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DECCAN HERALD BANGALORE 22 JULY 2025

Second airport: MBP plans to meet civil aviation minister to push for clearance

ASRA MAVAD
BENGALURU, DHNS

M B PATIL
Industries Minister

"I plan to meet the Union Civil Aviation Minister this week to expedite this process. I'm waiting for him to give me a date. The report is holding back the project, and the other necessary steps and approvals that need to be taken to finalise a location for the project are getting delayed.

In an attempt to speed up the case for Bengaluru's second international airport, Industries Minister M B Patil is set to meet Union Civil Aviation Minister Ram Mohan Naidu in the course of the week. The Karnataka government is waiting on the Airport Authority of India (AAI) to submit the feasibility report on the three shortlisted locations for the project.

The AAI had conducted an on-site feasibility study of the three locations in April and was scheduled to release the report in mid-July. As per well-placed AAI sources, the report was submitted to the Ministry of Civil Aviation on June 23, but is yet to be received by the Government of Karnataka.

"I plan to meet the Union Civil Aviation Minister this week to expedite this process. I'm waiting for him to give me a date. The report is holding back the project, and the other necessary steps and approvals that need to be taken to finalise a location for the project are getting delayed," Patil told *DH*.

The AAI has inspected two adjacent land parcels on Kanakapura Road near Harohalli, spanning 4,800 acres and 5,000 acres respectively, and a 5,200-acre area on Kunigal Road in Nelamangala. Construction of the new airport will require 4,500 acres.

Once the Civil Aviation Ministry releases the report, Patil plans to bring a private consultancy firm on board to assess the viability of all three locations. "We have some firms in mind. A firm that has worked with new major airports in the country, like the Noida Airport or the Navi Mumbai airport, would be ideal," he told *DH*.

The state government plans to "leave no stone unturned before finalising the location for the airport", said the minister. "The location will be chosen purely based on merit. There is no room for any personal connections or influence. If we choose based on public opinion or vested interests, the airport will be doomed from the start. Only the data from the feasibility and viability reports will determine the location," he added.

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THE TIMES OF INDIA AHMEDABAD 22 JULY 2025

9 show-cause notices to AI in 6 months: Govt

TIMES NEWS NETWORK

New Delhi: Nine show-cause notices were issued to Air India during the last six months in connection with five identified safety violations,Union junior aviation minister Murlidhar Mohol said in reply to a question in the Rajya Sabha on Monday. Enforcement action has been completed in respect of one violation, he added.

Regarding the AI Dreamliner that had crashed in Ahmedabad on June 12, the minister said no adverse trend had been reported in reliability reports of Air India for that aircraft in the last six months.

Meanwhile, govt admitted in Parliament that there is a shortage in aviation agencies like the Directorate General of Civil Aviation (DGCA), Bureau of Civil Aviation Security (BCAS), and Airports Authority of India (AAI), which also provides air traffic services. According to a parliamentary reply, the DGCA as of Monday had 823 vacancies, BCAS had 230 and AAI had 3,238.

"Some positions have been created in the last couple of years: 441 posts, including 426 technical posts, have been created between 2022 and 2024, 84 operational posts were created in restructuring of BCAS in 2024, and 840 posts of air traffic controllers have been created recently," Mohol said.

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AMAR UJALA DELHI 23 JULY 2025

एयरपोर्ट पर शहनाई, सितार और नृत्य से दूर हो रही बोरियत

डायल की तरफ से डेल वाइब्स नाम से शुरू किया गया है उत्सव, दिख रही सांस्कृतिक झलक

संवाद न्यूज एजेंसी

नई दिल्ली। इंदिरा गांधी इंटरनेशनल एयरपोर्ट पर शहनाई, सितार और नृत्य से लोगों की बोरियत दूर हो रही है। इंतजार के लम्हों को खास बनाने के लिए एयरपोर्ट पर कथक, भरतनाट्यम सहित भारतीय शास्त्रीय नृत्य शैलियां और शहनाई, संतूर, सितार, सारंगी जैसे वाद्य यंत्रों की लाइव प्रस्तुतियां दीं जा रहीं हैं। यात्री अपने इस अनोखे अनुभव को सोशल मीडिया के जरिये लोगों को साझा कर रहे हैं।

एयरपोर्ट पर इंतजार करना यात्रियों के लिए बड़ा मुश्किल पल होता। एक-एक मिनट बीतना घंटे जैसे प्रतीत होते हैं। यह क्षण केवल बोरियत लेकर आता है। लेकिन अगर इंतजार का यह पल सांस्कृतिक, दिलचस्प और मनोरंजनपूर्ण हो तो यात्रियों समय आसानी से बीत जाता है। इसी सोच के साथ आईजीआई पर पिछले कुछ दिनों से यात्रियों के बोरियत भरे इंतजार के पल मनोरंजन में तब्दील हो रहे हैं। यात्रियों को यह खूबसूरत पल डायल की तरफ से मनाए जा रहे दिल्ली वाइब्स उत्सव से मिल रहा है।

आईजीआई एयरपोर्ट की संचालन एजेंसी डायल की तरफ से एयरपोर्ट पर डेल वाइब्स नाम का उत्सव शुरू किया गया है। इस के तहत एयरपोर्ट के टर्मिनल के भीतर शास्त्रीय नृत्य, संगीत और शिल्प कार्यशालाओं का लाइव अनुभव दिया जा रहा है। डेल वाइब्स का मकसद यात्रा के दौरान एक सांस्कृतिक अनुभव प्रदान करना है।

भारत की सांस्कृतिक समृद्धि की झलक दिखाने का तरीका : डायल के मुख्य कार्यकारी अधिकारी विदेह कुमार जयपुरियार का कहना है कि यात्री को एयरपोर्ट से निकलने से पहले भारत की सांस्कृतिक समृद्धि की एक झलक देने का यह हमारा तरीका है। यह न केवल भारत के सबसे व्यस्त परिवहन केंद्र का प्रबंधन और संचालन करने की हमारी दक्षता बल्कि यात्रियों के लिए यादगार अनुभव बनाने के हमारे दृष्टिकोण को भी दर्शाता है।

मनोरंजन के साथ लोगों को भारतीय संस्कृति से रूबरू करवाना भी उद्देश्य

यात्रियों को डेल वाइब्स में कथक और भरतनाट्यम सहित भारतीय शास्त्रीय नृत्य शैलियों के लाइव प्रदर्शन के साथ-साथ शहनाई, संतूर, सितार और सारंगी जैसे वाद्य यंत्रों का आनंद मिल रहा है। इतना ही नहीं इस दौरान यात्रियों को कलाकारों द्वारा संचालित प्रदर्शनों और हस्तशिल्प सत्रों में शामिल होने के लिए गुजारिश भी की जा रही है। कार्यक्रम में 10-15 मिनट का शास्त्रीय नृत्य, 20-25 मिनट का लाइव संगीत और 15 मिनट का क्यूरेटेड शिल्प अनुभव शामिल होता है। डायल के मुताबिक आईजीआई एयरपोर्ट पर डेल वाइब्स के जरिये देशी और विदेशी यात्रियों को मनोरंजन के साथ भारतीय संस्कृति से रूबरू कराना उद्देश्य है।

आयोजन का सबसे ज्यादा फायदा वैसे यात्रियों को मिल रहा है जिनकी उड़ान में किसी कारणवश विलंब है। इस दौरान इंतजार के वो खतरनाक पल यूं बीत जाते हैं कि पता भी नहीं चलता। इसके अलावा कुछ ही पलों के लिए सही लेकिन सोशल मीडिया की दुनिया में यात्री फोन से दूरी बनाकर एकटक सांस्कृतिक प्रस्तुतियों का आनंद ले पा रहे हैं। इससे न सिर्फ मानसिक तनाव दूर हो रहा है बल्कि वो अपनी सांस्कृतिक जड़ों से भी जुड़ रहे हैं। वहीं, जो यात्री पहली बार आईजीआई एयरपोर्ट पहुंच रहे हैं, उनके लिए पहली बार यात्रा यादगार बन रही है। खासतौर पर यात्री सोशल मीडिया पर इसकी जमकर तारीफ भी कर रहे हैं।

उड़ान में देरी अब टेंशन नहीं

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DAINIK NAVJYOTI JAIPUR 22 JULY 2025

जयपुर एयरपोर्ट: मौसम खराब होने के कारण फ्लाइट पांच घंटे देरी से संचालित

नवज्योति,जयपुर। जयपुर एयरपोर्ट से देहरादून जाने वाली इंडिगो की फ्लाइट सोमवार सुबह 6:10 बजे रवाना हुई थी, लेकिन देहरादून में खराब मौसम के कारण लैंड नहीं हो सकी। फ्लाइट को दो घंटे बाद वापस जयपुर लौटना पड़ा। यहां पहुंचने के बाद भी यात्रियों को विमान के अंदर ही बैठाए रखा गवा। करीब चार घंटे बाद, सुबह 10:30 बजे फ्लाइट को दोबारा देहरादून के लिए रवाना किया। इस पूरी प्रक्रिया में यात्रियों को करीब पांच घंटे की देरी का सामना करना पड़ा। एयरलाइन की ओर से यात्रियों को समय पर सही जानकारी नहीं देने को लेकर भी नाराजगी रही।

रनवे मेंटिनेंस के कारण फ्लाइट लेट: जयपुर एयरपोर्ट पर सोमवार को नोटम के चलते एयर इंडिया की फ्लाइट लेट हुई। यह फ्लाइट मुम्बई से दोपहर 12.55 बजे जयपुर पहुंचकर दोपहर 1.35 बजे मुम्बई के लिए रवाना होनी थी। तकनीकी कारणों से यह फ्लाइट दोपहर 2.25 बजे जयपुर पहुंच पाई। इसी बीच दोपहर 2.30 बजे से शाम 4.30 बजे तक रनवे मेंटिनेंस के लिए नोटम लागू हो गया। जिसके कारण इस फ्लाइट ने 4.30 बजे बाद ही मुम्बई के लिए उड़ान भरी।

यह फ्लाइट्स भी देरी से उड़ी

जयपुर एयरपोर्ट से इंदौर और कोलकाता जाने वाली इंडिगो की फ्लाइट्स सोमवार को तय समय पर रवाना नहीं हो सकीं। जयपुर से सुबह 9.15 बजे इंदौर जाने वाली इंडिगो की फ्लाइट तकनीकी कारणों के चलते ढाई घंटे से अधिक देर तक रवाना नहीं हो सकी। इस फ्लाइट को सुबह 10.30 बजे इंदौर पहुंचना था, लेकिन तकनीकी खामी के चलते यह फ्लाइट देरी से रवाना हुई। वहीं जयपुर से सुबह 10.55 बजे कोलकाता जाने वाली इंडिगो की फ्लाइट इनकमिंग एयरक्राफ्ट की देरी के कारण दोपहर 1 बजे रवाना हुई।

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THE ECONOMIC TIMES DELHI 23 JULY 2025

EYES 10.5% BLEND COST

GMR Airports Plans to Raise ₹5,700 crore to Refinance Debt

Shilpy Sinha

Mumbai: GMR Airports Infrastructure (GAL), the listed holding company of GMR Group's airport assets, is looking to raise ₹5,700 crore to refinance high cost debt, according to people familiar with the matter. Deutsche Bank and JP Morgan have been mandated as lead arrangers for the transaction.

The company is tapping a mix of banks, NBFCs, and mutual funds at a blended cost of around 10.5%, potentially lowering its average borrowing cost by nearly 300 basis points. Tata Capital is expected to contribute ₹1,000 crore, while JP Morgan, Deutsche Bank, and Barclays are likely to bring in ₹1,000 crore, ₹1,500 crore, and ₹1,000 crore, respectively. Mutual funds may provide the remaining ₹1,200 crore.

Tata Capital may invest ₹1,000 cr; JP Morgan, DB, and Barclays ₹3,500 cr; mutual funds the remaining ₹1,200 cr

Spokespersons of DB and Barclays declined to comment while GMR, Tata Capital and JP Morgan did not respond to requests for comment.

The fundraise follows a corporate restructuring that moved a portion of GAL's debt to the operating company level, leading to cheaper sources of capital. GAL recently refinanced ₹2,500 crore of DIAL debt, cutting the interest rate from 12% to 9.5%.

GAL, co-promoted by Groupe ADP, owns and operates major Indian airports including Delhi (DIAL) and Hyderabad (GHIAL), which saw passenger traffic rise 7.8% and 15.9% year-on-year in the first ten months of FY25, according to Care Ratings.

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FREE PRESS JOURNAL MUMBAI 22 JULY 2025

Adani's airport plans ₹1 lakh cr investment

Adani Group plans a significant expansion in its airport business. The group will invest nearly Rs 1 lakh crore over the next five years. This investment will focus on infrastructure and real estate development. Navi Mumbai Airport will soon be added to their portfolio. The group will also develop new terminals at various airports across India.

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FREE PRESS JOURNAL MUMBAI 22 JULY 2025

'Ghost airport': Lobo grills own govt over Dabolim

THE GOAN I NETWORK

MAPUSA

In an unusual move, BJP MLA and former minister Michael Lobo put his own government under scrutiny on Monday by raising pointed questions in the Goa Legislative Assembly over the future and functioning of the Dabolim airport in light of the operational Mopa International Airport.

Lobo expressed serious concern over the lack of new international airline arrivals at Dabolim since the commissioning of the Mopa airport. He questioned whether the government had conducted any feasibility studies to ensure both airports could function simultaneously without cannibalising each other's potential.

"I'm speaking in the interest of Goa," Lobo said, drawing support from the Opposition benches, who thumped their desks in approval each time he raised concerns. "Both the former and current chief ministers had assured us that aircraft operations would not be diverted from Dabolim. But since Mopa began operations, no new international airlines have started flying to Dabolim."

He further questioned whether any airlines have already been shifted from Dabolim to Mopa and pressed the government on the lack of a formal study to assess the economic impact of reduced footfall at Dabolim on small businesses like tea stalls, guesthouses and taxi services that depend on airport traffic.

Chief Minister Pramod Sawant, responding to Lobo's concerns, reaffirmed the government's commitment to keeping both airports operational. "We have no plans to shut Dabolim airport. We want both Dabolim and Mopa airports to function. " Sawant said.

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HINDUSTAN DELHI 23 JULY 2025

आईजीआई एयरपोर्ट पर विमान में लगी आग

- यात्रियों के विमान से उतरने के दौरान घटना
- आग लगने के कारणों की जांच शुरू की गई

नई दिल्ली, प्रमुख संवाददाता। दिल्ली हवाईअड्डे पर एयर इंडिया के विमान की लैंडिंग के बाद उसमें अचानक आग लग गई। गनीतमत रही कि घटना में यात्रियों को कोई नुकसान नहीं पहुंचा। हादसे की जांच शुरू कर दी गई है।

जानकारी के मुताबिक, एयर इंडिया की फ्लाइट एआई 315 हांगकांग से दोपहर करीब साढ़े बारह बजे दिल्ली पहुंची थी। विमान की लैंडिंग के बाद गेट पर खड़े होने के दौरान अचानक ऑक्सिलरी पावर यूनिट में आग लग गई। एयर इंडिया के प्रवक्ता के अनुसार, आग लगने की घटना के दौरान एपीयू सिस्टम ने सुरक्षा प्रणाली के तहत स्वतः काम करना बंद कर दिया। विमान को नुकसान पहुंचा है, लेकिन सभी यात्री और चालक दल के सदस्य सुरक्षित हैं और सामान्य रूप से विमान से उतर गए। प्रवक्ता ने बताया कि विमान को फिलहाल उड़ान सेवा से अलग कर दिया गया है। घटनाक्रम की जानकारी नियामक प्राधिकरण को भी दे दी गई है।

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HINDUSTAN DELHI 23 JULY 2025

आईजीआई, जेवर हवाईअड्डे आरआरटीएस से जुड़ेंगे

सिफारिश

नई दिल्ली, एजेंसी। एक संसदीय समिति ने केंद्रीय आवास एवं शहरी मामलों के मंत्रालय को इंदिरा गांधी अंतर्राष्ट्रीय हवाई अड्डे और निर्माणाधीन जेवर हवाई अड्डे को क्षेत्रीय रैपिड ट्रांजिट सिस्टम (आरआरटीएस) कॉरिडोर के माध्यम से जोड़ने की सिफारिश की है।

मगुंटा श्रीनिवासुलु रेड्डी की अध्यक्षता वाली आवास एवं शहरी मामलों की स्थायी समिति ने मेट्रो रेल, रेलवे, अंतर-राज्यीय बस टर्मिनलों (आईएसबीटी), बस डिपो और एक्सप्रेसवे जैसे अन्य परिवहन साधनों के साथ आरआरटीएस के लिए राष्ट्रीय राजधानी क्षेत्र परिवहन निगम के प्रयासों की सराहना की।

समिति ने कहा है कि जेवर हवाई अड्डा भविष्य में गाजियाबाद, गौतमबुद्ध नगर और आसपास के क्षेत्रों के निवासियों के लिए एक प्रमुख परिवहन केंद्र बनने की उम्मीद है। गाजियाबाद-नोएडा-ग्रेटर नोएडा कॉरिडोर पर घनी आबादी वाले इलाकों, रोजगार, मनोरंजन, शैक्षणिक संस्थानों व स्वास्थ्य सेवाओं के विकास को देखते हुए आरआरटीएस जैसी परिवहन प्रणाली से जोड़ना जरूरी हो गया है।

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HINDUSTAN TIMES MUMBAI 22 JULY 2025

AI plane damaged after veering off runway at Mumbai airport

One of the Air India aircraft's engines was damaged in the incident.

Neha LM Tripathi
letters@hindustantimes.com

NEW DELHI: An Air India flight from Kochi veered off the main runway while landing in heavy rain at Mumbai's Chhatrapati Shivaji Maharaj International Airport on Monday morning, damaging the aircraft, people aware of the matter said.

No passengers and crew were injured in the incident. Officials aware of the matter said that the aircraft has been grounded for checks. →P5

AI flight take-off aborted in Delhi

NEW DELHI: An Air India flight scheduled for Kolkata had to abort take-off after a technical snag at IGI airport in Delhi on Monday, officials said. The flight, which was on the runway, had to return for taxiing, with both passengers and the crew safely disembarking.

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HINDUSTAN TIMES MUMBAI 22 JULY 2025

Air India jet veers off runway amid rainfall at Mum airport; grounded

Neha LM Tripathi
neha.tripathi@htlive.com

MUMBAI: An Air India flight from Kochi veered off the main runway while landing in heavy rain at Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA) on Monday morning. While no passengers or crew were injured, the incident led to grounding of the aircraft.

