राकेश जोशी ने कहा- "शनिवार की शाम तक 247 डीएनए नमूनों का मिलान हो चुका है। 187 भारतीय, 52 ब्रिटिश, सात पुर्तगाली और एक कनाडाई शामिल हैं।" इन 187 भारतीयों में से 175 विमान में सवार थे।

एअर इंडिया को नोटिस

मुंबई, प्रेड : डीजीसीए ने चालक दल के उड़ान कार्य समय सीमा (फ्लाइट इयूटी टाइम लिमिटेशन- एफडीटीएल) मानदंडों का उल्लंघन करने पर एअर इंडिया को कारण बताओ नोटिस भेजा है। सूत्रों ने बताया कि नोटिस के अनुसार ये उल्लंघन 16 और 17 मई को एअरलाइन की बेंगलुरु-लंदन उड़ानों की जांच के दौरान पाए गए, जहां एफडीटीएल 10 घंटे की सीमा से अधिक था। डीजीसीए ने नोटिस में कहा- 'एअर इंडिया के जवाबदेह अधिकारी प्रविधानों और अनुपालन आवश्यकताओं का पालन सुनिश्चित करने में विफल रहे हैं।' नियामक ने एअर इंडिया से सात दिनों के भीतर यह बताने को कहा है कि नोटिस के अनुसार, इन उल्लंघनों के लिए कार्रवाई क्यों नहीं की जानी चाहिए। नोटिस पर एअर इंडिया की प्रतिक्रिया का इंतजार है।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

23 JUNE 2025

DGCA to Kickstart Inspection of Air India's Main Hub

SAFETY FOCUS Regulator also revamps its audit procedure to make it more comprehensive

Arindam Majumder

New Delhi: The civil aviation regulator will conduct a comprehensive review of Air India's main base in Gurugram from Monday. The exercise, which was planned before the airline's plane crash in Ahmedabad on June 12, entails checking the carrier's records of aircraft and whether they are airworthy, along with training and duty period records of the flight crew, according to a document seen by ET.

The inspection is part of the annual surveillance programme of the Directorate General of Civil Aviation (DGCA) and not triggered by the crash, said a senior DGCA official, who did not wish to be identified.

It comes at a time when regulatory scrutiny of Air India's operations has increased following the crash. The DGCA has asked its inspectors to provide details of all inspections and audits conducted on Air India since 2024.

The DGCA has also revamped its audit procedure to make it more comprehensive. The revamp comes in the wake of the crash of Air India's Boeing 787-8 Dreamliner aircraft in Ahmedabad which killed 241 people on board and more than 30 on the ground.

"Traditionally, regulatory and safety oversight functions within Indian aviation have been conducted in silos, performing inspections and audits specific to their respective domains.

These activities include planned or unplanned surveillance inspections, random spot checks and ramp inspections, which primarily assess compliance and safety within individual aviation segments," the DGCA said in a notice, a copy of which was seen by ET.

The new framework marks a pa-

Fresh Cuts

Air India has temporarily cut less than 5% of narrow body network

Will lead to temporary suspension of services on 3 routes

Reduction of frequency on 19 routes

Changes are effective until at least July 15

Airline had earlier reduced widebody int'l services



realign shift, aiming to evaluate the aviation ecosystem holistically, moving away from fragmented oversight models, it said.

The audits will examine three broad areas - the effectiveness of an organisation's Safety Management System, the robustness of its operational practices and its compliance with regulatory provisions.

A senior official of the DGCA said these special audits will be conducted by officials with expertise in different areas such as air safety, airworthiness of aircraft, training standards of crew and air navigation.

The exercise will be conducted periodically for all airlines, airports, aircraft maintenance organisations and pilot training schools. "A serious incident or a crash or continuous non-compliance may trigger this audit but it will also be done periodically, giving prior notice to the company," the official said.

On Sunday, Air India said that it will temporarily reduce 118 weekly flights operated with narrow-body aircraft across 19 routes and suspend operations on three routes.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

23 JUNE 2025

Norms Tweaked for Adverse Weather Flights

DGCA asks pilots to cross-check visual cues with instruments to ensure accurate landing assessments

PTI

New Delhi: Aviation watchdog DGCA has revised its operational guidelines for operators during adverse weather conditions, emphasising that safety should take precedence over "schedule adherence" and encouraged pilots to divert flights in unpredictable conditions.

Issuing an updated operations circular to scheduled and non-scheduled operators, the regulator also said pilots should cross-check visual cues with instruments to ensure accurate approach and landing assessments to deal with visual illusions that may occur during night operations in rain or on wet runways.

The circular also comes against the backdrop of recent helicopter accidents in Kedarnath region and an IndiGo flight enroute to Srinagar encountering severe turbulence last month.

Citing the growing impact of climate change on operational unpredictability, DGCA has advised

flight crew to maintain heightened vigilance, "with an emphasis on safety taking precedence over schedule adherence".

"Captains are encouraged to initiate diversions or air-turn-backs, as required by prevailing conditions," the Directorate General of Civil Aviation (DGCA) said in a statement on Sunday.

The circular outlines conditions under which flight crew are expected to consider diversion, return, or rerouting due to adverse weather, including severe turbulence, windshear, obstructive thunderstorms, or sudden visibility deterioration. Further, operators and pilots have been advised to adopt a conservative approach to decision-making as well as have weather avoidance planning in place.

"Pilots are encouraged to plan deviations early and maintain a minimum 20 NM (Nautical Miles) upwind distance from convective activity. "Flying beneath thunderstorm clouds is discouraged due to the elevated risk of windshear, lightning, and hail," the statement said. The regulator stressed the



importance of pilot weather reports as well as on communicating with passengers, cabin crew and Air Traffic Control (ATC) during adverse weather conditions.

"This includes timely briefings, advance passenger announcements, and turbulence reporting to ATC to support better coordination and situational awareness," the statement noted.

For the first time, DGCA said it has sought to address the issue of Ice Crystal Icing, a phenomenon

associated with convective weather systems.

"Pilots are advised to navigate around such areas laterally rather than climbing or descending through them in line with global best practices," the statement said.

Among other aspects, operators have been encouraged to incorporate scenario-based training focused on adverse weather decision-making and the application of Threat and Error Management (TEM) principles.



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

23 JUNE 2025

'SAFETY SHOULD TAKE PRECEDENCE OVER SCHEDULE ADHERENCE'

DGCA revises guidelines for flight ops in adverse weather

PRESS TRUST OF INDIA
New Delhi, June 22

AVIATION WATCHDOG General of Civil Aviation (DGCA) has revised its operational guidelines for operators during adverse weather conditions, emphasising that safety should take precedence over "schedule adherence" and encouraged pilots to divert flights in unpredictable conditions.

Issuing an updated operations circular to scheduled and non-scheduled operators, the regulator also said pilots should cross-check visual cues with instruments to ensure accurate approach and landing assessments to deal with visual illusions that may occur during

TIGHTENING NORMS

- Move comes amid a spate of helicopter accidents in the Kedarnath region
- DGCA said captains are encouraged to initiate diversions as required



- Circular outlines conditions under which flight crew are expected to consider diversion, return, rerouting due to adverse weather

night operations in rain or on wet runways.

The circular also comes against the backdrop of a spate of helicopter accidents in Kedarnath region and an IndiGo flight enroute to Srinagarencountering severe turbu-

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Citing the growing impact of climate change on operational unpredictability, DGCA has advised flight crew to maintain heightened vigilance, "with an emphasis on safety taking precedence over sched-

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The circular outlines conditions under which flight crew are expected to consider diversion, return, or rerouting due to adverse weather, including severe turbulence, windshear, icing, obstructive thunderstorms, or sudden visibility deterioration.

"Pilots are encouraged to plan deviations early and maintain a minimum 20 NM (nautical miles) upwind distance from convective activity. Flying beneath thunderstorm clouds is discouraged..." the statement said.

AI narrow-body flights cut by 5%

NITIN KUMAR
New Delhi, June 22

DAYS AFTER ANNOUNCING a 15% reduction in its international wide-body operations, Air India on Sunday said it would also curtail narrow-body services, both domestic and international, by about 5% until mid-July.

In a post on X, the airline wrote, "Following previous announcements of temporary reductions in Air India's wide-body international services, the airline today announced temporary cuts of less than 5% to its overall narrow-body network."

The latest cuts involve the suspension of three routes and reduced frequencies on 19 others, as part of the airline's efforts to maintain schedule reliability and minimise last-minute disruptions for passengers. The suspended services include daily international flights between Bengaluru and Singapore, Pune and Singapore, as well as the domestic route between Mumbai and Bagdogra. Each of these routes were previously operated seven times a week. However, it will now remain suspended until at least July 15.

The airline reaffirmed its commitment to restoring its full schedule as soon as feasi-

SAFETY FIRST

■ Cut in Air India's narrow-body operations involve suspension of three routes and reduced frequencies on 19 others



■ After the cut, Air India will operate nearly 600 daily narrow-body flights across 120 domestic & international routes

■ Air India says it will restore full schedule as soon as feasible, while prioritising the safety of passengers, crew, and aircraft

ble, while continuing to prioritise the safety of its passengers, crew, and aircraft. Air India recently stated that it is conducting voluntary pre-flight checks beyond regulatory requirements. All these developments come in the wake of AI's plane crash in Ahmedabad on June 12 that claimed 274 lives.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

22 JUNE 2025

DGCA slaps show-cause notice on Air India for violating norms

METRO INDIA NEWS | MUMBAI

Aviation safety watchdog Directorate General of Civil Aviation (DGCA) has slapped a show-cause notice on Tata Group-owned Air India for violating Flight Duty Time Limitations (FDTL) norms for the crew, sources said on Saturday.

These violations were found during the spot checks of the airline's Bengaluru-London flights of May 16 and 17, where in the FDTL had exceeded the 10-hour limit, as per the notice.

During a spot check, it has been observed that the Accountable Manager of Air India operated two flights from Bengaluru to London (AI 133) on May 16, 2025 and May 17, 2025, both of which exceeded the stipulated flight time limit of 10 hours,' the DGCA said in the notice, citing



violation of Civil Aviation Requirement (CAR Section 7, Series J Part III). Comments from Air India on the notice were awaited.

'It is further noted that the Accountable Manager of Air India Limited has failed to ensure adherence to the provisions and compliance requirements,' the regulator said in the notice.

The DGCA has asked Air India to explain within seven days why 'action should not be taken for these violations, as per the notice.'



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MUMBAI

22 JUNE 2025

BENGALURU

IndiGo flight calls 'Mayday'

An IndiGo flight (6E-6764) from Guwahati to Chennai, carrying 168 passengers, made an emergency landing in Bengaluru on Thursday due to "insufficient fuel" after pilots declared a 'mayday'. The A321 aircraft initially attempted to land in Chennai but diverted due to air traffic congestion. The flight landed safely in Bengaluru at 8:20 pm. Both pilots have been derostered. This incident follows an Air India Dreamliner crash last week.

विमानन क्षेत्र से जुड़े विषय विशेषज्ञों को शामिल किया गया, इसमें समग्र मूल्यांकन होगा

सख्ती: डीजीसीए सभी विमान सेवाओं का विशेष ऑडिट करेगा

नई दिल्ली, विशेष संवाददाता। अहमदाबाद विमान हादसे और उसके बाद लगातार उड़ान सेवा में आ रही तकनीकी दिक्कतों के बीच नागरिक विमानन महानिदेशालय (डीजीसीए) ने व्यापक विशेष ऑडिट के लिए नई व्यवस्था करने का फैसला किया है।

इसमें विमानन क्षेत्र से जुड़े विषय विशेषज्ञों को शामिल किया गया है। ऑडिट में विमानन क्षेत्र का समग्र मूल्यांकन किया जाएगा। इसमें सुरक्षा, आवाजाही और नियमों के पालन की जांच की जाएगी। विशेष ऑडिट सभी प्राथमिक विमानन संस्थाओं पर लागू होगा। इसमें निजी एयर ऑपरेटर, रखरखाव, मरम्मत, स्वीकृत प्रशिक्षण संगठन (एटीओ) और उड़ान प्रशिक्षण संगठन (एफटीओ) आदि शामिल हैं।

यह तीन चरणों में किया जाएगा। इसमें प्री-ऑडिट 5 से 7 दिन में होगा। इसके तहत खुफिया जानकारी जुटाना, लोगों की प्रतिक्रिया, जोखिम लेने की क्षमता का आकलन और ऑडिट योजना तैयार की जाएगी। इसके बाद ऑन-साइट ऑडिट का चरण 3 से 5 दिन में पूरा होगा। इसमें ऑडिट के उद्देश्यों को स्पष्ट करने के लिए एक



