



Corporate Communications Directorate

MILLANUM POST

KOLKATA

24 MAY 2025

Kolkata airport boosts safety against bird strikes, laser threats

OUR CORRESPONDENT

KOLKATA: A high-level meeting of the Aerodrome Environment Management Committee (AEMC) was held at Netaji Subhas Chandra Bose International (NSCBI) Airport, Kolkata, on Friday seeking to address the problem of bird strikes and laser light interference in flight zones.

The meeting was chaired by Nandini Chakraborty, principal secretary, Home department, and attended by senior IAS officers, representatives

from the Airports Authority of India (AAI), municipalities and major airlines.

One of the major concerns discussed was the presence of garbage dumps around the airport, which contribute significantly to increased bird activity — a major cause of bird strikes.

Municipal representatives assured the committee that regular cleaning is being intensified, unauthorised fish and meat shops are being evicted and closed garbage vats are being installed to reduce open dumping. The principal sec-



The meeting was chaired by Nandini Chakraborty and attended by senior IAS officers, representatives from the AAI, municipalities and major airlines

PIC/MPOST

retary advised continuous vigilance in maintaining clean-

liness in the airport vicinity.

The committee also dis-

cussed the recent decline in bird strike incidents, attributing the improvement to a scientific bird study commissioned by AAI. However, continued preventive action was strongly recommended.

Another issue discussed was addressing the problem of laser lights.

The principal secretary directed municipal authorities and police to strictly monitor and restrict laser activities in the critical flight zones. She called for strict enforcement of DGCA regulations and

increase in public awareness.

Additional concerns included the removal of tall trees and obstacles, the cleaning of external drains to prevent waterlogging.

Airport director PR Beuria emphasised that NSCBI Airport, the fifth busiest in India, manages over 400 daily flight movements and is capable of handling Code-E wide-body aircraft.

He underscored that safety is paramount and collaborative efforts are essential to maintain a hazard-free airspace.



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

STATEMEN

DELHI

25 MAY 2025

Kolkata airport AEMC meet held on safety measures

A meeting was conducted at Kolkata Airport under the chairmanship of Nandhini Chakraborty, Principal Secretary, Home Department, government of West Bengal, to discuss measures taken to effectively deal with bird activities and other concerns related to safe aircraft operations at Netaji Subhas Chandra Bose International (NSCBI) Airport, Kolkata.

The meeting was attended by Dr PR Beuria, Airport Director, NSCBI Airport along with



senior IAS officers from West Bengal, Senior officials of AAI, Municipalities, other departments and representatives from airlines.

Key discussions centered on the urgent need for effectively covered garbage pits and comprehensive garbage cleaning in the airport's vicinity to mitigate bird activity, a significant hazard to aircraft. Statistics presented highlighted a concerning number of bird strikes in the preceding months, underscoring the critical importance of robust waste management practices by surrounding municipalities to deter birds from the aerodrome.



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

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DESHBANDHU

DELHI

25 MAY 2025

दिल्ली एयरपोर्ट पर एक रनवे को बंद करने की तैयारी

नई दिल्ली। इंदिरा गांधी अंतरराष्ट्रीय एयरपोर्ट के एक रनवे को जून में अस्थायी रूप से बंद करने की तैयारी है। केंद्रीय नागरिक उड्डयन मंत्री के. राममोहन नायडू ने शुक्रवार को कहा कि शेड्यूल फ्लाइट पर कम प्रभाव पड़े, इसे लेकर अधिकारियों के साथ चर्चा चल रही है। रनवे 28/10 को जून के मध्य से सितंबर के मध्य तक बंद रखा जाएगा, ताकि इंस्ट्रूमेंट लैंडिंग सिस्टम (आईएलएस) को सीएटी III बी मानकों पर अपग्रेड किया जा सके, जो एयरपोर्ट के प्राथमिक रनवे में से एक के लिए एक महत्वपूर्ण अपग्रेड है। यह तकनीक कम दृश्यता की स्थिति में भी विमानों को सुरक्षित रूप से उतरने में सक्षम बनाती है, जो दिल्ली के घने सर्दियों के कोहरे के दौरान विशेष रूप से आम है। हैदराबाद में जनवरी में आयोजित होने वाले विमानन सम्मेलन 'विंग्स इंडिया 2026' के लिए कर्टेन-रेजर कार्यक्रम के मौके पर बोलते हुए, केंद्रीय मंत्री नायडू ने कहा कि मंत्रालय एयरलाइनों सहित हितधारकों के साथ इस बात पर चर्चा कर रहा है कि रनवे के बंद होने के कारण निर्धारित उड़ानों पर न्यूनतम प्रभाव कैसे सुनिश्चित किया जाए।