A statement from CSMIA read, "An incoming aircraft from Kochi experienced a runway excursion at..Mumbai at 09.27 hours on 21 July 2025... All passengers and crew are safe."

The airport also stated, " There are minor damages reported to the airport's primary runway - 09/27. In order to ensure continuity of operations, the Secondary Runway 14/32 - has been activated..

The incident took place on runway 27 causing disruption in flight operations, airport officials said.

According to officials, three tyres of the aircraft burst, and the engine was also damaged during the incident.

"The engine sucked up a lot of mud and grass after getting into the mud," one of the officials said. "Runway 27 was unavailable for two and a half hours as runway signages and edge lights were damaged due to the incident," the official said. " A lot of engine cowling (protective outer covering of an aircraft's engine that reduces drag and shields the engine components) was found near the runway," he added.

The damaged engine cowling and wing of the A320 aircraft that skidded off the runway in Mumbai on Monday.

The Air India spokesperson said that the aircraft was grounded post the incident. "Flight AI2744, operating from Kochi to Mumbai on 21 July 2025, experienced heavy rain during landing, resulting in a runway excursion after touchdown. The aircraft taxied safely to the gate and all passengers and crew members have since disembarked. The aircraft has been grounded for checks...," the airline spokesperson said.

"Aircraft had veered 16 to 17m off the runway after landing near touchdown zone and then came back safely and taxied normally to the parking stand," an airport official requesting anonymity said. "The A320 aircraft veered off to the right of the runway 27, on N1 taxiway," he added.

A second official in the know of the matter said, "The pilot in command who was also the pilot flying, is a veteran from Indian Airlines and has been an A320 examiner. He is nearing his retirement." "The DGCA officials who reached the spot minutes after the incident took place, are investigating the cause of the incident," he added.

A third official said that the runway, due to torrential rains in Mumbai, was later reported to be contaminated. To be sure, a runway is said to be contaminated when water is seen or reported.

"This is reported to the air traffic control (ATC) by the airport ground staff which then reports about it to the pilots. However, in this case, runway contamination was reported only after the aircraft veered off," he said."When landing in heavy rain, visibility is reduced, which makes manual landings challenging. Poor weather conditions can affect the flare and touchdown, and the aircraft might land with a slight drift (a situation when an aircraft moves slightly sideways instead of straight while landing, usually due to crosswinds or wet runway conditions). There is also a risk of aquaplaning, where the aircraft rides on a thin layer of water, reducing wheel traction. The aquaplaning speed is a function of tyre pressure of the wheels. After touchdown, deceleration devices such as thrust reversers, spoilers, and wheel brakes are used to slow the aircraft. However, if the wheels lock up or aquaplaning occurs, the aircraft continues to slide on the water film, reducing braking effectiveness," said Capt. Sharath Panicker, a former Dreamliner pilot.

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THE INDIAN EXPRESS DELHI 23 JULY 2025

PWD PLANS TO BUILD FLYOVERS OR UNDERPASSES

New Delhi railway station, IGI Airport & ITO: Three key areas in city set for traffic overhaul

GAYATHRI MANI
NEW DELHI, JULY 22

THREE MAJOR arterial intersections leading to Indira Gandhi International (IGI) Airport, New Delhi Railway Station (NDLS), and ITO often face severe traffic congestion due to multiple signals and slow-moving vehicles.

To address this, the Public Works Department (PWD) is planning to construct elevated stretches or underpasses at these locations to improve connectivity and make the routes signal-free. Officials said the PWD recently inspected these locations to study traffic patterns, bottlenecks, types of vehicles that ply on the stretches, surrounding infrastructure, and travel times to assess ground realities. Here's what it found:

DESHBANDHU GUPTA ROAD

Due to its proximity to NDLS, the road stretch from Paharganj to Ajmeri Gate remains heavily congested throughout the day.

According to officials, the 7-km-long road has around 7 traffic signals, contributing to persistent bottlenecks. "Congestion is caused by a mix of slow-moving vehicles and cross movements, during both peak and non-peak hours," an official said.

"There's a traffic signal every kilometre, which disrupts the flow. Crossing a short distance that should take 5-10 minutes often takes over 30 minutes. To resolve this, the department will study the stretch to determine the feasibility of a flyover or underpass," the official added, noting that segregated pedestrian paths and foot overbridges are also being planned.

NSG JUNCTION

This 2-km-long and six-lane signallised junction provides connectivity to the Delhi Airport, Dwarka and Gurgaon. It is also frequently used by top politicians due to its proximity to the airport.

"After a joint inspection by the PWD's project division along with the Traffic Police and Delhi Airport authorities, the department is planning to construct a grade separator at the junction by extending the current infrastructure with loops and ramps," said an official.

"All three authorities unanimously agreed that a Y-shaped flyover is required at this intersection to ease traffic coming from IGI Airport's Terminal 3. One arm will connect the NSG Office to Mehram Nagar East, and the other towards Dwarka," the official added.

Officials said that with the construction of grade separators and widening of roads, it will improve access to the airport and ease traffic load on Dhaula Kuan and Gurgaon corridors.

ITO INTERSECTION

ITO is a hub of key government offices such as the Income Tax Office, PWD Headquarters, and several publication houses. It connects the Chief Minister's Office to the Supreme Court.

The intersection is also a major convergence point for roads like the ITO Flyover, Vikas Marg, Bahadur Shah Zafar Marg, DDU Marg, and Tilak Marg — resulting in frequent jams. "Both foot and vehicle movement are high. The mix of slow-moving vehicles and cross-traffic leads to frequent congestion," an official said.

To ease the situation, PWD plans to study a 4-km stretch covering the ITO Flyover, Vikas Marg, Deen Dayal Upadhyay Marg, and the W-point on Bahadur Shah Zafar Marg toward Delhi Gate. "An underpass or flyover will help eliminate the five signals on these routes, and loops and ramps will be added for U-turns," the official said.

The PWD has floated a tender to appoint a consultant to carry out a feasibility study and prepare a detailed project report for all three stretches.

3 ARTERIAL INTERSECTIONS, THREE PROPOSALS

DESHBANDHU GUPTA ROAD (PAHARGANJ TO AJMERI GATE)
LENGTH: 7 km
PROPOSAL: Underpass or flyover to decongest Central Delhi, smooth connectivity to New Delhi Railway Station

ITO INTERSECTION
LENGTH: 4 km
PROPOSAL: Underpass or flyover to decongest ITO flyover, Vikas Marg, DDU Marg, Bahadur Shah Zafar Marg towards Delhi Gate

NSG JUNCTION
LENGTH: 2 km
PROPOSAL: Construction of grade separator at NSG junction and widening of North Access Road to improve connectivity to IGI Airport

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JANSATTA DELHI 23 JULY 2025

संसदीय समिति ने की सिफारिश

आइजीआइए-जेवर के बीच बने आरआरटीएस लिंक

नई दिल्ली, 22 जुलाई (भाषा)।

एक संसदीय समिति ने केंद्रीय आवास एवं शहरी मामलों के मंत्रालय को इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे और निर्माणाधीन जेवर हवाई अड्डे को क्षेत्रीय त्वरित परिवहन प्रणाली (आरआरटीएस) से जोड़ने की सिफारिश की है।

आवास एवं शहरी मामलों की स्थायी समिति ने मेट्रो रेल, रेलवे, अंतर-राज्यीय बस टर्मिनल (आइएसबीटी), बस डिपो और एक्सप्रेसवे जैसे अन्य परिवहन साधनों के साथ आरआरटीएस का एकीकरण सुनिश्चित करने के लिए राष्ट्रीय राजधानी क्षेत्र परिवहन निगम (एनसीआरटीसी) के प्रयासों की सराहना की।

एम श्रीनिवासुलु रेड्डी की अध्यक्षता वाली समिति ने अपनी रपट में इस बात पर जोर दिया कि भविष्य में जेवर हवाई अड्डा के गाजियाबाद, गौतम बुद्ध नगर और आसपास के क्षेत्रों के निवासियों के लिए एक प्रमुख परिवहन केंद्र बनने की उम्मीद है।

एम श्रीनिवासुलु रेड्डी की अध्यक्षता वाली समिति ने अपनी रपट में कहा कि गाजियाबाद-नोएडा-ग्रेटर नोएडा गलियारे पर घने आवासीय क्षेत्रों, रोजगार के अवसरों, मनोरंजन क्षेत्रों, शिक्षण संस्थानों और स्वास्थ्य सुविधाओं के विकास के कारण इन क्षेत्रों को आरआरटीएस जैसी तेज, सुरक्षित, विश्वसनीय और कुशल परिवहन प्रणाली से जोड़ना महत्त्वपूर्ण है।

समिति ने कहा, 'आरआरटीएस के एकीकरण से न केवल कनेक्टिविटी में सुधार होगा, बल्कि दिल्ली-मेरठ कारिडोर की यात्रियों की संख्या और वित्तीय व्यवहार्यता भी बढ़ेगी। यह जेवर हवाई अड्डे को आवश्यक कनेक्टिविटी प्रदान करेगा, जो इस क्षेत्र के परिवहन नेटवर्क का एक महत्त्वपूर्ण केंद्र है।' समिति ने सिफारिश की कि क्षेत्रीय कनेक्टिविटी को बढ़ावा देने और यात्रियों की आवाजाही सुव्यवस्थित करने के लिए दोनों हवाई अड्डों को आरआरटीएस नेटवर्क से जोड़ा जाना चाहिए।

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MINT DELHI 23 JULY 2025

More airports in North India will have real-time fog data

New Delhi: The government has stated that it plans to extend the Winter Fog Experiment (WiFEX), which offers localized, runway-specific fog predictions, to more airports in North India based on its success at the Indira Gandhi International Airport in New Delhi. The network is to be extended to to Jewar Airport, Noida, and Hisar, Haryana, covering key aviation corridors across North India under WiFEX-II.

PTI

VIJAY C. ROY

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MILLENNIUM POST DELHI 23 JULY 2025

YEIDA orders demolition of illegal projs in Noid Int'l Airport's development zone

DIPIKA KIROLA

GREATER NOIDA: The Yamuna Expressway Industrial Development Authority (YEIDA) has launched an investigation into unauthorised housing development projects within its designated area, specifically near the forthcoming Noida International Airport, said officials.

According to YEIDA Chief Executive Officer (CEO) Rakesh Kumar Singh the unauthorised projects are being developed on land designated for planned urban and industrial development, potentially disrupting the area's development plans.

"We have directed inspections in our notified area for effective action against unauthorised construction. If our teams find any unauthorised construction, they are told to demolish it immediately and free the encroachment," Singh said. The investigation comes after discovering unlawful colonies being constructed by unauthorised occupants in the Tappal area, where investors from neighbouring cities are being enticed to purchase unapproved plots.

The CEO has assigned Shailendra Singh, officer on special duty in the land department, to conduct site inspections. "We have directed the land department staff to also act against those who are behind such construction," he added.

The authority also plans to issue public notices warning against unauthorised projects.

"We have also directed the land department to issue appeals advising people to not get lured by unauthorised housing projects promising unrealistic returns in a short time," Singh said.

"People should stay away from investing in such schemes not approved by authority".

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MILLENNIUM POST KOLKATA 22 JULY 2025

Adani Group to invest ₹96K crore in airports over next five years

Jeet Adani, who heads airport division, ruled out overseas expansion, citing growth opportunities in India

NEW DELHI: The Adani Group plans to invest Rs 96,000 crore in its airport business over the next five years, focusing heavily on infrastructure enhancement and real estate development.

A significant portion of this investment will be allocated to the Navi Mumbai and Mumbai airport projects, reflecting the conglomerate's growing push to expand its footprint in India's aviation sector.

Jeet Adani, who heads the airport division, ruled out overseas expansion for now, citing strong growth opportunities in India. "We see significant domestic potential and remain focused on an India-first strategy," he said.

Adani Airports, which operates seven airports including Mumbai's Chhatrapati Shivaji Maharaj International Airport, aims to operationalise the Navi Mumbai International Airport (NMIA) by October 2025. The airport is expected to handle 20 million passengers annually in its first phase, backed by an initial investment of Rs 19,000 crore.

Future plans for NMIA include a second terminal, with two options under consideration: a 3-CPA terminal costing Rs 30,000 crore or a larger 5-CPA terminal with an investment of Rs 40,000–Rs 45,000 crore.

The long-term vision is to scale NMIA to accommodate 90 million passengers annually, with a total investment of Rs 1 lakh crore.

A new Terminal 1 at Mumbai airport is also in the pipeline and expected by 2032 at an estimated cost of Rs 5,000 crore. Additionally, new terminals are planned for Ahmedabad, Jaipur, and Thiruvananthapuram, with expansion underway at Lucknow. A new terminal in Guwahati is scheduled for completion by late 2025.

The investment will be funded through a mix of internal equity and debt refinancing.

Jeet Adani also highlighted ongoing collaboration with leading carriers like IndiGo and Air India to align infrastructure with airline growth, in line with the government's PPP model for airport development. AGENCIES

Highlights

- Adani Airports aims to operationalise the Navi Mumbai International Airport (NMIA) by October 2025
- The airport is expected to handle 20 million passengers annually in its first phase, backed by an initial investment of Rs 19,000 crore
- The long-term vision is to scale NMIA to accommodate 90 million passengers annually, with a total investment of Rs 1 lakh crore

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THE PIONEER DELHI 23 JULY 2025

Parliamentary panel backs RRTS link between IGI and Jewar airport

PIONEER NEWS SERVICE
■ New Delhi

A parliamentary panel has recommended that the Union Housing and Urban Affairs Ministry connect the Indira Gandhi International Airport and the under-construction Jewar airport through the Regional Rapid Transit System (RRTS) corridors.

The Standing Committee on Housing and Urban Affairs, chaired by Magunta Sreenivasulu Reddy, appreciated the efforts of the National Capital Region Transport Corporation (NCRTC) for ensuring multimodal integration of RRTS with other transport modes such as metro rail, railways, inter-state bus terminals (ISBTs), bus depots and expressways.

In its report, the committee emphasised that Jewar Airport is expected to become a key transport hub for residents of Ghaziabad, Gautam Budh Nagar, and nearby areas in the future. The growth of dense residential areas, employment opportunities, entertainment zones, educational institutions, and healthcare facilities along the Ghaziabad-Noida-Greater Noida corridor makes it even more crucial to connect these areas through a fast, safe, reliable, and efficient transport system like RRTS.

The committee recommended that both airports to be connected with the RRTS network to boost regional connectivity

"The integration of RRTS will not only improve connectivity but will also enhance the ridership and financial viability of the Delhi-Meerut Corridor. It will provide much-needed connectivity to Jewar Airport, a vital node in the region's transportation network," the committee said.

The panel also noted that two major transport nodes in Delhi-NCR — Indira Gandhi International Airport and Jewar Airport — are yet to be integrated with the RRTS network.

Regarding the IGIA-RRTS integration, the committee acknowledged that earlier it had been informed the linkage would be implemented via the Delhi-SNB corridor. "However, the DPR (Detailed Project Report) for this corridor is currently being revisited by NCRTC," it said.

The committee, therefore, recommended that both airports be connected to the RRTS network to boost regional connectivity and streamline passenger movement.

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RAJASTHAN PATRIKA DELHI 23 JULY 2025

ट्रेंडिंग न्यूज

अमृतसर एयरपोर्ट को बम की धमकी

अमृतसर@ पत्रिका. अमृतसर एयरपोर्ट को बम से उड़ाने की धमकी मिली है। अज्ञात व्यक्ति ने फोन पर यह धमकी दी। पुलिस मामला दर्ज कर जांच में जुटी है। कॉल करने वाले के नंबर के बारे में जानकारी जुटाई जा रही है। इससे पहले स्वर्ण मंदिर को बम की धमकी मिल चुकी है।

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THE TIMES OF INDIA MUMBAI 22 JULY 2025

Amid rains, AI flight overshoots city runway

Mumbai: An Air India aircraft overshot the Mumbai airport runway after touching down amid heavy rains Monday. The eventful landing saw the A320 aircraft suffer three tyre bursts, veer off the main runway into the unpaved portion, then onto a taxiway before it came to a halt. No passengers or crew were hurt.

The incident occurred after AI 2744 from Kochi touched down on primary runway 27 at 9.27am. It veered about 16m off the runway, took out a few lights along the runway edge and taxiway and damaged a nearby signage before coming to a halt, said a source, adding the pilots then taxied the plane to parking bay. The aircraft sustained serious damage; the engine cowling was left partially deformed, and the tail section had foreign object damage. While a couple of flights close behind in the sequence to land continued with their landing, the main runway was shut down minutes after the accident. TNN

The damaged engine cowling of AI flight from Kochi to city

▶ 8 flights diverted, P 6

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THE TIMES OF INDIA MUMBAI 22 JULY 2025

AI plane's runway excursion: 8 flights diverted, 3 abort landing

TIMES NEWS NETWORK

Mumbai: After the AI flight accident led to the closure of the primary runway, flight movements were moved to the shorter secondary runway of the Mumbai airport. A total of eight incoming flights were diverted to other airports, while three flights were forced to abort the landing and climbed for a second attempt at touchdown, said a source.

The primary runway was repaired and reopened to flight movements at 12.03pm. A team from the Directorate General of Civil Aviation reached the airport to investigate the accident.

Air India, in a statement, said: "Flight AI2744, operating from Kochi to Mumbai, experienced heavy rain during landing, resulting in a runway excursion after touchdown. The aircraft taxied safely to the gate, and all passengers and crew members have since disembarked. The aircraft has been grounded for checks."

A Mumbai airport spokesperson said that the airport's emergency response teams were immediately activated to manage the runway excursion. "All passengers and crew are safe. There were minor damages reported to the airport's primary runway — 09/27. In order to ensure continuity of operations, the secondary runway 14/32 was activated."

In the past, there have been quite a few incidents of runway excursions at Mumbai airport during the monsoon. In Sep 2023, a VSR Ventures Learjet 45 aircraft flying in from Visakhapatnam experienced a runway excursion on landing at Mumbai during heavy rains and poor visibility.