■ ऑडिट के दौरान पूरे क्षेत्र का मूल्यांकन किया जाएगा

■ परिचालन दक्षता और विनियामक की जांच होगी

सुरक्षा और रखरखाव पर रहेगा जोर

- 1 नियमित ऑडिट के लिए संस्थाओं को 14 कार्य दिवसों का नोटिस दिया जाएगा।
- 2 निर्धारित कार्रवाई के लिए तीन कार्य दिवस या सुरक्षा चिंताओं के लिए तत्काल तैनाती कार्रवाई का अधिकार होगा।
- 3 ऑडिट रिपोर्ट पर तीन चरणों में सुधार का मौका भी दिया जाएगा।
- 4 ऑडिट का लक्ष्य विमानन सुरक्षा निरीक्षण के लिए एक वैश्विक बेंचमार्क स्थापित करना।
- 5 सुधारात्मक कार्रवाई के दूसरे स्तर में 20 दिन का समय मिलेगा। जबकि तीसरे चरण में 90 दिन का समय प्रदान किया जाएगा।

प्रारंभिक बैठक होगी। इसमें दस्तावेजों की समीक्षा, निरीक्षण और साक्षात्कार आदि का विवरण जुटाया जाएगा। तीसरे चरण में पोस्ट-ऑडिट 10 से 15 दिन की होगी। इसमें जांच निष्कर्षों का सत्यापन और अंतिम रिपोर्ट तैयार होगी।

डीजीसीए के निदेशक होंगे मुख्य ऑडिटर: विशेष ऑडिट टीम में विमानन क्षेत्र और उससे जुड़ी सेवाओं के विशेषज्ञों को शामिल किया गया है। डीजीसीए के वरिष्ठ अधिकारी मुख्य ऑडिटर होंगे।

बम की धमकी के बाद एयर इंडिया के विमान को रियाद में उतारा गया

नई दिल्ली, एजेंसी। बर्मिंघम से दिल्ली आ रही एयर इंडिया की एक उड़ान को शनिवार को बम की धमकी मिलने के बाद उऊदी अरब के रियाद शहर में सुरक्षित उतारा गया।

एयरलाइन ने एक बयान में रविवार को कहा, यात्रियों को रियाद से उनके

गंतव्य तक ले जाने के लिए वैकल्पिक व्यवस्था की जा रही है। बर्मिंघम से दिल्ली जाने वाली उड़ान संख्या एआई114 को बम की धमकी मिली थी, जिसके बाद उसे रियाद की ओर मोड़ा गया, जहां उसे सुरक्षित तरीके से उतारा गया और सुरक्षा जांच पूरी कर ली गई।



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अजीब आवाज से सहमे यात्री

नई दिल्ली/चेन्नई, एजेंसी। दिल्ली से हांगकांग जा रही एयर इंडिया की एक फ्लाइट में बैठे यात्री उस वक्त डर गए, जब उड़ान के दौरान विमान के दरवाजे से अजीब तरह की आवाजें आने लगीं।

एक जून को उड़ान भरने के करीब एक घंटे बाद यात्रियों ने शिकायत की कि दरवाजा हल्का-हल्का हिलने लगा और वहां से फुफकारने और गुरगुरने जैसी आवाजें सुनाई दीं। मामले पर एयर

इंडिया ने साफ किया कि यात्रियों को जो आवाज सुनाई दी, वह दरवाजे से नहीं, एक डेकोरेटिव पैनल से आ रही थी।

लंदन जा रहा विमान वापस लौटा: दूसरी ओर, चेन्नई से लंदन जा रही फ्लाइट को परिचालन कारणों से उड़ान के कुछ ही समय बाद रविवार को वापस लौटना पड़ा। बाद में 4 घंटे की देरी से इसने लंदन के लिए उड़ान भरी। विमान में 209 यात्री सवार थे।



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स्पाइसजेट यात्री को 25 हजार मुआवजा देगा

मुंबई। उपभोक्ता आयोग ने एक वरिष्ठ नागरिक को गलत टिकट जारी करने के मामले में एयरलाइन कंपनी स्पाइसजेट को यात्री को 25 हजार का जुर्माना देने का आदेश दिया है। जिला उपभोक्ता विवाद निवारण आयोग, मुंबई (उपनगर) ने 17 जून को पारित आदेश में यात्री को मानसिक उत्पीड़न के लिए स्पाइसजेट को सेवा में लापरवाही का जिम्मेदार ठहराया है।

Another flight from Iran brings 311 Indians to Delhi; over 1,400 evacuated so far

Press Trust of India

NEW DELHI

India on Sunday evacuated more than 300 Indian nationals from Iran amid the escalating tensions between the Persian Gulf nation and Israel following the U.S. bombing of three Iranian nuclear sites. The Ministry of External Affairs (MEA) said 311 Indians landed in Delhi on a special flight from the Iranian city of Mashhad.

With the fresh batch of evacuees, the total number of those brought back from Iran now stands at 1,428. Three-hundred and eleven Indian nationals arrived in New Delhi on a special flight from Mashhad at 4.30 p.m. on June 22, External Affairs Ministry spokesperson Randhir Jaiswal said.

India launched Operation Sindhu last week to bring back Indians from Iran and Israel in view of increasing hostilities between the two nations. Israel and Iran have fired hundreds of missiles and



Back home: Indian nationals from Iran arrive in New Delhi on a special flight as part of Operation Sindhu. @MEAINDIA

drones at each other's cities and military and strategic facilities since the hostilities began over a week ago.

The tensions escalated significantly following the U.S. bombing of three major Iranian nuclear sites on Sunday morning.

India has evacuated its nationals on chartered flights operated from the Iranian city of Mashhad, the Armenian capital of Yerevan and the Turkmenistan capital of Ashgabat since Wednesday. Iran lift-

ed airspace restrictions on Friday to facilitate three chartered flights from Mashhad.

The first flight landed in New Delhi late on Friday with 290 Indians, and the second one landed in the national capital on Saturday afternoon with 310 Indians.

Another flight arrived from the Armenian capital city of Yerevan on Thursday. A special evacuation flight from Ashgabat landed in New Delhi early on Saturday morning.

Wreckage of Air India flight moved for further analysis

Maulik Pathak

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AHMEDABAD: The Gujarat Police has started shifting the wreckage of the Boeing 787 Dreamliner that crashed into a medical college hostel in Ahmedabad on June 12 to a site near the city's airport, where investigators will attempt to piece the debris back together for analysis.

"The pieces are being moved from the crash site. Some were relocated on Saturday, and the work continued on Sunday. Every piece of wreckage is being transported from the crash site to a new location for reconstruction," said Ahmedabad police commissioner GS Malik.

Officials aware of the matter said it would take between 48 and 72 hours to move the entire wreckage of the nearly 120-

tonne aircraft, which plunged into the BJ Medical College hostel 33 seconds after taking off from the Ahmedabad airport, killing all but one of its 242 passengers and crew and at least 30 people on the ground.

HT had reported on June 20 that the debris are being moved to a site near the Gujarat State Aviation Infrastructure Company Limited (GUJSAIL) office

continued on → 11

PAHALGAM ARRESTS

operative Adil Hussain Thokker. The agency did not clarify on Sunday if the three terrorists alluded to in its statement were same as the ones identified earlier.

NIA, which is formally investigating the case, has questioned hundreds of people over two months, including suspected collaborators, pony operators, vendors and tourism workers. Investigators have also examined videos and photographs taken by families at Baisaran meadow on the day of the attack. HT reported on Sunday that security forces are pursuing two theories about the whereabouts of the terrorists, with officials divided over whether the attackers remain in hiding or have fled to Pakistan.

The Resistance Front, a proxy group for the banned Lashkar-e-Taiba organisation, claimed responsibility for the attack. Indian agencies say the group is a front used by Pakistan to avoid international sanctions.

As first reported by HT on April 24, intelligence agencies traced the attack's digital communications to safe houses in Muzaffarabad and Karachi, establishing Pakistani involvement in what officials described as similar to the control room-operated 2008 Mumbai attacks.

India responded with Operation Sindoor on May 7, bombing nine terrorist camps across Pakistan and Pakistan-occupied Kashmir in pre-dawn strikes that killed at least 100 militants. The operation sparked four days of cross-border fighting involving fighter jets, missiles and artillery.

AIR INDIA WRECKAGE

near the airport, on land owned by the Airports Authority of India (AAI), which has been identified for use in the ongoing investigation.

"Reconstructed parts of the aircraft will be examined to determine what led to the crash. The black box will be analysed as part of this process," Malik said.

India's Aircraft Accident Investigation Bureau (AAIB) is probing the crash, while the US National Transportation Safety Board (NTSB) is leading a parallel international investigation into the plane crash.

At least 247 persons killed in the crash have so far been identified through DNA matching and 232 bodies handed over to their families, as per officials.

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

The debris removal and transportation process typically involves careful cataloguing and preservation of aircraft components that could provide crucial evidence about the crash sequence.

Investigators must maintain a strict chain of custody for all materials, with larger structural components often moved to specialised facilities where they can be reconstructed to understand the aircraft's final moments. Critical components like engines and control surfaces undergo detailed metallurgical and mechanical analysis to identify any failures or anomalies that may have contributed to the accident.

U.S. TARGETS IRAN

House.

"There will be either peace, or there will be tragedy for Iran, far greater than we have witnessed over the last eight days," he added.

Iranian officials stopped short of detailing the damage, but warned the US that its strikes would have "far-reaching implications".

"The warmongering and lawless administration in Washington is solely and fully responsible for the dangerous consequences and far-reaching implications of its act of aggression," Iranian foreign minister Abbas Araghchi said, adding that he would immediately fly to Moscow to coordinate positions with close ally Russia.

"The US showed they have no respect for international law. They only understand the language of threat and force," he said.

Israeli Prime Minister Benjamin Netanyahu congratulated Trump on his "bold decision".

"History will record that President Trump acted to deny the world's most dangerous regime, the world's most dangerous weapons," Netanyahu said.

US defense secretary Pete Hegseth said the US "does not seek war" with Iran while Vice President JD Vance said the

DGCA introduces new norms for special audit

Neha LM Tripathi

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NEW DELHI: Aviation regulator, the Directorate General of Civil Aviation (DGCA), has introduced a new framework for comprehensive special audits with immediate effect in the wake of the Air India plane crash in Ahmedabad that killed 241 people on board and at least 30 others on the ground.

A circular dated June 19 said these audits will provide a holistic evaluation of the aviation sector, carefully examining safety, operational efficiency, and regulatory compliance. It also mentioned that the audit framework follows global best practices.

The DGCA, in the circular seen by HT, said special audits can be initiated based on mandatory triggers such as serious incidents or accidents, persistent regulatory non-compliance, safety audit findings, operational disruptions, or the International Civil Aviation Organisation's (ICAO) audit findings.

The regulator added that these special audits will be conducted by expert teams led by a senior DGCA official as the lead auditor, supported by specialists from the Flight Standards, Air Safety, Airworthiness, Airspace & Air Navigation Services, Licensing, and Aerodrome Standards directorates.

"Whenever necessary, external experts from industry may be included to provide specialised insights. This diverse team composition ensures a comprehensive evaluation that leverages both regulatory expertise and industry-specific knowledge, fostering credible and actionable findings," the circular read.

The comprehensive special audit will look at the entire aviation system as a whole instead of focusing on parts separately, the order said, adding that it will study how well aviation organisations manage safety, how they operate day-to-day, and whether they are following all norms.

"The goal is to generate a 360-degree evaluation of the aviation ecosystem, reflecting both its strengths and areas needing improvement. These special

THE SPECIAL AUDITS WILL BE CONDUCTED BY EXPERT TEAMS LED BY A SENIOR DGCA OFFICIAL AS THE LEAD AUDITOR

audits will be over and above the regulatory audits carried out as per the Annual Surveillance Program," the circular clarified.

The circular said this new audit applies to all primary aviation entities, including scheduled, non-scheduled, and private air operators, maintenance, repair, and overhaul organizations, approved training organizations, flying training organisations, air navigation service providers, aerodrome operators, and ground handling agencies.

"The audit process employs a combination of techniques, including document and record reviews to verify compliance, on-site inspections of facilities and equipment, structured interviews with management and operational staff, simulation and training record checks, and safety data trend analysis. These methods enable a thorough assessment of operational practices, safety culture, and systemic resilience. Audits may be tailored to the entity's size, complexity, and risk profile, ensuring efficiency and relevance in the evaluation process," it read.

For regular audits, the DGCA stated, organisations will be given 14 working days' notice and for follow-up checks, they will get three working days' notice. It said that in urgent safety situations, audits can happen immediately.

The post audit phase may take 10-15 days, includes finding validation, risk assessment, final report preparation, and publication. DGCA said the audited entities must submit a corrective action plan (CAP) and major as well as minor findings within 15 days of receiving the final report, detailing root cause analysis, remedial actions, preventive measures, implementation timelines, and success metrics.

AIR INDIA SCALES BACK 5% OF ITS NARROWBODY AIRCRAFT ROUTES

Neha LM Tripathi

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NEW DELHI: Air India on Sunday temporarily reduced less than 5% of its narrowbody jet routes to strengthen "operational stability", days after the airline cut international operations on its widebody aircraft by 15% after a plane crash in Ahmedabad claimed at least 270 lives.

"This voluntary decision leads to the temporary suspension of Air India's services on three routes and reduction of frequency on 19 routes. The changes are effective until at least 15 July, 2025. These reductions are aimed at strengthening Air India's network-wide operational stability and minimising last-minute inconvenience to passengers," the airline said in a statement.

