भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

BUSINESS LINE DELHI 24 MAY 2025

Delhi HC reserves verdict on Celebi's pleas against revocation of security clearance

Press Trust of India
New Delhi

The Delhi High Court on Friday reserved its verdict on petitions by Turkey-based Celebi against the revocation of its security clearance.

Justice Sachin Datta heard submissions by the lawyers appearing for petitioners — Celebi Airport Services India Pvt Ltd and Celebi Delhi Cargo Terminal Management India Pvt Ltd — as well as the Centre.

The judge asked the parties to file their written submissions in the matter by Monday.

SECURITY CLEARANCE

The Bureau of Civil Aviation Safety (BCAS) on May 15 revoked the security clearance, days after Turkey backed Pakistan and condemned India's strikes on terror camps in the neighbouring country.

Senior counsel Mukul Rohatgi, representing Celebi, had contended that the Centre's move was against the principles of natural justice and in violation of the procedure under the Aircraft Security Rules.

Solicitor General Tushar Mehta, on the other hand, defended the action, stating that there was an "unprecedented" threat to aviation security.

Celebi, operating in the Indian aviation sector for over 15 years and employing over 10,000 people, was offering services at 9 airports.

DAINIK BHASKAR JAIPUR 23 MAY 2025

दिल्ली की 11 फ्लाइट जयपुर डायवर्ट, 5 उड़ान घंटों लेट

जयपुर का मौसम बिगड़ा तो चंडीगढ़ की फ्लाइट दिल्ली भेजी

जयपुर| मौसम खराब होने से बुधवार देर शाम दिल्ली की 11 फ्लाइट्स डायवर्ट होकर जयपुर पहुंची तो रात को जयपुर की फ्लाइट को दिल्ली डायवर्ट किया गया। एयर इंडिया की चेन्नई, मुंबई, कोलकाता, अकासा एयर की हैदराबाद, इंडिगो की अहमदाबाद, कोलकाता, लखनऊ, मुंबई, चेन्नई और बेंगलुरु से दिल्ली आई फ्लाइटें जयपुर आई। इंडिगो की चंडीगढ़ से जयपुर आ रही फ्लाइट तेज आंधी के कारण दिल्ली डायवर्ट कर दी गई। वहीं, जयपुर एयरपोर्ट पर इंडिगो की जयपुर-कोलकाता फ्लाइट 3:40 घंटे, जयपुर-अहमदाबाद फ्लाइट 1:15 घंटे, जयपुर-बेंगलुरु फ्लाइट 2:15 घंटे, जयपुर-अहमदाबाद फ्लाइट 1:25 घंटे और जयपुर-दिल्ली फ्लाइट 50 मिनट लेट रवाना हुई। दिल्ली गई फ्लाइट देर रात करीब साढ़े तीन बजे जयपुर पहुंची। इस दौरान यात्रियों को दिल्ली एयरपोर्ट पर परेशानी का सामना करना पड़ा।

चंडीगढ़ और गाजियाबाद की फ्लाइट रद्द: गुरुवार को संचालन कारणों के चलते इंडिगो की जयपुर-चंडीगढ़ फ्लाइट और एयर इंडिया एक्सप्रेस की जयपुर-गाजियाबाद फ्लाइट को रद्द किया गया।

DAINIK JAGRAN DELHI 24 MAY 2025

पर्यावरण के प्रति भूमिका निभा रहा आइजीआइ एयरपोर्ट

- आइजीआइ एयरपोर्ट संचालन एजेंसी डायल ने जारी की सस्टेनेबिलिटी रिपोर्ट 2024
- कहा- चार वर्षों में प्रति यात्री कार्बन उत्सर्जन में 36 प्रतिशत की कमी हासिल की

जागरण संवाददाता, नई दिल्ली: आइजीआइ एयरपोर्ट की संचालक एजेंसी डायल ने एयरपोर्ट को लेकर सस्टेनेबिलिटी रिपोर्ट 2024 जारी की है। रिपोर्ट में आइजीआइ एयरपोर्ट की हरित और समावेशी भविष्य की दिशा में प्रेरक यात्रा के बारे में कई बातें कहीं गई हैं। वैश्विक जलवायु चुनौतियों के दौर में आइजीआइ एयरपोर्ट नवाचार, भागीदारी और सतत विकास में अपने निवेश को और गति दे रहा है। यह एयरपोर्ट पर्यावरण, समावेशिता और सामुदायिक विकास के प्रति अपनी प्रतिबद्धता को साकार कर रहा है।

डायल ने ऊर्जा परिवर्तन, डिजिटल नवाचार, समावेशी बुनियादी ढांचे और हितधारक-केंद्रित विकास के क्षेत्र में की गई बातों को इस रिपोर्ट में शामिल किया है। यह बताया गया है कि वर्ष 2022 से आइजीआइ एयरपोर्ट पूरी तरह नवीकरणीय बिजली पर संचालित हो रहा है, जो स्वच्छ ऊर्जा के प्रति इसकी प्रतिबद्धता का प्रतीक है। पिछले चार वर्षों में डायल ने कार्बन उत्सर्जन में 52% की पूर्ण कमी और प्रति यात्री कार्बन उत्सर्जन में 36% की कमी हासिल की है, साथ ही 100 प्रतिशत हरित ऊर्जा स्रोतों की ओर परिवर्तन पूरा किया है।

सतत विकास हमारे लिए केवल जिम्मेदारी नहीं, बल्कि एक प्रेरणा है। सस्टेनेबिलिटी रिपोर्ट 2024 हमारी उस महात्वाकांक्षा को रेखांकित करती है, जो न केवल भारत को विश्व के लिए प्रवेश द्वार बनाती है, बल्कि जिम्मेदार विमानन में वैश्विक नेतृत्व स्थापित करती है। - **विदेह कुमार जयपुरियार**, मुख्य कार्यकारी अधिकारी, डायल

ईस्टर्न क्रास टैक्सीवे और टैक्सी-बाट्स जैसे नवाचारों ने विमान टैक्सी समय, ईंधन खपत और ग्रीनहाउस गैस उत्सर्जन में उल्लेखनीय कमी की है। आइजीआइ एयरपोर्ट अब सनफ्लावर फ्रेंडली एयरपोर्ट बताते हुए कहा गया कि यहां दिव्यांगजनों, वरिष्ठ नागरिकों और गर्भवती महिलाओं के लिए विशेष सेवाएं सुनिश्चित की गई हैं। जल प्रबंधन में उन्नत रीसाइक्लिंग सिस्टम, वर्षा जल संचयन से पानी का बड़ी कुशलता से यहां इस्तेमाल होता है।

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AIRPORTS AUTHORITY OF INDIA

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DAINIK JAGRAN KANPUR 23 MAY 2025

चकेरी एयरपोर्ट पर आतंकी हमले को लेकर माकड्रिल करती पुलिस और सीआइएसएफ के जवान ● पुलिस विभाग

एयरपोर्ट पर माकड्रिल से परखा, कितने तैयार हम

जागरण संवाददाता, कानपुर : आतंकी हमलों से बचाव और सतर्कता परखने के लिए चकेरी एयरपोर्ट पर पुलिस, सीआइएसएफ, एयरफोर्स और फायर ब्रिगेड ने संयुक्त रूप से माकड्रिल की। इस दौरान रिस्पांस टाइम देखा और परखा कि हम कितने तैयार हैं।

गुरुवार शाम अचानक पुलिस को सूचना दी गई कि चकेरी एयरपोर्ट पर आतंकी हमला हुआ है। इस पर एसीपी चकेरी कृष्णकांत पुलिस फोर्स के साथ बम निरोधक दस्ता, यातायात पुलिस और दमकल टीम के साथ एयरपोर्ट पहुंचे। जहां पर सबसे पहले हमले में घायल हुए लोगों को अस्पताल पहुंचाने की माकड्रिल करते हुए रिस्पांस टाइम चेक किया गया। एयरफोर्स और सीआइएसएफ जवानों के साथ आतंकियों से मोर्चा लेते हुए एयरपोर्ट में मौजूद यात्रियों की कैसे सुरक्षा हो, इसे देखा। वहीं, एयरपोर्ट पर पुलिस व सीआइएसएफ के जवानों ने हथियारों के सहारे आतंकियों से मोर्चा लिया। एसीपी चकेरी कृष्णकांत ने बताया कि एयरपोर्ट पर आतंकी हमले को लेकर यात्रियों की सुरक्षा और आतंकियों को मार गिराने की माकड्रिल की गई है।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

DAINIK NAVJYOTI JAIPUR 23 MAY 2025

जयपुर डायवर्ट हुई दिल्ली की फ्लाइट, 4 घंटे परेशान हुए यात्री

नवज्योति, जयपुर। दिल्ली एयरपोर्ट पर मौसम खराब होने के कारण फ्लाइट जयपुर एयरपोर्ट पर डायवर्ट हुई। इसके बाद यात्रियों को सड़क मार्ग से दिल्ली भेजा गया। एयर इंडिया की फ्लाइट दिल्ली में मौसम खराब होने के कारण रात 10.10 बजे जयपुर एयरपोर्ट पर पहुंची थी। दिल्ली एटीसी से क्लीयरेंस नहीं मिलने पर विमान जयपुर में ही रहा। इसके बाद पायलटों ने ड्यूटी टाइम लिमिटेशन नियमों के तहत ड्यूटी का समय पूरा होने की कहकर विमान उड़ाने से इनकार कर दिया। इसके बाद यात्रियों को रात 2 बजे विमान से उतारा गया और सड़क मार्ग से दिल्ली रवाना किया गया। इस दौरान करीब 4 घंटे तक यात्री जयपुर एयरपोर्ट पर परेशान होते रहे।

तेज आंधी के चलते फ्लाइट दिल्ली डायवर्ट: जयपुर आने वाली इंडिगो की फ्लाइट को खराब मौसम के कारण दिल्ली डायवर्ट करना पड़ा। इंडिगो की फ्लाइट चंडीगढ़ से रात 11 बजे जयपुर पहुंची। जहां तेज आंधी के चलते इस फ्लाइट को कुछ देर होल्ड पर रखा गया, इसके बाद दिल्ली एयरपोर्ट पर डायवर्ट किया गया। इससे जयपुर आने वाले यात्री करीब तीन घंटे तक दिल्ली एयरपोर्ट पर अटके रहे। रात 3.30 बजे यह फ्लाइट जयपुर पहुंची।

जयपुर एयरपोर्ट से दो फ्लाइट रद्द

जयपुर एयरपोर्ट से गुरुवार सुबह उड़ान भरने वाली दो फ्लाइट्स संचालन कारणों से रद्द रही। इंडिगो की जयपुर से सुबह 9.10 बजे चंडीगढ़ और एयर इंडिया एक्सप्रेस की जयपुर से सुबह 9.50 बजे गाजियाबाद जाने वाली फ्लाइट का संचालन गुरुवार को रद्द रहा।

भारतीय विमानपत्तन प्राधिकरण
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THE ECONOMIC TIMES DELHI 24 MAY 2025

GMR Logs ₹253-crore Loss in March quarter

NEW DELHI GMR Airports saw its consolidated loss widen to ₹253 crore in the three months ended March 2025 even as total income rose during the same period. The company had a loss of ₹168 crore in the year-ago period. The figures are after tax for continuing operations. According to a filing on Friday, GMR Airports' total income climbed to ₹2,977 crore in the fourth quarter of 2024-25 financial year from ₹2,570 crore in the year-ago period.

भारतीय विमानपत्तन प्राधिकरण
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THE INDIAN EXPRESS DELHI 24 MAY 2025

Two acres of defence land near IGIA freed of encroachment, second drive in fortnight

EXPRESS NEWS SERVICE
NEW DELHI, MAY 23

NEARLY TWO acres of land near Terminal 1D of the Indira Gandhi International Airport (IGIA) was cleared of encroachments on Friday in an operation led by the Defence Estates Office, said officials. This was the second such large-scale drive in the area in two weeks.

Last week, a similar action was carried out to remove illegal parking and unauthorised occupations from one acre of defence land in Mehram Nagar in Delhi Cantonment.

On Friday, the land that was illegally occupied for years was freed of encroachment, said officials, adding that the initiative aims to free prime defence land from unlawful occupation and utilise it in the national interest.

Varun Kalia, Defence Estates Officer, Delhi Circle, stated, "Safeguarding defence land is not just about preserving a territory but about upholding national security. Encroachments on Defence land are silent threats to national security, and strict action will continue against all encroachers. The reclaimed land will be used in the national interest."

The action was carried out with the support of the Delhi Cantonment Board, the local military authorities and the Delhi Police.

During Friday's operation, officials from the Defence Estates Office, Delhi Circle, also removed longstanding unauthorised parking zones and impounded a significant number of vehicles.

The operation also involved the removal of numerous small and large slums as well as illegal animal shelters that had been occupying the land.

The current estimated value of this defence land is close to Rs 100 crore.

The government intends to use the freed land for defence and military purposes, as there is a constant demand for land from the government and defence organisations.

भारतीय विमानपत्तन प्राधिकरण
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LOKSATYA DELHI 24 MAY 2025

सिविल एयरपोर्ट : दूसरा चरण जून से

आगरा में रनवे विस्तार, बाउंड्री निर्माण और पर्यावरण क्लीयरेंस अंतिम चरण में

अच्छी खबर

- 4,000 नए पेड़ लगाकर क्लीयरेंस की तैयारी
- टर्मिनल के 70 पिलर खड़े, भारी राजस्व की उम्मीद

सिविल एयरपोर्ट पर चल रहे निर्माण कार्य की एक झलक।

आगरा, लोकसत्य। आगरा के नागरिकों और पर्यटकों के लिए राहत की बड़ी खबर है। पं. दीनदयाल उपाध्याय सिविल एयरपोर्ट परियोजना का दूसरा चरण जून 2025 से शुरू होने जा रहा है। इस चरण में रनवे का निर्माण, भूमि सीमांकन, पर्यावरणीय क्लीयरेंस और अन्य आधारभूत संरचना कार्यों की गति तेज कर दी गई है।

रनवे का विस्तार और फेस-2 की निविदा प्रक्रिया : दूसरे चरण के तहत मुख्य रूप से एयरफोर्स स्टेशन आगरा से कनेक्टिविटी रखने वाले रनवे का निर्माण प्रस्तावित है। इस हिस्से को वायुसेना से सिविल एन्क्लेव के लिए हस्तांतरित किया जाना है। इस चरण की निर्माण निविदाएं 30 मई 2025 को खोली जाएंगी, और जून अंत तक ठेका दे दिया जाएगा। कुल 12 कंपनियों ने निविदा दाखिल की है और चयनित कंपनी को एक वर्ष के भीतर कार्य पूरा करना होगा।

पर्यावरणीय औपचारिकताएं पूरी: 4,000 पेड़ लग चुके

सिविल सोसाइटी ऑफ आगरा के एक प्रतिनिधिमंडल ने दौरा कर परियोजना के बारे में जानकारी हासिल की। पर्यावरणीय जिम्मेदारी को ध्यान में रखते हुए 121 पेड़ों का स्थानांतरण किया गया है, जबकि लगभग 300 पेड़ों की कटाई की स्वीकृति प्राप्त की जा चुकी है। यूपी सरकार द्वारा प्रदान की गई 10 एकड़ भूमि पर 3,000 से अधिक पेड़ लगाए जा चुके हैं। डीएफओ आगरा से सिर्फ अंतिम पुष्टि शेष है। इसके अतिरिक्त, 10 जून को पर्यावरणीय जनसुनवाई का आयोजन होगा, जिससे क्लीयरेंस की औपचारिकता पूरी की जा सके। राज्य सरकार ने दूसरे चरण के लिए चिन्हित भूमि एयरपोर्ट अथॉरिटी को हस्तांतरित कर दी है। बाउंड्री वॉल का निर्माण प्रारंभ हो चुका है, जिसके लिए 6.28 करोड़ रुपये की राशि स्वीकृत की गई है। इस निर्माण से एक ग्रामीण सड़क प्रभावित होगी, जिसके लिए वैकल्पिक सड़क बनाए जाने की योजना तैयार है। प्रशासन इसे जल्द शुरू करने की प्रक्रिया में है ताकि मानसून से पहले काम पूरा हो सके।

टर्मिनल भवन को मिल रही बुनियादी संरचना : परियोजना में 400 में से 70 'मेट्रो स्टैंडर्ड' पिलर तैयार हो चुके हैं, जिन पर नया टर्मिनल भवन निर्मित होगा। निर्माण कार्य अब भूतल से ऊपर की दिशा में तेजी से बढ़ेगा।

सिविल सोसाइटी ऑफ आगरा के आग्रह पर एयरपोर्ट अथॉरिटी ने निर्माण स्थल पर सूचना बोर्ड लगाया है। समाजसेवी संगठनों की मांग है कि ऐसे बोर्ड शिल्पग्राम (ताजगंज), कलेक्ट्रेट और नगर निगम जैसे स्थानों पर भी लगाए जाएं ताकि आमजन को सटीक जानकारी मिल सके।

प्रदेश का सबसे लाभकारी एयरपोर्ट हो सकता

आगरा, लोकसत्य। स्थानीय नागरिकों और विशेषज्ञों का मानना है कि जब यह एयरपोर्ट बनकर तैयार होगा तो यह प्रदेश का एकमात्र लाभकारी सिविल एयरपोर्ट बन सकता है। वर्तमान में यूपी के अधिकांश सिविल एयरपोर्ट्स भारी घाटे में चल रहे हैं और सिर्फ रीजनल कनेक्टिविटी स्कीम के तहत उड़ानें संचालित हो रही हैं। सिविल सोसाइटी के प्रतिनिधिमंडल में राजीव सक्सेना, अनिल शर्मा, असलम सलीमी और कांति प्रमुख रूप से शामिल रहे।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

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NAVBHARAT TIMES | DELHI | 24 MAY 2025

कुर्सी की पेटी बांध लें..., तूफान से कैसे बचा विमान?