Pics: Sanjay Hadkar & Agencies

Air India Kochi-Mumbai flight upon landing at Mumbai airport; (above) the aircraft waits for repair of tyres in heavy rains

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AMAR UJALA DELHI 23 JULY 2025

दिल्ली हवाईअड्डे पर एअर इंडिया के विमान में लगी आग

नई दिल्ली। दिल्ली हवाईअड्डे पर मंगलवार को एअर इंडिया के ए-321 विमान में आग लग गई। आग पर काबू पा लिया गया। सभी यात्री व चालक दल के सदस्य सुरक्षित हैं।

विमान हांगकांग से आकर दिल्ली हवाईअड्डे पर दोपहर 12:12 बजे उतरा था। लैंडिंग और गेट पर पार्किंग के तुरंत बाद सहायक विद्युत इकाई (एपीयू) में आग लग गई। उस समय यात्री विमान से उतर रहे थे। एपीयू स्वचालित रूप से बंद हो गया। एअर इंडिया के प्रवक्ता ने कहा कि विमान को कुछ नुकसान हुआ है। विमान का परिचालन आगे की जांच के लिए रोक दिया गया है। बता दें, अहमदाबाद में विमान हादसे के बाद एअर इंडिया कड़ी निगरानी में है। ब्यूरो

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AMAR UJALA DELHI 23 JULY 2025

बोइंग के फ्यूल स्विच में कोई गड़बड़ी नहीं

अहमदाबाद हादसा : डीजीसीए के निर्देश पर बोइंग 787 व 737 की एअर इंडिया ने की जांच

अमर उजाला ब्यूरो

नई दिल्ली। एअर इंडिया ने मंगलवार को कहा कि उसने अपने बेड़े के सभी बोइंग 787 और 737 विमानों के फ्यूल कंट्रोल स्विच (एफसीएस) के लॉकिंग सिस्टम की जांच का काम पूरा कर लिया है। विमानन कंपनी के मुताबिक, फ्यूल स्विच में किसी तरह की कोई समस्या नहीं पाई गई। ये निरीक्षण अहमदाबाद हादसे के बाद डीजीसीए की ओर से जारी निर्देश के तहत किया गया।

यह कदम 12 जून को अहमदाबाद में एअर इंडिया का बोइंग 787 विमान दुर्घटनाग्रस्त होने पर आई 15 पृष्ठों की प्रारंभिक रिपोर्ट के बाद उठाया गया, जिसमें खुलासा हुआ था कि इंजन को ईंधन आपूर्ति करने वाले स्विच उड़ान भरने के एक सेकंड के भीतर ही बंद हो गए थे। यही इस हादसे का प्रमुख कारण बना। बोइंग 737 एअर इंडिया एक्सप्रेस के बेड़े का

हिस्सा है और विमानन कंपनी ने इसके फ्यूल स्विच सिस्टम की भी जांच की है। एअर इंडिया की तरफ से जारी बयान में कहा गया, उसने 12 जुलाई को स्वैच्छिक निरीक्षण शुरू किया था और डीजीसीए की तरफ से जारी निर्देश के तहत यह जांच निर्धारित समय सीमा में पूरी कर ली। कोई खामी नहीं पाई गई है और नियामक को इसकी सूचना दे दी गई है। अहमदाबाद हादसे पर विमान दुर्घटना जांच ब्यूरो (एएआईबी) की प्रारंभिक रिपोर्ट आने के बाद डीजीसीए ने 14 जुलाई को बोइंग 787 और 737 विमानों के लॉकिंग सिस्टम की जांच करने के निर्देश जारी किए थे।

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हादसा • पावर यूनिट में लगी आग, 174 यात्री सवार थे

एअर इंडिया के विमान में लैंडिंग के बाद लगी आग, सभी सुरक्षित

भास्कर न्यूज, नई दिल्ली| हॉन्गकॉन्ग से दिल्ली आए एअर इंडिया के विमान एयरबस ए-321 (एआई-315) में मंगलवार दोपहर बड़ा हादसा टल गया। 174 यात्री और क्रू मेंबर्स के साथ विमान ने दोपहर 12:12 बजे जैसे ही लैंडिंग की, थोड़ी देर बाद इसकी ऑक्जिलरी पावर यूनिट (एपीयू) में आग लग गई। घटना के वक्त यात्री उतरना शुरू कर चुके थे। इसलिए जनहानि नहीं हुई, पर विमान को नुकसान हुआ है।

बोइंग: फ्यूल स्विच सिस्टम सेफ

मुंबई| एअर इंडिया के बेड़े में शामिल बोइंग 787 और 737 विमानों के फ्यूल कंट्रोल स्विच के लॉकिंग मैकेनिज्म में कोई खामी नहीं है। विमान कंपनी ने बताया कि अहमदाबाद हादसे के बाद बोइंग 787 और 737 के फ्यूल स्विच लॉकिंग मैकेनिज्म पर सवाल उठ रहे थे। इसके बाद डीजीसीए ने पिछले हफ्ते जांच कराने को कहा था।

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इंडिगो एयरलाइंस की फ्लाइट • 25 मिनट हवा में चक्कर लगाता रहा विमान

गोवा से इंदौर आ रही फ्लाइट की इंदौर में इमरजेंसी लैंडिंग, सभी यात्री सुरक्षित

भास्कर संवाददाता | इंदौर

गोवा से इंदौर आ रही इंडिगो एयरलाइंस की फ्लाइट (6E 813) की सोमवार शाम इंदौर एयरपोर्ट पर तकनीकी अलर्ट के चलते इमरजेंसी लैंडिंग करवाई गई। लैंडिंग से पहले करीब 25 मिनट तक विमान हवा में ही चक्कर लगाता रहा। सभी यात्री और क्रू मेंबर पूरी तरह सुरक्षित हैं। फ्लाइट ने गोवा से 3.14 बजे उड़ान भरी थी। एयरपोर्ट डायरेक्टर विपिनकांत सेठ ने बताया कि इंदौर पहुंचने से पहले फ्लाइट को लैंडिंग गियर से जुड़ी चेतावनी (अंडरकैरेज वार्निंग) मिली थी। पायलट ने देखा फ्लाइट का हाइड्रोलिक सिस्टम काम नहीं कर रहा है। इसके बाद एटीसी ने इमरजेंसी लैंडिंग के लिए कहा। एक अन्य अधिकारी ने बताया कि अंडरकैरेज वार्निंग की सूचना मिलते ही एयरपोर्ट पर फुल इमरजेंसी घोषित कर दी गई थी। इस दौरान एयरपोर्ट के रन-वे पर फायरब्रिगेड, एम्बुलेंस, मेडिकल टीम और प्रबंधन के अधिकारी पहुंच गए। अन्य सभी विभाग भी अलर्ट पर थे। सभी व्यवस्थाएं होने के बाद शाम 5.15 बजे सुरक्षित लैंडिंग करवाई गई। अच्छी बात यह रही कि लैंडिंग के दौरान हाइड्रोलिक सिस्टम ने काम करना शुरू कर दिया। इंडिगो के प्रवक्ता ने बताया कि अब विमान को अनिवार्य जांच प्रक्रिया से गुजरने के बाद ही दोबारा उड़ान की अनुमति दी जाएगी।

एक महीने में तीसरी घटना....

- 13 दिन पहले इंदौर-रायपुर फ्लाइट ने टेकऑफ किया। आधे घंटे बाद ही अलार्म बजने लगा। तकनीकी खराबी के कारण फ्लाइट की इंदौर में ही इमरजेंसी लैंडिंग करवाई गई थी।
- 23 जून: इंदौर-भुवनेश्वर फ्लाइट रन-वे तक पहुंच गई थी। तकनीकी खराबी के बाद फ्लाइट रन-वे से ही वापस लौट आई थी। इसके बाद फ्लाइट को निरस्त कर दिया गया था।

गोवा में ही आई थी तकनीकी खराबी : यात्री

फ्लाइट में सवार यात्री पंकज खंडेलवाल ने बताया हम लोग जब गोवा में फ्लाइट में सवार हुए थे, तभी प्लेन में तकनीकी खराबी सामने आई थी। 15 मिनट तक फ्लाइट रोकी गई। सवाल यह है कि गोवा में उसे क्यों नहीं सुधारा गया।

अंडरकैरेज वार्निंग सबसे गंभीर चेतावनी है

अंडरकैरेज वार्निंग फ्लाइट की सबसे गंभीर चेतावनी है। इसका मतलब होता है कि विमान के पहिए ठीक से काम नहीं कर रहे हैं या उनकी स्थिति सही नहीं है। इसकी चेतावनी मिलते ही पायलट को तुरंत आपातकालीन प्रक्रिया करना होती है।

- संजय जैन, एविएशन एक्सपर्ट

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एअर इंडिया 1,670 करोड़ रु. कर्ज लेकर बोइंग 777 विमान खरीदेगी

बिजनेस संवाददाता | नई दिल्ली

टाटा ग्रुप के स्वामित्व वाली एअर इंडिया बेड़े में बोइंग 777 विमानों को शामिल करने के लिए 20 करोड़ डॉलर (करीब 1,700 करोड़ रुपए) का बैंक लोन लेने जा रही है। कंपनी के मुताबिक, यह कर्ज एअर इंडिया की गिफ्ट सिटी में रजिस्टर्ड सब्सिडियरी एआई फ्लीट सर्विसेज आईएफएससी लिमिटेड के जरिये लिया जाएगा।

एअर इंडिया अमेरिका स्थित एक लीजिंग कंपनी से प्रस्तावित विमानों को खरीदने की तैयारी कर रही है। इस कदम का उद्देश्य सप्लाई चेन की चुनौतियों और डिलीवरी में हो रही देरी के बीच उड़ान सेवाओं के लिए पर्याप्त विमान सुनिश्चित करना है। घटनाक्रम से जुड़े लोगों के मुताबिक, एअर इंडिया वर्तमान में मुख्य रूप से भारत-अमेरिका रूट पर छह बोइंग 777 विमानों का संचालन कर रही है, ये विमान करीब 11 से 13 साल तक पुराने हैं। कंपनी इन्हें अपग्रेड करने के साथ ही फ्लीट का विस्तार भी करना चाहती है।

एयरबस, बोइंग को 570 प्लेन का ऑर्डर दे रखा है

टाटा ग्रुप ने एयरबस और बोइंग को 570 विमानों का ऑर्डर दिया है। एअर इंडिया नए विमानों की डिलीवरी में देरी के कारण अपने बेड़े का विस्तार करने में मुश्किलों का सामना कर रही है।

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देहरादून फ्लाइट की खराब मौसम में लैंडिंग अटकी, वापस जयपुर आई

जयपुर | जयपुर एयरपोर्ट पर सोमवार को फ्लाइट्स का संचालन गड़बड़ा गया। इससे 625 से अधिक यात्री परेशान होते रहे। दरअसल इंडिगो की फ्लाइट 6ई-7274 जयपुर से सुबह 6:10 बजे रवाना हुई थी, लेकिन देहरादून में खराब मौसम के चलते लैंडिंग नहीं हो सकी। करीब 2 घंटे बाद वापस जयपुर आ गई। बाद में 10:30 बजे दोबारा देहरादून के लिए रवाना हुई। इंडिगो की फ्लाइट 6ई-7154 जयपुर से सुबह 9:15 बजे इंदौर जा रही थी, लेकिन तकनीकी कारणों से डेढ़ घंटे लेट रवाना हुई। इंडिगो की ही कोलकाता जाने वाली फ्लाइट 6ई-6568 जयपुर से सुबह 10:55 बजे कोलकाता जाती है, लेकिन इनकमिंग एयरक्राफ्ट की देरी से फ्लाइट दोपहर 1 बजे रवाना हुई।

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DECCAN CHRONICLE HYDERABAD 22 JULY 2025

Two scares in two days: Pilots fully trained, say experts

SABA ANJUM SHAIK I DC
HYDERABAD, JULY 21

The Air India aircraft that skidded off the runway in Mumbai during heavy rain could have faced a much worse situation, said aviation experts on Monday, as they tried to explain the two major aircraft-related incidents that occurred over two days, the other being the engine fire on a Delta Airlines Boeing 767 aircraft in the US.

"When aircraft land in rain, especially on wet runways the friction between the tyres and the tarmac reduces. In some cases the plane may aquaplane, which means the tyres lose grip because of a thin layer of water between the rubber and the runway, this reduces braking efficiency and increases the stopping distance required especially if the aircraft is carrying heavy payload," explained Capt. Sai Krishna Kumar, a deputy chief flying instructor.

"This could have ended worse because the aircraft was at its weakest point, just after touchdown, hurtling down a wet runway with limited traction."

He said that in such conditions, pilots are trained to touch down at the first possible point on the runway to maximise stopping space. "If this isn't possible, the safer option is to perform a go-around, making another attempt or diverting to another airport," added Sai Krishna.

Aviation experts also explained that the wind direction plays a key role, "What starts as a headwind (blowing against the aircraft's front) can suddenly shift to a tailwind (towards the aircraft's tail) due to turbulent weather, as often happens during monsoon. This can reduce lift and stability during landing," said an expert.

Clumps of grass (left) on the wing of an Air India aircraft that veered off the runway in Mumbai and damage to the engine cowling. Fire breaks out in the engine of a Delta Airlines Boeing 767 bound for Atlanta in the US. — *THE WEB*

A retired senior ATC official said that Mumbai, with its long-standing record of heavy monsoon rain was especially prone to such challenges. "Pilots are trained during their early phase to handle poor visibility, crosswinds, bad weather and even single-engine landings," he said.

A flight instructor who wished to remain anonymous said that pilots get details about the weather and runway conditions through Metar (Meteorological Terminal Aviation Routine Weather Report) before landing. "In case the pilots aren't confident, they can circle in the air or divert to another airport. A firmer landing, not a soft one, can also help by cutting through water on the runway and improving grip. That might have helped prevent what happened," he said.

"With the growing number of flights and weather unpredictability, such incidents are rare but may increase unless carefully managed, but it's always better to delay or divert than to risk an unsafe landing," he added.

Meanwhile, pointing to the incident in the US where an engine of the Delta Airlines Boeing 767 caught fire mid-air, aviation experts said such incidents are serious emergencies. "Most engine fires are caused by bird strikes or engine flame-outs during take-off when fuel is flowing but not enough air is available for combustion. Sometimes it can also happen due to a break in the engine or a foreign object entering it," said Suman Saurabh, a flight instructor.

"Modern aircraft have multiple fire detection systems in the engine, cockpit, cargo hold, lavatories and cabin. These use heat, smoke or flame sensors to alert the crew. Depending on where the fire is detected, pilots take action accordingly like shutting down the engine, activating fire extinguishers or declaring an emergency. In all these cases aircraft systems detect the problem immediately," he added.

"Although mid-air fires are rare, they are dangerous not just because of the flames but because of the systems they can affect. Pilots have to make decisions in seconds. Unlike mechanical issues that develop gradually, a fire can spread quickly, putting everyone onboard at risk. Electrical short circuits, fuel leaks and overheating parts like wires or electrical components can also lead to a fire," said Captain Arun Chauhan, a commercial pilot.

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DECCAN HERALD BANGALORE 22 JULY 2025

3 FLIGHTS SUFFER MINOR SCARES

An Air India aircraft that veered off the runway while landing in heavy rain at Mumbai airport on Monday, a day that witnessed two other aviation incidents. At Indore, an IndiGo flight from Goa with 140 passengers on board made an emergency landing following a technical alert related to its landing gear while a Kolkata-bound Air India plane aborted takeoff at the Delhi airport due to a technical snag on Monday evening. PTI

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DAINIK JAGRAN DELHI 23 JULY 2025

लैंडिंग के कुछ देर बाद ही एअर इंडिया के विमान में लगी आग

जागरण संवाददाता, नई दिल्ली : हांगकांग से नई दिल्ली पहुंचे एअर इंडिया के विमान में लैंडिंग के कुछ ही देर बाद आग लग गई। आग लगने की घटना तब हुई जब विमान से यात्री उतर ही रहे थे। घटना के तुरंत बाद 170 यात्रियों व क्रू सदस्यों को सुरक्षित उतार लिया गया।

घटना मंगलवार दिन की है। दिन में 12.20 बजे हांगकांग से नई दिल्ली पहुंची उड़ान संख्या एआइ 315 लैंडिंग के बाद टर्मिनल 3 के बे पर खड़ी हुई। कुछ ही देर बाद यात्रियों के विमान से बाहर निकलने की प्रक्रिया शुरू हुई। अभी यात्री निकल ही रहे थे कि विमान का अलार्म सिस्टम अलार्म सिग्नल देने लगा। पता चला कि विमान के पिछले हिस्से यानि टेल के पास सहायक पावर यूनिट में आग लगी है। क्रू फौरन हरकत में आया और यात्रियों को तेजी से निकाला गया। सूत्रों का कहना है कि पावर यूनिट में लगी आग के बाद विमान के स्वचालित सिस्टम ने स्वयं ही काबू पाने का प्रयास शुरू कर दिया। सबसे पहले यूनिट बंद हुआ, जिसके बाद आग धीरे धीरे कमजोर पड़ने लगी, लेकिन अलार्म सिग्नल सुनाई देने के बाद पायलट ने पूरे प्रकरण में एयरपोर्ट प्रबंधन को अवगत कराया। जिसके बाद क्विक रिस्पांस टीम फौरन वहां पहुंची ताकि आग पर काबू पाया जा सके। लेकिन इसकी जरूरत ही नहीं पड़ी। बाद में विमान को आइसोलेटेड एरिया में ले जाया गया।

आइजीआइ एयरपोर्ट ● इंटरनेट मीडिया

पूर्व में सामने आ चुकी है विमान में गड़वड़ी

सूत्रों का कहना है कि इससे पहले उड़ान संख्या एआइ 315 तब चर्चा में आई थी, जब 16 जून को हांगकांग से नई दिल्ली आने के क्रम में विमान को बीच सफर के दौरान ही तब वापस लौटना पड़ा, जब इसके फ्यूल फिल्टर में कुछ तकनीकी खराबी का पता चला था।

भारतीय विमानपत्तन प्राधिकरण
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DAINIK JAGRAN DELHI 23 JULY 2025

एयरलाइनों का हवा हवाई प्रचार, यात्रियों की सुरक्षा नजरअंदाज

मुंबई, प्रेट्र : हाल के विमान हादसों और अव्यवस्था के बीच भारतीय विमान यात्रियों के बीच आम राय यही बनी है कि भारतीय एयरलाइंस हवा-हवाई प्रचार अधिक करती हैं और यात्रियों की सुरक्षा को नजरअंदाज किया जाता है। एक पैन-इंडिया आनलाइन सर्वेक्षण में लगभग 76 प्रतिशत यात्रियों ने यह राय व्यक्त की हैकि भारत की कई एयरलाइंस यात्रियों की सुरक्षा की तुलना में प्रचार पर अधिक खर्च कर रही हैं। इस सर्वेक्षण में 322 जिलों से नागरिकों के 44 हजार उत्तर प्राप्त हुए।

'लोकलसर्किल्स' के कराए इस आनलाइन सर्वेक्षण में पाया गया कि इनमें से 64 प्रतिशत उत्तरदाताओं ने पिछले तीन वर्षों में कम से कम एक कठिन उड़ान का अनुभव किया, जिसमें कठिन