"Despite these temporary reductions, Air India will continue to operate close to 600 daily flights with its narrowbody aircraft on 120 domestic and short-haul international routes."

As a result, the airline said, seven flights per week — Bengaluru to Singapore (AI2392 and AI2393), Pune to Singapore (AI2111 and AI2110) and Mumbai-Bagdogra (AI551 and AI552) — have been suspended until July 15.

Other routes will also see fewer flights during this period — weekly flights between Bengaluru and Chandigarh will be reduced from 14 to 7. Delhi, Bengaluru, Mumbai, Kolkata, Coimbatore, Goa (both Dabolim and Mopa airports), Hyderabad, Indore, Lucknow, and Pune will also have fewer weekly flights.

"Air India apologises to the passengers affected by these curtailments and is proactively contacting affected passengers to offer re-accommodation on alternative flights, complimentary rescheduling or full refunds as per their preferences," the airline spokesperson said.



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THE HINDUSTAN TIMES

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Rot in civil aviation sector needs redress

The civil aviation regulator has come down hard on Air India, over several “systemic failures”, warning of a suspension of licence if these continued to remain unaddressed. The deficits/oversights highlighted by the Directorate General of Civil Aviation (DGCA) may not be connected with the tragic air crash in Ahmedabad earlier this month, but it is telling that this scrutiny came against that backdrop, and it is hard to ignore the larger malaise they hint at.

While an investigation is underway to establish the factors that caused the crash, the problems the DGCA highlighted are deeply worrying. The regulator’s order to remove three airline staffers cites failures in crew scheduling, compliance, monitoring, and internal accountability, all of which are non-negotiable not just for operational smoothness but also flight safety. And if indeed there were faults of omission or commission, accountability must be fixed — more so when DGCA talks of “repeated lapses” by key airline personnel.

That said, as the airline management is made to answer for its lapses and oversight — pointed out in several whistleblower complaints much before the Ahmedabad crash — the regulator also faces questions. DGCA’s scrutiny comes post facto and falls short of its remit to the extent it failed to act meaningfully when problems were raised before it in the past. That safety and quality at Air India and Air India Express were flagged in an assessment report as “perfunctory” and having “minimal” contribution to the airline underscores legacy issues. As much as it points at the failure of the new owners after privatisation in treating these, it suggests that problems lingered despite DGCA’s monitoring. An assurance of safety in flying can’t be left solely to operators, the regulator must also be accountable.

Chennai-bound IndiGo flight runs low on fuel, lands in Bengaluru

The Hindu Bureau

CHENNAI

A Chennai-bound IndiGo flight from Guwahati was on Thursday night diverted to Bengaluru as it was running low on fuel.

The IndiGo flight with 168 passengers on board departed from Guwahati at 4.40 p.m. It was scheduled to arrive in Chennai at 7.40 p.m. “But due to congestion at the Chennai airport, the flight was hovering for

some time, and it began to run low on fuel. The pilot decided to go to Bengaluru airport,” a source said.

The flight landed in Bengaluru at 8.15 p.m. Later, it left for Chennai, and landed here at 11.15 p.m.



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THE INDIAN EXPRESS

DELHI

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3 ROUTES SUSPENDED, 19 CURTAILED

A-I now cuts narrow-body plane network till mid-July

SUKALP SHARMA
NEW DELHI, JUNE 22

AFTER A 15% temporary reduction in its wide-body international network, Tata group airline Air India has announced a temporary cut of "less than 5%" in its narrow-body network till at least July 15. The airline said that the voluntary reductions are aimed at strengthening "network-wide operational stability".

"This voluntary decision leads to the temporary suspension of Air India's services on three routes and reduction of frequency on 19 routes. The changes are effective until at least 15 July 2025. These reductions are aimed at strengthening Air India's network-wide operational stability and minimising last-minute inconvenience to passengers," Air India said in a statement Sunday. It added that despite the cuts, Air India will continue to operate 600 daily flights using its narrow-body aircraft on 120 domestic and short-haul international routes.

Seven weekly flights on three routes — Bengaluru-Singapore, Pune-Singapore and Mumbai-Bagdogra — will be suspended till at least July 15.

Flights on various other routes, including some key trunk metro-metro routes like Delhi-Bengaluru and Delhi-Mumbai, will be reduced.

On June 18, the airline had announced that it would cut its wide-body international schedule by 15% till at least mid-July due to a combination of factors — enhanced safety inspections following the deadly crash of one of its Boeing 787-8 aircraft in Ahmedabad on June 12, and airspace restrictions in West Asia and night curfew at various European and East Asian airports.

The curtailment of the wide-body schedule is likely to have had a network-wide impact on passenger flows, including on its narrow-body network, considering Air India is a network carrier with a sizable number of connecting passengers.

Meanwhile, Air India has decided to exercise extra caution for flights that usually transit West Asia as the Israel-Iran conflict escalated significantly over the weekend with the US striking nuclear facilities in Iran.

"Amid escalating tensions in the Gulf region, Air India group confirms that our flights currently do not operate over the airspaces of Iran, Iraq and Israel... (we will opt for) alternative paths for flights to destinations including the UAE, Qatar, Oman and Kuwait. This adjustment may lead to extended flight durations for these services, as well as for select flights to/from Europe and North America," an Air India spokesperson said.

Air India Dreamliner crash: 5 ways families can claim compensation

GEORGE MATHEW
MUMBAI, JUNE 22

THE CRASH of Air India's Dreamliner on June 12 has brought renewed attention to the compensation available to the families of those who lost their lives. There are at least five avenues through which compensation can be claimed. Among them, compensation provided by Air India through its insurance coverage is mandatory. Additionally, the Tata Group has announced an ex-gratia payment of Rs 1 crore to the next of kin of each victim.

In addition, there are three other potential sources of compensation — travel insurance, life insurance, and debit card insurance — available to the victims' families, provided the deceased had active policies under these covers. The crash is likely to result in claims of around Rs 4,000 crore

(\$470 million), making it one of the largest insurance claims involving a plane accident, with suits for claims likely to be lodged in foreign jurisdictions as several foreign nationals died in the accident, insurance sources said.

It's estimated that hull will cost around \$80 million and engine \$45 million for insurers and reinsurers. While total liability insurance claims for people died in the crash are likely to touch \$350 million, the final amount can vary depending on the claims lodged and the jurisdiction involved.

Air India compensation from insurers

As per the Montreal Convention treaty, Air India will have to pay a minimum compensation of around Rs 1.50 crore each to the kin of victims of the plane crash. Air India will get adequate compensation for the lost aircraft from insurance companies. While in-

terim compensation may be announced by the airline, final compensation for passengers will be determined under the Montreal Convention of 1999, to which India became a signatory in 2009. Compensation is calculated using Special Drawing Rights (SDRs), which stood at 128,821 SDRs (approximately \$1.33 per SDR) as of October 2024. The actual payout will depend on the nature of claims and jurisdiction involved.

Insurance sources said families can lodge claims in one of the several favourable jurisdictions like the carrier's domicile, place of ticket purchase and principal residence of the victim. It's learnt that the payout can change if Boeing or Air India was at fault. Sources don't rule out suits in other countries as nationals from Britain, Canada and Portugal died in the crash.

Tata compensation

In addition to the Air India in-



Wreckage of the Air India plane that crashed on June 12 in Ahmedabad, Gujarat. *Express file*

surance cover, the Tata Group will provide Rs 1 crore each to the families of the deceased in the crash. According to the Tata group, families of those who died on the ground will be eligible for the Rs 1 crore compensation and the medical expenses of those who suffered injuries would also be covered by the company, while ensuring necessary care and support.

Life insurance

The next of kin of passengers

who died in the plane crash can also claim money from the insurance company if the passenger had taken a life insurance policy. LIC and other insurers have announced faster claim disposal in the case of Dreamliner death victims. If the victim had a term insurance policy of Rs 1 crore, his family can claim the amount.

Any bodily injury that the policyholder sustains solely and directly from the accident, independent of other causes, that results in the death of the person

within 180 days is deemed as a case of accidental death, ICICI Prudential Life Insurance says.

Meanwhile, adding an accidental death benefit rider is entirely optional when a person takes a life cover. It can be beneficial for people who travel frequently. The accidental death benefit payout is given to the nominee in addition to the death benefit from regular life insurance. The rider can be helpful in providing enhanced financial protection to families, it says.

Travel insurance

The families of plane crash victims can also claim insurance if the passenger had taken a travel insurance policy. Insurance companies offer travel policies which include an accidental death and dismemberment (AD&D) benefit that provides a lump-sum payment to the beneficiaries in the event of the insured's death or dismemberment

as a result of an accident during the trip, including air travel accidents. Several flights cancellations and delays have happened in the wake of the Dreamliner crash and the Iran-Israel war of late.

Card insurance

Family members of persons who lost their lives in the Air India Boeing 787 Dreamliner crash can also claim insurance on some of the eligible debit cards owned by the deceased. Some banks provide complimentary personal air accident insurance cover in case of death on eligible debit cards. However, the insurance cover varies based on the category of the debit card owned by the holder. The catch is that there are several riders like the usage of card and one transaction in preceding 30 days for making a claim, which may not ultimately benefit the cardholder. **FULL REPORT ON**
www.indianexpress.com



एअर इंडिया ने 15 जुलाई तक घटाई उड़ानों की संख्या

**बेंगलुरु-सिंगापुर समेत
निलंबित रहेंगे मार्ग**

15 जुलाई 2025 तक के लिए निलंबित मार्ग

नई दिल्ली, लोकसत्या। एअर इंडिया ने अपनी नैरोबॉडी नेटवर्क में अस्थायी कटौती का एलान किया है, जो 15 जुलाई 2025 तक लागू रहेगी। यह कदम एयरलाइन की ऑपरेशनल स्थिरता को बेहतर बनाने और यात्रियों को आखिरी समय की परेशानी से बचाने के उद्देश्य से उठाया गया है। इस कटौती के तहत एअर इंडिया ने तीन मार्गों पर अपनी सेवाएं पूरी तरह अस्थायी रूप से रोक दी हैं, जबकि 19 अन्य मार्गों पर उड़ानों की संख्या कम की गई है।



इन बदलावों के बावजूद एयर इंडिया अपने नैरोबॉडी विमानों से प्रतिदिन लगभग 600 उड़ानों का संचालन जारी रखेगी, जो 120 घरेलू

- बेंगलुरु-सिंगापुर (AI2392/2393) - 7 साप्ताहिक उड़ानें
- पुणे-सिंगापुर (AI2111/2110) - 7 साप्ताहिक उड़ानें
- मुंबई-बागडोगरा (AI551/552) - 7 साप्ताहिक उड़ानें
- 15 जुलाई 2025 तक के लिए उड़ानों की संख्या में कटौती वाले मार्ग
- बेंगलुरु-चंडीगढ़: 14 से घटाकर 7 साप्ताहिक उड़ानें
- दिल्ली-बेंगलुरु: 116 से घटाकर 113 साप्ताहिक उड़ानें

- दिल्ली-मुंबई: 176 से घटाकर 165 साप्ताहिक उड़ानें
- दिल्ली-कोलकाता: 70 से घटाकर 63 साप्ताहिक उड़ानें
- दिल्ली-कोयंबटूर: 13 से घटाकर 12 साप्ताहिक उड़ानें
- दिल्ली-गोवा (डाबोलिम): 14 से घटाकर 7 साप्ताहिक उड़ानें
- दिल्ली-गोवा (मोपा): 14 से घटाकर 7 साप्ताहिक उड़ानें
- दिल्ली-हैदराबाद: 84 से घटाकर 76 साप्ताहिक उड़ानें
- दिल्ली-इंदौर: 21 से घटाकर 14 साप्ताहिक उड़ानें
- दिल्ली-लखनऊ: 28 से घटाकर 21 साप्ताहिक उड़ानें
- दिल्ली-पुणे: 59 से घटाकर

- 54 साप्ताहिक उड़ानें
- मुंबई-अहमदाबाद: 41 से घटाकर 37 साप्ताहिक उड़ानें
- मुंबई-बेंगलुरु: 91 से घटाकर 84 साप्ताहिक उड़ानें
- मुंबई-कोलकाता: 42 से घटाकर 30 साप्ताहिक उड़ानें
- मुंबई-कोयंबटूर: 21 से घटाकर 16 साप्ताहिक उड़ानें
- मुंबई-कोच्चि: 40 से घटाकर 34 साप्ताहिक उड़ानें
- मुंबई-गोवा (डाबोलिम): 34 से घटाकर 29 साप्ताहिक उड़ानें
- मुंबई-हैदराबाद: 63 से घटाकर 59 साप्ताहिक उड़ानें
- मुंबई-वाराणसी: 12 से घटाकर 7 साप्ताहिक उड़ानें

और कम दूरी के अंतरराष्ट्रीय मार्गों को कवर करेंगे। यह कदम

एयरलाइन की प्रतिबद्धता को दर्शाता है कि वह परिचालन सुरक्षा को

प्राथमिकता देते हुए यात्रियों की सुविधा का पूरा ध्यान रखे।



Corporate Communications Directorate

MINT

DELHI

23 JUNE 2025

DGCA introduces special audit framework

Neha L.M. Tripathi
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NEW DELHI

The Directorate General of Civil Aviation (DGCA) has introduced a new framework for "Comprehensive Special Audits" with immediate effect, days after the 12 June Air India crash that killed 244 people on board and more on the ground.