दिल्ली से 21 मई को श्रीनगर के लिए इंडिगो की फ्लाइट नंबर-6E-2142 ने उड़ान भरी। श्रीनगर से करीब 300 किमी. पहले पठानकोट के पास खराब मौसम में फंस गई। ओलावृष्टि और बिजली गिरने से एयरक्राफ्ट का आगे का हिस्सा तक टूट गया। जैसे-तैसे श्रीनगर में लैंड हुई। 230 यात्री मौत के साये से गुजरे। अब कई सवाल उठ रहे है। पेश है मनीष अग्रवाल की रिपोर्ट-

300KM श्रीनगर से दूर पठानकोट के पास खराब मौसम में फंसा था विमान

230 यात्री सवार थे, गनीमत रही विमान की सुरक्षित इमरजेंसी लैंडिंग हो गई

Social Media

टर्बुलेंस में फंसी इंडिगो फ्लाइट की श्रीनगर में इमरजेंसी लैंडिंग

क्या हुआ जब खराब मौसम में फंसे?

फ्लाइट के पायलट और क्रू ने डीजीसीए को दिए अपने स्टेटमेंट में बताया है कि पहले इंडियन एयरफोर्स की नॉर्दर्न कमांड से संपर्क किया, ताकि इंटरनेशनल बॉर्डर (आईबी) के पास लेफ्ट साइड में जाने की परमिशन दे दे। मंजूरी नहीं दी गई। फिर पायलट ने लाहौर में संपर्क कर पाकिस्तानी एयर स्पेस में प्रवेश करने का अनुरोध किया था, वहां से साफ इनकार कर दिया गया।
से साफ इनकार कर दिया गया।

उठे ये सवाल, हो रही जांच

Q एयरफोर्स ने आईबी के पास लेफ्ट साइड में जाने की परमिशन क्यों नहीं दी?

Q क्या पायलट ने एयरफोर्स को इमरजेंसी सिचुएशन के बारे में साफतौर पर बताया था?

Q क्या एयरफोर्स को डर था कि कहीं पाकिस्तान की तरफ से फ्लाइट को कोई नुकसान ना पहुंचा दिया जाए?

Q **क्या पायलट ने प्लेन का इमरजेंसी अलार्म ऑन किया था?**

यू टर्न कराने की कोशिश हुई, मगर...

फ्लाइट क्रू के मुताबिक दोनों जगह से सेफ जोन में जाने से इनकार होने के बाद पायलट ने प्लेन को यू टर्न कराने की कोशिश की थी, लेकिन तब तक देर हो चुकी थी। पायलट ने बताया कि उस वक्त तक फ्लाइट तूफानी बादलों के बेहद करीब आ चुकी थी। पायलट ने खराब मौसम से बचने के लिए श्रीनगर की ओर सबसे छोटे मार्ग से उसी दिशा में आगे बढ़ने का फैसला किया। फ्लाइट को भीषण ओलावृष्टि और खराब मौसम का सामना करना पड़ा। प्लेन में कई तरह की खराबियां आना शुरू हो गई थीं। ऑटोपायलट मोड में भी खराबी आ गई थी।

टर्बुलेंस कब होता है खतरनाक?

कुछ टर्बुलेंस हल्के होते है, तो कुछ गंभीर। प्लेन को स्थिर तौर पर उड़ने के लिए जरूरी है कि इसके विंग के ऊपर और नीचे से बहने वाली हवा नियमित हो।

क्या होता है टर्बुलेंस?

विमान में टर्बुलेंस या हलचल का मतलब होता है, हवा के उस बहाव में बाधा पहुंचना, जो विमान को उड़ने में मदद करती है। ऐसा होने पर विमान हिलने लगता है। अपने नियमित रास्ते से हट जाता है। कई बार टर्बुलेंस से अचानक ही विमान ऊंचाई से कुछ फीट नीचे आने लगता है। टर्बुलेंस में प्लेन का उड़ना कुछ हद तक वैसा ही है, जैसे-उबाड़-खाबड़ सड़क पर कार चलाना।

चेतावनियां जारी की गई थीं

DGCA ने कहा कि आंधी-तूफान के दौरान कई चेतावनियां जारी की गई थी। 'एंगल ऑफ अटैक फॉल्ट' बताया, यानी विमान के पंखों और हवा के बीच के कोण को मापने और इसे बताने वाले सिस्टम में खराबी का संकेत। 'अल्टरनेटिव लॉ प्रोटेक्शन लॉस्ट' बताया, जो कई तरह के सेंसर में खराबी को शो करता है।

मैनुअल मोड पर लैंड कराना पड़ा

ऑटो पायलट सिस्टम में खराबी आने से स्पीड में बड़े बदलाव आने शुरू हो गए थे। विमान की उतरने की स्पीड 8,500 फुट प्रति मिनट तक पहुंच गई। पायलट ने विमान को मैनुअल तरीके से उड़ाकर किसी तरह लैंडिंग कराई।

बंद था पाकिस्तान का एयर स्पेस

इंडियन एयरफोर्स सूत्रों ने कहा कि पाकिस्तान की हवाई सीमा बंद थी। पाकिस्तान ने NOTAM जारी किया था, जो 23 मई 2025 की आधी रात तक लागू था। इसमें कहा गया था कि भारतीय पंजीकृत विमानों, भारतीय एयरलाइनों के स्वामित्व/संचालित या किराए पर लिए विमानों, और सैन्य उड़ानों को पाकिस्तान के हवाई क्षेत्र में एंट्री की इजाजत नहीं है।

PTI

लगा मेरी ज़िंदगी खत्म हो गई: सागरिका घोष

टाइम्स ऑफ इंडिया के मुताबिक टीएमसी सांसद और राज्यसभा सदस्य सागरिका घोष भी श्रीनगर वाली फ्लाइट में थीं। खतरे में फंसे विमान पर सागरिका ने कहा, यह मौत के करीब का अनुभव था। मुझे लगा मेरी जिंदगी अब खत्म हो गई। लोग चिल्ला रहे थे, प्रार्थना कर रहे थे और घबरा गए थे। सागरिका पांच सदस्यीय TMC प्रतिनिधिमंडल के साथ जम्मू-कश्मीर जा रही थीं। इस दल में सांसद डेरेक ओ'ब्रायन, नदीमुल हक, मानस भुइयां और ममता ठाकुर भी शामिल थे।

File

सागरिका घोष

NAVBHARAT TIMES DELHI 24 MAY 2025

डिफेंस एयरपोर्ट पर प्लेन की विंडो बंद रखने के आदेश

■ **NBT रिपोर्ट, नई दिल्ली :** देश की सुरक्षा को ध्यान में रखते हुए डीजीसीए ने तमाम एयरलाइंस को आदेश दिए है कि वह देश के डिफेंस एयरपोर्ट खास तौर से वेस्टर्न बॉर्डर वाले इलाकों में स्थित हवाई अड्डे से टेक ऑफ और लैंडिंग करते वक्त अपने फ्लाइट की विंडो बंद रखें। सूत्रों ने यह जानकारी देते हुए बताया कि आमतौर पर देखने में आता था कि यात्री डिफेंस एयरपोर्ट की भी फोटो और विडियोग्राफी करते थे, जो देश की सुरक्षा के लिए खतरा हो सकता है। DGCA ने तमाम एयरलाइंस से आदेश को सुनिश्चित करने के लिए कहा है।

Corporate Communications Directorate

NAVODAYA TIMES DELHI 24 MAY 2025

IGI बना एशिया का पहला लेवल 5 कार्बन मान्यता प्राप्त हवाई अड्डा

100 फीसदी रिन्यूएबल एनर्जी पर संचालित

नई दिल्ली, 23 मई (नवोदय टाइम्स): इंदिरा गांधी हवाई अड्डा (आईजीआई इंटरनेशनल एयरपोर्ट) एशिया का पहला लेवल 5 कार्बन मान्यता प्राप्त एयरपोर्ट बन गया है। एयरपोर्ट काउंसिल इंटरनेशनल (एसीआई) की एयरपोर्ट कार्बन मान्यता के तहत उच्चतम स्तर पर है।

आईजीआई एयरपोर्ट जून 2022 से 100 प्रतिशत रिन्यूएबल इलेक्ट्रिसिटी पर संचालित हो रहा है, जो इसे भारत का सबसे पर्यावरण-अनुकूल हवाई अड्डा बनाता है। दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डायल) जीएमआर समूह के नेतृत्व वाला एक कंसोर्टियम, ने शुक्रवार को अपनी सस्टेनेबिलिटी रिपोर्ट 2024 जारी की है। यह व्यापक रिपोर्ट भारतीय विमानन उद्योग में जलवायु कार्रवाई, इनोवेशन और सामाजिक प्रभाव के लिए एक नया मानदंड स्थापित करती है। परिवर्तन, हरित, स्मार्ट, भविष्य के लिए तैयार थीम के साथ, यह रिपोर्ट डायल की ऊर्जा परिवर्तन, डिजिटल इनोवेशन, समावेशी बुनियादी ढांचे और हितधारक-नेतृत्व वाले विकास में महत्वपूर्ण प्रगति को दर्शाती है।

IGI एयरपोर्ट ने जारी की सस्टेनेबिलिटी रिपोर्ट 2024

रिपोर्ट के अनुसार, आईजीआई, न केवल भारत का सबसे व्यस्त एयरपोर्ट है, बल्कि यह वैश्विक स्तर पर सतत विमानन में अग्रणी बन गया है।

प्रमुख विशेषताएं

एशिया का पहला लेवल 5 कार्बन मान्यता प्राप्त एयरपोर्ट, 40 मिलियन से अधिक यात्री प्रति वर्ष, डीआईएएल ने एसीआई की एयरपोर्ट कार्बन मान्यता के उच्चतम स्तर को हासिल किया, जो कार्बन प्रबंधन और उत्सर्जन कटौती में उत्कृष्ट प्रथाओं को दर्शाता है।

डीकार्बोनाइजेशन में मील का पत्थर

गत चार वर्षों में, आईजीआई एयरपोर्ट ने कार्बन डाइऑक्साइड उत्सर्जन में 52 : की पूर्ण कटौती और प्रति यात्री कार्बन डाइऑक्साइड उत्सर्जन में 36 : की कमी हासिल की है, साथ ही 100 प्रतिशत हरित ऊर्जा स्रोतों की ओर पूर्ण परिवर्तन किया है।

जून 2022 से 100- नवीकरणीय बिजली

आईजीआई एयरपोर्ट पूरी तरह से नेट नवीकरणीय बिजली पर संचालित हो रहा है, जो स्वच्छ ऊर्जा भविष्य के प्रति अपनी प्रतिबद्धता को और मजबूत करता है।

समावेशिता में कदम

डायल ने हिडन डिसेबिलिटी सनफ्लावर प्रोग्राम लागू किया है, जिससे आईजीआई, एक सनफ्लावर फ्रेंडली एयरपोर्ट बन गया है, जो गैर दृश्यमान अक्षमताओं वाले व्यक्तियों के लिए विशेष सहायता प्रदान करता है। साथ ही विशेष आवश्यकता वाले यात्रियों, वरिष्ठ नागरिकों और गर्भवती महिलाओं के लिए समर्पित सेवाएं भी उपलब्ध हैं।

कम उत्सर्जन के लिए स्मार्ट बुनियादी ढांचा

पूर्वी क्रॉस टैक्सी जैसी बुनियादी ढांचा परियोजनाओं और टैक्सी बॉट्स तथा 22 नए ब्रिज-माउंटेड उपकरणों की तैनाती ने विमान टैक्सी समय, ईंधन उपयोग और ग्रीनहाउस गैस उत्सर्जन को कम किया है।

जल सकारात्मक लक्ष्य: दिल्ली एयरपोर्ट उन्नत रीसाइक्लिंग सिस्टम, वर्षा जल संचयन और कुशल स्वच्छता बुनियादी ढांचे के माध्यम से जल सकारात्मक एयरपोर्ट बनने की दिशा में अग्रसर है। डायल के सीईओ विदेह कुमार जयपुरियार ने कहा कि हमारी 2024 सस्टेनेबिलिटी रिपोर्ट हमारी महत्वाकांक्षा की गहराई को दर्शाती है। हमारा उद्देश्य न केवल भारत का विश्व द्वार बनाए बल्कि जिम्मेदार विमानन में वैश्विक नेता बनना है। हमें एसीआई की लेवल 5 कार्बन मान्यता और 100 प्रतिशत नवीकरणीय बिजली की ओर परिवर्तन पर गर्व है।

PIONEER DELHI 24 MAY 2025

नोएडा इंटरनेशनल एयरपोर्ट का निर्माण कार्य पूरा

● डीजीसीए से लाइसेंस मिलने के बाद सुरक्षा जांच शुरू होंगी

पायनियर समाचार सेवा। नई नोएडा

जेवर में निर्माणाधीन नोएडा इंटरनेशनल एयरपोर्ट का सिविल और कंस्ट्रक्शन कार्य पूरा हो गया है। वर्तमान में फि निशिंग का काम चल रहा है। बकास ने एयरपोर्ट का इंस्पेक्शन कर लिया है और अब उनकी रिपोर्ट का इंतजार है। यमुना प्राधिकरण के सीईओ और एनआईएएल के चेयरमैन अरुणवीर सिंह ने बताया कि 31 तक बकास की रिपोर्ट आने की उम्मीद है।

रिपोर्ट मिलने के बाद डीजीसीए में लाइसेंस के लिए आवेदन किया जाएगा। लाइसेंस की प्रक्रिया में लगभग एक से डेढ़ महीने का समय लगेगा। मुख्य सचिव ने स्वयं मौके का निरीक्षण किया और टाटा के अधिकारियों से मुलाकात की। फि निशिंग कार्य को तेज करने के लिए

टाटा प्रोजेक्ट के अन्य स्थानों से कुशल श्रमिकों को यहां स्थानांतरित किया गया है। एयरपोर्ट में अब केवल तीन काम शेष हैं- वॉटर ट्रीटमेंट प्लांट, सीवर ट्रीटमेंट प्लांट और एयरपोर्ट लॉबी तक इंटरचेंज का निर्माण। डीजीसीए से लाइसेंस मिलने के बाद सुरक्षा प्रक्रियाएं शुरू होंगी। सीआईएसएफ पूरी ड्रिल करेगी, जिसके बाद ही एयरपोर्ट की सभी प्रक्रियाएं पूरी होंगी।

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
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THE TIMES OF INDIA DELHI 24 MAY 2025

HC reserves order on Celebi's security clearance withdrawal

Times News Network

New Delhi: Delhi high court reserved judgment Friday on a petition by Celebi Airport Services Private Ltd against a decision by the Centre's Bureau of Civil Aviation Security (BACS) to withdraw the Turkiye company's security authorisation for ground handling operations at airports over national security concerns.