भारतीय एयरलाइनों की सुरक्षा की तुलना में प्रचार पर अधिक खर्च, 76 प्रतिशत विमान यात्रियों की एयरलाइनों पर राय है यही

टेकआफ, लैंडिंग या उड़ान के दौरान की स्थिति शामिल थी। सर्वेक्षण में पहले हवाई यात्रियों से पूछा गया, ''क्या आप मानते हैं कि भारत की एयरलाइंस सुरक्षा की तुलना में प्रचार पर अधिक खर्च कर रही हैं?'' इस प्रश्न के उत्तर देने वाले 26,696 में से 43 प्रतिशत ने कहा, ''हां, सभी''; 33 प्रतिशत उत्तरदाताओं ने कहा ''हां, कुछ''; 11 प्रतिशत ने कहा ''नहीं, कोई भी'' प्रचार पर अधिक ध्यान देता है और सुरक्षा पर कम; और 13 प्रतिशत उत्तरदाताओं ने स्पष्ट उत्तर नहीं दिया।

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RS DAINIK JAGRAN DELHI 23 JULY 2025

एयरलाइनों का हवा हवाई प्रचार, यात्रियों की सुरक्षा नजरअंदाज

- भारतीय एयरलाइनों की सुरक्षा पर खर्च की तुलना में प्रचार पर अधिक खर्च
- आनलाइन सर्वे में 76 प्रतिशत विमान यात्रियों की एयरलाइनों पर राय है यही

मुंबई, प्रेट्र : हाल के विमान हादसों और कुव्यवस्थाओं के बीच भारतीय विमान यात्रियों के बीच आम राय यही बनी है कि भारतीय एयरलाइंस हवा-हवाई प्रचार अधिक करती हैं और यात्रियों की सुरक्षा को नजरअंदाज किया जाता है। एक पैन-इंडिया आनलाइन सर्वेक्षण में लगभग 76 प्रतिशत उत्तरदाताओं ने यह राय व्यक्त की कि भारत की कई एयरलाइंस यात्रियों की सुरक्षा की तुलना में प्रचार पर अधिक खर्च कर रही हैं। इस सर्वेक्षण में 322 जिलों से नागरिकों के 44 हजार उत्तर प्राप्त हुए। हाल के समय में मध्य-हवा और जमीन पर हुई कई घटनाओं के बीच इस सर्वे के नतीजे महत्वपूर्ण हैं।

'लोकलसर्किल्स' के कराए इस आनलाइन सर्वेक्षण में पाया गया कि इनमें से 64 प्रतिशत उत्तरदाताओं ने पिछले तीन वर्षों में कम से कम एक कठिन उड़ान का अनुभव किया, जिसमें कठिन टेकआफ, लैंडिंग या उड़ान के दौरान की स्थिति शामिल थी। सर्वेक्षण में पहले हवाई यात्रियों से पूछा गया, "क्या आप मानते हैं कि भारत की एयरलाइंस सुरक्षा की तुलना में प्रचार पर अधिक खर्च कर रही हैं?" इस प्रश्न के उत्तर देने वाले 26,696 में से 43 प्रतिशत ने कहा, "हां, सभी"; 33 प्रतिशत उत्तरदाताओं ने कहा "हां, कुछ"; 11 प्रतिशत ने कहा "नहीं, कोई भी" प्रचार पर अधिक ध्यान देता है और सुरक्षा पर कम; और 13 प्रतिशत उत्तरदाताओं ने स्पष्ट उत्तर नहीं दिया। संक्षेप में 76 प्रतिशत भारतीय एयरलाइन यात्रियों का मानना है कि कई एयरलाइंस सुरक्षा की तुलना में प्रचार पर अधिक खर्च कर रही हैं।" इस सर्वेक्षण में कुल उत्तरदाताओं में से 63 प्रतिशत पुरुष थे जबकि 37 प्रतिशत महिलाएं थीं। 46 प्रतिशत उत्तरदाता टियर एक से, 25 प्रतिशत टियर दो से और शेष 29 प्रतिशत टियर 3, 4, 5 और ग्रामीण जिलों से थे। सर्वेक्षण ने उड़ान भरने वालों से यह भी पूछा, "पिछले तीन वर्षों में आप भारत की एयरलाइंस पर अपनी उड़ानों (टेकआफ, उड़ान के दौरान या लैंडिंग) में से कितनी प्रतिशत को कठिन या आघातकारी मानेंगे?" इस प्रश्न के उत्तर देने वाले 17,630 में से 75 प्रतिशत ने कहा कि 50 प्रतिशत से अधिक उड़ानें कठिन थीं; 6 प्रतिशत उत्तरदाताओं ने 40-50 प्रतिशत उड़ानों का उल्लेख किया, जबकि 6 प्रतिशत ने 30-40 प्रतिशत उड़ानों का उल्लेख किया और 9 प्रतिशत ने 10-20 प्रतिशत उड़ानों का उल्लेख किया।" संक्षेप में 64 प्रतिशत एयरलाइन यात्रियों ने भारत में कहा कि उन्होंने पिछले तीन वर्षों में कम से कम एक या अधिक कठिन उड़ानें अनुभव की हैं।"

प्रतीकात्मक

बोइंग विमानों के ईंधन स्विच सिस्टम में कोई समस्या नहीं मिली : एअर इंडिया

- बोइंग 787 और 737 विमानों में ईंधन नियंत्रण स्विच के लाकिंग सिस्टम की हुई जांच

मुंबई, प्रेट्र: प्राइवेट एयरलाइन एअर इंडिया ने बताया कि उसने अपने बोइंग 787 और 737 विमानों में ईंधन नियंत्रण स्विच के लाकिंग सिस्टम की जांच पूरी कर ली है और इसमें कोई समस्या नहीं पाई गई है।

विमानन सुरक्षा नियामक डीजीसीए ने पिछले सप्ताह एयरलाइंस को यह निर्देश दिया था कि वे 21 जुलाई तक अपने बोइंग 787 और 737 विमानों के बेड़े में ईंधन स्विच लाकिंग सिस्टम की जांच का काम पूरा कर लें। उल्लेखनीय है कि गत 12 जून को एअर इंडिया का बोइंग 787 विमान उड़ान भरने के तुरंत बाद अहमदाबाद में दुर्घटनाग्रस्त हो गया था। हादसे की प्रारंभिक जांच में विमान दुर्घटना जांच ब्यूरो (एएआइबी) ने पिछले सप्ताह कहा था कि दुर्घटना से पहले विमान के ईंधन स्विच बंद हो गए थे। इस हादसे में विमान में सवार 242 लोगों में से 241 की मौत हो गई थी और जमीन पर अन्य 19 लोगों की भी जान गई थी। टाटा समूह की एयरलाइन ने एक बयान में कहा, 'जांच में लाकिंग सिस्टम में समस्या नहीं पाई गई है।' ईंधन नियंत्रण स्विच विमान के इंजनों में ईंधन के प्रवाह को नियंत्रित करते हैं।

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THE ECONOMIC TIMES DELHI 23 JULY 2025

AI Aircraft's Aux Power Unit Catches Fire After Landing

New Delhi: An Air India A321 plane's auxiliary power unit caught fire after landing at the Delhi airport on Tuesday afternoon, and all passengers and crew members are safe.

"Flight AI 315, operating from Hong Kong to Delhi on 22 July 2025, experienced an auxiliary power unit (APU) fire shortly after it had landed and parked at the gate. The incident occurred while passengers had begun disembarking, and the APU was automatically shut down as per system design," an airline spokesperson said in a statement.

The spokesperson said there was some damage to the aircraft, while passengers and crew members disembarked normally and are safe. "The aircraft has been grounded for further investigations and the regulator has been duly notified," the spokesperson added.—**PTI**

No Issues with Fuel Lock System on Boeing Jets: AI

PTI

Mumbai: Private carrier Air India on Tuesday said it has completed "precautionary" inspection of the locking mechanism of the fuel control switch (FCS) on its Boeing 787 and 737 aircraft fleet and no issues were found.

Aviation safety regulator DGCA last week directed airlines to inspect the fuel switch locking system in their Boeing 787 and 737 planes by July 21 after the Aircraft Accident Investigation Bureau (AAIB) said in its preliminary report that fuel switches were cut off before the Air India plane crash last month.

Air India flight AI 171, operated with Boeing 787-8, en route to London Gatwick, crashed soon after takeoff from Ahmedabad on June 12, killing 241 of the 242 passengers onboard and another 19 on the ground.

"In the inspections, no issues were found with the said locking mechanism," the Tata Group airline said in a statement. Fuel control switches regulate the flow of fuel into the aircraft engines.

In its preliminary report on the Boeing 787-8 crash, AAIB said the fuel supply to both engines of the plane was cut off within a gap of one second, causing confusion in the cockpit soon after takeoff.

Boeing 787s are part of Air India's fleet, while B737s are operated by its low-cost subsidiary Air India Express.

Besides these, other domestic carriers — IndiGo, Spicejet and Akasa — also have these types of aircraft in their operations.

With this, the two airlines – AI and AIX — have complied with the directives of the DGCA issued on July 14, Air India said in the statement.

Air India said it started voluntary inspections on 12 July and completed them within the prescribed time limit set by the DGCA.

AI Seeks $200 M Loan for Boeing 777 Aircraft Purchase

Air India is seeking a bank loan of about $200 million to purchase a fleet of Boeing 777 planes from a US-based aircraft leasing company, according to people familiar with the matter.

AI Fleet Services IFSC Ltd., a GIFT City-registered subsidiary of Air India, is the borrower of the loan, the people aware of the matter said. The group, which operates two airline brands — the full-service carrier Air India and the low-cost alternative Air India Express — purchases and leases aircraft via this entity. The talks for the fund-raising, which started earliler this year, had slowed after the crash Ahmedabad last month, the people said, but discussions have since revived and the deal's details could still change. The purchase of aircraft takes place as Air India struggles to expand its fleet due to supply chain constraints impacting deliveries and its ability to get planes from the open market. —**Bloomberg**

Fleet Ramp-up to Deliver Financial Turnaround: Akasa Air CFO

New Delhi: Akasa Air expects the addition of new planes from Boeing to enable the loss-making airline tap buoyant air travel demand, helping accelerate its goal towards becoming operationally profitable.

Chief financial officer Ankur Goel said a shortage in supply coupled with high demand will benefit airlines. He said aircraft deliveries from Boeing are increasing at a steady pace. "Indian airline's fleet addition is currently growing at a pace of 6% on-year while demand is growing by around 15% on-year, leaving behind a demand-supply mismatch," Goel told reporters on Tuesday.

He said Akasa's available seat kilometres—a measure of passenger-carrying capacity—is expected to rise by more than 30% this fiscal year, adding to a 50% increase the year before. Akasa, which counts the family of late investor Rakesh Jhunjhunwala as the principal investor, improved unit level cost and revenue, but saw its losses swell to more than ₹1,900 crore in FY25 from ₹1,670 crore in the year before. IndiGo, India's largest airline, posted a ₹7,258 crore net profit last fiscal year.

In FY25, Akasa's cost per available seat kilometre (CASK)—a key metric to measure the cost of flying one seat for one kilometre—fell by 7% while unit revenue as measured by revenue per available seat kilometre increased by 13%.

"As the airline grows in size, its growth in unit margin will outpace the cost growth, making it profitable," said Goel. —**Our Bureau**

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THE FINANCIAL EXPRESS DELHI 23 JULY 2025

AI seeks $200 mn loan to buy fleet of Boeing 777

MIHIR MISHRA & SAIKAT DAS
July 22

AIR INDIA IS seeking a bank loan of about $200 million to purchase a fleet of Boeing 777 planes from a US-based aircraft leasing company, sources said.

AI Fleet Services IFSC, a GIFT City-registered subsidiary of Air India, is the borrower of the loan, the sources said. The group, which operates two airline brands — the full-service carrier Air India and the low-cost alternative Air India Express — purchases and leases aircraft via this entity.

The talks for the fund-raising, which started earlier this year, had slowed after the crash of Air India's Boeing 787 Dreamliner in Ahmedabad last month, the sources said, but discussions have since revived and the deal's details could still change.

The purchase of aircraft takes place as Air India struggles to expand its fleet due to supply chain constraints impacting deliveries and its ability to get planes from the open market.

A representative for Air India declined to comment.

BLOOMBERG

Hong Kong-Delhi flight catches fire

AN AIR INDIA A321 plane's auxiliary power unit caught fire after landing at the Delhi airport on Tuesday afternoon, and all passengers and crew members are safe.

"Flight AI 315, operating from Hong Kong to Delhi on 22 July, experienced an auxiliary power unit (APU) fire shortly after it had landed and parked at the gate. The incident occurred while passengers had begun disembarking, and the APU was automatically shut down as per system design," an airline spokesperson said in a statement.

The spokesperson said there was some damage to the aircraft, while passengers and crew members disembarked normally and are safe.

"The aircraft has been grounded for further investigations and the regulator has been duly notified," the spokesperson added.

The flight landed at 12:12 pm at the Delhi airport, as per information available on flight tracking website Flightradar24.com.

PTI

Air India finds no fault in 787 fuel switches

NITIN KUMAR
New Delhi, July 22

AIR INDIA HAS completed precautionary inspections of the Fuel Control Switch (FCS) locking mechanism on all Boeing 787 and Boeing 737 aircraft in its fleet. The Boeing 737 aircraft are part of the fleet of Air India Express, the low-cost subsidiary of Air India. With these inspections, both airlines have complied with the Directorate General of Civil Aviation (DGCA) directive issued on July 14, the airline said on Tuesday.

The DGCA had instructed all Indian carriers to inspect the fuel switch locking systems on their Boeing 787 and 737 aircraft by July 21, following the preliminary findings of the Aircraft Accident Investigation Bureau (AAIB). The AAIB's report indicated that fuel switches were cut off before the Air India crash last month.

Air India flight AI 171, operated with a Boeing 787-8, crashed shortly after takeoff from Ahmedabad en route to London Gatwick on June 12, resulting in the deaths of 241 of the 242 people onboard and 19 people on the ground.

"In the inspections, no issues were found with the said locking mechanism," the Tata Group airline said.

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THE FINANCIAL EXPRESS DELHI 23 JULY 2025

Akasa Air aims 226 aircraft by 2032

AKASA AIR IS seeing steady improvement in its financial performance and is on track to become operationally profitable soon, according to the airline's chief financial officer Ankur Goel. Backed by a significant rise in revenue and continued expansion in capacity, the airline has set its sights on operating a fleet of 226 aircraft by the end of 2032.

The airline, which began operations less than three years ago, recorded a 49% rise in revenue for FY25. Capacity, measured in available seat kilometres, grew by 48% over the same period. Goel attributed this growth to a 13% improvement in stage-adjusted revenue per available seat kilometre, along with better distribution and targeted investments in technology.

Despite industry-wide inflationary pressure, Akasa managed to reduce its unit cost per ASK (excluding fuel) by 7%, while Ebitdar margins rose by 50%. Ebitdar refers to earnings before interest, taxes, depreciation, amortisation, and rent costs, and is a key measure of operational performance in aviation. **FE BUREAU**

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FREE PRESS JOURNAL MUMBAI 22 JULY 2025

AI flight slips off runway in Mumbai

Dhairya Gajara
MUMBAI

A massive tragedy was averted at Mumbai Airport on Monday amid heavy rain as an Air India flight veered off the runway while landing which caused significant damage to the aircraft as well as the runway. While operations were shifted to the airport's secondary runway to carry out repairs on the damaged part, no injuries were reported to the people on board.

On the rainy morning of Monday, Air India flight AI-2744 from Cochin made a hard landing at Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA) as it overshot the runway. According to official information, the flight landed at 9.27am but experienced a runway excursion, in which it suffered substantial damage on its wings, tyres and the engine's outer cover.

Contd on | nation

9 notices in 6 months

Nine show cause notices were issued to Air India in connection with five identified safety violations in the last six months and enforcement action has been completed with respect to one violation, the civil aviation ministry informed the Rajya Sabha on Monday.

AI flight slips...

However, the passengers and crew on board were not injured and disembarked safely after the aircraft taxied to the gate. The Airbus A320-251N aircraft, registered as VT-TYA of the Vistara fleet, has since been grounded for checks. "CSMIA's emergency response teams were immediately activated to manage the runway excursion. All passengers and crew are safe. At CSMIA, safety remains our highest priority," said the airport's spokesperson.

Mumbai Airport had undertaken its annual pre-monsoon runway maintenance on May 8 by halting the operations for six hours. During the maintenance, both the runways were inspected and restored to optimal condition to allow aircraft to land safely during heavy rains. While Air India said that the runway excursion was caused due to heavy rain after touchdown, it did not reveal the actual cause of incident. The airline did not comment about actions taken against the pilots flying the aircraft, but sources say that both the pilots have been de-rostered until the investigation is concluded.

Mumbai reported heavy rain on Monday morning causing severe disputation to air transport operations at CSMIA. There were long delays and several flights cancelled, according to digital flight tracker Flightradar24. The airport issued a passenger advisory requesting passengers to check the status of their flights before leaving for the airport and also advised passengers to leave for the airport earlier than usual in light of the inclement weather and forecast of heavy to very heavy rains.

Similarly, IndiGo, which has the largest operations from CSMIA, also issued a travel advisory stating that several routes towards the airport were seeing slow-moving traffic due to steady downpour.

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FREE PRESS JOURNAL MUMBAI 22 JULY 2025

Terror in the sky: IndiGo flight circles Indore after gear snag

140 passengers spend anxious time till pilot lands plane safely after mid-air emergency

Our Staff Reporter
INDORE

Tension gripped passengers onboard IndiGo's flight 6E-813 on Monday afternoon when a technical snag in aircraft's landing gear forced it to circle above the city for nearly 25 minutes before making a safe emergency landing at Devi Ahilyabai Holkar Airport.

The flight, carrying 140 passengers, took off from Goa at 3:14 pm, slightly behind its scheduled departure time of 2:40 pm. However, moments before the scheduled landing, a warning light in the cockpit alerted the pilot to a problem with the aircraft's hydraulic system, which supports the

functioning of the landing gear.

Realising seriousness of the issue, pilot immediately informed Air Traffic Control (ATC) tower in Indore of the fault and sought permission for an emergency landing, citing an undercarriage system issue.

Within minutes, a full emergency was declared at the airport. Fire tenders were lined up along the runway, ambulances were summoned, and emergency staff took their positions, ready for any eventuality.

Up in the air, the aircraft began to circle the city, giving the crew time to assess the situation and burn excess fuel. For the passengers inside, every passing minute added to the unease. The cabin crew moved through the aisles offering quiet reassurance and double-checking seatbelts.