The DGCA said in a 19 June circular that these audits will provide a holistic evaluation of the aviation sector through a careful examination of safety, operational efficiency, and regulatory compliance. It said the audit framework follows global

Hindustan Times

best practices.

In the circular seen by *HT*, the DGCA said special audits can be initiated on mandatory triggers such as serious incidents or accidents, persistent regulatory non-compliance, safety audit findings, operational disruptions, or International Civil Aviation Organization's audit findings.

Expert teams led by a senior DGCA official (DDG or director) as the lead auditor will conduct the audits, supported by specialists from the flight standards, air safety, airworthiness, airspace & air navigation services, licensing, and aerodrome standards directorates.



Corporate Communications Directorate

MINT

DELHI

23 JUNE 2025

AI cuts 5% routes of narrowbody jets

Air India said on Sunday that it is temporarily reducing less than 5% of its narrowbody jet routes for "operational stability," its second such reduction which follows a plane crash earlier this month that killed all but one of the 242 people on board.

The airline, which is reeling from the deadliest crash in decades, said in a post on X that the cuts will strengthen its network-wide operational stability.

Two daily flights from India to Singapore will be suspended along with disruptions on 19 domestic routes until July 15, Air India announced.

On 18 June, the airline had cut the international operations on its widebody aircraft by 15%.

This was because of ongoing safety inspections and operational disruptions, the airline said.

REUTERS



Corporate Communications Directorate

MILLENNIUM POST

DELHI

23 JUNE 2025

URGES PILOTS TO PRIORITISE FLIGHT DIVERSIONS WHEN NEEDED

DGCA issues new weather safety norms

MPOST BUREAU

NEW DELHI: The Directorate General of Civil Aviation (DGCA) has released a revised set of operational guidelines for airlines, directing flight crews to prioritise safety during adverse weather, even if it results in schedule disruptions. The updated advisory applies to both scheduled and non-scheduled operators.

In a circular issued on Sunday, the regulator stated, "Captains are encouraged to initiate

KEY POINTS

- » Pilots must cross-check visual cues with instruments, especially at night or on wet runways
- » New advisory follows recent helicopter crashes and turbulence incidents
- » Severe turbulence,



windshear, icing, and low visibility flagged as valid

reasons to divert

- » Crews advised to stay at least 20 nautical miles away from thunderstorm activity
- » Flying beneath thunderstorm clouds strongly discouraged due to safety risks
- » DGCA highlights for the first time the risks of Ice Crystal Icing in convective weather

diversions or air-turn-backs, as required by prevailing condi-

tions." The directive underscores the need for pilots to exercise

increased caution amid shifting weather patterns attributed to

climate change.

The move follows recent incidents, including a spate of helicopter crashes in the Kedarnath region and severe turbulence experienced by an IndiGo flight to Srinagar last month.

The circular outlines scenarios such as severe turbulence, windshear, icing, and sudden drops in visibility as valid conditions for considering diversion, rerouting, or return. It adds that visual illusions caused by wet runways or night operations during rain

Continued on P4

of 20 nautical miles upwind from convective weather activity and to avoid flying beneath thunderstorm formations. "Flying beneath thunderstorm clouds is discouraged due to the elevated risk of windshear, lightning, and hail," the circular notes. The DGCA also stressed the need for thorough pre-flight weather planning and called on operators to instil a conservative approach in decision-making. "Pilots are encouraged to plan deviations early," the agency said.

In a notable inclusion, the circular addresses Ice Crystal Icing for the first time, describing it as a hazard linked to convective weather systems. "Pilots are advised to navigate around such areas laterally rather than climbing or descending through them in line with global best practices," the DGCA stated.

Improved communication has also been highlighted as critical. The circular advises timely briefings to passengers, proper coordination with cabin crew, and continuous updates to Air Traffic Control (ATC) during turbulence or sudden weather changes.

To enhance preparedness, the regulator has urged operators to adopt scenario-based training modules and integrate Threat and Error Management (TEM) strategies. "These guidelines will remain in force during the pre-monsoon, monsoon, and other adverse weather periods," the DGCA added.

DGCA issues

must be countered by verifying instrument readings.

Flight crews have been advised to maintain a minimum distance



Corporate Communications Directorate

MILLENNIUM POST

DELHI

23 JUNE 2025

INS Tamal to be commissioned into Indian Navy on July 1

Tamal to join the 'Sword Arm' of the Indian Navy, the Western Fleet

NEW DELHI: Indian Navy's Russian-manufactured guided missile frigate INS Tamal that carries an array of missiles and surveillance systems will be commissioned into the force at Russia's coastal city of Kaliningrad on July 1.

The ship has 26 per cent indigenous components, including the BrahMos long-range cruise missile for targeting both at sea and land, officials said.

The 125m long, 3900-tonne warship, packs a lethal punch as it features an impressive blend of Indian and Russian cutting-edge technologies and best practices in warship construction, according to the Indian Navy.

Upon commissioning, Tamal will join the 'Sword Arm' of the Indian Navy, the Western Fleet.

It will not only be a symbol of Indian Navy's growing capabilities, but also exemplifying collaborative strength of the India-Russia partnership, Indian Navy spokesperson

Closer Look

- » The ship has 26 per cent indigenous components, including the BrahMos long-range cruise missile for targeting both at sea and land, officials said
- » INS Tamal would be the eighth Krivak class frigates to be inducted from Russia over the past two decades

Commander Vivek Madhwal said.

INS Tamal would be the eighth Krivak class frigates to be inducted from Russia over the past two decades.

The warship has been built at Yantar shipyard in Kaliningrad, and is the last such platform to be inducted from a foreign source, the officials said.

The commissioning ceremony will be presided over by Vice Admiral Sanjay J Singh, Flag Officer Commanding-in-Chief of the Western Naval

Command. Several high-ranking Indian and Russian defence officials will attend the event.

INS Tamal is the second ship of the Tushil Class, which are the upgraded versions of their predecessors, Talwar and Teg classes.

India as part of the broader contract for Tushil class is also building two similar frigates called the INS Tripud class at Goa Shipyard Ltd with transfer of technology and design assistance from the Russian side.

By the conclusion of this series of ships, Indian Navy will be operating 10 ships with similar capabilities and commonality in equipment, weapon and sensor fit over four different classes, the officials said.

Tamal's construction was closely overseen by an Indian team of specialists from the Warship Overseeing Team stationed at Kaliningrad. At the Naval headquarters, the project was steered by the Directorate of Ship Production under the Controller of Warship Production and Acquisition. **MPOST**



Corporate Communications Directorate

MILLENNIUM POST

DELHI

23 JUNE 2025

SpiceJet asked to pay ₹25K compensation for issuing wrong ticket to passenger

OUR CORRESPONDENT

MUMBAI: A consumer commission here has held that a senior citizen suffered "monetarily and mentally" after SpiceJet issued incorrect tickets while rerouting his journey in 2020, and directed the airline to pay a compensation of Rs 25,000 to the passenger.

The District Consumer Disputes Redressal Commission, Mumbai (Suburban), in the order passed on June 17, held the budget carrier guilty of "deficient service and negligent behaviour" for the error which caused "mental harassment" to the passenger.

In view of the urgent need of the passenger (age not specified in the order), the airline had made an alternate booking - where the wrong ticket was issued - after his initial flight was cancelled due to bad weather.

The commission acknowledged that the flight cancellation was beyond the control of the airline, and the Air Traffic Control (ATC) had taken the decision in view of the passengers' safety.

It noted the airline had taken all the necessary efforts to provide an alternate ticket to the complainant.

However, the said ticket was incorrect and thereby the complainant suffered "monetarily and mentally", it said.

The commission further stated the complainant also "acted negligently".



The complainant sought a refund of the fare amount of Rs 14,577 along with a compensation of Rs 2 lakh for mental agony and Rs 25,000 as the cost of litigation

"Had the complainant checked the ticket when it was issued, the mistake could have been rectified on the spot and the complainant could have saved himself from further hardship," it said.

The complainant, a senior citizen residing in Ghatkopar area here, booked SpiceJet tickets from Mumbai to Darbhanga for December 5, 2020, and a return journey two days later.

While the Mumbai to Darbhanga leg of the journey was completed, the return flight was cancelled due to bad weather.

The complaint said as he had to appear for a PhD online examination in Mumbai on

December 8, 2020, he requested an alternate arrangement.

SpiceJet then provided an alternate ticket for travel from Patna to Kolkata and then Kolkata to Mumbai on the same day.

However, upon reaching Patna, airport authorities informed him that the issued tickets were incorrect, as the connecting flight from Kolkata to Mumbai was scheduled to depart before his arrival in Kolkata, the complaint claimed.

This error forced the complainant to book another flight for the following morning at his own expense, causing significant hardship, mental agony and financial loss.

In such a situation, he also missed his online examination due to delayed arrival in Mumbai, the complainant said.

Hence, the man approached the consumer panel, alleging deficiency in service and unfair trade practice on part of the airline.

He sought a refund of the fare amount of Rs 14,577 along with a compensation of Rs 2 lakh for mental agony and Rs 25,000 as the cost of litigation.

SpiceJet, in its defense, argued the flight cancellation was due to bad weather, an instance beyond its control, and its liability is limited as per the Carriage by Air Act, 1972.

The airline stated that an alternate flight was provided without additional charges and the full ticket amount had been refunded to the complainant

through his booking agency.

The commission noted the flight cancellation was "beyond the control" of the airline.

It stressed that the flight cancellation had genuine reasons and the ATC took the decision in the interest of passenger safety.

The airline had taken all the necessary efforts to provide alternate tickets to the complainant. However, the said ticket was incorrect, it observed.

The opposite party (airline), after realising the mistake, reimbursed the complainant.

"Hence, the opposite party had taken suo motu efforts to cover the financial damage to the complainant," the commission held.

It, however, underlined that the airline cannot escape from the negligent act of issuance of wrong ticket to the complainant.

"Hence, in our opinion, the opposite party is guilty of deficient service and negligent behaviour by issuing incorrect ticket, which threw the complainant in an unwarranted mental harassment," the commission ruled.

It held that the complainant deserves to be compensated for the said mental agony as well as legal expenses.

Hence, the commission directed the airline pay the passenger Rs 25,000 as compensation for mental agony and Rs 5,000 for the litigation cost.

Corporate Communications Directorate

MILLENNIUM POST

DELHI

23 JUNE 2025

Air India cuts flights of narrow-body planes on 19 routes

All the 19 routes where reduction in narrow-body services have been done are domestic and of the three routes where flights have been suspended, two are international and one is domestic

NEW DELHI: Air India on Sunday said it will temporarily reduce 118 weekly flights operated with narrow-body planes on 19 routes as well as suspend services on three routes. The temporary cuts in services account for about 5 per cent of the airline's overall narrow-body operations and the move is aimed at ensuring operational stability amid disruptions in the wake of the fatal plane crash in Ahmedabad on June 12.

All the 19 routes where reduction in narrow-body services have been done are domestic and of the three routes where flights have been suspended, two are international and one is domestic. The announcement comes days after the Tata Group-owned carrier said it will cut international flights operated with wide-body planes by



15 per cent temporarily.

In a statement, the airline said it is going for "temporary cuts of less than 5 per cent to its overall narrow-body network".

"This voluntary decision leads to the temporary suspension of Air India's services on 3 routes and reduction of frequency on 19 routes. The changes are effective until at least 15 July 2025," it said. As many as seven weekly flights

each on three routes — Bengaluru-Singapore, Pune-Singapore and Mumbai-Bagdogra — have been suspended till at least July 15. Flights on various other routes, including Delhi-Bengaluru and Delhi-Mumbai, have been reduced.

On the Bengaluru-Chandigarh route, the weekly services have been cut to seven. Delhi-Bengaluru to 113, Delhi-Mumbai to 165, Delhi-Kolkata to 63,

'Despite these reductions, Air India will continue to operate around 600 daily flights with its narrow-body aircraft'

Delhi-Coimbatore to 12, Delhi-Goa (Dabolim) and Delhi-Goa (Mopa) to seven each.

Also, weekly flights on the Delhi-Hyderabad route have been reduced to 76, Delhi-Indore to 14, Delhi-Lucknow to 21, Delhi-Pune to 54, Mumbai-Ahmedabad to 37, Mumbai-Bengaluru to 84 and Mumbai-Kolkata to 30.

The statement said weekly flights are also being cut on

Mumbai-Coimbatore route to 16, Mumbai-Kochi to 34, Mumbai-Goa (Dabolim) to 29, Mumbai-Hyderabad to 59 and Mumbai-Varanasi to seven.

"Despite these temporary reductions, Air India will continue to operate close to 600 daily flights with its narrow-body aircraft on 120 domestic and short-haul international routes," the statement said.

According to the airline, the reductions are aimed at strengthening Air India's network-wide operational stability and minimising last-minute inconvenience to passengers.