A single-judge bench of Justice Sachin Datta reserved the judgment after listening to senior advocate Mukul Rohatgi, representing Celebi, and solicitor-general Tushar Mehta, appearing for the central govt. The court requested all parties to submit written statements by Monday. The cancellation of Celebi's security clearance came in the aftermath of Operation Sindoor and Pakistan's retaliation that included use of Turkish weapons.

Rohatgi argued that principles of natural justice were breached, as Celebi received neither prior notice nor information about govt's intended actions. The decision violated Rule 12 of the Aircrafts Security Rules, 2023, rendering it invalid. The rule stipulates that govt must provide an entity an opportunity to present its case before suspending security clearance. Any suspension requires documented justification and cannot exceed one year. Cancellation is permitted only on reasonable grounds of national security, civil aviation security, or over non-compliance with security conditions.

Rohatgi contended that Centre was not endowed with plenary powers, as it claimed to, and it was not open for govt to say it could be in breach of its own rules of granting an opportunity of hearing while revoking security clearance.

Celebi urged the HC not to examine materials provided to it in a sealed cover until the firm was given a gist of the allegations it faced. Emphasising the firm ought to have been put on notice before govt's action, Rohatgi said: "Notice has to say the proposed punishment based on the gravamen of the facts… In a given case you can redact some information…something I should know, or should I argue from newspapers?… Give me a gist of allegations."

THE TIMES OF INDIA DELHI 24 MAY 2025

'IGIA operating on clean energy since June 2022'

New Delhi: Delhi International Airport Limited (DIAL) has released its Sustainability Report 2024, showcasing key environmental achievements. The report highlights that the Delhi airport has been operating on 100% renewable electricity since June 2022. Over the past four years, it achieved a 52% absolute reduction in CO_2 emissions and a 36% drop in CO_2 emissions per passenger. "The report outlines DIAL's transformative journey in embedding sustainability into the heart of its operations, making Indira Gandhi International Airport not just India's busiest airport but also its greenest," said DIAL in a statement. The operator stated that infrastructure projects like the eastern cross taxiway and the deployment of taxibots and 22 new bridge-mounted equipment had cut aircraft taxiing time, fuel usage and greenhouse gas emissions. TNN

THE TIMES OF INDIA AHMEDABAD 23 MAY 2025

Lahore ATC refused IndiGo pilot request to enter airspace

TIMES NEWS NETWORK

The flight, carrying over 220 passengers, landed in Srinagar, but not without damage — the aircraft's radome, or nose cone, was left badly battered by the storm

New Delhi: The pilot of IndiGo's Delhi-Srinagar flight on Wednesday requested permission from Lahore ATC to briefly enter Pakistan airspace to escape turbulence after being caught in a sudden hailstorm. Sources said Lahore ATC denied the request, prompting the Airbus A321 pilot to declare an emergency with Srinagar ATC.

The flight, carrying over 220 passengers, including Trinamool MPs, landed safely in Srinagar, but not without damage — the aircraft's radome, or nose cone, was left badly battered by the storm.

A senior official from Directorate General of Civil Aviation (DGCA) said, "We've asked IndiGo for a detailed report and a probe is underway. The aircraft (VT-IMD) remains grounded in Srinagar. The pilots are being praised for their presence of mind and professionalism in ensuring everyone's safety."

IndiGo, in an official statement, said: "Flight 6E 2142 from Delhi to Srinagar on May 21 encountered a sudden hailstorm and landed safely at Srinagar International Airport. All passengers were well attended to upon landing and no injuries were reported. The aircraft is undergoing inspection and maintenance, and will resume service once it receives the necessary clearances."

Although Pak airspace is shut for Indian carriers, aviation experts argue that emergency requests like the one made by the IndiGo pilot should not be refused in the interest of passenger safety.

भारतीय विमानपत्तन प्राधिकरण
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THE TIMES OF INDIA BANGALORE 23 MAY 2025

DGCA: Shut plane windows during take-off, landing at def airports

'To Prevent Unintentional Sharing of Security-Related Info'

Times News Network

Failure to comply with the new rule will invite legal action, DGCA says

New Delhi: India's aviation regulator DGCA has directed commercial airlines and charter and private jet operators to ensure aircraft window shades, barring those for emergency exit-row seats, are closed during take-off and landing at defence airports, "particularly those near the western border".

The new rule is meant to "enhance operational safety and prevent unintentional sharing of security-related information by general public/crew". Failure to comply will invite legal action, DGCA said.

Pakistani drone and missile attacks in the aftermath of Operation Sindoor led to 32 airports in north, central and western India — including defence airbases with civil enclaves in Srinagar, Jammu, Leh, Amritsar, Chandigarh, Gwalior and Hindon – being shut for a few days. While operations have resumed, security concerns remain.

"These instructions shall apply post opening of Indian airspace for commercial operations to all scheduled, scheduled commuter, and non-scheduled aircraft operating from defence airfields. All passenger window shades, where applicable, shall remain closed until the aircraft is airborne and has crossed an altitude of 10,000 feet during departure, or during arrival, after it descends below 10,000 feet and reaches the parking bay at the civil terminal," the order states.

In normal circumstances, safety protocol mandates that all window shades remain open during take-off and landing. This is to ensure passengers and crew can quickly assess external conditions, such as fires or debris, and identify exits in case of an emergency evacuation.

DGCA order for civilian operations at defence airfields also bars photography. "Aerial or ground photography and videography are strictly prohibited at all times during a passenger's travel, including when he or she is inside the terminal, in vehicles en route to or from the aircraft, outside the aircraft, during landing, at the airport, during pushback, taxiing, take-off, and while the aircraft is flying below 10,000 feet," it states. "Mandatory pre-flight announcements must be made by the flight/cabin crew prior to take-off, before cabin securement, and before landing, instructing passengers to lower window shades and refrain from photography/videography at all times below 10,000 feet."

Centre defends Celebi airport security ban citing national security

Times News Network

New Delhi: The Union govt opposed on Thursday Celebi Airport Services Pvt Ltd's plea, telling the Delhi high court that revoking its security clearance was not an example of govt "carte blanche".

"This is not a carte blanche or a Brahmastra that everything stops. Judicial review is available to the petitioner. And if your lordships come to a conclusion that it is a mere cavalier manner in which we got rid of the petitioner (sic), then your lordships can definitely interfere," SG Tushar Mehta said before the single judge bench of Justice Sachin Datta. The hearing for rejoinder arguments will continue on Friday.

He said that during unprecedented security threats, govt cannot provide hearing opportunities or explain reasons for security clearance revocation.

Activate Windows

भारतीय विमानपत्तन प्राधिकरण
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AMAR UJALA DELHI 24 MAY 2025

पाकिस्तानी विमानों के लिए भारत ने 23 जून तक बंद किया हवाई क्षेत्र

नई दिल्ली/लाहौर। भारत ने पाकिस्तानी विमानों के लिए अपना हवाई क्षेत्र 23 जून तक बंद कर दिया है। इसके लिए नागरिक उड्डयन मंत्रालय ने नोटिस टू एयरमैन (नोटम) जारी किया है। इसमें कहा गया है कि सैन्य उड़ानों समेत पाकिस्तान में पंजीकृत, संचालित, स्वामित्व वाले विमानों को 23 जून तक भारतीय हवाई क्षेत्र में प्रवेश पर रोक रहेगी। >> पेज 15

AMAR UJALA DELHI 24 MAY 2025

तकनीकी खराबी के कारण अबू धाबी से बंगलूरू लौटी ब्रिटिश एयरवेज की उड़ान

बंगलूरू। ब्रिटिश एयरवेज की उड़ान बीए118 तकनीकी खराबी के कारण अबू धाबी पहुंचने के बाद बंगलूरू लौट आई। यह शुक्रवार सुबह 7.40 बजे बंगलूरू से रवाना हुई थी। बंगलूरू हवाई अड्डे के सूत्रों ने बताया कि यह उड़ान दोपहर 2.30 बजे अपने मूल गंतव्य लंदन के लिए फिर से रवाना हुई। ब्रिटिश एयरवेज के एक प्रवक्ता ने ईमेल के जवाब में कहा, तकनीकी खराबी के कारण एहतियातन विमान को बंगलूरू में सुरक्षित उतारा गया। विमान की जांच की गई और इसके बाद यह लंदन हीथ्रो के लिए अपनी निर्धारित यात्रा पर रवाना हुआ। एक यात्री सतीश मेदापति ने सोशल मीडिया पर एक पोस्ट में कहा, बीए118 बीएलआर-एलओएन शुक्रवार सुबह कुछ घंटों बाद बंगलूरू लौट आया। हम अभी भी विमान में हैं, लेकिन कोई ठोस जानकारी नहीं मिली है। उम्मीद है कि विमान जल्द ही उड़ान भरेगा। ब्रिटिश एयरवेज ने सोशल मीडिया हैंडल पर एक बयान में कहा कि उसने शनिवार की लगभग 90% उड़ानों का संचालन किया। एजेंसी

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

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AMAR UJALA DELHI 24 MAY 2025

अंडमान और निकोबार द्वीपसमूह का हवाई क्षेत्र आज भी तीन घंटे के लिए रहेगा बंद

पोर्ट ब्लेयर। अंडमान और निकोबार द्वीपसमूह का हवाई क्षेत्र शुक्रवार सुबह सात बजे से 10 बजे तक बंद रहा। एक अधिकारी ने बताया कि त्रि-सेवा कमान के उच्च ऊंचाई वाले हथियार का परीक्षण किए जाने के चलते हवाई क्षेत्र को तीन घंटे के लिए बंद रखा गया। इतना ही नहीं, शनिवार को भी हवाई क्षेत्र सुबह सात बजे से तीन घंटे के लिए बंद रहेगा। अंडमान एवं निकोबार कमान (एएनसी) भारत में एकमात्र त्रि-सेवा कमान है। अंडमान एवं निकोबार कमान के एक वरिष्ठ अधिकारी ने कहा कि शुक्रवार की तरह शनिवार को भी अंडमान और निकोबार द्वीपसमूह के ऊपर एवं आसपास का हवाई क्षेत्र तीन घंटे (सुबह सात बजे से 10 बजे तक) के लिए बंद रहेगा। उन्होंने कहा कि हमने उच्च ऊंचाई वाले हथियार का सफलतापूर्वक परीक्षण किया है। शनिवार को भी इसी तरह का परीक्षण किया जाएगा। यह अंडमान और निकोबार द्वीपसमूह में एक नियमित अभ्यास है क्योंकि हम पहले भी इस तरह के परीक्षण कर चुके हैं। एजेंसी

AMAR UJALA DELHI 24 MAY 2025

पाकिस्तानी विमानों के लिए भारत ने 23 जून तक बंद किया हवाई क्षेत्र

सरकार ने चार हवाईअड्डों पर विमानों के उड़ान भरने और उतरते समय खिड़कियों को बंद रखने का भी आदेश दिया

नई दिल्ली/लाहौर। भारत ने पाकिस्तानी विमानों के लिए अपना हवाई क्षेत्र 23 जून तक बंद कर दिया है। इसके लिए नागरिक उड्डयन मंत्रालय ने नोटिस टू एयरमैन (नोटम) जारी किया है। इसमें कहा गया है कि सैन्य उड़ानों समेत पाकिस्तान में पंजीकृत, संचालित, स्वामित्व वाले या पट्टे पर दिए गए विमानों को 23 जून तक भारतीय हवाई क्षेत्र में प्रवेश पर रोक रहेगी। पहले यह प्रतिबंध 23 मई तक था। वहीं भारत की नकल करते हुए पाकिस्तान ने भी भारतीय विमानों के लिए अपना हवाई क्षेत्र 24 जून तक बंद कर दिया है।

मंत्रालय से जारी नोटम में कहा गया है कि भारतीय हवाई क्षेत्र में पाकिस्तान में पंजीकृत विमानों और पाकिस्तानी एयरलाइनों/ऑपरेटरों की ओर से संचालित/स्वामित्व वाली या पट्टे पर लिए गए विमान 23 जून तक प्रतिबंधित रहेंगे। इसमें सैन्य उड़ानें भी शामिल है। साथ ही रक्षा क्षेत्र की सुरक्षा को देखते हुए सरकार ने विमानों के उड़ान भरने और उतरते समय खिड़कियां बंद रखने का भी आदेश दिया है। यह आदेश नागर विमानन महानिदेशालय (डीजीसीए) की ओर से जारी किया गया है। इसके अनुसार, विमान यात्रियों के फोटो खींचने और वीडियो बनाने पर भी रोक रहेगी। यह नियम देश के चार रक्षा हवाईअड्डों अमृतसर, जम्मू, श्रीनगर और जैसलमेर पर लागू होगा। इन हवाई अड्डों का इस्तेमाल वाणिज्यिक उड़ानों के लिए भी होता है। एजेंसी

पाकिस्तान ने भी और एक महीने के लिए बढ़ाया प्रतिबंध

वहीं पाकिस्तान ने भी भारतीय विमानों के लिए अपने हवाई क्षेत्र को 24 जून को सुबह 4:59 बजे बंद कर दिया है। इसके लिए पाकिस्तान हवाई अड्डा प्राधिकरण ने शुक्रवार को नोटिस टू एयरमैन (नोटम) जारी किया। पहले यह प्रतिबंध 23 मई तक था। यह विस्तार अंतरराष्ट्रीय नागरिक विमानन संगठन (आईसीएओ) के नियमों के अनुसार है, जो एक बार में एक महीने के लिए इस तरह के बंद को प्रतिबंधित करता है।

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AMAR UJALA | DELHI | 24 MAY 2025

पाकिस्तान की अमानवीयता फिर उजागर, भारतीय विमान को हवाई क्षेत्र के इस्तेमाल की नहीं दी थी अनुमति

220 यात्रियों की जान थी खतरे में वायुसेना ने कराई सुरक्षित लैंडिंग

नई दिल्ली। पाकिस्तान का अमानवीय चेहरा फिर सामने आया है। 21 मई को दिल्ली से श्रीनगर जा रहे इंडिगो के विमान ने भीषण झटकों (टर्बुलेंस) और ओलावृष्टि की चपेट में आने के चलते पाकिस्तान से उसके हवाई क्षेत्र के इस्तेमाल की अनुमति मांगी थी। हालांकि पाकिस्तान ने इस अनुरोध को ठुकराया दिया। इसके चलते विमान में सवार 220 से अधिक यात्रियों की जान खतरे में पड़ गई थी। पाकिस्तान के इन्कार करने के बाद वायुसेना ने विमान की श्रीनगर एयरपोर्ट में सुरक्षित लैंडिंग में मदद की।

घटना के बारे में विस्तृत बयान में विमानन नियामक नागर विमानन महानिदेशालय (डीजीसीए) ने शुक्रवार को बताया कि इस हादसे में विमान में सवार किसी भी यात्री को चोट नहीं आई लेकिन विमान के आगे का हिस्सा 'नोज रेडोम' क्षतिग्रस्त हो गया था। डीजीसीए विमान के खराब मौसम की चपेट में आने की घटना की जांच कर रहा है। 21 मई बुधवार को इंडिगो के ए321 नियो विमान की उड़ान संख्या 6ई 2142 को पठानकोट के निकट ओलावृष्टि और भीषण झटकों का सामना करना पड़ा था। एजेंसी