After nearly 25 tense minutes in the sky, the aircraft finally made its approach and landed safely at around 4:20 pm. The relief inside the cabin was immediate—clapping, tears, and whispered thanks filled the space as the aircraft rolled to a halt.

"All emergency protocols were followed. Thankfully, the aircraft landed safely," confirmed Vipin Kant Seth, Director of Devi Ahilyabai Holkar Airport. He said the pilot had reported a hydraulic system issue linked to the landing gear, which led to the emergency being declared.

IndiGo regrets inconvenience caused to passengers, said airlines spokesperson.

This incident comes just 13 days after another IndiGo flight—6E-7295, departing from Indore to Raipur—was forced to return mid-air due to a technical fault discovered shortly after takeoff.

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HINDUSTAN DELHI 23 JULY 2025

अकासा विमानों की संख्या 226 तक पहुंचाएगी

नई दिल्ली। एयरलाइन कंपनी अकासा एयर ने 2032 तक अपने विमानों के बेड़े की संख्या को 226 तक पहुंचाने का लक्ष्य रखा है। कंपनी के मुख्य वित्त अधिकारी अंकुर गोयल ने मंगलवार को कहा कि एयरलाइन का इस अवधि के दौरान सालाना 25 से 30 प्रतिशत की क्षमता जोड़ने का इरादा है। आकासा एयर की शुरुआत 2022 में हुई थी।

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HINDUSTAN DELHI 23 JULY 2025

डीजीसीए के निर्देश के बाद एयर इंडिया ने बोइंग विमानों की जांच पूरी की

ईंधन नियंत्रण स्विच में खामी नहीं

दावा

नई दिल्ली, विशेष संवाददाता। एयर इंडिया ने मंगलवार को कहा कि उसने अपने बेड़े के बोइंग विमानों में ईंधन नियंत्रण स्विच (एफसीएस) के लॉकिंग सिस्टम की जांच पूरी कर ली है। जांच के दौरान किसी भी तरह की कोई गड़बड़ी एवं समस्या नहीं पाई गई।

एयर इंडिया ने यह जांच नागर विमानन महानिदेशालय (डीजीसीए) के निर्देश पर कराई थी। विमान कंपनी ने बताया कि सभी विमानों में लॉकिंग सिस्टम सही तरह से काम करते हुए पाए गए हैं। एयर इंडिया ने कहा कि हमने अपने बेड़े में शामिल सभी बोइंग 787 और बोइंग 737 विमानों के ईंधन नियंत्रण स्विच के लॉकिंग सिस्टम की जांच को पूरा कर लिया है। बोइंग 737 विमान एयर इंडिया की कम लागत वाली सहायक कंपनी एयर इंडिया एक्सप्रेस के बेड़े का हिस्सा है, जबकि बोइंग 787 एयर इंडिया के बेड़े में शामिल है। कंपनी ने बताया कि जांच की रिपोर्ट डीजीसीए को भी भेजी गई है।

21 जुलाई तक जांच कराने का निर्देश दिया था: डीजीसीए ने 14 जुलाई को भारत में बोइंग से जुड़े विमान संचालित करने वाली कंपनियों (ऑपरेटर) को ईंधन नियंत्रण स्विच के लॉकिंग सिस्टम की 21 जुलाई तक जांच कराने का निर्देश दिया था। डीजीसीए ने कुछ विदेशी निकायों द्वारा लॉकिंग सिस्टम की जांच कराए जाने के निर्देश के बाद यह फैसला लिया था।

12 जून को अहमदाबाद में एयर इंडिया का विमान दुर्घटनाग्रस्त हुआ था

21 जुलाई तक जांच कराने का निर्देश डीजीसीए ने दिया था

जांच ब्यूरो ने एफसीएस को लेकर उल्लेख किया था

अहमदाबाद में 12 जून को हुए एयर इंडिया-171 (बोइंग 787) ड्रीमलाइनर विमान हादसे की प्रारंभिक जांच रिपोर्ट में विमान दुर्घटना जांच ब्यूरो ने एफसीएस को लेकर उल्लेख किया था। रिपोर्ट में कहा गया, अमेरिकी एजेंसी संघीय विमान प्रशासन ने 2018 में बोइंग विमानों के ईंधन नियंत्रण कंट्रोल स्विच को लेकर आगाह किया था पर एयर इंडिया ने जांच नहीं कराई। एएआईबी की रिपोर्ट में यह तथ्य सामने आने के बाद डीजीसीए समेत अन्य नियामकों ने भी बोइंग ईंधन नियंत्रण स्विच की जांच करने का फैसला लिया था।

चिकित्सा जांच प्रावधानों में किया बदलाव

नई दिल्ली, विशेष संवाददाता। नागर विमानन महानिदेशालय (डीजीसीए) ने पायलटों और विमानन क्षेत्र से जुड़े लाइसेंस धारकों के लिए चिकित्सा मूल्यांकन (मेडिकल जांच) की समय-सीमा में बदलाव किया है।

नए निर्देशों के तहत श्रेणी एक और दो की चिकित्सा परीक्षण (जांच) की समय अवधि और जांच की अनिवार्यता में बदलाव किया गया है। 51 से 65 वर्ष की आयु के बीच आने वाले कर्मियों को प्रथम श्रेणी की चिकित्सा जांच हर वर्ष करानी होगी। नए नियम एक सितंबर से लागू कर दिए जाएंगे। हाल ही में डीजीसीए की तरफ से जारी बदलाव को काफी अहम माना जा रहा है। सूत्रों का कहना है, नए दिशा-निर्देशों का उद्देश्य पायलटों और विमानन कर्मियों की स्वास्थ्य सुरक्षा सुनिश्चित करने के साथ ही यात्रियों की सुरक्षा को और अधिक मजबूत बनाना है।

आयु के हिसाब से होगी जांच

आयु वर्ग	श्रेणी-1 जांच	श्रेणी-2 जांच
40 वर्ष तक	हर 3 वर्ष में	हर 4 वर्ष में
41-50 वर्ष	हर दूसरे वर्ष	हर 4 वर्ष में
51-65 वर्ष	हर वर्ष	हर दूसरे वर्ष

- एक सितंबर से लागू किए जाएंगे नए नियम
- यात्रियों की सुरक्षा को और मजबूत बनाना उद्देश्य

चिकित्सा मूल्यांकन अब उम्र और मेडिकल जांच के आधार पर तय किया जाएगा। प्रारंभिक, पुनः प्रारंभिक, अधूरी या अमान्य मेडिकल, विशेष, अस्थायी अनफिट, स्थायी अनफिट, अपील, विलंबित या आयु-विशिष्ट मेडिकल जांच के मामलों में श्रेणी-1 व दो स्तर का मेडिकल परीक्षण कराना अनिवार्य होगा। आयु सीमा के हिसाब से भी चिकित्सा जांच में बदलाव किया है। 40 वर्ष तक की आयु में आने वाले कर्मियों के लिए श्रेणी एक की चिकित्सा जांच हर तीन वर्ष में, श्रेणी-2 स्तर की हर 4 वर्ष में करानी होगी। श्रेणी-3 और केबिन क्रू मेडिकल परीक्षण के लिए मौजूदा नियम व प्रक्रिया बरकरार है।

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THE HINDU DELHI 23 JULY 2025

Rear section of Air India plane catches fire in Delhi

The Hindu Bureau
NEW DELHI

The rear section of an Air India Airbus A321 aircraft caught fire on Tuesday at the Delhi airport as passengers were deplaning after arriving from Hong Kong, the airline said.

The aircraft's auxiliary power unit located in the tail section caught fire after the aircraft landed and parked at the gate, according to a statement from Air India. Passengers and crew were able to disembark but the aircraft sustained "some damage", according to the airline. The aircraft has been grounded for further investigations.

"The incident occurred while passengers had begun disembarking, and the APU was automatically shut down as per system design," an airline spokesperson said.

The auxiliary power unit (APU) is a small gas turbine engine typically located at the rear of an aircraft's fuselage. It serves as an independent power source for functions other than propulsion. It provides supplementary power while the aircraft is on the ground and aids with functions such as air conditioning during flight.

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THE HINDU DELHI 23 JULY 2025

History of air crash probes shows investigators disagree on pilot complicity

Jacob Koshy
NEW DELHI

In two out of four fatal air-crash probes studied by academic researchers, the investigators from the national agencies disagreed with the United States National Transportation Safety Board (NTSB) on whether the pilots intentionally crashed their planes.

In three of the four cases, the length of investigations averaged two-three years and in only one case the deceased pilot was proven to have a history of clinically diagnosed depression.

"Psychological autopsy" – a form of forensic investigation into the mental state of the deceased – was a key factor in determining pilot intentionality and even then "there could rarely be certainty about suicidal intent being the sole cause of an accident," Alpo Vuorio, psychologist and an academic researcher of aviation disasters, told *The Hindu* in an email.

Questions on the mental health of the pilot have surfaced around the ongoing investigation into the crash of the Air India flight AI-171 from Ahmedabad to Gatwick on June 12 in which 241 passengers, including crew, were killed and 19 were killed on the ground.

Since 1994, there have been only six confirmed instances globally involving commercial planes that investigating agencies attributed to actions by the pilot. Within these, only four have published reports and analyses in academic literature.

Based on flying-accident reports in the United States from 1993 to 2021, 24 out of 7,244 – or 0.33% – fatal accident cases in general aviation were formally attributed to be "aircraft-assisted suicides". The vast majority of these accidents involved pilots flying their own planes or those of very small operators where planes usually did not carry FDR (Flight Data Recorder) and CVR (Cockpit Voice Recorder), said a 2023 study led by Dr. Vuorio in the journal *Aviation Space Environment*.

The first of these was Silk Air Flight 185 (Jakarta-Singapore) in December 1999, which killed 97 passengers and seven crew members. A Boeing 737, it crashed into the Musi river, Sumatra after nose-diving from an altitude of nearly 35,000 feet.

Following a nearly three-year investigation, the National Transportation Safety Corporation (NTSC) – the Indonesian equivalent of India's Aircraft Accident Investigation Bureau that is investigating the Ahmedabad crash – concluded that the "technical investigation has yielded no evidence to explain the cause of the accident". The U.S. agency NTSB dissented. "There was no evidence of a mechanical failure of any of the flight control systems or related components that would have been causal or contributing to the accident and the accident can be explained by intentional pilot action," said the 140-page report. This report also placed on record that the captain, who had commandeered the plane, was reportedly battling a financial crisis, though it was also stated that he displayed no aberrant behaviour prior to the flight.

Air India's Ahmedabad-London flight crashed shortly after take-off in Gujarat on June 12. VIJAY SONEJI

The second accident occurred on October 31, 1999, when Egypt Air Flight 990, a Boeing 767, crashed into the Atlantic Ocean, south of Massachusetts. About 29 minutes after take-off, the FDR showed that the First Officer disconnected the autopilot. He was alone in the cockpit with the Captain having left for a bathroom break.

Flight control inputs

The NTSB determined that the "probable cause was... as a result of the First Officer's flight control inputs". The Egyptian Civil Aviation Authority (ECAA), while first collaborating with the NTSB on the investigation, concluded that "the officer did not deliberately dive the air-plane into the ocean" and that mechanical failure was "a plausible and likely cause of the accident". The third accident, on November 2013, involved the Mozambique Airlines Flight 470 from Maputo, Mozambique to Luanda, Angola. The Embraer E190 twinjet crashed into the Bwabwata National Park, Namibia, killing all 27 passengers and six crew members. About an hour and 50 minutes into the flight, the First Officer stated that he had to go to the toilet. The Captain handled the auto flight system leading to a "sustained descent and collision with the terrain", says the investigation report. While here the investigation agencies of the Mozambique and Namibia attributed the plane's "unnatural" descent to the pilot, the Mozambique Association of Air Operators disputed the finding.

The fourth analysed accident – the only one where there was rapid, unanimous consensus that a pilot, with a history of psychiatric problems, intentionally crashed the plane – occurred on March 24, 2015 with Germanwings Flight 4U9525 from Barcelona, Spain to Dusseldorf, Germany. There were 150 casualties following the crash of the Airbus A-320.

According to the investigation report, in the cruise phase of the flight, the First Officer waited until he was alone in the cockpit. Then he modified the autopilot settings causing the aeroplane to descend and, kept the cockpit door locked. The First Officer did not respond to the calls from air traffic controllers, and the aircraft fell into the French Alps. One of the quickest investigations, which officially concluded within a year, the French Bureau of Enquiry and Analysis for Civil Aviation Safety (BEA) and its German counterpart, the Federal Bureau of Aircraft Accident Investigation (BFU) concluded that the pilot had deliberately crashed the plane as a "murder-suicide". German investigators found a doctor's note in the pilot's apartment, three days following the crash, indicating that he was "unfit to fly".

"The links between pilot suicides and social change, such as unemployment threats and financial recession, have not been studied, given the low numbers of pilot suicide cases as well as the unpredictability and infrequency of recession, coupled with methodological challenges such as suitable comparison groups and the absence of baseline measures," said Dr. Vuorio. "However, it has been found that significant sudden changes in society may increase the number of pilot suicides."

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THE HINDUSTAN TIMES DELHI 23 JULY 2025

Air India completes inspections of fuel switches on 737, 787 jets in fleet

HT Correspondent
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NEW DELHI: Air India said on Tuesday it has completed inspections of fuel control switches on all its Boeing 787 and 737 aircraft, in line with directives from the Directorate General of Civil Aviation.

The inspections come amid intense scrutiny of fuel control switches following the Air India Flight 171 crash that killed 260 people in June. The preliminary probe report by the Aircraft Accident Investigation Bureau (AAIB) found the aircraft's fuel switches were set from "run" to "cutoff" position during take-off, starving the engines in what is likely the direct cause of the crash.

How the switches were set to that position – whether deliberately (and by whom) or due to some other factors – is now at the centre of the investigation.

Fuel control switches are designed with multiple safety mechanisms, including spring-loaded locking features and metal guards to prevent accidental movement.

"Air India has completed precautionary inspections on the locking mechanism of Fuel Control Switch on all Boeing 787 and Boeing 737 aircraft in its fleet. In the inspections, no issues were found with the said locking mechanism," an Air India spokesperson said.

AIR INDIA STARTED VOLUNTARY INSPECTIONS ON JULY 12 AND COMPLETED THEM WITHIN THE TIME LIMIT SET BY DGCA

A 2018 US Federal Aviation Administration safety bulletin, also referenced by the AAIB, warned of potential disengagement of the locking mechanism on several Boeing aircraft models, including the 787. This technical vulnerability has gained renewed attention, thought the 2018 communication was not mandatorily meant for corrective action at the time.

The airline started voluntary inspections on July 12 and completed them within the time limit set by the DGCA. Boeing 737 aircraft are part of Air India Express's fleet, the airline's low-cost subsidiary.

The DGCA had directed the inspection after the AAIB released its preliminary report.

The civil aviation regulator mandated all Indian airlines to inspect fuel switch controls of specified aircraft models by July 21, referring to the 2018 FAA safety notice. "Strict adherence to the timeline is essential to ensure continued airworthiness and safety of operations," the DGCA instructed.

Etihad Airways, one of the United Arab Emirates' two flag carriers, instructed its engineering team to inspect the locking mechanism of the fuel control switches on its B787 aircraft. It also advised caution during operations. In its safety circular- Etihad instructed its team to fully inspect the locking feature for "proper engagement."

As a precautionary measure, Singapore Airlines (SIA) and Scoot too carried out checks on the fuel switches of the B787 aircraft in their fleet. "Our checks confirmed that all fuel switches on SIA and Scoot's Boeing 787 aircraft are functioning properly and comply with regulatory requirements," Singapore Airlines spokesperson said.

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THE HINDUSTAN TIMES DELHI 23 JULY 2025

Fire in AI plane part as fliers disembark at IGI

HT Correspondent
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NEW DELHI: A small fire was reported in a component of an Air India aircraft shortly after it arrived from Hong Kong at Delhi's Indira Gandhi International Airport on Tuesday, marking the latest in a series of technical incidents affecting the carrier.

Flight AI-315, an Airbus A321-LR operating from Hong Kong to Delhi, experienced an auxiliary power unit fire shortly after landing and parking at the gate. The incident occurred while 158 passengers had begun disembarking, with the APU automatically shutting down as per system design, but not before smoke was seen.

THE JET HAD AN AUXILIARY POWER UNIT FIRE SHORTLY AFTER LANDING AND PARKING AT THE GATE, SAID OFFICIALS

"There was some damage to the aircraft; however, passengers and crew members disembarked normally and are safe. The aircraft has been grounded for further investigations and the regulator has been duly notified," an Air India spokesperson said.

An official said the fault was detected after the aircraft was parked and engines shut down. The airline informed both the Directorate General of Civil Aviation and airport operator Delhi International Airport Ltd as per protocols.

An APU is a small generator that provides electricity and compressed air to aircraft systems when the main engines are

continued on →19

→AI WRAPS UP 787 FUEL SWITCH CHECKS, P9

AIR INDIA APU

shut down.

The incident adds to mounting safety concerns about Air India's operations. Aviation consultant Mark D Martin said the carrier has reported "multiple Category 1 serious incidents" in the past 15 days, including air turnbacks, a near-fatal runway excursion, and now an APU fire on a brand-new Airbus A321-LR.

"This raises serious concerns about maintenance and operations. The DGCA must place Air India under heightened surveillance with rigorous spot checks on maintenance and continuing airworthiness monitoring," Martin said. "An APU fire on an aircraft less than two years old, still under manufacturer warranty, is alarming."

Air India is already under intense scrutiny following the June 12 crash of Flight 171 that killed 260 people shortly after takeoff from Ahmedabad. The accident, which marked the first fatal crash of a Boeing 787 Dreamliner and the deadliest on Indian soil in three decades, has raised broader questions about aviation safety oversight in the country.

The fire came a day after two separate Air India incidents on Monday. A Kolkata-bound plane aborted takeoff due to technical issues at Delhi airport, while flight AI-2744 from Kochi to Mumbai veered off the runway during landing in heavy rain at Mumbai airport.

Since mid-June, Air India and subsidiary Air India Express have faced approximately 15 incidents, mostly due to technical glitches. Among these was an Air India Express flight to Thailand that returned to Hyderabad just 16 minutes after take-off on July 19, multiple flight cancellations due to aircraft being declared "unfit to fly," and technical snags that stranded passengers on Bangkok-Surat and Bangalore-Surat routes on July 14.

The Kochi-Mumbai flight that veered off the runway on July 21 caused extensive engine damage, while other flights faced aborted take-offs and emergency returns to origin airports.

Earlier incidents included a Haveda-Delhi flight diverted to Kolkata due to air conditioning issues, a Mumbai-Chennai flight that returned due to burning smells, and a Mumbai-Bangkok flight that returned to the gate after grass was found stuck in wings.