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FREE PRESS JOURNAL

MUMBAI

24 MAY 2025

GMR Airports posts ₹253 cr loss in Q4

GMR Airports saw its consolidated loss widen to Rs 253 crore in the three months ended March 2025 even as total income rose during the same period. The company had a loss of Rs 168 crore in the year-ago period. The figures are after tax for continuing operations.

Corporate Communications Directorate

LOKH SATYA

DELHI

25 MAY 2025

प्रधानमंत्री करेंगे दतिया एयरपोर्ट का लोकार्पण

- कलेक्टर, अतिरिक्त पुलिस अधीक्षक समेत जिले के समस्त अधिकारियों को दिए दिशा निर्देश

दतिया, लोकसत्य

प्रधानमंत्री नरेन्द्र मोदी द्वारा आगामी 31 मई को दतिया के नवनिर्मित एयरपोर्ट का लोकार्पण भोपाल से वचुंअली किया जाएगा। प्रसिद्ध शक्तिपीठ मां पीताम्बरा की नगरी के नाम से विख्यात दतिया जिले को इस उपलब्धि के बाद नई उड़ान मिल रही है। यह बात शनिवार को एयरपोर्ट की व्यवस्थाओं को निरीक्षण करने पहुंचे पूर्व गृहमंत्री डॉ. नरोत्तम मिश्र ने कही।



उन्होंने कहा कि अथक प्रयासों के बाद ये घड़ी आ गई कि अब दतिया एयरपोर्ट का लोकार्पण प्रधानमंत्री द्वारा किया जा रहा है और दतिया विकास की गति में नई उड़ान भरेगा। उन्होंने कहा कि नवनिर्मित एयरपोर्ट जैसी सौगात दतियावासियों एवं दूरदराज से पीताम्बरा माई के दर्शन करने आ रहे श्रद्धालुओं के लिए यातायात का नया विकल्प बनेगी जिससे श्रद्धालुओं के लिए इस

धार्मिक यात्रा में और भी सुगमता आएगी।

इसके पश्चात कलेक्टर संदीप कुमार माकिन ने पूर्व गृहमंत्री द्वारा दिए गए दिशा निर्देशों का समस्त अधिकारियों को कड़ाई से पालन के निर्देश दिए। उन्होंने पेयजल व्यवस्था, टेंट, फब्बारे वाले पंखे, साउण्ड सिस्टम, पार्किंग व्यवस्था, सुरक्षा व्यवस्था, एलईडी व्यवस्था, मेडीकल व्यवस्था, अस्थायी अस्पताल, साफ-सफाई, एम्बुलेंस, फायर विग्रेड, बिजली आपूर्ति इत्यादि व्यवस्थाओं की पूर्ण से तैयारी करने के निर्देश दिए। भीषण गर्मी को ध्यान में रखते हुए 4-6 हजार पैकेट ओआरएस घोल के, 3 बेड वाला अस्थायी अस्पताल, ट्रामा सेंटर, एम्बुलेंस के लिए सीएमएचओ के

निर्देशित किया। पीएचई के अधिकारियों को कैम्पर, पानी के टैंकर इत्यादि के निर्देश दिए। पीडब्लूडी को रोड पर साइनेज लगाने एवं बेरीकेटिंग के निर्देश दिए। पार्किंग की इस प्रकार व्यवस्था की जाए जिसमें लगभग 25-50 ट्राली रखी जा सके एवं बसों की पार्किंग के लिए स्थान चिन्हित कर लिया जाए।