लाहौर से संपर्क करने को कहा गया था

वायुसेना (आईएएफ) के सूत्रों ने बताया कि उत्तरी क्षेत्र नियंत्रण ने इंडिगो के चालक दल को पाकिस्तान के नोटम के दायरे में रहते हुए विमान और यात्रियों की सुरक्षा सुनिश्चित करने की सलाह दी थी। पाकिस्तान ने भारतीय विमानों के लिए अपने देश के हवाई क्षेत्र को बंद करने के लिए नोटम (नोटिस टू एयरमैन) जारी हुआ था। सूत्रों ने बताया कि इंडिगो विमान को तत्काल मार्ग परिवर्तन के समन्वय में सहायता की गई। इसके लिए दिल्ली क्षेत्र से संपर्क किया गया और उड़ान के मौसम परिवर्तन अनुरोध के लिए लाहौर नियंत्रण कक्ष से संपर्क के लिए फ्रीक्वेंसी भी दी गई।

श्रीनगर एटीसी को आपातकालीन घोषित किया... *सभी जांच सूची क्रियाएं (ईसीएएम क्रियाएं) करने के बाद चालक दल ने श्रीनगर एटीसी को 'पैन पैन' घोषित किया और रडार वेक्टर्स के लिए अनुरोध किया और ऑटो थ्रस्ट को सामान्य रूप से संचालित करते हुए सुरक्षित लैंडिंग की। सामान्यतः 'पैन पैन' का तात्पर्य आपातकालीन स्थिति से होता है। डीजीसीए ने कहा कि मामले की जांच की जा रही है।*

BUSINESS LINE DELHI 24 MAY 2025

Global OEMs source $2 b aerospace parts, services

New Delhi: Global original equipment manufacturers (OEMs) are sourcing aerospace components and services worth over $2 billion annually, a senior government official said. Highlighting the opportunities in the aviation and aerospace areas, Civil Aviation Secretary Samir Kumar Sinha said the country is becoming a destination for maintenance, repair and overhaul activities that will help with lower costs for airlines, generate more jobs and enhance service capabilities. PTI

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BUSINESS LINE DELHI 24 MAY 2025

Not allowed into Pak airspace, IndiGo flight navigates storm; DGCA to probe

Our Bureau
New Delhi

The DGCA has started an investigation into the incident involving an IndiGo A321 Neo aircraft that encountered severe turbulence and a hailstorm while cruising at 36,000 feet near Pathankot on May 21.

As per the crew statement made to the competent authority, efforts were made to manoeuvre away from the inclement weather system by requesting permission from the Indian Air Force's northern control (IAF) to divert towards the international border. This request was denied by the IAF. Subsequently, the crew reached out to the Lahore ATC to enter its airspace to avoid the weather, but this request was denied as well.

Consequently, the crew, the DGCA said, attempted to return to Delhi; however, the 6E-2142 flight had neared the thunderstorm cloud.

The Delhi–Srinagar IndiGo 6E-2142 flight PTI

"They decided to navigate through the weather. Subsequently, they encountered a hailstorm and severe turbulence. They chose to continue at the same heading to exit the weather by the shortest route towards Srinagar," the DGCA said.

RISKY JUDGMENT

Experts told *businessline* that the decision to push through the cloud would be a key element of the investigation.

"At the time of departure, the crew were made aware of bad weather in Srinagar, including satellite pictures, severe icing and hail, and a NOTAM from Pakistan closing its airspace for Indian aircraft. Yet, why didn't they divert to Amritsar or Chandigarh and wait for the weather to improve and then attempt a landing in Srinagar?" aviation expert Mark Martin told *businessline*.

"Srinagar is an aggressive terrain and with bad weather, flying into a thunderstorm was the riskiest gamble to take with 180 lives on board. There will be a full-blown DGCA investigation into this; the action by the crew was reckless. I won't be surprised if the crew's licences are suspended."

However a senior airline pilot said: "The pilots may have got into a bad situation because of poor judgment but they got out of it because of the right skills."

"They displayed correct flying technique and crew resource management skills while negotiating the storm, and that needs to be applauded too," he added.

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BUSINESS STANDARD DELHI 24 MAY 2025

IndiGo flight denied entry into Pak airspace amid hailstorm: DGCA

DEEPAK PATEL
New Delhi, 23 May

The turbulence-hit Delhi-Srinagar IndiGo flight, which made an emergency landing with a damaged nose on May 21, was denied permission to divert into Pakistani airspace to evade thunderstorms, the Directorate General of Civil Aviation (DGCA) said on Friday.

The denial from Lahore Air Traffic Control (ATC) on Wednesday came amid a broader airspace restriction imposed by Pakistan on Indian carriers. Islamabad had closed its airspace to Indian civil flights two days after the April 22 terror attack in Pahalgam, in which 26 people, mostly Hindus, lost their lives.

"As per crew statement, they requested Northern control (IAF) for deviation towards left (International Border) due to weather on the route, however it was not approved. Later crew contacted Lahore to enter into their airspace to avoid the weather but the same was refused too," the DGCA mentioned.

The IAF typically manages access to controlled airspace in northern regions for civilian aircraft under certain conditions. In this case, the crew's request to deviate left, towards the international border to escape inclement weather, was not approved by the IAF's Northern control unit. With limited options, the pilots then reached out to Lahore ATC to briefly enter Pakistani airspace, but that request was also denied.

Sanjiv Kapoor, former chief strategy and commercial officer of Vistara Airline, explained on X, "Note that absent a MAYDAY or Emergency call at the time of making requests to fly over closed airspace, this DGCA statement indicates even the IAF refused alternate routing clearance closer to the border that was requested. The pilots did a phenomenal job given the constraints."

"Route change requests were denied twice: once each by IAF and Pakistan. There are NOTAMs (notice to airmen) restricting where one can fly. To overrule NOTAMs, an emergency must be declared. It appears it was not declared until later to Srinagar ATC. Pilots did the best they could under the circumstances," said Kapoor, who has also worked as chief operating officer of SpiceJet.

Unable to alter course or turn back due to proximity to the thunderstorm, the pilots were left with no option but to fly through the adverse weather, the DGCA's statement on Friday noted. The aircraft then encountered severe turbulence and hailstorm activity, leading to multiple system alerts. These included warnings for "Angle of Attack fault," "Alternate Law protection lost," and "Backup speed scale unreliable".

The crew manually flew the aircraft through the storm. After executing all necessary emergency procedures, they declared a 'PAN PAN' situation to Srinagar ATC and were provided radar vectors for approach. The aircraft landed safely in Srinagar with the auto thrust system operating normally. No passengers injured.

PHOTO: PTI

The denial from Lahore ATC on Wednesday came amid a broader airspace restriction imposed by Pakistan on Indian carriers

Pak extends closure of airspace for Indian flights

Pakistan on Friday extended closure of its airspace for Indian flights until June 24, according to a new NOTAM (notice to Airmen) issued by the Pakistan Airports Authority (PAA). The extension follows the International Civil Aviation Organisation rules that restrict such closure for a month at a time. "The ban on Indian aircraft flying over Pakistan airspace has been extended until 4:59 am June 24, 2025," the Pakistan Airports Authority said in a statement here. All aircraft that are Indian-registered, operated, owned, or leased will remain subject to the ban, the PAA statement said. PTI

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BUSINESS STANDARD DELHI 24 MAY 2025

तूफान में फंसे इंडिगो विमान को पाक ने आने नहीं दिया

दीपक पटेल

इंडिगो के दिल्ली से श्रीनगर की ओर उड़ान भर रहे एक विमान को बुधवार को बहुत ज्यादा खराब मौसम का सामना करना पड़ा। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने शुक्रवार को बताया कि इस दौरान तूफान से बचने के लिए विमान को पाकिस्तान के हवाई क्षेत्र (एयरस्पेस) में जाने की इजाजत नहीं मिली। इस विमान को पहले भारतीय वायु सेना (आईएएफ) ने भी रास्ता बदलने की अनुमति नहीं दी थी। उत्तरी भारत के कुछ हवाईक्षेत्रों के हिस्सों में सेना का नियंत्रण होता है।

तूफान के कारण विमान का अगला हिस्सा क्षतिग्रस्त हुआ

डीजीसीए ने बताया कि यह घटना बुधवार को हुई जब इंडिगो का ए321नियो विमान (वीटी-आईएमडी) फ्लाइट 6ई-2142 करीब 36,000 फीट की ऊंचाई पर उड़ान भर रहा था और पंजाब के पठानकोट के पास अचानक ओलावृष्टि वाले तूफान में फंस गया।

डीजीसीए ने कहा, 'चालक दल के बयान के अनुसार, उन्होंने रास्ते में खराब मौसम के कारण बाईं ओर (अंतर्राष्ट्रीय सीमा की ओर) जाने के लिए उत्तरी कमान (आईएएफ) से अनुरोध किया, लेकिन इसे मंजूरी नहीं मिली। बाद में चालक दल ने लाहौर से संपर्क किया कि उन्हें पाकिस्तान के हवाई क्षेत्र में घुसने की इजाजत दी जाए ताकि वे खराब मौसम से बच सकें, लेकिन इस गुजारिश को नहीं माना गया।'

आईएएफ आमतौर पर उत्तरी क्षेत्रों में नागरिक विमानों के लिए नियंत्रित हवाई क्षेत्र तक पहुंच बनाने का प्रबंधन करती है। इस मामले में, खराब मौसम से बचने के लिए पायलट के बाईं ओर जाने का अनुरोध आईएएफ के उत्तरी नियंत्रण यूनिट ने स्वीकार नहीं किया। जब उनके पास ज्यादा विकल्प नहीं बचे तब पायलटों ने लाहौर एयर ट्रैफिक कंट्रोल (एटीसी) से संपर्क किया ताकि वे थोड़ी देर के लिए पाकिस्तानी हवाई क्षेत्र में घुस सकें, लेकिन वह अनुरोध भी ठुकरा दिया गया। विस्तारा एयरलाइन के पूर्व मुख्य रणनीति और वाणिज्यिक अधिकारी संजीव कपूर ने 'एक्स' पर लिखा, 'ध्यान दें कि उस समय जब बंद हवाई क्षेत्र में उड़ान भरने का अनुरोध किया गया था तब कोई आपातकालीन कॉल (यानी मेडे कॉल) नहीं की गई थी। डीजीसीए का यह बयान बताता है कि आईएएफ ने भी सीमा के करीब वैकल्पिक रास्ते की मांग को मना कर दिया था। पायलट ने इन मुश्किल हालात में बेहतरीन काम किया।' स्पाइसजेट के मुख्य परिचालन अधिकारी के तौर पर काम कर चुके कपूर ने कहा, 'रास्ता बदलने के अनुरोध के लिए दो बार मना किया गया। एक बार आईएएफ ने और एक बार पाकिस्तान ने। हवाई क्षेत्रों के लिए नोटम (पायलटों के लिए सूचना) होते हैं जिससे यह तय होता है कि कोई कहां उड़ान भर सकता है। नोटम को बदलने के लिए, आपातकाल घोषित करना जरूरी है। ऐसा लगता है कि श्रीनगर एटीसी के पास आपातकालीन स्थिति की घोषणा नहीं की गई। पायलट ने मौजूदा परिस्थितियों में अपना सर्वश्रेष्ठ प्रदर्शन किया।'

बुधवार को लाहौर एटीसी से यह इनकार तब किया जब पाकिस्तान ने भारतीय विमानों पर व्यापक हवाई क्षेत्र प्रतिबंध लगा रखा था। जम्मू-कश्मीर के पहलगाम में 22 अप्रैल को हुए आतंकी हमले के दो दिन बाद इस्लामाबाद ने भारतीय नागरिक उड़ानों के लिए अपना हवाई क्षेत्र बंद कर दिया था। पहलगाम के आतंकी हमले में कई भारतीय पर्यटक मारे गए थे।

डीजीसीए ने शुक्रवार को दिए बयान में कहा कि तूफान और ओलावृष्टि के बहुत करीब होने के कारण, पायलटों के पास रास्ता बदलने या वापस लौटने का कोई चारा नहीं था। उन्हें खराब मौसम के बीच ही उड़ान भरनी पड़ी।

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DAINIK BHASKAR JAIPUR 22 MAY 2025

दिल्ली-श्रीनगर फ्लाइट खराब मौसम में फंसी

भगवान याद आए... विमान पर ओले गिरे तो डोलने लगा, 227 यात्री सुरक्षित

ओलों से क्षतिग्रस्त विमान का अगला हिस्सा। (दाएं) घबराए यात्री प्रार्थना करने लगे।

श्रीनगर| इंडिगो की दिल्ली-श्रीनगर फ्लाइट बुधवार शाम खराब मौसम में फंस गई। ओलावृष्टि से हवा में विमान हिचकोले खाने लगा। अगला हिस्सा क्षतिग्रस्त हो गया। 227 यात्री और क्रू मेंबर सवार थे। पायलट ने शाम 6:30 बजे श्रीनगर एयरपोर्ट पर उतार लिया।

लगा जिंदगी खत्म हो गई है। लोग चीख रहे थे, प्रार्थना कर रहे थे। उस पायलट को सलाम, जिसने विमान सकुशल उतार लिया।

- सागरिका घोष, TMC सांसद (विमान में डेरेक ओ ब्रायन समेत तृणमूल का 5 सदस्यीय दल भी था।)

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AIRPORTS AUTHORITY OF INDIA
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DECCAN HERALD BANGALORE 23 MAY 2025

Pak rejected IndiGo's request to use airspace to avoid turbulence

NEW DELHI/ MUMBAI, PTI: An IndiGo pilot operating the Delhi-Srinagar flight, which encountered a sudden hailstorm on Wednesday, initially sought Lahore Air Traffic Control's permission to briefly use the Pakistan airspace to avoid the turbulence, but the request was rejected, sources said.

The incident of flight 6E 2142 encountering severe turbulence is being probed by the Directorate General of Civil Aviation.

The flight, carrying more than 220 people, including Trinamool Congress MPs encountered a sudden hailstorm, and the pilot reported the "emergency" to air traffic control at Srinagar airport. The flight landed safely on Wednesday.

When the aircraft was overflying Amritsar, the pilot noticed turbulence and sought Lahore Air Traffic Control's (ATC) permission to take a deviation through the Pakistan airspace on Wednesday. The request was made in order to avoid the turbulence, but it was rejected by the Lahore ATC, the sources said.

As a result, the aircraft operated on the original flight path, where it encountered severe turbulence, they added.

In the wake of tensions between India and Pakistan following the Pahalgam terror attack, Pakistan's airspace is closed for Indian carriers. India has also shut its airspace for Pakistani airlines.