SINCE MID-JUNE, AND SUBSIDIARY AI EXPRESS HAVE FACED AROUND 15 INCIDENTS, MOSTLY DUE TO TECHNICAL GLITCHES

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Corporate Communications Directorate

HINDUSTAN TIMES MUMBAI 22 JULY 2025

DGCA to hire 190 personnel, Govt tells Parl

Neha LM Tripathi
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NEW DELHI: The government will recruit 190 personnel in the Directorate General of Civil Aviation (DGCA) by the end of October this year, Union minister Ram Mohan Naidu told Parliament on Monday.

The civil aviation minister was responding to a question from BJP lawmaker Ashok Chavan in the Rajya Sabha on the steps being taken by the government to address the shortage of staff in the country's aviation regulator in order to ensure passenger safety.

This comes a day after HT reported that DGCA was operating with just 553 officials while overseeing operations in one of the world's fastest-growing aviation markets. According to official documents, seen by HT, DGCA has 48% of its 1,063 technical posts vacant. Of these, 400 posts were sanctioned and added in 2022 but remain to be filled.

NAIDU'S REMARK COMES A DAY AFTER HT REPORTED THAT DGCA HAS 48% OF ITS TECHNICAL POSTS VACANT

"We need to understand that creation of posts and recruitment of posts is a continuous process. We from the ministry are in continuous process discussions," Naidu said in his response. "We recruited for 103 posts which was the highest number of posts in the history of the DGCA. This year, we plan to recruit 190. By the end of October, we are going to recruit for 190 posts for the DGCA."

The Union minister termed the recruitment process as tough, citing the role of the regulator in ensuring safety of passengers. "These are very niche and technical posts. We do not have a huge pool... It is a very tough process of picking up the right people because they are going to be the regulators and take care of the safety," he said.

The recruitment process is "very rigorous", he said, adding: "We are putting more pressure so that the timelines for the recruitment also come down. We are in the process of achieving 90% of the vacancies to be recruited."

The development comes at a time of close scrutiny of Indian aviation safety following the crash of Air India flight 171 that killed 260 people in June. HT reported that the staffing crisis affects DGCA's core functions at a time when India is attempting to improve its International Civil Aviation Organization safety rankings. Despite being the third largest domestic market by volume, India ranks 48, albeit an improvement from 102 in 2018.

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HINDUSTAN TIMES MUMBAI 22 JULY 2025

{ AIR INDIA FLIGHT 171 CRASH }

Unbiased: Aviation minister backs AAIB's probe

Neha LM Tripathi
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NEW DELHI: Civil aviation minister Ram Mohan Naidu backed the Aircraft Accident Investigation Bureau's (AAIB) report and probe into the crash of Air India flight 171, terming the body "unbiased", even as several lawmakers questioned him on the accident and on air safety.

His comments in Parliament came in the wake of a raft of reports in western media that have blamed the commander of the aircraft for the crash, claiming that he switched off fuel to the engines. AAIB's preliminary report identifies the fuel switches being in cut-off position as the reason for the engine failure, and paraphrases a conversation between the two pilots, with one asking the other whether he cut the fuel, and receiving a negative response. The report did not say what could have caused this, but said there was nothing wrong with either the engine or the aircraft.


Ram Mohan Naidu

Replying to MP Ashokrao Chavan in the Rajya Sabha, Naidu said: " AAIB got into the investigation right after the accident happened..they have started the process according to international standards..they have involved all subject matter experts ... necessary people who are supposed to be participating in the investigation. They have gone through the first set of investigation processes and have given us out of the preliminary report."

To be sure, AAIB responded to western media reports by clarifying that its preliminary report was only about the "what" and not the "why" or "how".

Talking about the report and decoding of the black box of the B787 that crashed on June 12, Naidu said, " Whenever these accidents happen and the black box gets damaged.. It was always sent to the original equipment manufacturer and for decoding." This time, he added, the black box was decoded in the county for the first time and "we have done it successfully".

Referring to western media reports, Naidu said: "...We want to stand by the truth and not what is happening with the pilots, Boeing, Air India or any other stakeholder. We want to find out what exactly happened."

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THE HINDU CHENNAI 22 JULY 2025

AI flight veers off runway in Mumbai amid heavy rain

The Hindu Bureau
NEW DELHI

Amid heavy rain in Mumbai airport, an Air India aircraft veered off the runway while making a landing on Monday morning.

The Airbus A320 aircraft is now grounded, Air India said. The primary runway at the airport was shut, and an alternative runway was activated, according to a statement from Mumbai International Airport Limited.

Photos procured through industry sources show that the incident has caused damage to the engine cowling, suggesting ingestion of debris, as well as the trailing edge of a flap on one of the wings. There is also evidence of grass and mud on a section of the aircraft's wing and the nose wheel area.

The incident took place when the Air India flight from Kochi to Mumbai made a landing at 9.27 a.m. on Monday morning. The aircraft taxied safely to the gate, where passengers and crew were able to disembark, Air India's statement said.

Past incidents

Mumbai has seen similar incidents in the past during rain. In September 2023, a business jet (Learjet 45) from Vishakapatnam skidded off the runway after landing.

In July 2019, a SpiceJet Boeing 737 flight from Jaipur overshot the main runway on landing at Mumbai airport. It took nearly two days to remove the aircraft, resulting in closure of the primary runway for nearly two days.

Similar incidents in Mangaluru and Surat had forced the regulator to issue a circular to airlines. It required airlines to ensure sufficiently trained crew to be deployed for flights in adverse weather conditions, carry out risk assessment, and ensure that the crew were well aware of "the aircraft's limitations and take-off/landing performance calculations during adverse weather operations."

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THE INDIAN EXPRESS DELHI 23 JULY 2025

A-I Airbus A321's auxiliary power unit catches fire, all passengers safe

SUKALP SHARMA
NEW DELHI, JULY 22

THE AUXILIARY power unit of an Air India Airbus A321 aircraft — operating a Hong Kong-Delhi flight — caught fire after it landed at the Delhi airport on Tuesday. The affected unit was shut automatically by aircraft systems, and all passengers and crew were safe, the Tata group airline said.

The aircraft suffered some damage and has been grounded for investigating the cause of the localised fire. The airline has also notified aviation safety regulator DGCA about the incident.

The APU is a small gas turbine engine, or a self-contained generator, located at the rear or the tail. The unit is a source of power independent of the plane's main engines, and provides supplementary power while the aircraft is on the ground and during some phases of flight.

The incident comes a day after an Air India Airbus A320 neo aircraft skidded off the runway while landing at Mumbai airport amid heavy rain.

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THE INDIAN EXPRESS DELHI 23 JULY 2025

Fuel switch checks on Boeing fleet completed, no issues found: Air India

SUKALP SHARMA
NEW DELHI, JULY 22

AIR INDIA and its low-cost airline arm, Air India Express, have completed precautionary inspection of the engine fuel control switches' locking mechanism on all their Boeing 787 and 737 aircraft, and "no issues" were found in any of the planes, the Tata Group airline said Tuesday.

As mandated by the Directorate General of Civil Aviation (DGCA), the checks were conducted on Air India's Boeing 787 aircraft and Air India Express's Boeing 737 aircraft.

"In the inspections, no issues were found with the said locking mechanism. Air India had started voluntary inspections on July 12 and completed them within the prescribed time limit set by the DGCA. The same has been communicated to the regulator. Air India remains committed to the safety of passengers and crew members," Air India said.

With the investigation into the June 12 crash of the Air India

CONTINUED ON PAGE 2

• Fuel switch checks on Boeing fleet completed, no issues found: Air India

Boeing 787-8 aircraft focusing on the transitioning of the engine fuel control switches from 'RUN' to 'CUTOFF', the DGCA on July 14 ordered inspection of the switches' locking mechanism on most of the India-registered Boeing commercial aircraft by July 21, in line with the Special Airworthiness Information Bulletin (SAIB) issued by the US Federal Aviation Administration (FAA) in December 2018. The SAIB was regarding the potential disengagement of the fuel control switch locking feature.

Air India had already initiated a voluntary check of the switches' locking mechanism on its Boeing 787 fleet on July 12, after the preliminary report into the AI 171 crash was released.

A number of aircraft models were mentioned in the SAIB, including variants of popular models 787 and the 737 that are operated by Indian airlines. Air India operates the 787s, while Air India Express, Akasa Air and SpiceJet operate variants of the 737. Air India also operates Boeing 777 aircraft, but they were not mentioned in the SAIB and therefore, are not under the scope of the DGCA order. IndiGo also operates a damp-leased 787, but that aircraft is not registered in India.

The preliminary investigation report from India's Aircraft Accident Investigation Bureau (AAIB) said the plane crashed after both its engines were starved of fuel as the two fuel control switches transitioned from 'RUN' to 'CUTOFF' position within a second of each other moments after lift-off. A total of 260 people — 241 on board the aircraft and 19 on the ground — were killed when the Ahmedabad-London flight crashed. The DGCA order came after a few Boeing aircraft operators, mainly those overseas, initiated voluntary inspections advised in that SAIB.

Experts say accidental movement of the switches – used to allow and cut fuel supply to the aircraft's engines – is not quite possible. The spring-loaded switches have brackets on either side to protect them and the locking mechanism requires the pilots to lift the switch up before moving it between either of its two positions – RUN and CUTOFF. In view of the Air India crash, there were calls from various quarters in India and abroad for the checks recommended in the 2018 SAIB to be conducted to ensure that fuel control switches on Boeing aircraft are functioning as they should.

The preliminary report had mentioned this SAIB, which was issued after a few 737 operators said that some fuel control switches were installed with the locking feature disengaged. Various Boeing aircraft, including the 787s, have fuel control switches similar to those on the 737s. At the time, the FAA had said that the concern was not an unsafe condition, but had advised operators of various Boeing models to inspect the switches. As the SAIB was only advisory and not mandatory, Air India had not carried out the inspection on the aircraft that crashed. Moreover, the throttle control module – which houses the fuel control switches among others – was last changed in 2023 on the plane, and no defect related to the switches was reported since.

"Inspect the locking feature of the fuel control switch to ensure its engagement. While the airplane is on the ground, check whether the fuel control switch can be moved between the two positions without lifting up the switch. If the switch can be moved without lifting it up, the locking feature has been disengaged and the switch should be replaced at the earliest opportunity," the SAIB had advised operators of various Boeing aircraft models.

There is uncertainty on how the switches moved from RUN to CUTOFF on the Air India plane that crashed -- whether the transition signal to the system was due to any technical, mechanical or software issue. The investigators would now focus on unearthing the cause behind the transitioning of the fuel control switches. The report did not issue any recommendation to other operators of the Boeing 787-8 aircraft and its GE engines, suggesting that at this stage, the investigators do not have a reason to believe that there was any issue with the plane or its engines.

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THE INDIAN EXPRESS DELHI 23 JULY 2025

Akasa Air expects 25-30% fleet growth every year to become 226-aircraft strong by 2032

SUKALP SHARMA
NEW DELHI, JULY 22

AKASA AIR expects its aircraft and seat capacity to grow at a compounded annual growth rate (CAGR) of 25-30 per cent over the over the next seven years as the airline expects to have a 226-aircraft fleet by 2032, up from its current strength of 30 Boeing 737 MAX family aircraft, according to the airline's chief financial officer Ankur Goel. With robust growth in capacity and the airline's "steadfast focus on cost leadership", the three-year-old carrier is well on its path to profitability, Goel told reporters on Tuesday.

The airline—India's youngest major carrier—had ordered a total of 226 Boeing 737 MAX family aircraft, all of which are expected to be delivered by 2032, which comes out to 28 aircraft per year on average. Goel, however, said that the aircraft deliveries will vary over the years, with fewer deliveries likely over the next two-three years, after which they are expected to pick up significantly.

An Akasa Air passenger aircraft in Mumbai. *Reuters File*

Goel added that Akasa Air is in regular touch with Boeing and all signals are that the aircraft are expected to be delivered sooner than earlier anticipated, which gives the airline confidence that its aircraft order will be fulfilled by 2032. Boeing has had issues with aircraft deliveries due to various crises and regulatory oversight, but Goel said that most of Boeing's issues now seem "to be behind them".

The airline currently has 23 Boeing 737-8 aircraft, which have 185-189 seats apiece, and seven 737-8-200 jets that can seat 197 passengers. Akasa Air also has some 737-10 aircraft—which will have 227 seats—on order, and their deliveries are likely to start from 2027.

Akasa Air's revenue in 2024-25 (FY25) grew 49 per cent year-on-year, while capacity in terms of available seat kilometres (ASK) grew at a 48 per cent, Goel said, without giving specific numbers. In FY26, the airline expects its capacity in terms of ASKs to growth by 30 per cent. The airline's stage-adjusted revenue per ASK (RASK) improved by 13 per cent in FY25, while cost per ASK (CASK) was down 8 per cent, leading to unit margins improving by over 20 per cent year-on-year. Operating margin improved by half on a year-on-year basis.

FULL REPORT ON
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LOKSATYA DELHI 23 JULY 2025

अकासा एयर के बेड़े में 2032 तक होंगे 226 विमानः अंकुर गोयल

नई दिल्ली, लोकसत्य

भारत की सबसे तेजी से बढ़ने वाली एयरलाइन अकासा एयर ने 2032 तक अपने विमानों के बेड़े की संख्या को 30 से बढ़ा कर 226 तक पहुंचाने का लक्ष्य रखा है। अकासा एयर ने 31 मार्च, 2025 को समाप्त वित्त वर्ष 2024-25 में 49 फीसदी राजस्व वृद्धि और 50 फीसदी मार्जिन सुधार दर्ज किया है।

कंपनी के मुख्य वित्तीय अधिकारी (सीएफओ) अंकुर गोयल ने मंगलवार को राष्ट्रीय राजधानी नई दिल्ली में आयोजित एक संवाददाता सम्मेलन में कहा कि अकासा एयर ने 31 मार्च, 2025 को समाप्त वित्त वर्ष 2024-25 के दौरान 49

फीसदी राजस्व वृद्धि और 50 फीसदी मार्जिन सुधार दर्ज किया है। उन्होंने कहा कि एयरलाइन की योजना इस अवधि के दौरान सालाना 25 से 30 फीसदी क्षमता जोड़ने की है।

अंकुर गोयल ने बताया कि बढ़ती लाभप्रदता, 27 विमानों और 1.6 करोड़ से ज्यादा यात्रियों की सेवा के साथ एयरलाइन ने दीर्घकालिक विकास और वैश्विक महत्वाकांक्षाओं को पूरा करने का मार्ग प्रशस्त कर रही है। उन्होंने कहा कि अकासा एयर ने इस साल 31 मार्च को समाप्त वित्त वर्ष के लिए मजबूत राजस्व वृद्धि दर्ज की है। उन्होंने कहा कि एयरलाइन का लागत नेतृत्व पर स्थिर ध्यान के साथ-साथ राजस्व सृजन और परिचालन दक्षता के लिए अनुशासित दृष्टिकोण ने इसे वित्तीय मापदंडों में मजबूत वृद्धि दर्ज करने में सक्षम बनाया है, जिससे ये एयरलाइन लाभप्रदता की एक सफल पथ पर अग्रसर है।

अंकुर गोयल ने कहा कि एयरलाइन लागत पर ध्यान दे रही है। अकासा एयर ने 226 बोइंग 737 मैक्स विमानों के ऑर्डर दिए हैं।

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MINT DELHI 23 JULY 2025

No issue found with fuel control switch locking: Air India

Neha LM Tripathi
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NEW DELHI

Inspections follow the Air India Flight 171 crash in June. REUTERS

Air India Ltd on Tuesday said it found no issues with the fuel control switch locking mechanism, after completing inspections on all its Boeing 787 and 737 aircraft.

The inspections come amid intense scrutiny of the switches following the Air India Flight 171 crash that killed 260 people in June. The preliminary probe report by the Aircraft Accident Investigation Bureau (AAIB) found the aircraft's fuel switches were set from "run" to "cutoff" position during take-off, starving the engines of fuel.

How the switches were set to that position—whether deliberately or otherwise—is now at the centre of the investigation.

Fuel control switches are designed with multiple safety mechanisms, including spring-loaded locking features and metal guards to prevent accidental movement.

"Air India has completed precautionary inspections on the locking mechanism of fuel control switch on all Boeing 787 and Boeing 737 aircraft in its fleet. In the inspections, no issues were found with the said locking mechanism," an Air India spokesperson said.

A 2018 US Federal Aviation Administration safety bulletin, also referenced by the AAIB, warned of potential disengagement of the locking mechanism on several Boeing aircraft models, including the 787. This technical vulnerability has gained renewed attention, though the 2018 communication was not mandatorily meant for corrective action at the time.

The airline started voluntary inspections on 12 July and completed them within the prescribed time limit set by the Directorate General of Civil Aviation (DGCA), communicating the results to the regulator. The DGCA had directed the inspection after the AAIB released its preliminary report.

The civil aviation regulator mandated all Indian airlines to inspect fuel switch controls of specified aircraft models by 21 July, referring to the 2018 FAA safety notice. "Strict adherence to the timeline is essential to ensure continued airworthiness and safety of operations," the DGCA instructed.

"It has come to the notice of DGCA that several operators have initiated inspection on their aircraft fleet as per the SAIB," the regulator stated. "In view of above, all airline operators of the affected aircraft are hereby advised to complete the inspection required under SAIB no later than 21 July 2025," it ordered.

Hindustan Times

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MINT DELHI 23 JULY 2025

Akasa Air sees better FY25 financials: CFO

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NEW DELHI

India's third largest airline in terms of market share, Akasa Air's financial performance in FY25 improved as per the airline's chief financial officer (CFO) Ankur Goel, with a revenue growth of 49% year-on-year (y-o-y). Akasa also registered a 48% y-o-y jump in Available Seat Kilometres (ASK)—the passenger-carrying capacity of an airline. Its fleet grew 50% to a current fleet strength of 30 aircraft, all from the Boeing MAX 737 family.

Akasa's Available Revenue per Available Seat Kilometer (RASK) stood at 13%. On the other hand the Cost per Available Seat Kilometer (CASK) was under 10%. RASK is a metric to measure how much revenue and airline makes per seat. CASK is the cost of operating one seat.

"Our CASK stood at 8% including fuel expenses, the margins have become significantly better and our Ebitda margins for the last fiscal year is actually 50% better compared to FY24. As a new airline it will take us time to become operationally profitable and we are on the right path," said Goel.

Akasa Air has placed orders for Boeing 737 MAX family aircraft three times since its inception

Ebitda, a measure of profitability, stands for earnings before interest, taxes, depreciation and amortization.