कलेक्टर ने बताया कि 60 करोड़ की लागत से बना यह एयरपोर्ट 124 एकड़ में फैला हुआ है। जिसका रनवे 1.81 किलोमीटर लंबा एवं 30 मीटर चौड़ा है। पार्किंग में लगभग 50 बर्रे रखी जा सकती है। चैक इन काउन्टर 2 है। यह एयरपोर्ट एटीआर 72 की क्षमता के लिए बनाया गया है। लेकिन अभी जो एयरक्राफ्ट उतरेंगे वे 19 सीटर रहेंगे।



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AIRPORTS AUTHORITY OF INDIA

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MILLANIUM POST

DELHI

25 MAY 2025

IGI airport police arrests 3 for fraudulent activities



NEW DELHI: Three people were apprehended by the IGI airport police for fraudulent activities on May 18.

Amit, a resident of Panipat's Harinagar, Mohit of Panipat's Khatpura and Harjinder Singh of Johar Majra Kalan from Karnal were caught while assisting in getting another person's passport so that the passenger could travel to Canada.

The case's facts include that on the night of May 17-18,

2025, a male Indian passenger with an Indian passport issued in Pawan Dutt's name arrived at IGI Airport and went to departure immigration clearance since he was scheduled to board a flight to Toronto, Canada. Upon examination of his credentials and travel documents, it appears that he attempted to travel using someone else's passport because the passport's photo does not match the passenger's. **NP051**

सैन्य उड़ानों से जुड़े चार हवाई अड्डों के लिए सख्त निर्देश जारी

नई दिल्ली। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने भारत में हवाई यात्रा के संबंध में एक महत्वपूर्ण और सख्त कदम उठाया है। नए दिशा-निर्देश उन उड़ानों पर

फोटोग्राफी/वीडियोग्राफी की अनुमति नहीं

लागू होंगे जो भारत में सैन्य हवाई अड्डों से उड़ान भरती हैं या उतरती हैं। भारत की पश्चिमी सीमा के पास संवेदनशील हवाई अड्डों पर इस निर्देश का सख्ती से पालन किया जाएगा।

ये हवाई अड्डे हैं : अमृतसर हवाई



अड्डा, जम्मू हवाई अड्डा, श्रीनगर हवाई अड्डा और जैसलमेर हवाई अड्डा।

निर्देशों के अनुसार, यात्रियों को इन स्थानों पर टेकऑफ और लैंडिंग के दौरान खिड़कियों के पर्दे नीचे रखने होंगे। डीजीसीए ने कहा है कि इस नियम का पालन तब तक करना होगा

जब तक विमान 10,000 फीट की ऊंचाई पर न पहुंच जाए या जमीन पर पूरी तरह से रुक न जाए। राष्ट्रीय सुरक्षा को ध्यान

में रखते हुए यह निर्देश जारी किया गया है। हाल के वर्षों में, यह देखा गया है कि यात्री अक्सर इन संवेदनशील एयरबेसों पर टेकऑफ या लैंडिंग के दौरान विमान की खिड़कियों से तस्वीरें या वीडियो लेते हैं और बाद में उन्हें सोशल मीडिया पर पोस्ट करते हैं।

Corporate Communications Directorate

STATEMEN

KOLKATA

24 MAY 2025

Airport officials meet state home secretary, discuss air safety measures

STATESMAN NEWS SERVICE
KOLKATA, 23 MAY

A high-level meeting of the Aerodrome Environment Management Committee (AEMC) was held today at Netaji Subhas Chandra Bose International (NSCBI) Airport to address environmental risks affecting flight safety, especially incidents of bird strike.

Chaired by Ms Nandhini Chakraborty, principal secretary home department, the meeting focused on mitigating bird strikes, laser light hazards, and other threats to safe aircraft operations. Airport director PR Beuria informed attendees that NSCBI Airport, currently the fifth busiest in India, handles over 400 daily aircraft movements and is fully equipped for wide-body Code-E aircraft. He emphasised that ensuring the safety of aircraft remains a top priority. Key issues discussed included the need for better waste management in nearby municipal areas to reduce bird activity.