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DAINIK JAGRAN DELHI 24 MAY 2025

वायुसेना ने इंडिगो की उड़ान को दी थी लाहौर एटीसी से संपर्क की अनुमति

संजय मिश्र • जागरण

नई दिल्ली : खराब मौसम और ओलावृष्टि के चलते टर्बुलेंस में फंसी दिल्ली से श्रीनगर की इंडिगो की उड़ान की सुरक्षा सुनिश्चित करने के लिए सीमा के दोनों ओर नोटम लागू होने के बावजूद वायुसेना ने क्रू-टीम को लाहौर के एटीसी से संपर्क करने की अनुमति दी थी। हालांकि पाकिस्तान ने एयर स्पेस बंद होने का हवाला देकर विमान को सुरक्षित हवाई मार्ग बदलने का रास्ता नहीं दिया। क्रू टीम ने विमान को तब तक मैन्युअल रूप से उड़ाया जब तक कि विमान खराब मौसम वाले क्षेत्र से बाहर नहीं निकल गया। वायुसेना ने अपने नियंत्रण वेक्टर तथा ग्राउंडस्पीड रीडआउट के जरिये इंडिगो फ्लाइट की श्रीनगर में सुरक्षित लैंडिंग में सहायता की। नागरिक उड्डयन मंत्री के. राममोहन नायडू ने शुक्रवार को कहा कि डीजीसीए इस घटना की गहन जांच करेगा। उन्होंने कठिन स्थिति से निपटने के लिए विमान के चालक दल की सराहना की।

डीजीसीए ने भी शुक्रवार को कहा कि लाहौर एटीसी से अनुरोध किया गया था मगर इस अनुरोध को पाकिस्तान ने खारिज कर दिया। टर्बुलेंस की घटना तब होती है जब हवा की गति में अचानक बदलाव हो जाता है। इस बीच भारत और पाकिस्तान ने एक दूसरे के सैन्य और नागरिक विमानों के लिए अपना एयरस्पेस बंद करने की अवधि शनिवार को एक महीने के लिए बढ़ा दी है। भारत ने 23 जून तक, जबकि पाकिस्तान ने 24 जून तक प्रतिबंध बढ़ाया है।

वायुसेना के सूत्रों ने बताया कि 227 यात्रियों को लेकर जा रही इंडिगो की उड़ान 6ई-2142 ने प्रतिकूल मौसम की चुनौतियों से बचने के लिए अंतरराष्ट्रीय सीमा पार की ओर जाने की अनुमति मांगी तो पाकिस्तान की ओर से नोटाम लागू होने यानि एयर स्पेस प्रतिबंधित किए जाने को देखते हुए पहले विमान को दिल्ली क्षेत्र से संपर्क करके लाहौर एटीसी से संपर्क साधने को कहा गया। वायुसेना के उत्तरी क्षेत्र नियंत्रण ने नोटम के दायरे में इंडिगो चालक दल को सलाह दी ताकि विमान और यात्रियों की सुरक्षा सुनिश्चित की जा सके। विमान को दिल्ली क्षेत्र से संपर्क करके और लाहौर एटीसी की संपर्क फ्रिक्वेंसी देकर मार्ग डायवर्जन का समन्वय के लिए तुरंत सहायता दी गई। जब लाहौर एटीसी ने पाकिस्तानी एयरस्पेस में इंडिगो की उड़ान की मंजूरी देने से इन्कार कर दिया तब वायुसेना के उत्तरी नियंत्रण क्षेत्र की निगरानी में यह विमान श्रीनगर की ओर बढ़ा। इस दौरान विमान को नियंत्रण वेक्टर और ग्राउंडस्पीड रीडआउट देकर श्रीनगर हवाई अड्डे पर सुरक्षित लैंडिंग करने में वायुसेना ने सहायता की।

- लाहौर एटीसी के इन्कार के बाद भारतीय वायुसेना ने श्रीनगर तक उड़ान उतारने में की सहायता
- क्रू ने विमान को मैन्युअल तरीके से उड़ाकर खराब मौसम वाले क्षेत्र से बाहर निकाला

नागरिक विमानन महानिदेशालय (डीजीसीए) ने शुक्रवार को बयान में कहा कि फ्लाइट में सवार किसी भी यात्री को चोट नहीं आई है। विमान का 'नोज रेडोम' क्षतिग्रस्त हुआ है। इंडिगो का ए321 नियो विमान पठानकोट के पास ओलावृष्टि और आंधी में फंस गया था। डीजीसीए के अनुसार इंडिगो क्रू ने शुरू में लौटने का प्रयास किया लेकिन जब वे आंधी-तूफान वाले बादल के करीब थे तो उन्होंने मौसम का फायदा उठाने का फैसला किया। चालक दल ने श्रीनगर की ओर सबसे छोटे मार्ग से मौसम से बाहर निकलने के लिए उसी दिशा में आगे बढ़ना चुना। आंधी-तूफान में एंगल आफ अटैक फाल्ट, बैकअप स्पीड स्केल अविश्वसनीय होने की चेतावनियां शुरू हो गईं। अपड्राफ्ट और डाउनड्राफ्ट के कारण आटोपायलट ट्रिप हो गया। इससे विमान की गति में व्यापक बदलाव हुए। परिणामस्वरूप अधिकतम परिचालन गति और मैक (वीएमओ/एमएमओ) चेतावनियां और बार-बार रुकने की चेतावनियां दी गईं। इस दौरान विमान की उतरने की गति 8,500 एफपीएम (फीट प्रति मिनट) तक पहुंच गई। इसके बाद चालक दल ने श्रीनगर एटीसी को 'पैन पैन' घोषित किया और रडार वेक्टर के लिए अनुरोध किया तथा आटो थ्रस्ट के सामान्य रूप से संचालन के साथ सुरक्षित लैंडिंग की। पैन पैन आपातकालीन स्थिति को संकेत माना जाता है।

DAINIK NAVJYOTI JAIPUR 22 MAY 2025

इंडिगो फ्लाइट की इमरजेंसी लैंडिंग

अगला हिस्सा टूटा

श्रीनगर। दिल्ली से श्रीनगर जा रही इंडिगो एयरलाइंस की फ्लाइट बुधवार शाम टर्बुलेंस में फंस गई। जैसे ही फ्लाइट में झटके लगने शुरू हुए, उसमें सवार यात्री डर से लोग चीखने लगे। पायलट ने एयर ट्रैफिक कंट्रोल को इसकी जानकारी दी और इमरजेंसी लैंडिंग कराई। फ्लाइट में 227 यात्री सवार थे। सभी यात्री और एयर क्रू मेंबर पूरी तरह सुरक्षित हैं। फ्लाइट का आगे का हिस्सा टूट गया है। इंडिगो ने बताया कि ओलावृष्टि के कारण इमरजेंसी के हालात बने।

DAINIK NAVJYOTI JAIPUR 22 MAY 2025

पांच फ्लाइट देरी से हुई रवाना

नवज्योति, जयपुर। जयपुर एयरपोर्ट से बुधवार को भी पांच फ्लाइट देरी से रवाना हुई। इंडिगो की जयपुर से रात 8.10 बजे कोलकाता जाने वाली फ्लाइट रात 11.50 बजे, इंडिगो की जयपुर से रात 8.45 बजे अहमदाबाद जाने वाली फ्लाइट रात 10 बजे, इंडिगो की जयपुर से रात 9 बजे बेंगलूरु जाने वाली फ्लाइट रात 11.15 बजे, इंडिगो की जयपुर से रात 10.05 बजे अहमदाबाद जाने वाली फ्लाइट रात 11.30 बजे, इंडिगो की जयपुर से रात 10.35 बजे दिल्ली जाने वाली फ्लाइट रात 11.25 बजे रवाना हुई। यात्रियों को परेशानी का सामना करना पड़ा।

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THE ECONOMIC TIMES DELHI 24 MAY 2025

IAF, Pak Rejected IndiGo Flight's Request to Cross Border

Srinagar-bound aircraft had to fly through dense clouds, suffering severe turbulence and damage to its nose

Our Bureau

New Delhi: The Directorate General of Civil Aviation (DGCA) Friday said the crew of an IndiGo flight from Delhi to Srinagar earlier this week had sought permission to cross the international border due to extreme turbulence caused by bad weather. The request was, however, rejected by both the Indian Air Force and Lahore air traffic control.

The pilots hadn't declared emergency when they sought the permission, the DGCA clarified. The pilots were subsequently forced to navigate through dense clouds, and weather hail and lightning during the flight. When it finally landed in Srinagar, the Airbus jetliner was found to have suffered damage to its nose though there were no injuries to passengers and crew.

"As per crew statement, they requested Northern control (IAF) for deviation towards left (international border) due to weather on the route, however it was not approved. Later, the crew contacted Lahore to enter into their airspace to avoid the weather but the same was refused too," DGCA said.

"Crew initially attempted to return back but as they were close to the thunderstorm cloud, they decided to penetrate the weather. Subsequently, they encountered hailstorm and severe turbulence. Crew chose to continue at same heading to exit the weather by the shortest route towards Srinagar," it said.

The matter is currently being probed, according to DGCA.

Pakistan shut its airspace to Indian carriers late April after New Delhi announced several measures including suspension of the 1960 Indus Water Treaty in the aftermath of the Pahalgam terror attacks. On Friday, Pakistan extended the closure till June 25. India has also shut its airspace to Pakistani airlines.

People in the know said Indian Air Force air traffic control officers alerted pilots of the IndiGo aircraft of the presence of a ban on overflights over Pakistan when the cockpit crew asked to divert West to avoid the storm. Subsequently, the IAF flight controllers helped provide the pilots with the frequency of Lahore air traffic control, which however denied permission to overfly Pakistan.

Inside the storm, the aircraft faced dangerous updrafts and downdrafts movements of air, leading to a series of critical system failures. The regulator said the aircraft's autopilot was disconnected, there were warnings for unreliable speed, stall conditions, and system protection losses were triggered.

The crew was forced to assume full manual control under rapidly fluctuating airspeed indications and extreme stress.

After completing all check list actions, the crew declared emergency to the Srinagar air traffic control and requested guiding the aircraft using radar by giving specific directions for a safe landing.

"There was no injury to any of the passengers on-board the flight. Post flight, walks around revealed damage to the nose of the aircraft," DGCA said in a statement.

IndiGo confirmed in a statement that the concerned aircraft is currently undergoing mandatory inspections and maintenance before being cleared for resuming flights.

Centre Consults Airline, Agencies on Turkish Leases

New Delhi The civil aviation ministry is taking inputs from IndiGo and security agencies on the airline's use of planes leased from Turkish Airlines and then will decide on the way forward, civil aviation minister K Rammohan Naidu said on Friday.

On May 15, aviation security watchdog BCAS revoked the security clearance for Turkish company Celebi Airport Services India in the "interest of national security", days after Turkey backed Pakistan and condemned India's strikes on terror camps in the neighbouring country.

"Presently, we are taking inputs from IndiGo and also security agencies... we will like to see (then) on how to proceed," Naidu said on Friday. **—PTI**

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FREE PRESS JOURNAL MUMBAI 23 MAY 2025

IndiGo flight denied entry into Pak space

A Delhi to Srinagar IndiGo flight that encountered a severe hailstorm mid-air had requested permission to briefly enter Pakistani airspace to avoid turbulence, but the request was turned down by Lahore Air Traffic Control, PTI reported on Thursday, citing sources.

A TMC delegation comprising Derek O'Brien, Nadimul Haque, Sagarika Ghose, Manas Bhunia, and Mamata Thakur was on the flight. "It was a near-death experience. I thought my life was over. People were screaming, praying and panicking," Ghose said.

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GREATER KASHMIR SRINAGAR 23 MAY 2025

Airfares to Kashmir Crash Amid Decline in Tourist Demand

Mukeet Akmali
Srinagar, May 22

In a surprising turn of events, the cost of air travel to Kashmir, once deemed unaffordable for many, has witnessed a dramatic fall over the last few weeks. Currently, a one-way air ticket from Delhi to Srinagar is being sold for as low as 3,800 to 4,500, while a flight from Mumbai to Srinagar, which earlier touched a staggering 28,000, is now available for under 5,000.

This sharp decline in airfares follows the April 22 terrorist attack in Pahalgam, which claimed the lives of security personnel and led to a perceptible drop in the number of tourists visiting the Valley.

Before the attack, airline fares to Kashmir were at their seasonal peak. Travel from Delhi to Srinagar routinely costs over 15,000—sometimes even more, depending on the time of booking and availability. The sudden fall in prices has now drawn attention to the erratic nature of airfare fluctuations linked to Kashmir's tourist economy.

"This is the lowest I've seen in years during the spring season, which is usually the peak travel time," said Rameez Ahmad, a Srinagar-based travel operator. "The demand has taken a serious hit after the Pahalgam incident. Hotels are reporting cancellations, and packages are being deferred or dropped altogether."

Tourism stakeholders across Kashmir have raised concerns about the vulnerability of the Valley's tourism sector to both security-related incidents and pricing irregularities.

Tariq Ahmad, a hotelier, expressed frustration over the lack of stability in airfares. "When tourists were pouring in, airlines charged 15,000 or more for a single ticket. Now, when there are hardly any tourists, fares have fallen to a third. Why can't airfares be kept reasonable when demand is high too?"

Ahmad added that such fluctuations not only harm the image of Kashmir as a tourist-friendly destination but also shake the confidence of domestic travellers. "People hesitate to plan trips here because they can't predict the costs. There's no pricing regulation."

The situation has renewed demands for government intervention in regulating airfare, especially during the tourist season or when the Jammu-Srinagar highway—the Valley's primary land route—is blocked due to landslides or snowfall.

"Kashmir's air connectivity is crucial—not just for tourists, but for patients, students, traders, and government officials. During winters or medical emergencies, many families are forced to spend exorbitant amounts just to travel to Delhi or Jammu. It's unjust.

Several civil society members and travel associations have previously appealed to the Ministry of Civil Aviation to introduce a **price cap or fare slab** for air travel to Kashmir. However, the ministry has repeatedly stated that India follows a deregulated aviation market where airlines set fares based on demand and supply dynamics.

Despite that, the recent developments have prompted fresh calls for region-specific policies.

According to travel agencies and hoteliers, the fallout of the Pahalgam attack has been immediate and damaging. Several group tours have been cancelled, and advance bookings for the upcoming summer season are significantly lower compared to previous years.

For now, the Valley finds itself at the crossroads—where affordable airfare comes as a bittersweet relief. The empty hotel rooms and quiet streets of tourist spots like Gulmarg, Pahalgam, and Sonamarg are a reminder that security incidents and pricing policies can make or break an entire season.

"We've always said it—Kashmir needs not just peace, but predictability. Until then, tourism here will remain fragile," Rameez Ahmad concluded.

Drop in Airfare Prices: Ticket prices to Kashmir have fallen to Rs 3,800–Rs 4,500 (Delhi-Srinagar) and under Rs 5,000 (Mumbai-Srinagar) due to low demand.

Reason for Decline: The April 22 Pahalgam terrorist attack caused reduced tourist inflow.

Earlier High Prices: Ticket prices earlier commonly exceeded Rs 15,000 (Delhi-Srinagar).

Tourism Impact: Hotel cancellations and lower summer bookings have hit the tourism industry hard.

Stakeholder Concerns: Erratic ticket prices damage Kashmir's image and deter travellers.

Demand for Regulation: Calls for price caps aim to make airfare more predictable and affordable.

Government Stance: The Ministry of Civil Aviation maintains a deregulated pricing model based on supply and demand.

Tourism's Fragility: Security issues and price fluctuations continue to disrupt the tourist economy.

Need for Predictability: Experts urge for stability sajin security and pricing to support Kashmir's tourism.