Air India also apologised to passengers affected by the curtailment in flights and said it is offering re-accommodation on alternative flights, complimentary rescheduling or full refunds.



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

22 JUNE 2025

Indigo flight to Chennai makes emergency landing in Bengaluru

OUR CORRESPONDENT

BENGALURU: An Indigo flight that flew from Guwahati to Chennai, had to make an emergency landing at Kempegowda International Airport in Bengaluru recently, said airline sources.

Indigo spokesperson said the airline made a “mayday” call before it landed in Bengaluru, as it “ran out of fuel”.

“The incident occurred on June 19. The flight was scheduled to arrive in Chennai at about 7.45 pm, but due to bad weather in Chennai, it could not land. The pilot opted to divert the flight to Bengaluru, but realised they ran out of fuel. So, he alerted the airport with a mayday call,” said the spokesperson.

According to Indigo, the flight finally landed safely in Bengaluru at about 8.20 pm on June 19.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

23 JUNE 2025

DGCA to revise norms for rough weather operations

EXPRESS NEWS SERVICE @ New Delhi

TO ensure safe flight operations during the monsoon season, the Directorate General of Civil Aviation (DGCA) has come out with a revised circular highlighting additional safety measures and guidelines for airlines and pilots.

The guidelines are in light of an incident involving an Indigo flight from Delhi to Srinagar which was caught in a ferocious hailstorm enroute endangering the lives of 227 passengers. It had a miraculous escape with just the nose cone damaged.

The conditions under which flight crew are expected to consider diversion, return, or re-routing due to adverse weather, including severe turbulence, windshear, icing, obstructive thunderstorms, or sudden visibility deterioration have been detailed by the regulator.

The DGCA, for the first time

addresses the issue of Ice Crystal Icing, a phenomenon associated with convective weather systems. "Pilots are advised to navigate around such areas laterally rather than climbing or descending through them in line with global best practices," it said. Convective weather refers to vertical movement of air which causes heat and moisture transfer. This can lead to varied weather conditions, including severe thunderstorms.

Urging operators and pilots to adopt a conservative approach when dealing with such weather conditions, the regulator said that early action enhances flight safety. "Pilots are encouraged to plan deviations early and maintain a minimum 20 nautical miles upwind distance from convective activity. Flying beneath thunderstorm clouds is discouraged due to the elevated risk of wind shear, lightning, and hail," it said.



एयरपोर्ट से लेकर स्टाफ तक, अब हर सिस्टम की होगी जांच

DGCA कराएगा देश के एविएशन सेक्टर का स्पेशल सेफ्टी ऑडिट

Maneesh Aggarwal
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■ नई दिल्ली: अहमदाबाद में 12 जून को हुए एआई-171 प्लेन क्रैश और हाल ही में उत्तराखंड में दो फेटल हेलिकॉप्टर क्रैश समेत हुई कई अन्य घटनाओं को ध्यान में रखते हुए एविएशन रेगुलेटर डीजीसीए ने देश के तमाम एविएशन सेक्टर को ICAO और अन्य इंटरनेशनल स्टैंडर्ड के हिसाब से स्पेशल सेफ्टी ऑडिट करने का फैसला किया है। इसमें ना केवल एयर इंडिया बल्कि तमाम एयरलाइंस, देश के सभी एयरक्राफ्ट और एयरपोर्ट, एफटीओ, ग्राउंड हैंडलिंग स्टाफ, एयरोड्रोम, एमआरओ को शामिल किया जाएगा, बल्कि नॉन शेड्यूल ऑपरेटर, छोटे एयरक्राफ्ट, हेलिकॉप्टर, हेलीपैड और एविएशन सेक्टर से संबंधित तमाम सर्विस को जांच की जाएगी।

यह आदेश डीजीसीए के डीजी फैज अहमद किवई ने दिया है। 17 पॉइंट के जारी आदेश में कहा गया है कि यह स्पेशल सेफ्टी ऑडिट साल में किए जाने वाली अन्य जांचों से अलग होगा। इसका मकसद देश के एविएशन सेक्टर की तमाम सर्विसों को जांचना-परखना है। ताकि अगर उनमें कहीं कोई कमी सामने आती है तो उसे समय रहते सुधारा जा सके। मौजूदा समय में अलग-अलग सर्विसों के लिए अलग-अलग रेगुलेटर हैं। जैसे कि उत्तराखंड सिविल एविएशन अथॉरिटी उत्तराखंड में हेलिकॉप्टर और अन्य सर्विस पर निगरानी करती है। इससे कई बार एजेंसियों में आपसी तालमेल नहीं बन पाता और कई बातों का समय रहते पता नहीं लग पाता। इसलिए तय किया गया है कि पूरे देश के एविएशन सेक्टर के लिए एक नैस नियम लागू करते हुए यह स्पेशल सेफ्टी ऑडिट किया जाएगा। इसके लिए डिप्टी डीजी की लीडरशिप में यह काम शुरू किया जाएगा।

एयर इंडिया हादसे के बाद DGCA की बड़ी कार्रवाई



अहमदाबाद, विमान, हादसा: अहमदाबाद में दुर्घटनाग्रस्त हुए एयर इंडिया के विमान के मलबे को गुजरात पुलिस ने एयरपोर्ट परिसर में ले जाना शुरू कर दिया है। इसे विमान दुर्घटना जांच ब्यूरो की निगरानी में रखा जाएगा।

15 जुलाई तक AI ने 19 रूट्स पर घटाई फ्लाइट्स

■ पीटीआई, नई दिल्ली: एयर इंडिया ने रविवार को घोषणा की कि वह अपने नेरो-बॉडी विमानों से संचालित 19 रूट्स पर 118 साप्ताहिक उड़ानों में अस्थायी कटौती करेगी। 3 रूट्स पर सेवाएं अस्थायी रूप से स्थगित की जाएगी। बदलाव 15 जुलाई तक प्रभावी रहेंगे। यह कटौती कुल नेरो-बॉडी नेटवर्क का 5% से भी कम हिस्सा है। बेंगलुरु-सिंगापुर, पुणे-सिंगापुर और मुंबई-बागडोगरा रूट्स पर सात-साप्ताहिक उड़ानें स्थगित की गई हैं। दिल्ली-मुंबई और दिल्ली-बेगलुरु जैसे व्यस्त रूट्स पर संख्या घटाई गई है। यह कदम नेटवर्क स्थिरता बनाए रखने और यात्रियों को असुविधा से बचाने के लिए उठाया है।

एयर इंडिया के विमान को मिली बम की धमकी

■ पीटीआई, नई दिल्ली: बर्मिंघम से दिल्ली आ रही एयर इंडिया की एक उड़ान को शनिवार को बम की धमकी मिलने के बाद रूट बदलकर सऊदी अरब के रियाद शहर में सुरक्षित उतारा गया। रविवार को एक बयान में एयरलाइन ने कहा कि यात्रियों को रियाद से उनके गंतव्य तक ले जाने के लिए वैकल्पिक व्यवस्था की जा रही है। बर्मिंघम से दिल्ली जाने वाली उड़ान संख्या AI-114 को बम की धमकी मिली थी, जिसके बाद उसे रियाद की ओर मोड़ दिया गया, जहां उसे सुरक्षित तरीके से उतारा गया और सुरक्षा जांच पूरी कर ली गई। सभी यात्रियों को होटल में उठरने की व्यवस्था की जा रही है।





Corporate Communications Directorate

THE PIONEER

DELHI

23 JUNE 2025

Air India to reduce 118 weekly flights operated with narrow-body planes

PIONEER NEWS SERVICE ■
New Delhi

Air India on Sunday said it will temporarily reduce 118 weekly flights operated with narrow-body planes on 19 routes as well as suspend services on three routes.

The temporary cuts in services account for about 5 per cent of the airline's overall narrow-body operations and the move is aimed at ensuring operational stability amid disruptions in the wake of the fatal plane crash in Ahmedabad on June 12.

All the 19 routes where reduction in narrow-body services have been done are domestic and of the three routes where flights have been suspended, two are international and one is domestic.

The announcement comes days after the Tata Group-owned carrier said it will cut international flights operated with wide-body planes by

15 per cent temporarily.

In a statement, the airline said it is going for "temporary cuts of less than 5 per cent to its overall narrow-body network".

"This voluntary decision leads to the temporary suspension of Air India's services on 3 routes and reduction of frequency on 19 routes. The changes are effective until at least 15 July 2025," it said.

As many as seven weekly flights each on three routes — Bengaluru-Singapore, Pune-Singapore and Mumbai-Bagdogra — have been suspended till at least July 15.

Flights on various other routes, including Delhi-Bengaluru and Delhi-Mumbai, have been reduced.

On the Bengaluru-Chandigarh route, the weekly services have been cut to seven, Delhi-Bengaluru to 113, Delhi-Mumbai to 165, Delhi-Kolkata to 63, Delhi-Coimbatore to 12, Delhi-Goa (Dabolim) and Delhi-

Goa (Mopa) to seven each.

Also, weekly flights on the Delhi-Hyderabad route have been reduced to 76, Delhi-Indore to 14, Delhi-Lucknow to 21, Delhi-Pune to 54, Mumbai-Ahmedabad to 37, Mumbai-Bengaluru to 84 and Mumbai-Kolkata to 30.

The statement said weekly flights are also being cut on Mumbai-Coimbatore route to 16, Mumbai-Kochi to 34, Mumbai-Goa (Dabolim) to 29, Mumbai-Hyderabad to 59 and Mumbai-Varanasi to seven.

"Despite these temporary reductions, Air India will continue to operate close to 600 daily flights with its narrow-body aircraft on 120 domestic and short-haul international routes," the statement said.

According to the airline, the reductions are aimed at strengthening Air India's network-wide operational stability and minimising last-minute inconvenience to passengers.



Corporate Communications Directorate

THE PIONEER

DELHI

23 JUNE 2025

DGCA revise guidelines to prioritise safety

RAJESH KUMAR ■ New Delhi

In the backdrop of recent helicopter accidents in Kedarnath region killing all seven on board, including a two-year-old child and an IndiGo flight enroute to Srinagar encountering severe turbulence, the Directorate General of Civil Aviation (DGCA) has revised its operational guidelines to prioritise safety over schedule adherence during adverse weather, urging pilots to divert flights as necessary in unpredictable conditions.

These updates, specified in an operations circular for both scheduled and non-scheduled operators, emphasise cross-checking visual cues with instruments to ensure accurate approaches and landings, particularly during night operations or on wet runways.

IndiGo Delhi-Srinagar flight (6E 2142) of May 21, 2025, which had had encountered a hailstorm enroute and then it had landed safely at Srinagar after declaring an emergency with its radome (nose cone) damaged. The circular also comes against the backdrop of recent helicopter accidents in

Kedarnath region and an IndiGo flight enroute to Srinagar encountering severe turbulence last month.

Citing the growing impact of climate change on operational unpredictability, DGCA has advised flight crew to maintain heightened vigilance, "with an

These updates emphasise to ensure accurate approaches and landings, particularly during night operations or on wet runways

emphasis on safety taking precedence over schedule adherence".

"Captains are encouraged to initiate diversions or air-turnbacks, as required by prevailing conditions," the DGCA said in a statement on Sunday.

The circular outlines conditions under which flight crew are expected to consider diversion, return, or rerouting due to adverse weather, including severe turbulence, wind shear, icing, obstructive thunderstorms, or sudden visibility deterioration.

Continued on >> P2

DGCA revise guidelines to prioritise safety

Continued from >> P1 Further, operators and pilots have been advised to adopt a conservative approach to decision-making as well as have weather avoidance planning in place.

"Pilots are encouraged to plan deviations early and maintain a minimum 20 NM (Nautical Miles) upwind distance from convective activity. "Flying

beneath thunderstorm clouds is discouraged due to the elevated risk of wind shear, lightning and hail," the statement said.

The DGCA stressed the importance of pilot weather reports as well as on communicating with passengers, cabin crew and Air Traffic Control (ATC) during adverse weather conditions and turbulence.

"This includes timely briefings, advance passenger announcements and turbulence reporting to ATC to support better coordination and situational awareness," the statement noted.

For the first time, DGCA said it has sought to address the issue of Ice Crystal Icing, a phenomenon associated with convective

weather systems.

"Pilots are advised to navigate around such areas laterally rather than climbing or descending through them in line with global best practices," the statement said.

Among other aspects, operators have been encouraged to incorporate scenario-based training focused on adverse

weather decision-making and the application of Threat and Error Management (TEM) principles.

"The revised circular remains applicable to all scheduled and non-scheduled operators, as well as all flight crew operating during the pre-monsoon, monsoon, adverse weather and periods of turbulence," DGCA said.