Municipal officials com-



mitted to increasing garbage clearance frequency and closing open vats. The eviction of unauthorised fish and meat shops was also highlighted as a preventive step. A specialised agency's bird study data was shared with stakeholders, showing a decline in bird strikes. However, Ms Chakraborty, urged continuation and enhancement of preventive measures to reach zero bird incidents. Other concerns included the removal of tall

trees and physical obstacles, cleaning of drains around the airport to prevent water-logging, and the serious risks posed by laser beam interference. Officials were instructed to strictly enforce DGCA guidelines and restrict unauthorized laser use and drone activity near the airport. The meeting concluded, reaffirming the commitment to a coordinated approach to ensure air safety and secure airport operations.

Corporate Communications Directorate

STATESMAN

KOLKATA

24 MAY 2025

Drone attack near Moscow airport delays flight carrying Kanimozhi-led Op Sindoor delegation

STATESMAN NEWS SERVICE
NEW DELHI, 23 MAY

A flight carrying DMK MP Kanimozhi's multi-party delegation, taking India's message on Op Sindoor and anti-terrorism to the world, was forced to circle in the air for an extended period during her travel to Russia.

According to media reports, the flight could not land due to a drone attack near the Moscow airport. This led to a temporary suspension of all domestic and international flight operations.

After several hours of delay, the multi-party delegation led by DMK lawmaker Kanimozhi, which is a part of seven delegations under India's aggressive global campaign to expose Pakistan-sponsored terrorism, landed safely in Moscow on Thursday.

This is the first leg of a five-nation tour of the dele-



gation to sensitise the international community on Pakistan-sponsored cross-border terrorism, a month after the Pahalgam attack that claimed 26 innocent lives.

The Indian Embassy in Moscow, in a post on X, said on Friday morning, "All-party delegation led by member of Parliament Kanimozhi Karunanidhi @KanimozhiDMK arrives in Moscow to convey India's strong

resolve to fight terrorism in all its forms."

This is the third delegation sent by the Indian government, as part of the global outreach programme on Operation Sindoor, exposing Pakistan and the terror groups emanating from its soil.

The delegation was received by India's Ambassador to Russia, Vinay Kumar.

"On arrival at Moscow's Domodedovo Airport the

Members of Parliament Kanimozhi Karunanidhi, Rajeev Rai, Captain Brijesh Chowta, Prem Chand Gupta, Ashok Kumar Mittal, Ambassador Manjeev Singh Puri, welcomed by Ambassador of India to the Russian Federation H.E. Vinay Kumar," the statement by the Indian Embassy in Moscow said in a post on X.

The delegation led by Kanimozhi comprises of Samajwadi Party MP Rajeev Rai, BJP MP Captain Brijesh Chowta (Retd.); RJD MP Prem Chand Gupta, AAP MP Ashok Kumar Mittal, and former Ambassador of India to the EU, Belgium, Luxembourg and Nepal; Former Deputy Permanent Representative of India to the UN, Ambassador Manjeev Singh Puri.

The Kanimozhi-led multi-party delegation will visit Spain, Greece, Slovenia, and Latvia in the later phases of their visit.

Corporate Communications Directorate

BUSINESS LINE

DELHI

25 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

"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 LINE

DELHI

25 MAY 2025

India extends airspace 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 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 23, a day after the Pahalgam attack, India announced a raft of punitive measures against Pakistan, including suspension of the Indus Waters Treaty, shutting down of the only operational land border crossing at Attari and downgrading of diplomatic ties in view of cross-border links to the massacre.