HINDUSTAN DELHI 24 MAY 2025

वायुसेना ने विमान को उतारने में की थी मदद

दावा

नई दिल्ली, विशेष संवाददाता। गत 21 मई को तूफान में फंसी इंडिगो की फ्लाइट 6ई 2142 को श्रीनगर एयरपोर्ट पर उतारने में भारतीय वायुसेना ने भी मदद की थी। शुक्रवार को वायुसेना सूत्रों ने यह जानकारी दी।

दरअसल, वायुसेना के श्रीनगर केंद्र ने फ्लाइट से संपर्क करके पायलट को सकुशल लैंड कराने में सहायता की, क्योंकि ओलावृष्टि और बिजली गिरने के कारण विमान के कई उपकरण क्षतिग्रस्त हो गए थे। इससे पायलट को संकेत नहीं मिल पा रहे थे, जिसे वायुसेना की तरफ से उपलब्ध कराया गया। बता दें, दिल्ली से श्रीनगर के बीच इंडिगो विमान टर्बुलेंस में फंस गया था, जिससे विमान में सवार 220 से अधिक यात्रियों की जान खतरे में पड़ गई थी।

सूत्रों ने बताया कि पाकिस्तान की ओर से 23 मई की मध्यरात्रि तक के लिए नोटम (उड़ान के लिए अनुपयुक्त घोषित करना) जारी किया गया था, जिसके चलते भारत में पंजीकृत कोई भी विमान या कोई भी सैन्य विमान पाकिस्तान के वायुक्षेत्र में प्रवेश नहीं कर सकता था।

गत बुधवार को टर्बुलेंस में विमान के फंसने के बाद वायुसेना के उत्तरी नियंत्रण ने नोटम के दायरे में इंडिगो चालक दल से संपर्क किया तथा उसे आवश्यक सलाह दी ताकि सभी यात्रियों की सुरक्षा सुनिश्चित की जा सके।

इसके अलावा उत्तरी क्षेत्र ने दिल्ली क्षेत्र से भी संपर्क किया और मौसम में खराबी के चलते विमान के मार्ग में परिवर्तन के अनुरोध के लिए लाहौर से संपर्क किया गया। जब लाहौर ने अपने वायुक्षेत्र में उड़ान की मंजूरी देने से इनकार कर दिया तो विमान को वायुसेना के मार्गदर्शन में श्रीनगर की ओर बढ़ाया गया। वायुसेना सूत्रों ने बताया कि नियंत्रण वेक्टर और ग्राउंड स्पीड रीडआउट की सूचनाएं देकर विमान को श्रीनगर हवाई अड्डे पर सुरक्षित लैंडिंग कराई गई।

खराब मौसम की वजह से वापसी नहीं: डीजीसीए

नई दिल्ली, एजेंसी। विमानन नियामक नागर विमानन महानिदेशालय (डीजीसीए) ने शुक्रवार को कहा कि इंडिगो के पायलट ने खराब मौसम में फंसने से पहले वापस लौटने की कोशिश की थी, लेकिन बादलों और हवाओं के करीब होने से वह लौट नहीं सके। इसके बाद उन्होंने श्रीनगर की ओर सबसे छोटे मार्ग से उसी दिशा में आगे बढ़ने का निर्णय किया।

पायलट ने संभाला

डीजीसीए के अनुसार, तेज हवाओं की वजह से विमान के ऑटोपायलट में खराबी आ गई और गति में बदलाव हुए। इसके बाद अधिकतम परिचालन गति या अधिकतम परिचालन मैक चेतावनियां जारी होने लगीं। डीजीसीए ने कहा कि इस अवधि में विमान के उतरने की दर 8,500 एफपीएम (फुट प्रति मिनट) तक पहुंच गई। इसके बाद चालक दल ने ओलावृष्टि से बाहर आने तक विमान को मैन्युअल रूप से उड़ाया।

HINDUSTAN | DELHI | 24 MAY 2025

एयरलाइंस के प्रयोग पर एजेंसियों से ले रहे इनपुट

नई दिल्ली। नागरिक उड्डयन मंत्रालय तुर्किये एयरलाइंस से पट्टे पर लिए गए विमानों के इस्तेमाल पर इंडिगो और सुरक्षा एजेंसियों से इनपुट ले रहा है। शुक्रवार को केंद्रीय मंत्री राममोहन नायडू ने कहा कि इनपुट के आधार पर आगे की रणनीति पर फैसला होगा। दरअसल, 15 मई को विमानन सुरक्षा नियामक बीसीएएस ने तुर्किये की कंपनी सेलेबी एयरपोर्ट सर्विसेज इंडिया प्राइवेट लिमिटेड के लिए राष्ट्रीय सुरक्षा के हित में सुरक्षा मंजूरी रद्द कर दी थी।

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THE HINDU DELHI 24 MAY 2025

Hailstorm-hit IndiGo flight denied permission to use Pakistani airspace

Jagriti Chandra
Dinakar Peri
NEW DELHI

When an IndiGo flight from Delhi to Srinagar was caught in a hailstorm earlier this week, air traffic controllers in Pakistan denied its pilots permission to escape the bad weather by using Pakistani airspace. A request for permission to divert the aircraft towards the international border was also "not approved" by the Indian Air Force, the Director General of Civil Aviation (DGCA) said on Friday.

The aircraft's nose cone was damaged in the turbulence, leading to its grounding for inspection and maintenance. PTI

Pakistan's notice to airmen, closing its airspace for all Indian-owned and operated aircraft, remains in effect till midnight on May 23.

IAF sources later said that the Northern Area Control Centre (NACC), managed by the IAF, is not authorised to permit Indian aircraft to enter international airspace as this authority rests with Delhi Air Traffic Control.

In a statement, the DGCA said IndiGo flight 6E 2142 entered a hailstorm and severe turbulence near Pathankot on Wednesday evening. It cited the crew statement, which said they had requested the NACC for permission to deviate left from their approved route, towards the international border. However, it was not approved. "Later, crew contacted Lahore to enter into their airspace to avoid the weather but the same was refused too," it said.

CONTINUED ON
» PAGE 8

Flight was denied nod to use Pak. airspace

Though passengers and crew did not suffer injuries, the aircraft's nose cone was damaged, leading to its grounding for inspection and maintenance.

"Crew initially attempted to return but as they were close to the thunder storm cloud, they decided to penetrate the weather. Subsequently, they encountered hailstorm and severe turbulence. Crew chose to continue at same heading to exit the weather by the shortest route towards Srinagar," the DGCA statement said.

The 222 passengers onboard included five Trinamool Congress MPs who were flying to meet people affected by the recent cross-border shelling near the Line of Control.

IAF support

The NACC directs all air traffic ahead of Udhampur, but has no authority to give clearance to aircraft seeking to enter international territory, for which the authority lies with the Delhi area.

The aircraft was immediately assisted in co-ordinating their route diversion by contacting Delhi Area and passing requisite contact frequencies of Lahore control for an overflight weather diversion request, IAF sources said.

Once Lahore refused overflight clearance, and the aircraft proceeded towards Srinagar, the flight was subsequently professionally assisted by giving control vectors and ground speed readouts, till it made a safe landing at Srinagar airfield, IAF sources added.

THE HINDU DELHI 24 MAY 2025

India extends ban for Pak. airlines till June 23

Press Trust of India
NEW DELHI

India on Friday extended the closure of its airspace for flights operated by Pakistan airlines by another month till June 23, according to sources.

The ban imposed on April 30, as part of various measures taken by the government against Pakistan in the wake of the Pahalgam terror attack that killed 26 people, was set to expire on Saturday.

The Indian airspace will not be available for aircraft registered in Pakistan as well as for planes operated, owned, or leased by Pakistan airlines and operators till June 23, 2025, according to the fresh NOTAM (Notice to Air Missions) issued on Friday.

As per the NOTAM, the ban will also be applicable to Pakistan's military aircraft.

Pakistan has also extended the ban on its airspace for Indian flights by a month till June 24. On April 24, Pakistan had banned its airspace for India, after the Indian government suspended the Indus Waters Treaty with Pakistan.

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THE HINDUSTAN TIMES DELHI 24 MAY 2025

DGCA grounds IndiGo pilots of turbulent Delhi-Srinagar flight

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NEW DELHI: India's aviation regulator grounded two pilots who operated an IndiGo flight from Delhi to Srinagar on Wednesday evening after it flew through severe hailstorm, officials said on Friday as new details emerged of their interaction with traffic controllers in Lahore and Srinagar amid what was a narrow escape for the 227 people on board.

The Directorate General of Civil Aviation (DGCA) revealed in a statement that the Airbus A321 Neo at one point plummeted at 8,500 feet per minute—more than four times the normal descent rate—as multiple flight control systems failed while trapped inside the storm, with pilots receiving simultaneous warnings of both stall (a condition in which an aircraft begins to lose altitude) and overspeed conditions as they fought to regain control.

Details also emerged of how the pilots initiated contact with air traffic control in Pakistan after Indian controllers, bound by reciprocal airspace restrictions following recent military tensions, advised against deviating westwards but provided contact frequencies to coordinate directly with Lahore ATC, which denied the request despite the emergency.

"The matter is under investigation by the DGCA," the regulator confirmed. "As part of the investigations, the two pilots are grounded pending investigation," a DGCA official said, asking not to be named.

Post flight walk around revealed damage to the nose radome of the Airbus A321 Neo, the DGCA said on Friday. PTI

Civil aviation minister Ram Mohan Naidu acknowledged the gravity of the situation.

"We are looking into the incident, but in the meantime from the information that I have, I would like to appreciate the efforts of the pilots and the crew who have been very composed in the way they have handled even in that weather that the flight has gone through," Naidu said.

The incident, described by passengers as "a near-death experience", unfolded on IndiGo flight 6E-2142, which departed Delhi's Indira Gandhi International Airport at approximately 4:55pm and managed to land in Srinagar at 6:25pm, according to Flightradar24 tracking data.

The crisis began when the aircraft "entered hailstorm and severe turbulence near Pathankot" whilst "cruising at FL360" (36,000 feet), according to the regulator's statement.

Recognising the danger ahead, the pilots "requested northern control (under the Indian Air Force) for deviation towards left (the international border) due to weather on the route, however it was not approved."

Growing increasingly desperate as the storm approached, the "crew contacted Lahore to enter into their airspace to avoid the weather but the same was refused," the DGCA stated, confirming the aircraft was denied entry to Pakistani airspace despite the developing emergency.

The denials were rooted in the ongoing NOTAM issued by both sides against aircraft registered in the other country. According to a person aware of the matter in the defence ministry, the IAF control's denial was an advisory based on the Pakistani NOTAM, in place since the cross-border military operations earlier this month.

"Northern area control advised the Indigo crew within the frame of the NOTAM... and immediately assisted in coordinating their route diversion by contacting Delhi area and passing the requisite contact frequencies of Lahore control for an overflight weather diversion request," this person explained.

However, Lahore control, according to the DGCA, did not allow overflight permission, leaving the crew with no viable escape route.

The "crew initially attempted to return back but as they were close to the thunder storm cloud, they decided to penetrate the weather," the regulator stated.

What followed was a cacophony of alarms and alerts for the pilots. "While in thunder storm cloud, warnings of angle of attack fault, alternate law protection lost, backup speed scale unreliable were triggered. Due to updraft and down draft encountered by the aircraft the autopilot tripped and aircraft speed had wide variations," the DGCA stated.

In other words, several of the aircraft's computerised systems failed one by one, forcing the pilots to fly manually through violent turbulence without reliable instruments or the normal protections that prevent a modern airliner from stalling or exceeding its structural limits.

At the height of the crisis, "the aircraft rate of descent reached 8500 fpm," the DGCA stated. "Crew flew the aircraft manually till they exit the hailstorm." For context, aircraft normally descend at 1,500 to 2,000 feet per minute.

After regaining control, the crew declared emergency. "After carrying out all check list actions, crew declared PAN PAN to Srinagar ATC and requested for radar vectors and made a safe landing with auto thrust operating normally," the report stated. PAN PAN is an international urgency signal indicating serious difficulty requiring assistance, one level below a MAYDAY distress call.

The DGCA confirmed no passengers were injured, though "post flight walk around revealed damage to the nose radome"—impact damage visible as holes in the aircraft's nose structure.

Aviation experts, while praising the crew's ultimate recovery, questioned the decisions that led to the crisis.

An Airports Authority of India official, speaking on condition of anonymity, noted the direct pilot-to-Lahore contact was highly unusual and indicated desperation. "Though the pilots did a fantastic job by landing safely even in such massive turbulence, they should have avoided the situation."

Weather conditions that day were particularly severe, according to meteorological experts. Mahesh Palawat, vice president of climate and meteorology at Skymet Weather, explained: "Since that day a lot of thunderstorm activity impacted northwest India, it's likely that the plane had to pass through one such cloud..."

He emphasised that "passing through such areas of thunderclouds and storms can cause intense turbulence causing damage to equipment and passengers."

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THE HINDUSTAN TIMES DELHI 24 MAY 2025

Pakistan, India extend closure of airspace for flights

NEW DELHI/LAHORE: Pakistan on Friday extended the closure of its airspace for Indian flights until June 24, according to a new NOTAM issued by the Pakistan Airports Authority. Hours later, India also issued a new NOTAM extending the ban on Pakistani aircraft in its airspace till June 23. The extension follows the ICAO rules that restrict such closure for a month at a time.

Delhi HC dismisses appeals of former SpiceJet promoter

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NEW DELHI: The Delhi high court on Friday dismissed separate appeals of SpiceJet former promoter Kalanithi Maran and Kal Airways challenging an order of a single judge upholding a 2018 arbitral award which directed the low budget airline SpiceJet to refund them ₹270 crore, observing that the same were filed after a "carefully" calculated delay.

Though the 2018 arbitral award was passed in Maran and Kal Airways favour, they had challenged the same before the single judge on the ground that the arbitral tribunal rejected their substantial claims and at the same time allowed the entire counter claims of SpiceJet. They had sought to set aside the award to the extent it failed to award restitution of 58.46% shareholding to it and declined the claim for damages for non issuance of warrants. Before the single judge, Kal Airways and Maran had also argued that it failed to provide interest on ₹270,86,99,209.

On July 31, 2023, the single judge bench of justice Chandra Dhari Singh, by way of two separate judgements dismissed the petitions filed by Maran, Kal Airways and SpiceJet and upheld the arbitral award.

SpiceJet had filed an appeal against the July 31 order before the division bench.

On May 17, 2024, the division bench had overturned the single judge's order and directed the single judge to consider the matter afresh.

Though Kal Airways and Maran had appealed against the May 17 verdict before the Supreme Court, the same was dismissed on July 26, 2024.

A bench of justices C Hari Shankar and Ajay Digpaul dismissed the appeal without going into merits as it refused to condone the delay in filing the appeal within 55 days and refiling the same within 226 days.

In its 24-page order, the Supreme Court took note of the fact that though Maran and Kal Airways filed the appeal in November 2023, they removed the objections and served the copy of the same to SpiceJet, four days after the court dismissed the appeal against the May 17, 2024 order.

The court termed the present case as a "classic example of fence sitting" and also remarked that Maran and Kal Airways not only kept the division bench but also the Supreme Court in the dark regarding the filing of the present petition and the same languishing under objections.

In its application for condonation of delay before the division bench, Kal Airways and Kalanithi Maran, represented by advocate Gaurav Pachnanda had asserted that the delay was inadvertent and was occasioned since they were simultaneously negotiating the appeals filed by SpiceJet.

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HINDUSTAN TIMES MUMBAI 23 MAY 2025

Turkey's Celebi challenges contract revocation in HC

Petition urges court to restrain Mumbai airport authorities from appointing new ground-handling services company

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MUMBAI: The Indian subsidiary of Turkish ground-handling firm Celebi Aviation Holding on Wednesday approached the Bombay high court to challenge the Indian government's revocation of its security clearance, which resulted in the termination of its agreement at Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA).

Celebi Nas Airport Services India has filed an arbitration petition urging the court to issue directions to restrain the airport authorities from appointing a new company in its place.

The petition was filed days after the Adani Group-led Mumbai International Airport Limited (MIAL), which operates CSMIA, terminated its agreement with Celebi and appointed Kolkata-based firm Indo Thai Airport Services on a temporary basis for three months until it finalises a long-term partner.

CSMIA was among several airports across the country that terminated their agreements with Celebi earlier this month. This was after the Bureau of Civil Aviation Security (BCAS), India's top aviation security regulator, revoked the Turkish firm's security clearance, effectively barring it from continuing its operations in Indian airports. The decision, according to BCAS, was taken in view of "national interests".

The Mumbai airport terminated its contract with Turkish ground handling firm Celebi earlier this month. HT ARCHIVES

While the official reasons were not detailed, the move follows heightened diplomatic tensions. Turkey had recently backed Pakistan and condemned India's counter-terrorism strikes in Pakistan and Pakistan-occupied Kashmir following the Pahalgam terror attack in April.

In response to the revocation, Celebi's Indian subsidiary issued a statement distancing itself from political or national affiliations. "We are not a Turkish organisation by any standard and adhere fully to globally accepted practices of corporate governance, transparency, and neutrality, with no political affiliations or links to any foreign government or individuals," the company said.