डीजीसीए ने एयर इंडिया को दी लाइसेंस निलंबन की चेतावनी

फ्लाइट शेड्यूलिंग में गंभीर लापरवाही की वजह से नागरिक उड्डयन महानिदेशालय सख्त

नई दिल्ली, (पंजाब केसरी): देश की प्रमुख विमानन कंपनी एयर इंडिया को नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने फ्लाइट संचालन में लगातार अनियमितताओं और सुरक्षा मानकों के उल्लंघन को लेकर सख्त चेतावनी जारी की है। डीजीसीए ने स्पष्ट किया है कि यदि गड़बड़ियां जारी रहती तो एयरलाइन का लाइसेंस निलंबित किया जा सकता है या वापस भी लिया जा सकता है। यह कार्रवाई फ्लाइट शेड्यूलिंग, लाइसेंसिंग नियमों और उड़ान सुरक्षा मानकों के उल्लंघन को लेकर की गई है, जो हालिया अहमदाबाद विमान हादसे के बाद सामने आए गंभीर तथ्यों पर आधारित है।

डीजीसीए के आदेश पर एयर इंडिया ने तीन खरिद अधिकारियों डिविजनल वाइस प्रेसिडेंट चूड़ा सिंह, क्रू शेड्यूलिंग प्रमुख चिंकी मित्तल और प्लानिंग अधिकारी फायल अरोड़ा को उनके मौजूदा दायित्वों से हटा दिया है।



कार्रवाई की पृष्ठभूमि में 12 जून को अहमदाबाद में हुआ हादसा शामिल

इन अधिकारियों पर क्रू को अवैध पेयिंग, अनिर्वाह उड़ान अनुभव की अनदेखी और शेड्यूलिंग प्रोटोकॉल के उल्लंघन जैसे गंभीर आरोप हैं। डीजीसीए ने एयर इंडिया को निर्देश दिया है कि इन अधिकारियों को किसी भी ऑपरेशनल जिम्मेदारी से तत्काल हटाया जाए और उनके खिलाफ विभागीय कार्रवाई शुरू की जाए। साथ ही यह भी स्पष्ट किया गया है कि जब

संपूर्ण विमानन प्रणाली की 360 डिग्री जांच का फैसला

इस पूरे घटनाक्रम के बीच डीजीसीए ने भारत की संपूर्ण विमानन प्रणाली की 360 डिग्री जांच का फैसला भी किया है। इसमें उड़ान संचालन, रखरखाव, प्रशिक्षण संस्थानों, एमआरओ, एटीसी समेत अन्य सभी बिंदुओं पर विस्तृत ऑडिट किया जाएगा। डीजीसीए प्रमुख फैज अहमद किदवाई द्वारा हस्ताक्षरित आदेश में कहा गया है कि इस विशेष ऑडिट का उद्देश्य सिस्टम की कमजोरियों की पहचान करना और हवाई सुरक्षा संरचना को अंतरराष्ट्रीय मानकों के अनुरूप बनाना है।

तक सुधारात्मक प्रक्रियाएं पूरी नहीं होती, तब तक इन्हें नॉन-ऑपरेशनल पदों पर ही रखा जाए।

इस कार्रवाई की पृष्ठभूमि में 12 जून को अहमदाबाद में हुआ हादसा है, जिसमें लंदन जारही फ्लाइट एआई-171 टेकऑफ के तुरंत बाद दुर्घटनाग्रस्त हो गई थी। विमान में डिकल

नियामकीय निरीक्षणों और ऑडिट का पूरा ब्यौरा भी मांगा

डीजीसीए ने एयर इंडिया से 2024 से अब तक किए गए सभी नियामकीय निरीक्षणों और ऑडिट का पूरा ब्यौरा भी मांगा है। इसमें प्लान और अनप्लान ऑडिट, कॉकपिट निरीक्षण, स्टेशन सुविधा मूल्यांकन, रैंप और कैबिन निरीक्षण जैसे बिंदु शामिल हैं। यह रिपोर्ट 22 जून तक डीजीसीए को सौंपनी है। उधर, अहमदाबाद विमान हादसे में मारे गए यात्रियों के परिजनों को अंतरिम मुआवजा देना भी शुरू कर दिया गया है। अब तक तीन परिवारों को भुगतान किया जा चुका है, जबकि अन्य दावों की प्रक्रिया प्रगति पर है।

लगातार व्यवधान जारी है। पिछले 10 दिनों में एयर इंडिया की कुल 84 उड़ानें रद्द की जा चुकी हैं, जिनमें बोइंग 787-8/9 विमानों से संचालित उड़ानें प्रमुख हैं। 12 से 17 जून के बीच 69 उड़ानें रद्द हुईं, जबकि 18 से 20 जून के बीच और 15 उड़ानें तकनीकी कारणों से रद्द करनी पड़ीं।



Corporate Communications Directorate

PUNJAB KESARI

DELHI

23 JUNE 2025

बम की धमकी, फ्लाइट की रियाद में आपात लैंडिंग

नई दिल्ली, (पंजाब केसरी) : एयर इंडिया की एक अंतरराष्ट्रीय फ्लाइट को बम की धमकी मिलने के बाद शुक्रवार को सऊदी अरब के रियाद एयरपोर्ट पर आपात रूप से उतरा गया। फ्लाइट संख्या एआई-114 बर्मिंघम से दिल्ली आ रही थी। सुरक्षा एजेंसियों को विमान में बम की आशंका का इनपुट मिलने के बाद फ्लाइट को बीच रास्ते से डायवर्ट कर रियाद ले जाया गया। विमान में सवार सभी यात्रियों को सुरक्षित उतार लिया गया और विमान की गहन जांच की गई।

एयर इंडिया ने बयान जारी कर बताया कि यह अप्रत्याशित स्थिति थी और यात्रियों की सुरक्षा को सर्वोच्च प्राथमिकता दी गई। एयरलाइन ने यात्रियों को असुविधा के लिए खेद जताया और उन्हें उनके गंतव्य तक पहुंचाने के लिए वैकल्पिक इंतजाम किए जाने की जानकारी दी। फ्लाइट ड्रीमलाइनर बोइंग 787-8 विमान थी। एयरलाइन से जुड़े स्रोतों के अनुसार, विमान के टॉयलेट के पास एक बगज मिला था जिसमें बम की धमकी दी गई थी। इसी आधार पर सुरक्षा प्रोटोकॉल के तहत फ्लाइट को तत्काल डायवर्ट किया गया। रियाद में विमान की तलाशी ली गई, लेकिन किसी प्रकार की संदिग्ध वस्तु नहीं मिली।



● फ्लाइट संख्या एआई-114 बर्मिंघम से दिल्ली आ रही थी

इस घटना से कुछ ही दिन पहले एयर इंडिया की जयपुर और फुकेट से आने वाली फ्लाइट्स को भी बम की धमकी मिल चुकी है।

जयपुर में क्वॉट्सएफ पर भेजे गए एक स्टेश के जरिये धमकी दी गई थी, जबकि 13 जून को फुकेट से दिल्ली आ रही फ्लाइट एआई-379 के टॉयलेट में बम की धमकी वाला नोट मिला था। उस दौरान पायलट की सूझबूझ से विमान को अंडमान सागर के ऊपर चक्कर लगाते हुए फुकेट एयरपोर्ट वापस लाया गया था। हाल के दिनों में लगातार मिल रही धमकियों के चलते एयर इंडिया की सुरक्षा व्यवस्था और जांच प्रक्रियाएं पहले से ज्यादा सख्त कर दी गई हैं। विमानन मंत्रालय और संबंधित एजेंसियों इन घटनाओं को गंभीरता से लेते हुए जांच में जुटी हैं।

रनवे मरम्मत: उड़ानों पर असर, 50 से ज्यादा फ्लाइट्स लेट, 12 रद्द

नई दिल्ली, (पंजाब केसरी) : दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर रनवे मरम्मत कार्य का असर रविवार को हवाई सेवाओं पर स्पष्ट रूप से दिखाई दिया। रनवे अस्थापी रूप से बंद रहने के कारण 50 से अधिक उड़ानों में देरी हुई, जिनमें 20 अंतरराष्ट्रीय उड़ानें शामिल थीं। इसके अतिरिक्त, कुल 12 उड़ानों को रद्द करना पड़ा। स्रोतों के अनुसार, रद्द की गई उड़ानों में एयर इंडिया की 10 और स्प्राइसनेट की 2 उड़ानें शामिल थीं। सुबह से ही हवाई अड्डे पर यात्रियों को असुविधा का सामना करना पड़ा। कई यात्रियों को समय पर सूचना नहीं मिल पाने के कारण घंटों इंतजार करना पड़ा। दिल्ली एयरपोर्ट देश का सबसे व्यस्त हवाई अड्डा है और यहां रोजाना सैकड़ों घरेलू और अंतरराष्ट्रीय उड़ानें संचालित होती हैं। रनवे मरम्मत का कार्य पहले से निर्धारित था, लेकिन इसके चलते हवाई यातायात पर व्यापक असर देखने को मिला। एयरपोर्ट प्रबंधन और एयरलाइंस ने यात्रियों से सहयोग की अपील की है और उन्हें समय-समय पर अपडेट देने की बात कही है। यात्रियों को सलाह दी गई है कि वे खज्ज से पहले अपनी उड़ान की स्थिति एयरलाइन की वेबसाइट या कस्टमर केयर से जरूर जांच लें। अधिकारियों का कहना है कि मरम्मत कार्य पूरा होते ही हवाई यातायात सामान्य कर दिया जाएगा।



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एयर इंडिया ने बदले उड़ान मार्ग, कुछ सेवाएं रद्द

नई दिल्ली, (पंजाब केसरी) : पश्चिम एशिया में बढ़ते तनाव के मद्देनजर एयर इंडिया समूह ने ईरान, इराक और इजराइल के हवाई क्षेत्र से होकर उड़ानें नहीं भरने का फैसला किया है। एयर इंडिया और एयर इंडिया एक्सप्रेस द्वारा उठाए गए इस कदम का असर कई अंतरराष्ट्रीय उड़ानों की अवधि पर भी पड़ रहा है, वहीं कुछ सेवाएं रद्द भी की जा रही हैं।

एयर इंडिया ने रविवार को जारी एक बयान में कहा कि सुरक्षा कारणों से उसकी सभी उड़ानें फिलहाल इन संवेदनशील हवाई क्षेत्रों से होकर नहीं गुजर रही हैं। इसके बजाय, कंपनी अब खाड़ी देशों जैसे संयुक्त अरब अमीरात, कतर, ओमान और कुवैत के गंतव्यों के लिए वैकल्पिक मार्ग अपना रही है। इस बदलाव के चलते यूरोप और उत्तरी अमेरिका की कुछ उड़ानों की अवधि भी बढ़ सकती है।

एयर इंडिया एक्सप्रेस, जो कम

● पश्चिम एशिया में बढ़ते तनाव के मद्देनजर एयर इंडिया समूह ने लिया फैसला

दूरी की उड़ानों के लिए जानी जाती है और विशेषकर पश्चिम एशिया में अपनी सेवाएं संचालित करती है, ने बदलते हालात के चलते कुछ उड़ानों को रद्द करने का निर्णय लिया है। सूत्रों के अनुसार, कुछ उड़ानों में कम लूकिंग (लॉड फैक्टर) और हवाई क्षेत्र में बढ़ती भीड़भाड़ के कारण यह कदम उठाया गया है।

हालांकि कंपनी ने आधिकारिक तौर पर रद्दीकरण की पुष्टि नहीं की है, लेकिन यात्रियों को इसकी पूर्व सूचना दी जा रही है। एयर इंडिया ने यह भी बताया है कि यह अपने बाहरी सुरक्षा सलाहकारों के साथ लगातार संपर्क में है और स्थिति पर कड़ी नजर रख रही है।



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डीजीसीए ने सुरक्षा को प्राथमिकता देते हुए नए दिशा-निर्देश किए जारी

नई दिल्ली, (पंजाब केसरी): नगर विमानन महानिदेशालय (डीजीसीए) ने प्रतिकूल मौसम की स्थितियों में हवाई उड़ानों की सुरक्षा को लेकर एयरलाइनों के लिए संचालन दिशा-निर्देशों में अहम बदलाव किए हैं। डीजीसीए ने स्पष्ट किया कि उड़ानों के समय-सारिणी के पालन की तुलना में सुरक्षा को सर्वोपरि माना जाए और पायलटों को मौसम संबंधी अप्रत्याशित परिस्थितियों में उड़ान का मार्ग बदलने या वापस लौटने के लिए प्रोत्साहित किया गया है।

हाल में केदारनाथ क्षेत्र में हुए हेलीकॉप्टर हादसों और श्रीनगर जा रही इंडिगो की उड़ान में आए गंभीर टर्बुलेंस की घटनाओं को देखते हुए यह कदम उठाया है। डीजीसीए ने सभी अनुसूचित और गैर-अनुसूचित एयरलाइन कंपनियों को अद्यतन परिचालन परिपत्र जारी किया है, जिसमें निर्देश दिए गए हैं कि पायलट मौली या वर्षा से प्रभावित हवाई पट्टियों पर रात में उड़ानों के दौरान दृश्य भ्रम से बचने के लिए उपकरणों की मदद से दृश्य संकेतों को पुष्टि करें। साथ ही, सुरक्षित लैंडिंग के लिए दृष्टिकोण आकलन में अधिक सतर्कता बरतें। नए दिशा-निर्देशों में जलवायु परिवर्तन के कारण बढ़ती परिचालन अनिश्चितता



डीजीसीए ने स्पष्ट किया कि उड़ानों के समय-सारिणी के पालन की तुलना में सुरक्षा को सर्वोपरि माना जाए