बंगलुरु से दिल्ली जा रही फ्लाइट में तकनीकी खामी, जयपुर एयरपोर्ट पर इमरजेंसी लैंडिंग

जयपुर | एयरपोर्ट पर अचानक एक फ्लाइट की इमरजेंसी लैंडिंग की सूचना से हड़कंप मच गया। मामला बंगलुरु से दिल्ली जा रही एयर इंडिया एक्सप्रेस फ्लाइट का है। शुक्रवार सुबह बंगलुरु से दिल्ली जा रही एयर इंडिया की फ्लाइट संख्या आईएक्स-1116 की सुबह 9 बजे एयरपोर्ट पर इमरजेंसी लैंडिंग करवाई गई। इसके बाद विमान की आधे घंटे तक जांच की गई। एयरपोर्ट से मिली जानकारी के फ्लाइट बंगलुरु से ही करीब 1:30 घंटे की देरी से चली थी। जिसमें करीब 190 यात्री मौजूद थे। फ्लाइट के दिल्ली पहुंचने से पायलट को तकनीकी खराबी का पता चला। इसकी सूचना तुरंत जयपुर एयरपोर्ट के एटीसी को दी और उतारने की अनुमति मांगी। इस पर फ्लाइट की जयपुर एयरपोर्ट पर सुरक्षित लैंडिंग कराई गई। ग्राउंड टेक्निकल टीम ने फ्लाइट को उड़ान के लिए अनफिट माना। यात्रियों को बस-टैक्सी से दिल्ली खाना किया।

इससे पहले भी चंडीगढ़ व चेन्नई की फ्लाइट की हुई थी इमरजेंसी लैंडिंग



2 मई को जयपुर से चंडीगढ़ जाने वाली इंडिगो एयरलाइंस की फ्लाइट 6ई-7742 की इमरजेंसी लैंडिंग हुई थी। फ्लाइट ने 2 मई को सुबह 5:50 बजे निर्धारित शेड्यूल पर जयपुर से उड़ान भरी थी। इसे लगभग 7 बजे चंडीगढ़ पहुंचना था, लेकिन लैंडिंग से लगभग 15 मिनट पहले फ्लाइट के एक इंजन में अचानक फ्लेम आउट (इंजन जलना बंद) की समस्या हो गई थी। वहीं इससे पहले 30 मार्च को स्पाइसजेट एयरलाइंस की जयपुर से चेन्नई गई फ्लाइट की भी इमरजेंसी लैंडिंग करवाई गई थी।



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DANIK BHASKAR

JAIPUR

24 MAY 2025

जयपुर-पुणे ऐनवक्त पर रद्द, यात्री परेशान होते रहे

जयपुर | एयरपोर्ट पर शुक्रवार को एक बार फिर एयरलाइंस की लापरवाही के चलते यात्रियों को परेशानी का सामना करना पड़ा। जयपुर-पुणे की फ्लाइट को बिना पूर्व सूचना के ऐनवक्त रद्द कर दिया गया। इस कारण अल सुबह 3 बजे एयरपोर्ट पहुंचे यात्रियों को परेशान होना पड़ा। मामला स्पाइसजेट की फ्लाइट संख्या एसजी-1077 का है। फ्लाइट जयपुर से सुबह 5:05 बजे पुणे जाती है, लेकिन एयरलाइंस ने ऐनवक्त पर रद्द कर दिया। करीब 60 से अधिक यात्री अल सुबह करीब 3 बजे एयरपोर्ट पहुंच गए, जो परेशान होते रहे।

उधर, जयपुर से बेंगलुरु जाने वाली इंडिगो की फ्लाइट भी 1:40 घंटे की देरी से खाना हुई। फ्लाइट 6ई-498 सुबह 9:05 बजे खाना होती है, जो 10:45 बजे खाना हुई।

HAILSTORM-HIT INDIGO FLIGHT DENIED ENTRY TO PAK AIRSPACE

The aircraft encountered autopilot failure, stall warnings, and rapid descent up to 8,500 feet per minute, according to a DGCA probe

TDG NETWORK / AGENCIES
NEW DELHI

The Directorate General of Civil Aviation (DGCA) on Friday confirmed that an IndiGo flight from Delhi to Srinagar that was caught in a hailstorm on Wednesday was denied entry into Pakistani airspace which was sought by the pilot to avoid turbulence.

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.

The incident of the aircraft encountering turbulence is being probed by the DGCA.