Goel added that RASK will keep improving and costs are likely to go down.

"In the first seven months of this year and first four months of the current fiscal, we are seeing y-o-y improvement in RASK, and seeing a cost reduction. The current situation is better than what we had projected at the beginning of the year," said Goel.

Akasa Air has placed orders for Boeing 737 MAX family aircraft three times since its inception. Initially the airline placed an order for 72 aircraft in 2021 with a follow-up order of 4 aircraft in 2023. In 2024 the airline placed a significantly bigger order of 150 aircraft, taking the total order book to 226 aircraft. The airline has received 30 aircraft while another 196 will be delivered by 2032.

For an extended version of the story, go to livemint.com.

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MILLENNIUM POST DELHI 23 JULY 2025

Fuel switch inspection: Air India finds no issues in its Boeing fleet

OUR CORRESPONDENT

MUMBAI: Private carrier Air India on Tuesday said it has completed "precautionary" inspection of the locking mechanism of the fuel control switch (FCS) on its Boeing 787 and 737 aircraft fleet and no issues were found.

Aviation safety regulator DGCA last week directed airlines to inspect the fuel switch locking system in their Boeing 787 and 737 planes by July 21 after the Aircraft Accident Investigation Bureau (AAIB) said in its preliminary report that fuel switches were cut off before the Air India plane crash last month.

Air India flight AI 171, operated with Boeing 787-8, en route to London Gatwick, crashed soon after takeoff from Ahmedabad on June 12, killing 241 of the 242 passengers onboard and another 19 on the ground.

"In the inspections, no issues were found with the said locking mechanism," the Tata Group airline said in a statement. Fuel control switches regulate the flow of fuel into the aircraft engines.

In its preliminary report on the Boeing 787-8 crash, AAIB said the fuel supply to both engines of the plane was cut off within a gap of one second, causing confusion in the cockpit soon after takeoff.

Boeing 787s are part of Air India's fleet, while B737s are operated by its low-cost subsidiary Air India Express.

Boeing 787s are part of Air India's fleet, while B737s are operated by its low-cost subsidiary Air India Express

Besides these, other domestic carriers — IndiGo, Spicejet and Akasa — also have these types of aircraft in their operations.

With this, the two airlines — AI and AIX — have complied with the directives of the DGCA issued on July 14, Air India said in the statement.

Air India said it started voluntary inspections on 12 July and completed them within the prescribed time limit set by the DGCA.

There are more than 150 Boeing 737s and 787s being operated by Indian airlines. Of these, IndiGo has seven B737 Max 8 and one B787-9.

All these are leased planes -- either on wet or damp lease -- and therefore, they are not registered in India.

The Federal Aviation Administration (FAA), in 2018, flagged the potential disengagement of the fuel control switch locking feature on certain models of Boeing aircraft, including 787s and 737s.

It was mentioned in a Special Airworthiness Information Bulletin (SAIB), but there was no airworthiness directive, indicating that the issue was not a safety concern.

"In the cockpit voice recording, one of the pilots is heard asking the other why did he cut off? The other pilot responded that he did not do so," the AAIB preliminary report said.

AAIB, which mentioned FAA's SAIB in the report, did not suggest any recommended action. Air India has a total of 33 wide-body Boeing 787s, while Air India Express has around 75 narrow-body 737s.

Akasa Air and SpiceJet operate Boeing 737s. IndiGo also operates Boeing 787 and 737s, but they are leased from foreign airlines, which means they won't be subject to the DGCA directive.

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THE MORNING STANDARD DELHI 23 JULY 2025

Tail of AI flight catches fire at Delhi airport, passengers safe

EXPRESS NEWS SERVICE @ New Delhi

A Hong Kong-New Delhi Air India (AI) flight, carrying 158 passengers, caught fire in its tail at the parking gate while the passengers were alighting at the Indira Gandhi International Airport on Tuesday. All passengers are safe and the flight has been grounded.

The Auxilliary Power Unit (APU), a power back-up system inside the tail cone, was the part which caught fire. "The incident happened around 12.30 pm, and smoke was noticed emanating from the APU exhaust, an opening on the outer portion of the tail," said a source.

Flight AI 315 took off from Hong Kong airport at 8.59 pm (local time) and reached Terminal 3 of Delhi airport at 12.31 pm. AI said Flight AI 315 experienced an APU fire shortly after it had landed. The incident occurred while passengers had begun disembarking, and the APU was automatically shut down. There was some damage to the aircraft, but passengers and crew members disembarked normally.

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THE MORNING STANDARD DELHI 23 JULY 2025

AI completes DGCA-mandated checks on Boeing

S LALITHA @ New Delhi

AIR India on Tuesday confirmed it has completed all Directorate General of Civil Aviation (DGCA)-mandated inspections of Fuel Control Switch (FCS) locking mechanisms on its Boeing 787 and 737 aircraft, including those operated by Air India Express.

"No issues were found with the said locking mechanism," the airline said, adding that voluntary checks had already begun on July 12, two days before the DGCA directive was issued on July 14.

"With this, the two airlines have complied with the directives of the DGCA... The same has been communicated to the regulator," the statement further said.

The inspections were ordered after a preliminary Aircraft Accident Investigation Bureau (AAIB) report on Ahmedabad crash that killed 260 people. The report revealed that the Boeing 787's FCS had moved to the "CUTOFF" position shortly after takeoff. The crash was linked to a 2018 US FAA directive that had not been implemented.

"Air India remains committed to the safety of passengers and crew," a spokesperson said.

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NAVBHARAT TIMES DELHI 23 JULY 2025

विदेश से आई फ्लाइट में लैंड करते ही लगी आग

■ NBT न्यूज, एयरपोर्ट

दिल्ली के आईजीआई एयरपोर्ट पर लैंडिंग के समय एक इंटरनैशनल फ्लाइट में तकनीकी खराबी के कारण APU सिस्टम में आग लग गई। लेकिन तब तक फ्लाइट की लैंडिंग रनवे पर हो चुकी थी। हादसा तब हुआ जब फ्लाइट गेट पर पार्क था और यात्री उतर रहे थे। राहत की बात यह रही कि आग लगने दौरान उस फ्लाइट में सवार यात्रियों, पायलट और क्रू मेंबर लगभग उतर चुके थे। किसी को किसी भी प्रकार की दिक्कतों का सामना नहीं करना पड़ा।

एयर इंडिया की फ्लाइट में बड़ा हादसा टला, होगी जांच

जानकारी के अनुसार यह हादसा हॉन्गकॉन्ग से दिल्ली आने वाली एयर इंडिया की फ्लाइट संख्या AI - 315 में हुई है। एयर इंडिया ने कहा कि लैंडिंग और पार्क करते समय यह हादसा हुआ है। ऑक्सलरी पवार यूनिट (APU) अचानक आग की चपेट में आ गया। लेकिन पूरा विमान सुरक्षित है और सभी

AI Image

हॉन्ग कॉन्ग से आई थी एयर इंडिया की फ्लाइट

यात्री, क्रू मेंबर और पायलट भी। एयर इंडिया के अनुसार, फ्लाइट एआई-315 ने हॉन्गकॉन्ग से दिल्ली के लिए उड़ान भरी थी और मंगलवार को सुरक्षित लैंडिंग के बाद गेट पर खड़ी थी। तभी विमान के टेल सेक्शन में स्थित APU में आग लग गई।

एपीयू एक सहायक इंजन है, जो विमान के खड़े होने के दौरान बिजली आपूर्ति और एयर कंडीशनिंग जैसे कार्यों के लिए उपयोग होता है। हादसे के समय APU ऑटोमैटिक रूप से बंद हो गया, और एयरपोर्ट की फायर ब्रिगेड ने तुरंत आग पर काबू पाया। आग लगने से विमान को क्या कुछ नुकसान हुआ है, वह जांच में पता चल पाएगा। विमान को आगे की जांच के लिए ग्राउंड कर दिया गया है और डीजीसीए को इसकी सूचना दे दी गई है। शुरुआती जांच में मैकेनिकल इश्यू को इसका संभावित कारण माना जा रहा है। डीजीसीए ने इस मामले की जांच के आदेश दिए हैं। वहीं एक्सपर्ट का मानना है कि APU में आग लगना असामान्य और गंभीर घटना है। लैंडिंग के बाद टेक्निकल खराबी की श्रेणी में रखा गया है।

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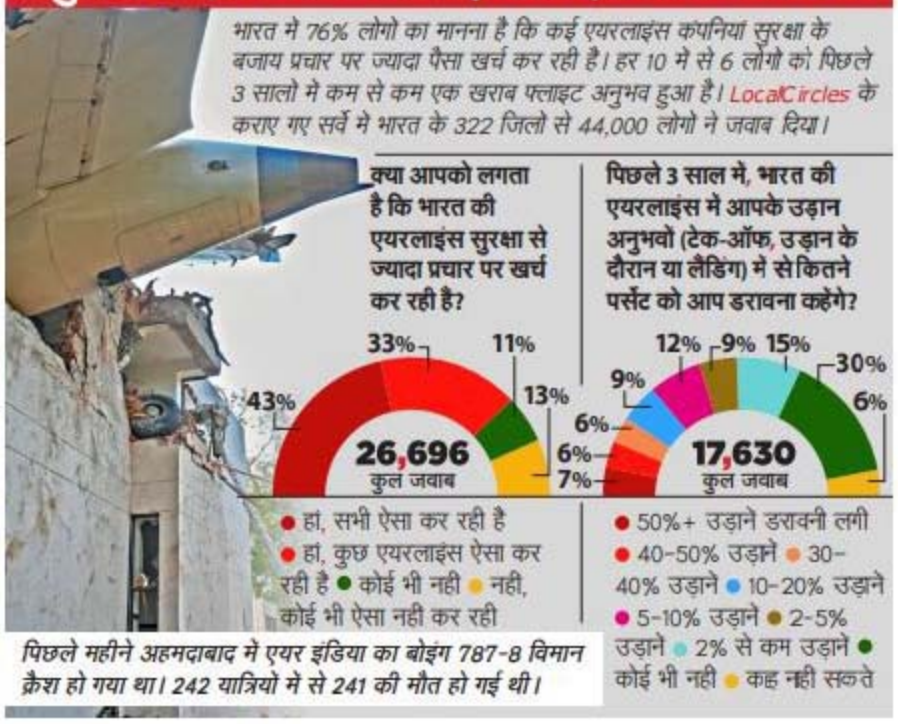
फ्यूल स्विच के लॉकिंग सिस्टम सही: एयर इंडिया

■ भाषा, मुंबई

एयर इंडिया ने अपने बोइंग 787 और 737 विमानों में फ्यूल कंट्रोल स्विच (एफसीएस) के लॉकिंग सिस्टम का एहतियाती निरीक्षण पूरा कर लिया है। कंपनी ने मंगलवार को बताया कि जांच में कोई खराबी या तकनीकी समस्या नहीं मिली है।

यह जांच 12 जून को एयर इंडिया के बोइंग 787 विमान की भीषण दुर्घटना के बाद शुरू की गई थी। लंदन गैटविक जा रहा यह विमान अहमदाबाद एयरपोर्ट से उड़ान भरते ही दुर्घटनाग्रस्त हो गया था, जिसमें 241 यात्रियों समेत जमीन पर मौजूद 19 लोगों की मौत हो गई थी। विमान दुर्घटना जांच ब्यूरो (AAIB) की शुरुआती रिपोर्ट के अनुसार, उड़ान भरने के तुरंत बाद विमान के दोनों इंजनों को फ्यूल की सप्लाई अचानक एक सेकंड के भीतर बंद हो गई थी, जिससे पायलट भ्रम में पड़ गए और हादसा हो गया। इस रिपोर्ट के बाद नागर विमानन महानिदेशालय (DGCA) ने एयर इंडिया को 21 जुलाई तक अपने बेड़े में शामिल सभी बोइंग 787 और 737 विमानों की एफसीएस लॉकिंग सिस्टम का निरीक्षण करने का निर्देश दिया था। एयर इंडिया ने बताया कि उसने 12 जुलाई को ही स्वैच्छिक निरीक्षण शुरू कर दिया था और नियामक द्वारा तय समयसीमा से पहले यह प्रक्रिया पूरी कर ली। जांच में कोई खराबी नहीं मिली।

सुरक्षा नहीं, प्रचार में बिज़ी एयरलाइंस कंपनियां: सर्वे



भारत में 76% लोगों का मानना है कि कई एयरलाइंस कंपनियां सुरक्षा के बजाय प्रचार पर ज्यादा पैसा खर्च कर रही है। हर 10 में से 6 लोगों को पिछले 3 सालों में कम से कम एक खराब फ्लाइट अनुभव हुआ है। LocalCircles के कराए गए सर्वे में भारत के 322 जिलों से 44,000 लोगों ने जवाब दिया।

क्या आपको लगता है कि भारत की एयरलाइंस सुरक्षा से ज्यादा प्रचार पर खर्च कर रही है?

पिछले 3 साल में, भारत की एयरलाइंस में आपके उड़ान अनुभवों (टेक-ऑफ, उड़ान के दौरान या लैंडिंग) में से कितने पर्सेंट को आप डरावना कहेंगे?

पिछले महीने अहमदाबाद में एयर इंडिया का बोइंग 787-8 विमान क्रैश हो गया था। 242 यात्रियों में से 241 की मौत हो गई थी।

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THE PIONEER DELHI 23 JULY 2025

AI plane catches fire after landing

RAJESH KUMAR
■ New Delhi

> There was some damage to the aircraft; however, passengers and crew members disembarked normally and are safe.
> — AIR INDIA STATEMENT

An Air India flight from Hong Kong caught fire shortly after landing at the Delhi's Indira Gandhi International Airport on Tuesday afternoon. The Hong Kong to Delhi Flight AI 315 on Tuesday suffered an Auxiliary Power Unit (APU) fire shortly after it landed and parked at the gate. Flight AI 315 sustained some damage and has been grounded for investigations. All 170 people on board and crew members of Hong Kong to Delhi flight later disembarked safely. Luckily passengers and crew were unhurt.

In a statement, an Air India spokesperson said, "Flight AI 315, operating from Hong Kong to Delhi on 22 July 2025, experienced an auxiliary power unit (APU) fire shortly after it had landed and parked at the gate. The incident occurred while passengers had begun disembarking, and the APU was automatically shut down as per system design."

"There was some damage to the aircraft; however, passengers and crew members disembarked normally and are safe. The aircraft has been grounded for further investigations and the regulator has been duly notified," the spokesperson added.

The Delhi International Airport Limited (DIAL) said that the fire was doused, adding that the investigation into the matter is underway.

An Auxiliary Power Unit, commonly referred to as APU, is a small turbine engine usually located in the tail section of an aircraft. Unlike the main engines that provide thrust for flight, the APU is designed to provide energy for functions other than propulsion. Its primary role is to generate electrical power and pneumatic pressure when the main engines are shut down particularly during ground operations.

As per details, the APU is critical for starting the aircraft's main engines especially when ground support equipment is unavailable. It supplies electricity to onboard systems before engine start-up and after engine shutdown.

Continued on » P4

AI plane catches fire after landing

Continued from » P1 It also provides compressed air to the Environmental Control System (ECS) and the engine starter. Moreover, the APU allows aircraft to operate independently at airports which helps in increasing operational flexibility.

Air India made headlines on Monday due to two separate aircraft-related incidents. At Delhi airport, a Kolkata-bound Air India flight was forced to abort takeoff because of a technical snag. An Air India flight from Kochi suffered a runway excursion while landing at the Mumbai airport and suffered damages on the underside of one of its engines.

Meanwhile, Air India has finished precautionary checks on the locking mechanism of the Fuel Control Switch (FCS) in all its Boeing 787 and Boeing 737 aircraft and no issues were found. Fuel control switches regulate the flow of fuel into the aircraft engines. "Air India has completed precautionary inspections on the locking mechanism of Fuel Control Switch (FCS) on all Boeing 787 and Boeing 737 aircraft in its fleet," the airline said.

The airline confirmed that no issues were found. "In the inspections, no issues were found with the said locking mechanism. Air India had started voluntary inspections on 12 July and completed them within the prescribed time limit set by the DGCA. The same has been communicated to the regulator."

This follows a directive from the Directorate General of Civil Aviation (DGCA) last week directed airlines to inspect the fuel switch locking system in their Boeing 787 and 737 planes by July 21 after the Aircraft Accident Investigation Bureau (AAIB) said in its preliminary report that fuel switches were cut off before the Air India plane crash last month.

Air India flight AI 171, operated with Boeing 787-8, en route to London Gatwick, crashed soon after takeoff from Ahmedabad on June 12, killing 241 of the 242 passengers onboard and another 19 on the ground.

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THE PIONEER LUCKNOW 22 JULY 2025

Nine show cause notices issued to Air India over safety violations: Government

PIONEER NEWS SERVICE
■ New Delhi

A total of nine show cause notices were issued to Air India in connection with five identified safety violations in the last six months and enforcement action has been completed with respect to one violation, the civil aviation ministry informed the Rajya Sabha on Monday.

Last month, Air India's Boeing 787-8 aircraft enroute to London Gatwick from Ahmedabad crashed soon after take off, killing 260 people.

Following the fatal accident, the Directorate General of Civil Aviation (DGCA) ordered additional checks of the airline's Boeing 787-8/9 aircraft.

As many as 81 people were injured in the accident.

"Out of total 33 aircraft, 31 operational aircraft have been inspected wherein minor findings were observed in 8 aircraft. These aircraft have been released for operation post rectification. The remaining 2 aircraft are under scheduled maintenance," Civil Aviation Minister K Rammohan Naidu said in a written reply.

He was responding to a question from BJP member Ashokrao Shankarrao Chavan.

Meanwhile, in a separate written reply, Minister of State for Civil Aviation Murlidhar Mohol said that during the last six months, no adverse trend was reported in reliability reports of Air India in respect of crashed aircraft.

Last month, Air India's Boeing 787-8 aircraft enroute to London Gatwick from Ahmedabad crashed soon after take off, killing 260 people

However, he said that during the last six months, a total of nine show cause notices have been issued to Air India in connection with five identified safety violations.

"Enforcement action has been completed in respect of one violation," Mohol said in response to queries from CPI(M) member John Brittas.

Specific details were not disclosed.

Mohol, in another written reply, said that every aspect is being looked into for determining the probable causes/ contributory factors leading to the accident.

His answer was to DMK leader Kanimozhi NVN Somu's queries, including whether any sabotage by any person or any agency has come to the light.

In another written reply to RJD member Manoj Kumar Jha, Naidu said DGCA has a structured surveillance and audit framework in place.