का हवाला देते हुए पायलटों और चालक दल को अत्यधिक सतर्कता बरतने की सलाह दी गई है। डीजीसीए ने कहा कि विमान के कप्तान को परिस्थितियों के अनुसार उड़ान का मार्ग बदलने या वापस लौटने का निर्णय लेने के लिए प्रोत्साहित किया जाता है। दिशा-निर्देशों में उन स्थितियों का उल्लेख किया गया है, जिनमें पायलटों को मार्ग बदलने या उड़ान रद्द करने पर विचार करना चाहिए। इनमें गंभीर टर्बुलेंस, तेज हवा के झोंके, बर्फ जमने, तूफानी बादल, ओलावृष्टि और अचानक दृश्यता में गिरावट शामिल हैं।



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प्रतिकूल मौसम में उड़ान संचालन के लिए DGCA ने संशोधित किए दिशा-निर्देश

नई दिल्ली (भाषा)। नागर विमानन महानिदेशालय (डीजीसीए) ने प्रतिकूल मौसम के दौरान एयरलाइन के लिए अपने परिचालन दिशा-निर्देशों में संशोधन किया है। इनमें इस बात पर बल दिया गया है कि सुरक्षा को 'समय-सारिणी के पालन' से अधिक प्राथमिकता दी जानी चाहिए तथा पायलटों को अप्रत्याशित परिस्थितियों में उड़ानों का मार्ग बदलने के लिए प्रोत्साहित किया गया है।

अनुसूचित और गैर-अनुसूचित एयरलाइन कंपनियों को अद्यतन परिचालन परिपत्र जारी करते हुए नियामक ने कहा कि पायलटों को दृश्य संकेतों को उपकरणों से जांच करनी चाहिए, ताकि स्टीक दृष्टिकोण और लैंडिंग आकलन सुनिश्चित हो सके, तथा बारिश में या गीली हवाई पट्टी पर रात्रि परिचालन के दौरान होने वाले दृश्य भ्रम से निपटा जा सके। यह परिपत्र केदारनाथ क्षेत्र में हाल ही में हुई हेलीकॉप्टर दुर्घटनाओं और पिछले महीने श्रीनगर जा रही इंडिगो की उड़ान में आए भीषण कंपन (टर्बुलेंस) को देखते हुए जारी किया गया है। परिचालन संबंधी अनिश्चितता पर जलवायु परिवर्तन के बढ़ते प्रभाव का हवाला देते हुए, डीजीसीए ने उड़ान चालक दल को अत्यधिक सतर्कता



दिशा निर्देशों में सुरक्षा को 'समय-सारिणी के पालन' से अधिक प्राथमिकता व पायलटों को अप्रत्याशित परिस्थितियों में उड़ानों का मार्ग बदलने के लिए प्रोत्साहित किया गया

बनाए रखने की सलाह दी है, 'जिसमें समय-सारिणी के पालन पर सुरक्षा को प्राथमिकता दी जानी चाहिए।' डीजीसीए ने रविवार को एक बयान में कहा, 'कैप्टन को मौजूदा परिस्थितियों के अनुसार मार्ग परिवर्तन या वापसी की प्रक्रिया शुरू करने के लिए प्रोत्साहित किया जाता है।'

परिपत्र में उन परिस्थितियों का उल्लेख किया गया है, जिनके तहत चालक दल के सदस्यों से प्रतिकूल मौसम के कारण मार्ग बदलने, वापसी या मार्ग बदलने पर विचार करने की अपेक्षा की जाती है, जिसमें गंभीर कंपन, हवा का झोंका, बर्फ जमना, अवरोधक तूफान या अचानक दृश्यता में गिरावट शामिल है।

इसके अलावा, एयरलाइन कंपनियों और पायलटों को निर्णय लेने के लिए रुढ़िवादी दृष्टिकोण अपनाने के साथ-साथ मौसम से बचने की योजना बनाने की सलाह दी गई है। पायलटों को पहले से ही विचलन की योजना बनाने और संवहनीय गतिविधि से कम से कम 20 एनएम (नॉटिकल माइल्स) की दूरी बनाए रखने के लिए प्रोत्साहित किया जाता है। बयान में कहा गया है, 'अंधी-तूफान वाले बादलों के नीचे उड़ान भरने से मना किया जाता है, क्योंकि हवा के झोंके, बिजली गिरने और ओलावृष्टि का जोखिम बढ़ जाता है।' नियामक ने पायलट मौसम रिपोर्ट के महत्व के साथ-साथ प्रतिकूल मौसम की स्थिति और कंपनी के दौरान यात्रियों, चालक दल के सदस्य और हवाई यातायात नियंत्रण (एटीसी) के साथ संवाद करने पर जोर दिया।



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गलत टिकट देने पर यात्री को 25 हजार का मुआवजा देगी स्पाइसजेट

मुंबई (भाषा)।

उपभोक्ता आयोग ने एक वरिष्ठ नागरिक को गलत टिकट जारी करने के मामले में एयरलाइन कंपनी स्पाइसजेट को यात्री को 25,000 रुपये का जुर्माना देने का आदेश दिया है।

यहां एक एक उपभोक्ता आयोग ने कहा है कि 2020 में यात्री को यात्रा का मार्ग बदलते समय एयरलाइन ने उसे गलत टिकट जारी किया। इससे यात्री को आर्थिक और मानसिक परेशानी का सामना करना पड़ा। घाटकोपर इलाके में रहे

वाले शिकायतकर्ता एक वरिष्ठ नागरिक हैं। उन्होंने पांच दिसंबर, 2020 के लिए मुंबई से दरभंगा और दो दिन बाद वापसी की यात्रा के लिए स्पाइसजेट की टिकट बुक की थी।

मुंबई से दरभंगा की यात्रा पूरी हो गई थी, लेकिन खराब मौसम के कारण वापसी की उड़ान रद्द कर दी गई। शिकायत में कहा गया है कि चूंकि उन्हें आठ दिसंबर, 2020 को मुंबई में पीएचडी ऑनलाइन परीक्षा देनी थी, इसलिए उन्होंने वैकल्पिक व्यवस्था का अनुरोध किया। स्पाइसजेट ने उसी दिन पटना से कोलकाता और फिर

कोलकाता से मुंबई की यात्रा के लिए वैकल्पिक टिकट उपलब्ध कराया। हालांकि, पटना पहुंचने



पर, हवाई अड्डा अधिकारियों ने उन्हें बताया कि जारी किया गया टिकट गलत था, क्योंकि कोलकाता से मुंबई के लिए उड़ान

उनके कोलकाता पहुंचने से पहले ही खाना होने वाली थी।

इस गड़बड़ी के कारण

शिकायतकर्ता को अगली सुबह के लिए अपने खर्च पर दूसरी उड़ान बुक करनी पड़ी, जिससे उसे काफी परेशानी, मानसिक पीड़ा

और वित्तीय नुकसान उठाना पड़ा।

शिकायतकर्ता ने कहा कि ऐसी स्थिति में, मुंबई पहुंचने में देरी के कारण वह अपनी ऑनलाइन परीक्षा भी नहीं दे पाया। इसलिए, व्यक्ति ने एयरलाइन की ओर से सेवा में कमी और अनुचित व्यापार व्यवहार का आरोप लगाते हुए उपभोक्ता आयोग से संपर्क किया। उन्होंने 14,577 रुपये की किराया राशि वापस करने के साथ-साथ मानसिक पीड़ा के लिए दो लाख रुपये और मुकदमे की लागत के रूप में 25,000 रुपये का मुआवजा मांगा।



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

22 JUNE 2025

एअर इंडिया के तीन वरिष्ठ अफसरों पर गिरी गाज

नई दिल्ली। अहमदाबाद हदसे के बाद डीजीसीए ने विमानन सुरक्षा को लेकर कार्रवाई शुरू कर दी है। डीजीसीए ने एअर इंडिया को डिवीजनल वाइस

डीजीसीए ने सभी भूमिकाओं से हटाने के लिए कहा

प्रेसिडेंट समेत अपने तीन अधिकारियों को चालक दल (कू) की समय-सारणी और रोस्ट्रिंग से संबंधित सभी भूमिकाओं और जिम्मेदारियों से हटाने का आदेश दिया है। नागरिक विमानन महानिदेशालय (डीजीसीए) ने 20 जून को अपने आदेश में एअर इंडिया को इन अधिकारियों के खिलाफ अविलंब अनुशासनात्मक कार्यवाही शुरू करने को भी कहा। डीजीसीए के आदेश के अनुसार तीन अधिकारियों में एयरलाइन का एक डिवीजनल वाइस प्रेसिडेंट भी

शामिल है। डीजीसीए ने एअर इंडिया से 10 दिन में रिपोर्ट देने के लिए कहा है। डीजीसीए ने अपने आदेश में कहा कि लाइसेंसिंग, आराम और नवीनता आवश्यकताओं में चूक के बावजूद उड़ान चालक दल (कू) के शेड्यूल और संचालन में एअर इंडिया ने बार-बार लापरवाही बरती। इस लापरवाही का पता एआरएमएस से सीएई उड़ान और चालक दल प्रबंधन प्रणाली में परिवर्तन के बाद की समीक्षा के दौरान चला। एआरएमएस (एयर रूट मैनेजमेंट सिस्टम) एक सॉफ्टवेयर प्लेटफॉर्म है जिसका उपयोग एयरलाइन द्वारा विभिन्न परिचालन और प्रबंधन कार्यों के लिए किया जाता है। इसमें चालक दल की रोस्ट्रिंग और उड़ान योजना आदि शामिल हैं। डीजीसीए के आदेश में कहा गया है कि समीक्षा के दौरान हुए खुलासे चालक दल की समय-सारणी,

अनुपालन निगरानी और आंतरिक जवाबदेही में विफलता की ओर इशारा करते हैं। लापरवाही के बाद भी जिम्मेदार प्रमुख अधिकारियों के खिलाफ सख्त अनुशासनात्मक कार्रवाई नहीं की गई। अधिकारी अनधिकृत और गैर-अनुपालन चालक दल की जोड़ी, अनिवार्य लाइसेंसिंग, नवीनता मानदंडों का उल्लंघन और समय-निर्धारण प्रोटोकॉल, निरीक्षण में विफलता समेत गंभीर चूकों में शामिल रहे हैं। डीजीसीए ने एअर इंडिया को चेतावनी दी कि भविष्य में चालक दल की समय-सारणी में उल्लंघन करने पर लाइसेंस निलंबन और परिचालन प्रतिबंध सहित कड़ी कार्रवाई की जाएगी। डीजीसीए (नागरिक विमानन महानिदेशालय) ने एअर इंडिया के एकाउंटेबल मैनेजर को कारण बताओ नोटिस जारी किया है।

Air India implements DGCA's order, 3 airline officials removed for rostering violations

STATESMAN NEWS SERVICE
NEW DELHI, 21 JUNE

Aviation safety watchdog Directorate General of Civil Aviation (DGCA) has issued a show cause notice to Air India for violating flight time rules. The aviation regulator also issued a notice against three Air India officials on the rostering team, ordering the airline to remove them on account of "repeated violations".

In its order issued to Air India to remove three senior officials responsible for "serious and repeated lapses" in crew scheduling, the DGCA has highlighted "systemic failures in crew scheduling, compliance monitoring, and internal accountability" at the airline.

In the show cause notice, the DGCA said: "During a spot check, it has been observed that the Accountable Manager of M/s Air India operated two flights from Bangalore to London (AI133)



on 16 May 2025 and 17 May 2025, both of which exceeded the stipulated flight time limit of 10 hours, in violation of Para 6.1.3 of Civil Aviation Requirement (CAR) Section 7 Series J Part III, Issue III dated 24 April 2019."

The DGCA said the manager did not ensure adherence to specific provisions under the Civil Aviation Requirements, and warned that enforcement action could follow if no response is received.

"Whereas, it is further noted that the Accountable Manager of Mis Air India Ltd. has failed

to ensure adherence to the provisions and compliance requirements as stipulated under Para 1 and Para 2.4 of Annexure III of Civil Aviation Requirements (CARs) of Section 3, Series C Part II. Now, therefore, you are hereby called upon to show cause within 07 days of receipt of this notice as to why appropriate enforcement action should not be initiated against you under the applicable provisions of the Aircraft Rules and Civil Aviation Requirements for the aforementioned violations," the notice said.

The airline on Saturday said it has implemented the regulator's directive.

"We acknowledge the regulator's directive and have implemented the order. In the interim, the company's Chief Operations Officer will provide direct oversight to the Integrated Operations Control Centre (IOCC). Air India is committed to ensuring

that there is total adherence to safety protocols and standard practices," the carrier said in a statement.

The DGCA had ordered Air India to remove the three officials from all roles and responsibilities related to crew scheduling and rostering.

The aviation regulator, it identified the trio as being directly responsible for multiple violations, including unauthorised and non-compliant crew pairings, breaches of mandatory licensing requirements, and a failure to adhere to flight crew recency norms. The DGCA described the situation as a "systemic failure" in both scheduling procedures and supervisory oversight.