PHOTO: X@ WEATHER MONITOR

On Wednesday, IndiGo's A321 neo aircraft operating flight 6E 2142 encountered 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, the crew contacted Lahore to enter into their airspace to avoid the weather but the same was refused too," DGCA said.

light pilot's request to use the Pakistan airspace to avoid turbulence.

Indian Air Force (IAF) sources said the Northern Area Control advised the IndiGo crew within the frame of the NOTAM, ensuring safety of aircraft and passengers.

Pakistan civil aviation authorities have issued the NOTAM (Notice to Airmen) shutting the country's airspace for Indian aircraft.

The sources said the

'West supported military regime in Pakistan'

AGENCIES
NEW DELHI

No one has supported the military regime and undermined democracy in Pakistan in so many ways as much as the West, External Affairs Minister S Jaishankar has said. He described the threat of terrorism as a major "collective challenge" facing the world alongside climate change and growing poverty.

In an interview to Danish daily Politiken, Jaishankar criticised Europe for backing Pakistan when it was under military dictatorship.

"Our borders have been



violated by Pakistan in Kashmir ever since our independence in 1947. And what have we seen in the eight decades since then," he asked.

"That large, democratic Europe, to use your own term, has stood side by side with military dictatorships in the region."

P3

IndiGo flight denied entry to Pak airspace

CONTINUED FROM P1

IndiGo 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 a safe-landing at Srinagar airfield

by giving control vectors and groundspeed readouts, the sources said.

According to the DGCA, the IndiGo flight crew initially attempted to return 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.

While in a thunderstorm cloud, the regulator 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' re-

fers to an emergency situation. The regulator 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.

On Thursday, IndiGo, in a statement, said the aircraft was undergoing necessary inspection and maintenance in Srinagar and will resume operations once all clearances have been secured.



Corporate Communications Directorate

DECCAN HEROLD

BANGLORE

24 MAY 2025

British Airways flight returns due to technical glitch

BENGALURU, DHNS: A British Airways flight en route to London returned to Bengaluru nearly two hours after departure due to a technical glitch on Friday morning.

Flight BA 118, which departed from Bengaluru at 7.40 am on Friday, returned after experiencing a technical glitch near the Abu Dhabi airspace, Bengaluru airport sources told *DH*. "The details of the glitch were not specified by the airlines," they said.

The flight, a Boeing 777, supposed to depart at 6.45 am, was delayed by an hour.

Satish Medapati (Smedapati), a passenger onboard, posted on X: "BA118 BLR-LON this morn-

ing returned to BLR after a few hours. We are still in the plane, but no valid information other than saying they have no info. Hope to get onto the skies soon ." British Airways responded to the query, acknowledging the disruption in service and offering to assist with the booking. The flight later departed to Heathrow Airport, London, around 2.30 pm.

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Corporate Communications Directorate

DECCAN HEROLD

BANGLORE

24 MAY 2025

IAF confirms Pak didn't allow IndiGo to use airspace

KALYAN RAY
NEW DELHI, DHNS

The Indian Air Force on Friday confirmed that the ill-fated Delhi-Srinagar IndiGo flight was refused permission to alter its course and move towards the western border because of a notice from Pakistan declaring its airspace unavailable for Indian aircraft. Deccan Herald had reported on Thursday that the aircraft

had to do an emergency landing after Pakistan denied permission to use its airspace.

Sources said the IAF provided the contact frequency of Lahore airport for "overflight weather diversion request", but such a request was denied by Pakistan.

Left with few options, the pilots decided to fly into the storm and encountered a "hailstorm and severe turbulence", but managed to land the aircraft with over 220 people onboard

at Srinagar with a broken nose.

At one point in time, the aircraft descended at a rate of 8500 ft per minute, which is nearly three times the normal rate of descent.

Since New Delhi launched Operation Sindoor a month ago, Islamabad closed its airspace for Indian aircraft, and New Delhi reciprocated. On Friday, India extended the NOTAM (notice to airmen) by one more month (up to June 23), closing the airspace

for Pakistani aircraft.