Celebi filed three separate lawsuits, two of which challenged MIAL's revocation of its contract on the grounds of security clearance. The third plea is filed against BCAS, which states that the agency's decision was procedurally erroneous.

On May 16, Celebi had filed a similar petition in the Delhi high court, even as aviation officials said airport operations nationwide continued without disruption as alternative arrangements were implemented.

In its plea, the company had said that the BCAS's decision to revoke its clearance by merely citing national security, without specific justification, was "vague" and "unsustainable in law."

Celebi Aviation has had a significant presence in India's aviation sector. Since entering the Indian market via Mumbai airport, the company has expanded to nine airports across the country. These include major hubs such as Mumbai, Delhi, Bengaluru, Hyderabad, Chennai, Cochin, Kannur, Goa, and Ahmedabad. The firm's Indian operations cover a wide range of services, including passenger assistance, flight operations, cargo handling, warehouse management, and bridge operation services.

'IndiGo should scrap Turkish Airlines deal'

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MUMBAI: The Shiv Sena has demanded the scrapping of Indian low-cost carrier IndiGo's wet-lease contract with Turkish Airlines amid growing geopolitical tensions over Turkey's diplomatic and military ties with Pakistan following the recent conflict with India.

A Shiv Sena delegation led by Andheri East MLA Murji Patel and vibhag pramukh (division head) Kunal Sarmalkar plans to go to IndiGo's Mumbai office on Friday to hand over a letter demanding the scrapping of the contract.

"IndiGo has taken aircraft on lease from Turkish Airlines," said Patel. "We are told that their crew operates these aircraft. We want this contract to be scrapped. If they don't listen, we will launch a protest. We are visiting their Mumbai office on Friday and giving them a letter [with the demands]."

Sarmalkar said that the Shiv Sena doesn't want any Indian companies to have ties with Turkey, Bangladesh and Pakistan. "Allowing Turkish people in India is a security risk as they supported our enemy, Pakistan. We have already forced all airports to terminate their contract with the [Turkish] ground-handling agency, Celebi, and made them give a contract to [Kolkata-based] Indo Thai Airport Services, and retained the jobs of all [Celebi] employees," he said.

An IndiGo spokesperson did not respond to HT's request for a comment until the time of going to press.

IndiGo uses Turkish Airlines aircraft, such as Boeing 777s, for connecting Delhi and Mumbai to Istanbul. These aircraft are operated under a wet lease agreement, wherein Turkish Airlines provides the planes and crew. The Indian carrier also has a codeshare partnership with Turkish Airlines, through which IndiGo passengers can book flights to destinations in Europe and the United States.

Earlier this week, IndiGo CEO Pieter Elbers had said that the airline is fully compliant with all regulatory frameworks governing its operations with aircraft leased from Turkish Airlines.

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THE INDIAN EXPRESS DELHI 24 MAY 2025

DGCA: In storm, IndiGo sought course change, IAF & Pak said no

SUKALP SHARMA
& AMRITA NAYAK DUTTA
NEW DELHI, MAY 23

The aircraft landed safely in Srinagar, Wednesday. PTI

TWO DAYS after an IndiGo Delhi-Srinagar flight hit severe turbulence and hailstorm before landing safely in the J&K capital, the Directorate General of Civil Aviation (DGCA) said Friday that the pilots had sought permission from the Indian Air Force Northern Area Control to deviate towards the India-Pakistan international border and also contacted the Lahore Air Traffic Control to briefly enter Pakistani airspace — currently a no-go zone for Indian aircraft — to bypass the storm.

Both these requests were denied, and the flight crew decided to go through inclement weather and continue the journey to Srinagar, according to the statement by the pilots to the DGCA which is investigating the incident.

"While cruising at FL360 (36,000 feet), aircraft entered hailstorm and severe turbulence near Pathankot. As per crew statement, they requested Northern Control (IAF) for deviation towards left (International Border) due to weather on the route, however it was not approved. Later crew contacted

CONTINUED ON PAGE 2

• IndiGo sought flight path deviation

Lahore to enter into their airspace to avoid the weather but the same was refused too. Crew initially attempted to turn back but as they were close to the thunderstorm cloud, they decided to penetrate the weather. Subsequently, they encountered hailstorm and severe turbulence. Crew chose to continue at the same, heading to exit the weather by the shortest route towards Srinagar," the DGCA said.

Emails to the IAF and the Ministry of Defence seeking their comments on the DGCA statement did not elicit a response.

IAF sources said the Northern Area Control's advice to the pilots was within the frame of the ban on Indian aircraft in Pakistani airspace, adding that the flight was assisted immediately in coordinating its route diversion. "The aircraft was immediately assisted in coordinating their route diversion by contacting Delhi Area and passing requisite contact frequencies of Lahore control for overflight weather diversion request. Once Lahore refused overflight clearance, and the aircraft proceeded towards Srinagar, the flight was subsequently professionally assisted till safe landing at Srinagar airfield by giving control vectors and ground speed readouts," the IAF sources said. Air traffic services at Srinagar airport are also under the control of the IAF.

On April 24, two days after the Pahalgam terror attack, Pakistan closed its airspace to Indian aircraft and Indian airlines, banning them from overflying its airspace.

In the case of the IndiGo Delhi-Srinagar flight, Lahore ATC did not allow the use of its airspace despite the urgent weather situation that the aircraft was grappling with. The Airbus A321neo aircraft, operating flight 6E 2142, had over 220 people on board, including a five-member Trinamool Congress delegation. It hit a severe hailstorm on its way to Srinagar from Delhi, which led to a turbulent few minutes for those on board.

The pilots navigated the storm by flying manually amid wide speed variations and rapid altitude changes, and landed safely at the Srinagar airport. While no one on board suffered any injury, the aircraft's nose, which houses the radome, suffered visible significant damage. The radome is an aerodynamic weatherproof fairing that protects the plane's radar antenna. It is manufactured with materials that allow transmission and reception of the radar radio waves with minimal interference.

The aircraft departed from Delhi at 5.13 pm Wednesday, according to flight tracking data. Around 45 minutes later, when the aircraft was passing over the Pathankot area, the seat belt signs were switched on by the crew, which was followed by severe turbulence for a few minutes and a hailstorm hitting the aircraft's fuselage, it is learnt. The aircraft landed in Srinagar around 6.30 pm. Given the damage to the nose of the aircraft, it was grounded in Srinagar for inspections.

According to the pilots' statement to the DGCA, the aircraft sounded various technical warnings while navigating the thunderstorm. These included warnings of "angle of attack fault, alternate law protection lost, and backup speed scale unreliable".

"Due to updraft and downdraft encountered by the aircraft, the autopilot tripped and aircraft speed had wide variations. As a result, maximum operating speed/maximum operating mach (VMO/MMO) warnings and repeated stall warnings were triggered. During this period, the aircraft rate of descent reached 8500 fpm (feet per minute). Crew flew the aircraft manually till they exited the hailstorm," the DGCA said based on the crew's statement.

After carrying out all checklist actions, the crew declared "PAN-PAN" to Srinagar ATC and requested for radar vectors and made a safe landing, the regulator said. PAN-PAN or a PAN call — short for "possible assistance needed" — is used to communicate an urgent situation, which might require assistance, but is not a life-threatening emergency. Radar vectors are specific navigation headings provided by ATCs to aircraft to guide them along the desired flight path.

In a statement, IndiGO said, "IndiGo flight 6E 2142 from Delhi to Srinagar on May 21 navigated a sudden hailstorm and landed safely at Srinagar International Airport. All customers were attended to upon landing and no injuries were reported. The aircraft is currently undergoing necessary inspection and maintenance in Srinagar and will resume operations once all clearances have been secured. We sincerely thank our customers for their cooperation in ensuring the safe completion of this flight. As always, the safety of our customers and crew remains our highest priority."

भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

JANSATTA DELHI 24 MAY 2025

भारत ने उठाया कदम

पाक उड़ानों के लिए वायु क्षेत्र बंद रखने की अवधि बढ़ी

जनसत्ता ब्यूरो
नई दिल्ली, 23 मई।

भारत ने शुक्रवार को अपने हवाई क्षेत्र में पाकिस्तानी विमानों और एअरलाइनों की उड़ानों पर प्रतिबंध को एक महीने के लिए बढ़ा दिया है। इसके लिए भारत की ओर से नया 'नोटिस टू एअरमेन' (नोटम) जारी किया गया है। इससे पहले पाकिस्तान ने भी भारतीय उड़ानों के लिए ऐसा ही नोटिस जारी किया गया था।

जम्मू-कश्मीर के पहलगाम में 22 अप्रैल को हुए आतंकी हमले के बाद भारत और पाकिस्तान के बीच कूटनीतिक संबंध खराब होने के बाद पाकिस्तान ने 24 अप्रैल को भारतीय विमानों और भारतीय एअरलाइनों के लिए अपने हवाई क्षेत्र को कम से कम एक महीने के लिए बंद कर दिया था।

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30 अप्रैल को भारत ने भी पाकिस्तानी विमानों और एअरलाइनों की उड़ानों के लिए अपने हवाई क्षेत्र को बंद कर दिया था। पहले जारी किए गए दोनों देशों के 'नोटम' शनिवार (24 मई) को भारत के समयानुसार सुबह 5:29 बजे समाप्त होने वाले थे। शुक्रवार (23 मई) को दोनों देशों के संबंधित विमानन प्राधिकरणों ने नए 'नोटम' जारी किए जो पिछले नोटिस के समान ही थे, सिवाय हवाई क्षेत्र बंद होने की प्रभावी अवधि के। दोनों देश 24 जून को भारत के समयानुसार सुबह 5:29 बजे तक एक-दूसरे की एअरलाइनों और विमानों (सैन्य उड़ान) के लिए अपने हवाई क्षेत्र बंद रखेंगे। पाकिस्तानी हवाई क्षेत्र उनके लिए उपलब्ध नहीं होने के कारण भारतीय एअरलाइनों की प्रति सप्ताह लगभग 800 उड़ानें लंबी अवधि, ईंधन की खपत में वृद्धि और चालक दल व उड़ान शेड्यूलिंग से संबंधित कुछ अन्य जटिलताओं के कारण प्रभावित हो रही हैं। इससे एअरलाइनों के परिचालन लागत में वृद्धि हो रही है। उत्तर भारत से पश्चिम एशिया, यूरोप, ब्रिटेन और उत्तरी अमेरिका के पूर्वी क्षेत्र में जाने वाली भारतीय एअरलाइनों की उड़ानें अपने नियमित मार्गों से हटकर लंबे मार्गों पर जा रही हैं।

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MILLENNIUM POST DELHI 24 MAY 2025

'IAF assisted IndiGo flight after Pakistan denied its airspace use during turbulence'

IndiGo A321 neo encountered a hailstorm and turbulence near Pathankot while en route from Delhi to Srinagar on Wed

SIMONTINI BHATTACHARJEE

NEW DELHI: The Indian Air Force (IAF) on Friday clarified the circumstances surrounding the diversion of Indigo flight 6E-2142, which operated from Delhi to Srinagar on Wednesday. The IAF attributed the incident to airspace restrictions imposed by Pakistan. The diversion followed a Notice to Airmen (NOTAM A0220/25) issued by Pakistani Civil Aviation Authorities. It barred Indian-registered aircraft, including commercial and military flights, from using its airspace until midnight on May 23.

On Wednesday, IndiGo's A321 neo aircraft encountered a hailstorm and severe turbulence near Pathankot. The incident of the aircraft encountering turbulence is being probed by the Directorate General of Civil Aviation (DGCA).

Delhi–Srinagar IndiGo flight that hit turbulence mid-air due to inclement weather FILE PHOTO

Takeaways

- » The diversion followed a Notice to Airmen (NOTAM A0220/25) issued by Pakistani Civil Aviation, which barred Indian aircraft from entering its airspace
- » When the crew sought weather-related overflight clearance via Lahore ATC, Pakistani authorities denied the request
- » **NORTHERN AREA CONTROL, IN COORDINATION WITH IAF AND INDIAN ATC, GUIDED THE AIRCRAFT SAFELY BACK TO SRINAGAR**

IAF sources stated that the Northern Area Control advised the Indigo crew by the NOTAM guidelines, a routine procedural step integrated into airline route planning to comply with international aviation safety norms. When the flight encountered airspace restrictions, the crew coordinated with Indian air traffic control to initiate diversion protocols. The Northern Area Control facilitated communication with Delhi Area Control, providing contact frequencies to Lahore ATC for seeking weather-related overflight clearance.

Pakistani authorities, however, denied the request, prompting the aircraft to alter its course. Indian air traffic controllers guided the flight back toward Srinagar, offering continuous navigation support, including control vectors and groundspeed updates. The aircraft landed safely at Srinagar airfield with assistance from IAF and civilian air traffic control units. Officials emphasised that the flight was never in jeopardy, with the

Continued on P4

IAF

crew maintaining full control throughout the manoeuvre.

The incident highlights persistent airspace restrictions Pakistan has enforced on Indian flights since February 2019, often linked to geopolitical tensions. Commercial airlines, officials noted, routinely adjust flight paths in response to NOTAMs and other airspace advisories, underscoring the aviation sector's resilience in navigating regulatory challenges. Since 2019, Pakistan's airspace curbs have disrupted 34 international routes, forcing carriers like Indigo and Air India to reroute flights over China or the Arabian Sea. Such detours add 15–30 minutes to flight times, inflating fuel costs—Air India estimates an annual $600 million burden if restrictions persist. IndiGo alone reported 170 daily flight disruptions during eight days earlier this year and has sought government compensation.

The restrictions, rooted in bilateral tensions, also affect global connectivity. Third-country flights transiting the region face delays, while Gulf carriers gain a competitive edge on key routes to Europe and North America. Despite these hurdles, Indian aviation authorities stress adherence to safety protocols, with the DGCA and IAF coordinating closely to manage rerouting and minimise passenger inconvenience.

Analysts note that while airlines have adapted to rerouting challenges, prolonged restrictions risk eroding profitability and exacerbating sector vulnerabilities. Military activity near contested borders, such as in Kashmir, further complicates airspace management.

MILLENNIUM POST DELHI 24 MAY 2025

Pakistan extends closure of airspace for Indian flights till June 24

LAHORE: Pakistan on Friday extended closure of its airspace for Indian flights until June 24, according to a new NOTAM (Notice to Airmen) issued by the Pakistan Airports Authority.

The extension follows the International Civil Aviation Organisation (ICAO) rules that restrict such closure for a month at a time.

"The ban on Indian aircraft flying over Pakistan airspace has been extended until 4:59 am June 24, 2025," the Pakistan Airports Authority (PAA) said in a statement here.

All aircraft that are Indian-registered, operated, owned, or leased will remain subject to the ban, the PAA statement said.

"This ban will also apply to Indian military aircraft. No flight operated by Indian airlines or operators will be allowed to use Pakistani airspace," the statement said.

Under the directive, no flight operated by Indian airlines or operators will be allowed to enter or transit through Pakistani airspace," the PAA said.

Pakistan had banned its airspace for India last month after steps taken by New Delhi in the wake of the April 22 Pahalgam terrorist attack that killed 26 people.

The ban was imposed for a month until May 23, as under International Civil Aviation Organisation (ICAO) rules that airspace restrictions cannot be imposed for more than one month at a time.

The extension of closure of airspace by a month comes two days after an IndiGo pilot operating the Delhi-Srinagar flight, which encountered a sudden hailstorm on Wednesday, initially sought Lahore Air Traffic Control's permission to briefly use the Pakistan airspace to avoid the turbulence, but the request was rejected.

AGENCIES

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MILLENNIUM POST DELHI 24 MAY 2025

India extends airspace ban for Pak airlines till Jun 23

MPOST BUREAU

NEW DELHI: India on Friday extended the closure of its airspace for flights operated by Pakistan airlines by another month till June 23, according to sources.

The ban imposed on April 30 as part of various measures taken by the government against Pakistan in the wake of the Pahalgam terror attack that killed 26 people was set to expire on May 23 (Saturday).