The aviation regulator identified Choorah Singh, Divisional Vice President; Pinky Mittal, Chief Manager-DOPS, Crew Scheduling and Payal Arora, Crew Scheduling-Planning, as directly responsible for the continued non-compliance.



Corporate Communications Directorate

THE STATESMAN

KOLKATA

22 JUNE 2025

Aviation Test

The recent crash of an Air India Dreamliner in Ahmedabad has not only left a trail of human tragedy but also exposed a deeper question facing India's civil aviation ecosystem: is the country ready to independently investigate and resolve complex air disasters? The handling of the flight data and cockpit voice recorders - commonly referred to as "black boxes" - will serve as a crucial indicator. Both recorders were recovered from the crash site, but their damage in the post-crash fire has complicated the process of data extraction. India has made significant strides in building domestic aviation investigation infrastructure, including the recent inauguration of an upgraded analysis lab in Delhi. Yet it remains unclear whether this facility is fully operational, especially for handling the advanced Enhanced Airborne Flight Recorders used on modern aircraft like the Boeing 787. The uncertainty raises concerns over India's ability to conduct an entirely independent, thorough analysis. Historically, nations with emerging aviation industries have faced similar dilemmas. On the one hand, sending flight recorders abroad - often to the United States or Europe - ensures high-quality analysis backed by decades of technical expertise. On the other, dependence on foreign labs undermines confidence in domestic capability and raises uncomfortable questions about national competence in a sector critical to public trust and international reputation. Any American involvement in analysis will raise uncomfortable questions about outcomes because that country is deeply invested in propping up the floundering manufacturer of the aircraft. As India's aviation sector aspires to global leadership, the handling of this investigation becomes not only a technical matter but also a symbol of national readiness in high-stakes crisis management. This moment is pivotal for India. Choosing to decode the black boxes within its borders would signal confidence in its growing technical prowess. But if that choice leads to incomplete or contested findings, it may damage public trust irreparably. Conversely, sending the recorders abroad risks signaling weakness but may provide clarity at a time when transparency is paramount. One possible solution could be dual-track analysis - data retrieval in India with parallel decoding by an experienced foreign agency. Such a method would ensure accuracy and build confidence while giving the AAIB the chance to validate its own processes against global benchmarks. This approach has been suggested in some quarters and deserves serious consideration. Meanwhile, Air India's management claims that the engines of the ill-fated aircraft were within maintenance parameters, and inspections on its remaining 787 fleet have reportedly cleared most planes for service. However, public concern cannot be easily soothed by technical assurances, especially when human lives have been lost and operational practices are under the spotlight. The airline's decision to temporarily reduce wide-body operations is a prudent one, suggesting an awareness that corporate credibility depends not merely on safety, but the appearance of safety. India's aviation ambitions are significant. But they must be matched by unimpeachable investigative capability. How the country handles this crash probe - whether boldly independent or cautiously international - will shape its narrative for years to come.

DGCA orders special audit of entire aviation ecosystem

Experts Express Scepticism, Question Regulator's Track Record

Saurabh.Sinha

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New Delhi: Aviation regulator DGCA has launched a "comprehensive special audit" of the entire civil aviation ecosystem following the crash of Air India Flight 171 in Ahmedabad and multiple helicopter accidents in Uttarakhand over the past month.

DGCA said the audit will cover scheduled and non-scheduled airlines, private operators, maintenance and repair organisations (MROs), training academies, flying schools, air navigation service providers, airport operators, and ground handling agencies.

"This is a paradigm shift," DGCA chief Faiz Ahmed Kidwai said. "Traditionally, oversight has been siloed — this audit is aimed at evaluating the aviation ecosystem holistically, generating a 360-degree assess-



THE CLEANUP: The tail of crashed AI 171 got stuck in a tree while being taken to Ahmedabad airport on Sunday. It was freed by police and locals, and will be kept in a hangar for investigation

ment of strengths and gaps."

The focus will be on safety management systems, operational practices, and regulatory compliance, along with supporting systems such as emergency response, technology infrastructure, supply chains, and coordination bodies. Multidisciplinary teams led by senior DGCA officials — including experts in air safety, airworthiness, licensing, flight standards, and nav-

igation services — will conduct the audit. External industry specialists may be brought in when required.

Upon completion, audit findings will be shared with each entity, which must submit a corrective action plan within 15 days. "DGCA will monitor implementation through progress reviews and follow-up audits," the order said. Entities failing to act may face penalties ranging

from operational restrictions and fines to suspension or licence revocation. Air safety analyst Amit Singh questioned the regulator's track record. "DGCA has been auditing aviation since time immemorial. Wouldn't it be prudent to invite a third party to audit and why have past DGCA audits failed to rein in safety?"

Others in the industry echoed scepticism, saying audits and enhanced surveillance have become routine, with limited long-term effect. Financial fragility of several aviation operators, especially airlines, remains a structural weakness beyond the regulator's scope.

"Many struggling players in the last two-three decades have warned authorities they'd shut shop if forced to dot every 'i' and cross every 't', which would hit regional connectivity," said an industry insider. "Hopefully the recent crashes will change things."

IndiGo Trainee Pilot Alleges Casteist Abuse In Ggn Office

Told 'Not Fit For Aircraft, Go Stitch Slippers'; 3 Named In FIR

Samad.Hoque
@timesofindia.com

Gurgaon: An FIR was registered against three officials of IndiGo Airlines after a colleague accused them of subjecting him to caste-based harassment and humiliation at the company's corporate office in the city.

The case — under the SC/ST (Prevention of Atrocities) Act and BNS — was initially filed as a zero FIR in Bengaluru, but was transferred to DLF-1 police station in Gurgaon. IndiGo Airlines did not respond to requests for comment on the FIR.

The complainant, a 35-year-old trainee pilot from Bengaluru, accused his seniors Tapas Dey, Manish Sahani, and Captain Rahul Patil of verbal abuse and discriminatory behaviour during a meeting on April 28 at Emaar Capital Tower 2 — where the airline is headquartered. The victim alleged that the harassment began immediately after he arrived in office

'PATTERN OF TARGETED HARASSMENT'

► Complainant, a 35-year-old Indigo employee, says he faced verbal abuse; his colleagues hurled casteist slurs at him during a meeting

► He files an FIR under Scheduled Caste and Scheduled Tribe (Prevention of Atrocities) Act

► He alleges a pattern of targeted harassment

► He says he had to go through wrongful salary deductions, forced retraining, revocation of travel privileges, and issuance of warning letters without cause



We have begun collecting evidence and will record statements from all parties involved."

— DALWINDER SINGH | ASI

when Dey demanded he leave his phone and bag outside in a "demeaning manner".

"His instruction set the tone for the abuse that followed," he said in his complaint.

The trainee pilot claimed that the three officials made casteist remarks during the 30-minute meeting from 3.30pm, which included statements like "you are not fit to fly an aircraft, go back and stitch slippers" and

"you don't even have the worth to be a watchman here".

He alleged that the harassment continued for days and was designed to pressure him into resigning. "The statements they made were not only humiliating but clearly aimed at degrading my identity and status as a Scheduled Caste person," the complaint read.

The harassment allegedly extended beyond verbal abuse. It in-

cluded "professional victimisation" through unjustified salary deductions, forced retraining sessions, revocation of travel privileges, and unwarranted warning letters. Despite escalating the matter to higher officials and the company's ethics committee, the complainant claimed no action was taken, compelling him to approach the SC/ST cell for legal intervention.

The FIR at DLF-1 police station was lodged under sections 3(1)(r) and 3(1)(s) of the SC/ST Act, which deal with intentional insults or intimidation meant to humiliate a Scheduled Caste or Scheduled Tribe member in public view. The case also included sections 351(2) (criminal intimidation), 352 (intentional insult with intent to provoke breach of peace), and 3(5) (common intention) of BNS.

"We have begun collecting evidence and will soon record the statements of all parties involved," assistant sub-inspector Dalwinder Singh said.



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

22 JUNE 2025

DGCA orders training of pilots over turbulence

Saurabh.Sinha
@timesofindia.com

New Delhi: The Directorate General of Civil Aviation (DGCA) has ordered "corrective training" for the pilots operating IndiGo Delhi-Srinagar flight (6E 2142) of May 21, 2025, which had suffered severe turbulence. The Airbus A321 had encountered a hailstorm enroute and then landed safely at Srinagar after declaring an emergency with its radome (nose cone) damaged.

"We have probed this incident. Subsequent to that, we have ordered corrective training for

the pilots and also issued a revised operation circular for adverse weather operations to enhance flight safety," said a senior DGCA official. The revised circular issued indicates the probe found the flight should not have continued its journey to Srinagar through bad weather patch that day.

"Flight crew are advised to maintain heightened vigilance, with an emphasis on safety taking precedence over schedule adherence. Captains are encouraged to initiate diversions or air-turnbacks, as required by prevailing conditions,"

it says while "highlighting the growing impact of climate change on operational unpredictability."

"Weather Avoidance Planning: Pilots are encouraged to plan deviations early and maintain a minimum 20 nautical mile upwind distance from convective activity. Flying beneath thunderstorm clouds is discouraged due to the elevated risk of windshear, lightning, and hail," said the revised circular, adding, "Operators and pilots are advised to adopt a conservative approach to decision-making... early action enhances flight safety."



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

22 JUNE 2025

Flyer misses plane, sprints on runway to board plane

V.Narayan@timesofindia.com

Mumbai: Could this be the typical Mumbaier instinct to rush to catch a just-missed local train? A 25-year-old man from Kalamboli who darted across the city airport after missing his flight was arrested on Thursday for entering the apron — the area where planes are parked, hoping to board the flight he had just missed.

Security officials spotted the man, Pi-yush Soni, running towards the parking area where an Air India flight from Gujarat had landed. The man had arrived at the airport a little after 9.50 am — the deadline for boarding had crossed, said officials of Sahar police station.

Soni was unaware that his Air India flight for Patna had already taken off. The aircraft that he was running towards was one that arrived from Bhuj. Soni initially

claimed that the driver of a coach, that drops flyers near the aircraft, had “by mistake dropped him close to the runway”. However, security officials later said it was a lie, the police said.

In a complaint, an Air India staffer has stated that they noticed a man running towards a plane, risking flight movement and potentially causing a fatal incident had some aircraft been taking off.

Soni was handed over to airport security (CISF) officials. “During inquiry, Soni revealed that he arrived at the airport late and the gate had closed. He entered the runway by opening the emergency access between gate 42 and gate 43 from inside and ran towards the plane to board it without knowing which one was scheduled to depart,” the police said.

Soni has been booked for endangering lives and offences under the Aircraft Act.



Corporate Communications Directorate

THE TIMES OF INDIA

BANGALORE

22 JUNE 2025

B'luru flight lands in Patna without baggage

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Patna: Two Air India Express flights arrived in Patna on Saturday within 30 minutes of each other from **Bengaluru** and **Chennai** without any checked-in baggage.

Sources at Patna's Jayprakash Narayan International Airport said such a lapse was the first in recent memory and sparked an outcry, with one frustrated flyer screaming that the Tata-owned airline should be shut down if it could not handle basic operations. The episode put Air India under the spotlight again, raising many questions just over a week after its Ahmedabad-Lon-

don flight crashed following takeoff.

AI representatives blamed bad weather in Bengaluru and Chennai for the baggage not being loaded, compounded by Patna airport's short runway that they claimed put additional weight restrictions and safety protocols.

IX-2936 from Bengaluru and IX-1634 from Chennai landed at 8.23am and 8.50am, respectively. Passengers were directed to collect their luggage from conveyor belts in the arrival terminal. But after prolonged waits, it became clear that no baggage was arriving. "All my medicines are in that luggage. I can't wait another day," one flyer said after AI officials tried to calm frayed tempers

saying the baggage would arrive on subsequent flights.

Vivek Sharma, from Bengaluru, waited for more than an hour in vain, among the scores of weary flyers who circled the empty belts. "Airport staff informed us that due to bad weather in Bengaluru, our luggage was not loaded. Despite repeated enquiries, we were given no clear answers about where our bags were or when we would get them back," Sharma said. Till late Saturday evening, Air India had not issued an official statement. But Patna airport authorities indicated that the luggage would arrive Sunday.

Airport officials said the primary issue was the aircraft's load factor.



Corporate Communications Directorate

THE TIMES OF INDIA

BANGALORE

22 JUNE 2025

Flyer misses flight, sprints on runway to board plane

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Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

22 JUNE 2025

Passenger dies mid-air on Colombo- Chennai flight

TIMES NEWS NETWORK

Chennai: A 45-year-old passenger travelling from Colombo to Chennai on a SriLankan Airlines flight died mid-air after suffering a sudden cardiac arrest on Friday.

The passenger, identified as Kamal Basha from Andhra Pradesh, complained of chest pain while the flight was cruising.

Flight attendants immediately administered first aid and alerted the pilot.

The pilot then contacted Chennai Air Traffic Control for emergency assistance.

Despite efforts, the passenger could not be revived.

Airport police retrieved his body and sent it for post-mortem.

A case has been registered and further investigation is on.



Corporate Communications Directorate

THE TIMES OF INDIA

CHENNAI

22 JUNE 2025

2 AI flights land in Patna sans baggage

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