These include planned and unplanned surveillance of organisation /aircraft such as regular and periodic audits, spot checks, night surveillance and ramp inspections across all operators and maintenance organisations.

DGCA has done 254 enforcement actions this year till April while there were 673 such actions in 2024.

There were 542 enforcement actions in 2023, the minister said.

The enforcement action may include warning, suspension, cancellation and imposition of financial penalty.

This year, the regulator has planned a total of 56 regulatory audits. Highlighting the growth of the country's aviation sector, the minister said there are around 3,500 flight departures and about 5 lakh passengers are travelling by air daily. "We want things to be brought down to zero in terms of (aviation) incidents. That is the target we have".

There are more than 160 airports in the country.

In response to queries regarding manpower shortage at the Directorate General of Civil Aviation (DGCA), Naidu said recruitment and creation of posts is a continuous process, adding that 103 positions were filled at the regulator last year.

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PUNJAB KESARI DELHI 23 JULY 2025

बोइंग विमानों के ईंधन स्विच में नहीं मिली कोई खराबी : एअर इंडिया

मुंबई, (पंजाब केसरी): एयरलाइन कंपनी एअर इंडिया ने मंगलवार को कहा कि उसने अपने बोइंग 787 और 737 विमानों के बेड़े पर ईंधन नियंत्रण स्विच (एफसीएस) की लॉकिंग प्रणाली का 'एहतियाती" निरीक्षण पूरा कर लिया है और उसमें कोई भी समस्या नहीं मिली है। एअर इंडिया के बोइंग 787 विमान के 12 जून को हुए भीषण हादसे की जांच के बाद पेश अपनी प्रारंभिक रिपोर्ट में विमान दुर्घटना जांच ब्यूरो (एएआईबी) ने पिछले हफ्ते कहा था कि दुर्घटनाग्रस्त होने के पहले विमान के ईंधन स्विच बंद कर दिए गए थे। इसके बाद, नागर विमानन सुरक्षा नियामक डीजीसीए ने एयर इंडिया को 21 जुलाई तक अपने बेड़े में शामिल बोइंग 787 और 737 विमानों में ईंधन स्विच की लॉकिंग प्रणाली का निरीक्षण करने का निर्देश दिया था। एअर इंडिया का बोइंग 787 विमान 12

- एअर इंडिया के बेड़े में शामिल सभी विमानों का किया गया निरीक्षण

जून को लंदन गैटविक के लिए उड़ान भरने के तुरंत बाद अहमदाबाद हवाई अड्डे के पास दुर्घटनाग्रस्त हो गया था। विमान में सवार 242 लोगों में से 241 की मौत हो गई थी जबकि जमीन पर मौजूद 19 लोग भी हादसे में मारे गए थे। टाटा समूह की एयरलाइन ने बयान में कहा, "ईंधन स्विच की लॉकिंग प्रणाली में निरीक्षण के दौरान कोई भी समस्या नहीं पाई गई।" ईंधन नियंत्रण स्विच विमान के इंजन में ईंधन के प्रवाह को नियंत्रित करते हैं एयर इंडिया ने कहा कि उसकी दोनों एयरलाइंस ने 14 जुलाई को जारी डीजीसीए के निर्देशों का अनुपालन कर लिया है।

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RASHTRIYA SAHARA DELHI 23 JULY 2025

दिल्ली : लैंडिंग के तुरंत बाद विमान में लगी आग

नई दिल्ली (एसएनबी)। हांगकांग से आए एअर इंडिया के ए321 विमान के मंगलवार दोपहर को दिल्ली हवाईअड्डे पर उतरने के बाद उसकी सहायक ऊर्जा इकाई (एपीयू) में आग लग गई। विमान में सवार सभी यात्री और चालक दल के सदस्य सुरक्षित है।

एयरलाइन के प्रवक्ता ने एक बयान में कहा, 22 जुलाई 2025 को हांगकांग से दिल्ली पहुंची उड़ान संख्या एआई 315 के उतरने और गेट पर पार्क होने के तुरंत बाद विमान के एपीयू में आग लग गई और यह घटना उस समय हुई, जब यात्री उतरने लगे थे और सिस्टम डिज़ाइन के अनुसार एपीयू स्वतः बंद हो गया। विमान को कुछ नुकसान पहुंचा है, जबकि यात्री और चालक दल के सदस्य सामान्य रूप से उतर गए और सुरक्षित है। उन्होंने कहा, विमान को आगे की जांच के लिए रोक लिया गया है और नियामक को विधिवत सूचित कर दिया गया है।' फ्लाइट ट्रैकिंग वेबसाइट 'फ्लाइटराडार24.कॉम' पर उपलब्ध जानकारी के अनुसार, ए321 विमान से संचालित यह उड़ान अपराह्न 12:12 बजे दिल्ली हवाई अड्डे पर उतरी।

- हांगकांग से दिल्ली पहुंचा था विमान, दुर्घटना के बाद चालक दल के सदस्य एवं सभी यात्री सुरक्षित
- घटना उस समय हुई जब यात्री उतर रहे थे

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जांच का काम पूरा, सभी बोइंग 737 व 787 के फ्यूल स्विच मिले दुरुस्त

मुंबई (भाषा)। एयरलाइन कंपनी एयर इंडिया ने मंगलवार को कहा कि उसने अपने बोइंग 787 और 737 विमानों के बेड़े पर ईंधन नियंत्रण स्विच (एफसीएस) की लॉकिंग प्रणाली का 'एहतियाती' निरीक्षण पूरा कर लिया है और उसमें कोई भी समस्या नहीं मिली है।

एयर इंडिया के बोइंग 787 विमान के 12 जून को हुए भीषण हादसे की जांच के बाद पेश अपनी प्रारंभिक रिपोर्ट में विमान दुर्घटना जांच ब्यूरो (एएआईबी) ने पिछले हफ्ते कहा था कि दुर्घटनाग्रस्त होने के पहले विमान के ईंधन स्विच बंद कर दिए गए थे। इसके बाद, नागर विमानन सुरक्षा नियामक डीजीसीए ने एयर इंडिया को 21 जुलाई तक अपने बेड़े में शामिल बोइंग 787 और 737 विमानों में ईंधन स्विच की लॉकिंग प्रणाली का निरीक्षण करने का निर्देश दिया था। एयर इंडिया का बोइंग 787 विमान 12 जून को लंदन गैटविक के लिए उड़ान भरने के तुरंत बाद अहमदाबाद हवाई अड्डे के पास दुर्घटनाग्रस्त हो गया था। विमान में सवार 242 लोगों में से 241 की मौत हो गई थी जबकि जमीन पर मौजूद 19 लोग भी हादसे में मारे गए थे।

टाटा समूह की एयरलाइन ने बयान में कहा, 'ईंधन स्विच की लॉकिंग प्रणाली में निरीक्षण के दौरान कोई भी समस्या नहीं पाई गई।' ईंधन नियंत्रण स्विच विमान के इंजन में ईंधन के प्रवाह को नियंत्रित करते हैं। एयर इंडिया ने कहा कि उसकी दोनों एयरलाइंस ने 14 जुलाई को जारी डीजीसीए के निर्देशों का अनुपालन कर लिया है।

एयर इंडिया ने कहा कि उसने 12 जुलाई को स्वैच्छिक निरीक्षण शुरू किया था और विमानन नियामक की तरफ से निर्धारित समयसीमा के भीतर उन्हें पूरा कर लिया। बोइंग 787-8 दुर्घटना पर एएआईबी की प्रारंभिक रिपोर्ट कहती है कि उड़ान भरने के तुरंत बाद विमान के दोनों इंजनों में ईंधन की आपूर्ति एक सेकंड के भीतर बंद कर दी गई थी, जिससे कॉकपिट में भ्रम की स्थिति पैदा हो गई थी।

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RASHTRIYA SAHARA DELHI 23 JULY 2025

यात्री सुरक्षा के बजाए प्रचार पर ज्यादा खर्च करती हैं एयरलाइंस

मुंबई (भाषा)।

अखिल भारतीय ऑनलाइन सर्वेक्षण में करीब 76 प्रतिशत उत्तरदाताओं ने कहा कि भारत में कई विमानन कंपनियां यात्री सुरक्षा सुनिश्चित करने की तुलना में प्रचार पर अधिक खर्च कर रही हैं।

लोकलसर्किल्स द्वारा किए गए ऑनलाइन सर्वेक्षण में 64 प्रतिशत उत्तरदाताओं ने पिछले तीन वर्ष में कम से कम एक बार उड़ान के समय मुश्किल अनुभव करने की बात कही। इसमें उड़न भरते एवं उतरते समय या उसके दौरान जटिल परिस्थितियों का सामना करना शामिल है। सर्वेक्षण में 322 जिलों के नागरिकों से 44,000 प्रतिक्रियाएं मिलीं। हाल ही में सामने आईं हवाई और जमीनी स्तर की घटनाओं के मद्देनजर यह सर्वेक्षण काफी महत्वपूर्ण है।

इन घटनाओं में टाटा समूह द्वारा संचालित एयर इंडिया की बोइंग 787-8 विमान दुर्घटना शामिल है। यह विमान पिछले महीने अहमदाबाद से लंदन गैटविक के लिए उड़ान भरने के कुछ ही सेकंड बाद दुर्घटनाग्रस्त हो गया था। इस हादसे में विमान में सवार 242 यात्रियों में से 241 की मौत हो गई थी तथा जमीन पर घटनास्थल पर मौजूद अन्य 19 लोगों ने भी जान गंवा दी थी।

विमान दुर्घटना जांच ब्यूरो (एएआईबी) इस दुर्घटना की जांच कर रहा है और उसने अपनी प्रारंभिक रिपोर्ट पहले ही प्रस्तुत कर दी है। इसके अलावा सोमवार को एयर इंडिया की कोच्चि-मुंबई उड़ान में सवार यात्री बाल-बाल बच गए, जब जमीन पर उतरते समय विमान रनवे से बाहर निकल गया जिससे विमान को भारी नुकसान पहुंचा। सोमवार को ही एयर इंडिया की दिल्ली से कोलकाता की उड़ान को "तकनीकी खराबी" के कारण अंतिम समय में रद्द कर दिया गया जबकि गोवा से इंडिगो की उड़ान को "लैंडिंग गियर" संबंधी समस्या के कारण आपात स्थिति में उतारा गया।

इसी दौरान गोवा-पुणे के बीच उड़ान भरने वाली स्पाइसजेट की एक उड़ान की बाहरी खिड़की का 'फ्रेम' हवा में ही टूट गया, जिससे बॉम्बार्डियर क्यू400 विमान में सवार यात्रियों में दहशत फैल गई। सर्वेक्षण में हवाई यात्रा करने वाले लोगों से पूछा गया, 'क्या आप मानते हैं कि भारत स्थित विमानन कंपनियां सुरक्षा की तुलना में प्रचार पर अधिक खर्च कर रही हैं?'

प्रेस विज्ञप्ति के अनुसार, 'इस प्रश्न का उत्तर देने वाले 26,696 लोगों में से 43 प्रतिशत ने कहा कि हां, सभी विमानन कंपनियां ऐसा करती हैं, 33 प्रतिशत उत्तरदाताओं ने कहा कि हां, उनमें से कुछ ऐसा करती हैं और 11 प्रतिशत ने कहा कि नहीं, ऐसा कोई नहीं करता।

भारतीय विमानपत्तन प्राधिकरण
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SWATANTRA BHARAT LUCKNOW 22 JULY 2025

अहमदाबाद विमान हादसे पर बोले नागरिक उड्डयन मंत्री

एअर इंडिया हादसे की जांच शुरू, नौ नोटिस जारी

नई दिल्ली। एअर इंडिया की उड़ान एआई-171 के अहमदाबाद में हुए हादसे की जांच शुरू कर दी गई है। यह जानकारी नागर विमानन राज्य मंत्री मुरलीधर मोहोल ने राज्यसभा में दी। उन्होंने बताया कि यह जांच एअरक्राफ्ट एक्सीडेंट इन्वेस्टिगेशन ब्यूरो (एएआईबी) के महानिदेशक की तरफ से एअरक्राफ्ट (हादसों और घटनाओं की जांच) नियम, 2017 के नियम 11 के तहत शुरू की गई है। इसका मकसद यह पता लगाना है कि इस हादसे के पीछे क्या कारण रहे। 12 जून 2025 को एअर इंडिया की फ्लाइट संख्या एआई-171 अहमदाबाद एयरपोर्ट से उड़ान भरने के कुछ ही मिनट बाद दुर्घटनाग्रस्त हो गई थी। इस भीषण हादसे में 260 लोगों की मौत हो गई थी, जिसमें 169 भारतीय, 53 ब्रिटिश नागरिक, सात पुर्तगाली नागरिक और एक कनाडाई नागरिक शामिल था। जबकि हादसे वाली जगह पर मौजूद 19 अन्य स्थानीय लोग भी इस हादसे में मारे गए हैं। वहीं इस हादसे पर एएआईबी की तरफ से प्रारंभिक रिपोर्ट 12 जुलाई 2025 को जारी की गई थी।

■ नियमों के तहत ही जांच हो रही

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THE STATESMAN DELHI 22 JULY 2025

No adverse trend reported in reliability reports of AI during last 6 months: Govt

STATESMAN NEWS SERVICE
NEW DELHI, 21 JULY

No adverse trend has been reported in reliability reports of Air India during the last six months in respect of AI171 that crashed in Ahmedabad on June 12, the Rajya Sabha was informed on Monday.

The Aircraft Accident Investigation Bureau (AAIB) on July 12 released its 15-page preliminary report of the probe into the tragic Air India plane crash, resulting in the deaths of 260 individuals, including 229 passengers, 12 crewmembers, and 19 people on the ground in Ahmedabad on June 12.

In a written reply, MoS Civil Aviation Murlidhar Mohol said, "An investigation has been ordered by Director General, Aircraft Accident Investigation Bureau, under Rule 11 of the Aircraft (Investigation of Accidents & Incidents) Rules, 2017, to determine the probable cause(s)/contributory factor(s) leading to the accident of AI flight AI-171 at Ahmedabad on 12.06.2025."

"A preliminary report on the accident has been published by AAIB on July 12 & is available on their website," the minister said. "The investigation is in progress to determine the probable cause(s)/contributory factor(s) leading to the accident," Mohol said. "During the last six months, no adverse trend has been reported in reliability reports of Air India in respect of crashed aircraft," the minister noted.

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THE TIMES OF INDIA DELHI 23 JULY 2025

Fuel switch checks clear Boeing 787s, 737s in AI fleet

TIMES NEWS NETWORK

New Delhi: Air India said Tuesday it has completed inspections and found no faults in the fuel control switch (FCS) locking mechanism on all its Boeing 787 Dreamliners and AI Express Boeing 737s.

The checks followed a July 14 directive from DGCA, which ordered Indian carriers to inspect the FCS on all Boeing aircraft. The move came after the June 12 crash of AI-171 in Ahmedabad. Both engines of the London-bound Dreamliner lost power mid-air soon after take-off.

According to preliminary probe, fuel supply was cut off when FCS switches for engines 1 & 2 moved from "run" to "cut-off" — one after the other — with a gap of one second. Investigators have not yet determined what caused the switches to transition.

"Air India has completed precautionary inspections on locking mechanism of FCS on Boeing 787 and 737 aircraft in its fleet," the airline said in a statement. "With this, the two airlines have complied with DGCA's July 14 directive. No issues were found."

AAIB's preliminary probe said that fuel supply on AI-171 was cut off when the fuel control switches for both engines moved from 'run' to 'cut-off' — one after the other

The airline said results have been shared with DGCA and reaffirmed its "commitment to the safety of passengers and crew members".

The US Federal Aviation Administration had issued a special airworthiness information bulletin in Dec 2018 warning of potential disengagement of the FCS locking mechanism in some Boeing aircraft. Since SAIB was advisory & not mandatory, Air India had not acted on it earlier.

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THE TIMES OF INDIA DELHI 23 JULY 2025

Auxiliary power unit of Air India Airbus catches fire at Delhi airport, all flyers safe

Saurabh.Sinha
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New Delhi: The auxiliary power unit (APU) of an Air India Airbus A321 (TV-TVG), located in the tail section, caught fire at Delhi's Indira Gandhi International Airport when passengers were disembarking after its arrival from Hong Kong on Tuesday. The aircraft, which had around 170 people on board, was damaged, but the passengers and crew were unhurt.

The airline reported the incident to regulator Directorate General of Civil Aviation. Sources say this could be a maintenance issue.

An AI spokesperson said, "Flight AI 315, operating from Hong Kong to Delhi on July 22, 2025, experienced an APU fire shortly after it landed and parked at the gate. The incident occurred while passengers began disembarking, and the APU was automatically shut down as per system design. There was some damage to the aircraft; however, passengers and crew members disembarked normally and are safe. The aircraft has been grounded for further investigations, and the regulator has been duly notified."

According to aviation website Skybrary, APU allows an aircraft to operate autonomously without reliance on ground support equipment such as a ground power unit, external airconditioning unit or a high-pressure air start cart. "APU is a small jet engine, which is normally located in the tail cone of the aircraft, but, in some cases, is located in an engine nacelle or in the wheel well. APU can be started utilising only the aircraft battery(s) and, once running, will provide electrical power to aircraft systems as well as bleed air for AC and for engine start," the website says.

The incident occurred while passengers began disembarking, and the APU was automatically shut down as per system design. There was some damage to the aircraft

There have been instances of APU failure or fire both on the ground and in flight globally. In June 2016, the cabin of a fully loaded Airbus A330 of a foreign airline on the ground at London's Heathrow Airport was engulfed with smoke, and an emergency evacuation was initiated. Investigation found that the smoke was caused when an APU seal failed and hot oil entered the bleed air supply.

In July 2013, passengers boarding an Air France Boeing 777-300 at Paris CDG felt a burning smell, followed by thin smoke in the cabin. The aircraft was evacuated.

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THE TIMES OF INDIA MUMBAI 22 JULY 2025

AI flight aborts take-off after technical snag

New Delhi: Air India's Delhi-Kolkata flight aborted take-off on the runway after detecting a technical snag on Monday evening. The Airbus A321 with about 170 people on board taxied to IGIA parking bay safely.

An AI spokesperson said, "Flight AI 2403 operating from Delhi to Kolkata on July 21, 2025, has been rescheduled to depart later Monday evening, necessitated by a technical issue detected during take-off roll. The cockpit crew decided to discontinue the take-off, following standard operating procedures." TNN

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THE TRIBUNE DELHI 22 JULY 2025

Amritsar airport gets bomb threat

AMRITSAR: After Golden Temple, Sri Guru Ram Dass Ji International Airport has received a threat of RDX IED blast. The threat was received at the airport's email on Sunday. — TNS