The Indian airspace will not be available for aircraft registered in Pakistan as well as for planes operated, owned or leased by Pakistan airlines and operators till June 23, 2025, according to the fresh NOTAM issued on Friday.

As per the NOTAM, the ban will also be applicable to Pakistan's military aircraft.

Pakistan has also extended the ban on its airspace for Indian flights by a month till June 24.

On April 24, Pakistan banned its airspace for India until May 23, after the Indian government suspended the Indus Water Treaty with Pakistan.

THE MORNING STANDARD DELHI 24 MAY 2025

Double whammy, drama at 36K ft

S LALITHA @ New Delhi

A Delhi-to-Srinagar IndiGo flight was forced to fly through a severe thunderstorm after being denied access to Pakistani airspace, according to an official statement released Friday by the Directorate General of Civil Aviation (DGCA).

The incident occurred on Wednesday when flight 6E 2142, an Airbus A321 Neo with 227 passengers, encountered a hailstorm and intense turbulence while cruising at 36,000 feet near Pathankot. The DGCA said the crew had initially requested a deviation from their planned route due to dangerous weather conditions but were denied clearance.

According to the crew's account, shared by the DGCA, they first contacted Indian Air Force's Northern control requesting a leftward deviation toward the international border to avoid the storm, but the request was denied. They then contacted Lahore Air Traffic Control for entry into Pakistani airspace, which was also refused.

> *Our crew contacted Lahore to enter their airspace to avoid the weather but it was refused. Crew then chose to continue at same heading to exit the weather*
>
> — DGCA statement on the Indigo scare

Caught in turbulent weather and with limited options, the pilots briefly considered turning back. However, with the thunderstorm already surrounding the aircraft, they decided to continue along the same heading, choosing the shortest path out of the storm toward Srinagar.

While navigating through the thunderstorm, the aircraft was hit by hail and turbulence, triggering a series of warnings. The DGCA confirmed that the aircraft experienced multiple system alerts, including loss of Alternate Law protection, unreliable backup speed indicators, and "Angle of Attack fault" warnings.

The storm's powerful updrafts and downdrafts also caused the autopilot to disengage, forcing the crew to fly the aircraft manually. During the peak of the turbulence, the plane's descent rate spiked to 8,500 feet per minute — a dangerously steep drop — while warnings for exceeding maximum speed and possible stalls were repeatedly triggered.

Despite the chaos, the flight crew carried out emergency checklist procedures (ECAM actions) and declared a "PAN PAN" emergency — indicating a situation that is urgent but not immediately life-threatening — to Srinagar air traffic control. They then requested radar guidance and successfully landed the aircraft with autothrust systems functioning normally. No passengers were injured.

Pakistan's airspace has remained closed to Indian flights after Operation Sindoor.

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THE MORNING STANDARD DELHI 24 MAY 2025

Preparing for air taxi trials in 2026: Aviation minister

EXPRESS NEWS SERVICE @ New Delhi

UNION Civil Aviation Minister Ram Mohan Naidu on Friday said that India was preparing for air taxi trials during Wings India 2026 in partnership with Federal Administration Authority, European Union Aviation Safety Agency and Intl Civil Aviation Organisation.

Delivering the chief guest address at a curtain raiser event for Wings 2026 to be held from Jan 28! to 31 at Begumpet airport in Hyderabad, Naidu said." We are working towards Air taxi trials, Drone and Regulatory Sandboxes to support new age start-ups."

Stating that India is witnessing a civil aviation revolution, Naidu said that in 2014, India had 74 airports and this has increased to 160 in 2015. "In the next 20 years we are looking at adding another 200 airports to the country. In the next five years alone, we are looking at adding another 50 airports." From.6 lakh flights annually n 2014, we are now handling 11 lakh flights annually. "Sixty more flights are being handled every hour now as compared to 2014,"

More than 1 cr and fifty thousand people have taken to the skies due to UDAAN and 90 airports have become operational. "More than 3 lakh Udaan flights have been operated and 700 regional routes have become operational", the Minister said

There are over 11,000 drones registered annually n the country. We are posted to become the third largest drone market in the world by 2030." "India's MRO market is growing at more than three times the global average yet more than 60 percent of the components, airframe and engineering maintenance including airframe is still being done abroad. This is a minefield of opportunity for domestic and international investors,' he said. Wings 2026 will be much bigger than the previous edition with 200 exhibitors, delegates from 60 countries.

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THE PIONEER DELHI 24 MAY 2025

Stormy affair of crew, pax

RAJESH KUMAR ■ New Delhi

The IndiGo flight en route to Srinagar that encountered severe turbulence initially requested the Indian Air Force's Northern control Air Traffic Control (ATC), to deviate towards International Border (IB) due to weather related turbulence. However it was not approved. Later, the crew of the airline contacted Lahore ATC to enter their airspace to avoid the turbulence but the same was refused too. Crew members initially attempted to return but as they were close to the thunderstorm cloud, they decided to penetrate the weather, forcing the pilot to navigate the hailstorm and severe turbulence. Crew members chose to continue at the same time heading to exit the weather by the shortest route towards Srinagar.

In a detailed statement about the incident, the Directorate General of Civil Aviation (DGCA) said there was no injury to any passengers who were on the flight and that the aircraft's "nose radome" was damaged.

"As per crew statement, experiencing severe turbulence, the crew first requested Northern control (IAF) for deviation towards left (International Border) due to weather on the route, however, it was not approved. "Later, the crew contacted Lahore to enter into their airspace to avoid the weather but the same was refused too," DGCA said.

According to the DGCA, the crew initially attempted to return back but as they were close to the thunderstorm cloud, they decided to penetrate the weather. "Subsequently, they encountered hailstorm and severe turbulence. Crew chose to continue at the same heading to exit the weather by the shortest route towards Srinagar," the statement said.

According to Indian Air Force (IAF) sources, the Northern Area Control advised the IndiGo crew within the frame of the NOTAM, ensuring safety of aircraft and passengers. Sources said the IndiGo crew was guided to a safe landing by Indian Air Force authorities on May 21, after it was denied emergency access to Pakistani airspace while navigating a severe hailstorm.

INDIA, PAKISTAN CLOSE SKIES

New Delhi: India and Pakistan have both extended their mutual airspace bans, preventing each other's airlines from operating within their respective territories.

Pakistan on Friday extended the closure of its airspace for Indian aircraft and aircraft operated by Indian airlines and operators by a month-till the early morning of June 24, according to a fresh notice to airmen (NOTAM) issued by Pakistan's aviation authorities.

Soon after that, India also issued a new NOTAM extending the ban on Pakistani aircraft and airlines in its airspace. As per a Notice to Airmen (NOTAM) released by the Ministry of Civil Aviation, on Friday, aircraft registered in Pakistan-including those owned, operated, or leased by Pakistani airlines or operators — are barred from entering Indian airspace until June 23. The restriction also applies to Pakistani military aircraft, the notice stated.

Continued on » P2

"Pakistan civil aviation authorities have issued the NOTAM (Notice to Airmen) shutting the country's airspace for Indian aircraft. The sources said the IndiGo aircraft was immediately assisted in co-ordinating their route diversion by contacting Delhi Area and passing requisite contact frequencies of Lahore control for overflight weather diversion request. Once Lahore refused overflight clearance, and the aircraft proceeded towards Srinagar, the flight was subsequently professionally assisted till a safe landing at Srinagar airfield by giving control vectors and groundspeed readouts, the sources said.

The incident pertains to IndiGo's 6E 2142 flight that was caught in bad weather, including strong turbulence, on Wednesday evening. Though passengers and crew escaped without injuries, the aircraft's nose cone was damaged leading to its grounding for inspection and maintenance.

Dramatic visuals that have emerged on social media show the A321 Neo aircraft shaking violently amid the storm, which ravaged Delhi-NCR and Uttar Pradesh, leaving over 50 dead and several trees uprooted.

Continued on » P2

Stormy affair of crew and pax

Continued from » P1

Videos of passengers, including children, screaming and crying in fear have also gone viral.

In a statement on Thursday (May 22, 2025), IndiGo said its flight 6E 2142 from Delhi to Srinagar on May 21, 2025, navigated a sudden hailstorm and landed safely at Srinagar International Airport. "All customers were attended to upon landing and no injuries were reported. The aircraft is currently undergoing necessary inspection and maintenance in Srinagar and will resume operations once all clearances have been secured," the airline said.

While in a thunderstorm cloud, the DGCA said warnings of Angle of Attack fault, Alternate Law protection lost, backup Speed scale unreliable were triggered. "Due to updraft and downdraft encountered by the aircraft the Autopilot tripped and aircraft speed had wide variations. As a result, Maximum Operating Speed/Maximum operating Mach (VMO/MMO) warnings and repeated stall warnings were triggered," the statement said.

During this period, DGCA said the aircraft rate of descent reached 8,500 fpm (feet per minute) and crew flew the aircraft manually till they exited the hailstorm. "After carrying out all checklist actions (ECAM actions), the crew declared 'PAN PAN' to Srinagar ATC and requested for RADAR vectors and made a safe landing with Auto Thrust operating normally," the statement said. Generally, 'PAN PAN' refers to an emergency situation.

It said the matter is under investigation and that there was no injury to any of the passengers on-board the flight. "Post flight walk around revealed damage to the Nose radome," the statement said.

Among the 222 passengers onboard were also five Trinamool Congress MPs - Derek O'Brien, Nadimul Haque, Sagarika Ghose, Manas Bhunia, and Mamata Thakur — who were flying to meet people affected by the recent cross-border shelling near the LoC.

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THE STATESMAN DELHI 24 MAY 2025

IndiGo airspace denial linked to ongoing NOTAM, not sudden refusal: IAF sources

PARWINDER SANDHU
NEW DELHI, 23 MAY

Hours after the Directorate General of Civil Aviation (DGCA) claimed that IndiGo flight 6E-2142's request to enter Pakistani airspace to avoid turbulence due to extreme weather conditions was rejected, it has been revealed that the decision was based on a NOTAM (Notice to Airmen) issued by Pakistan Civil Aviation (PCA).

Sources in the Indian Air Force stated that the PCA authorities had issued NOTAM A0220/25, which was in vogue up to 23 May midnight (2359 hrs). The NOTAM mentions "PAKISTAN AIRSPACE NOT AVBL FOR INDIAN REGISTERED ACFT AND ACFT OPERATED/OWNED OR LEASED BY INDIAN AIRLINES/OPERATORS INCLUDING MILITARY FLIGHTS."

The Northern Area Control advised the IndiGo crew within the frame of the NOTAM (which is also a regular planning feature for all airlines in their route planning) to ensure the safety of the aircraft and passengers. The aircraft was immediately assisted in coordinating the route diversion by contacting Delhi Area Control and passing requisite contact frequencies of Lahore Control for overflight weather diversion request," a source said. "It was only after Lahore refused overflight clearance, the aircraft proceeded towards Srinagar, and the flight was subsequently professionally assisted till a safe landing at Srinagar airfield by giving control vectors and groundspeed readouts," the source added.

It was also revealed that while all defence airfields have watch hours, the Amritsar airfield was still available. "Having said that, the best decision still remains with the captain," the source said.

Meanwhile, Pakistan has revised the extension on the closure of its airspace for Indian airlines by a month to 5.29 am (IST) on June 24, 2025. The fresh NOTAM issued on Friday reads, "Pakistan airspace not available for Indian registered aircraft and aircraft operated/owned or leased by Indian airlines/operators, including military flights."

Earlier, the DGCA stated that the crew of the IndiGo flight from Delhi to Srinagar on Wednesday had sought permission to enter the Pakistani airspace to avoid turbulence due to extreme weather conditions, but the request was rejected.

"The flight 6E-2142, operated by an Airbus A321 Neo and registered as VT IMD, was cruising at 36,000 feet when it encountered a violent storm near Pathankot. The aircraft was struck by hail and faced intense turbulence, causing major disruptions to its flight systems," stated a statement issued by the DGCA.

Furthermore, as per the crew's statement, they requested Northern Control (under IAF) for deviation towards left (International Border) due to weather on the route; however, it was not approved. "Subsequently, the crew contacted Lahore for permission to enter Pakistani airspace to avoid the weather, but that request was also refused," the statement added.

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THE TIMES OF INDIA MUMBAI 23 MAY 2025

Turkish firm moves HC over security clearance revocation

Swati.Deshpande
@timesofindia.com

File pic

Celebi has sought a stay or suspension of security clearance order

Mumbai: Days after moving the Delhi High Court, a ground handling services subsidiary of a company headquarteredin Türkiye —CelebiNAS Airport Services India Pvt Ltd—on Wednesday approached the Bombay High Court against the revocation of its security clearance.

Celebi Airport Services India and Celebi Delhi Cargo Terminal Management India petitioned the Delhi High Court against the security clearance revocation and cancellation of contracts by the Delhi airport operator.

Last Thursday, the Bureau of Civil Aviation Security (BCAS), citing national security concerns, revoked the security clearance granted to Celebi Airport Services. The action came following Türkiye's support of Pakistan in its recent hostilities with India. The company filed petitions to also challenge the consequential termination of its contract with the Mumbai International Airport Limited (MIAL). It filed three petitions, challenging the Centre's decision, claiming they were arbitrary and illegal. It wants the HC to quash and set aside the revocation of its security clearance. As interim relief, it wants a stay or suspension of the Centre's administrative decision on security clearance. Such clearance is granted by the Bureau of Civil Aviation Security (BCAS) under the Ministry of Civil Aviation of India.

When the matter is heard soon, it will plead for interim orders to restrain MIAL from taking any final decision on the tenders issued on May 17 for the selection of a new ground handling agency for these services. The revocation order, enforced with immediate effect, meant airlines that had given ground handling contracts to Celebi would be hit with flight delays. Ground handling companies carry out security-sensitive jobs such as loading and unloading of bags, cargo, cleaning aircraft, fuelling, and passenger check-in. However, the govt worked with airport operators and appointed ground handling companies on an interim basis. At Mumbai airport, for instance, Indo Thai Airport Services—a certified ground handler currently operating at nine airports across India—was appointed within 24 hours of the BCAS order.

Meanwhile, the Union govt opposed on Thursday Celebi's plea, telling the Delhi High Court that revoking its security clearance was not an example of govt "carte blanche". "This is not a carte blanche or a Brahmastra that everything stops. Judicial review is available to the petitioner," solicitor-general of India Tushar Mehta said before the single judge bench of Justice Sachin Datta.

THE TRIBUNE DELHI 24 MAY 2025

Probing IndiGo plane's mid-air scare: DGCA

UJWAL JALALI
TRIBUNE NEWS SERVICE

NEW DELHI, MAY 23

The Directorate General of Civil Aviation (DGCA) on Friday said it had launched an investigation after an IndiGo flight from Delhi to Srinagar encountered severe turbulence and hailstorm conditions mid-air. It confirmed that Pakistan refused to allow the aircraft to enter its airspace to avoid adverse weather.

The IndiGo flight 6E-2142, operated by an Airbus A321 Neo, was cruising at 36,000 feet near Pathankot when the crew requested a deviation due to threatening weather patterns ahead. After being denied a leftward diversion by Northern Control (IAF), the crew reached out to Lahore ATC seeking entry into Pakistani airspace. This request was also refused. With no viable route around the storm and an attempt to turn back proving risky due to proximity to thunderclouds, the crew decided to proceed through the weather. What followed was a dangerous encounter with a hailstorm and severe turbulence, which caused multiple critical system warnings on board.

"During the ordeal, the aircraft's autopilot disengaged and speed readings became unreliable. The flight experienced dramatic altitude variations, with a peak rate of descent reaching 8,500 feet per minute. Warnings included loss of alternate law protection, angle of attack fault, stall warnings and VMO/MMO exceedance alerts," a DGCA official said.

A purported video from inside the flight went viral on social media in which passengers and children could be heard screaming and crying in distress as the aircraft shook violently after getting caught in the storm.