On Wednesday, IndiGo's A321 Neo aircraft (6E-2142 Delhi-Srinagar flight) was cruising at an altitude of 36,000 ft when it faced a hailstorm near Pathankot.

"As per the crew, they requested Northern Control (IAF) for deviation towards the left (international border) due to weather. However, it was not approved," the Directorate General of Civil Aviation said.

Corporate Communications Directorate

DANIK JAGRAN

KANPUR

24 MAY 2025

वायुसेना ने 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।

डीजीसीए ने भी शुक्रवार को कहा कि लाहौर एटीसी से अनुरोध किया गया था मगर इस अनुरोध को पाकिस्तान ने खारिज कर दिया।



इंडिगो का क्षतिग्रस्त विमान • फाइल

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

पाकिस्तान के इन्कार के बाद भारतीय वायुसेना ने श्रीनगर तक उड़ान को सुरक्षित उतारने में की सहायता

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 नोटम 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।

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।



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DANIK NAVJOYTI

JAIPUR

24 MAY 2025

फ्लाइट में तकनीकी खराबी, जयपुर में इमरजेंसी लैंडिंग

नवज्योति, जयपुर। बेंगलुरु से दिल्ली जा रही फ्लाइट में सफर कर रहे यात्रियों में उस समय हड़कंप मच गया, जब उड़ते विमान में तकनीकी खराबी हो गई। इसके बाद विमान को जयपुर एयरपोर्ट पर इमरजेंसी लैंडिंग कराई गई। मामला इंडिया एक्सप्रेस को शुक्रवार को बेंगलुरु से दिल्ली जा रही फ्लाइट का है। रास्ते में पावलट को विमान में तकनीकी खराबी का पता चला। इसके बाद पावलट ने जयपुर एयरपोर्ट की एटीसी से विमान की इमरजेंसी लैंडिंग की अनुमति मांगी। अनुमति मिलने पर विमान की सुरक्षित लैंडिंग कराई गई। जहां सभी यात्रियों को विमान से सकुशल बाहर निकाला गया। यात्रियों को सड़क मार्ग से दिल्ली भेजने की व्यवस्था की गई है।



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DANIK NAVJOYTI

JAIPUR

24 MAY 2025

जयपुर से पुणे जाने वाली फ्लाइट रद्द

नवज्योति, जयपुर। जयपुर एयरपोर्ट से पुणे जाने वाली फ्लाइट को संचालन शुक्रवार को रद्द रखा। इसके चलते यात्रियों को परेशानी का सामना करना पड़ा। स्पाइसजेट की फ्लाइट जयपुर से सुबह 5.05 बजे पुणे के लिए रवाना होती है। यह फ्लाइट शुक्रवार को संचालन कारणों के चलते रद्द रही। यात्रियों का कहना है कि एयरलाइंस की ओर से उन्हें किसी तरह का मैसेज मिला और न ही कोई सूचना दी गई, जिससे वे तय समय पर एयरपोर्ट पहुंच गए। वहाँ पहुंचने के बाद उन्हें फ्लाइट रद्द होने की जानकारी मिली। जयपुर से बेंगलुरु जाने वाली फ्लाइट लेट: जयपुर एयरपोर्ट से बेंगलुरु जाने वाली इंडिगो की फ्लाइट शुक्रवार को देरी से रवाना हुई। यह फ्लाइट जयपुर से सुबह 9.05 बजे बेंगलुरु जाती है। शुक्रवार को यह फ्लाइट सुबह 10.45 बजे रवाना हुई।

AIR TURBULENCE | Shiv Sena has given a 10-day ultimatum to IndiGo to terminate their wet-lease deal with Turkish Airlines

After Celebi, Sena wants to snip Turkish Airlines' wings

Dhairya Gajara

MUMBAI

After its movement led to the termination of Turkish company Celebi's airport ground handling contracts, the Shiv Sena has now given a 10-day ultimatum to IndiGo to terminate their wet-lease agreement with Turkish Airlines. The party has also demanded the ministry of civil aviation (MoCA) to change the wet-leasing provisions to prevent aviation crew from diplomatically hostile nations from operating regularly on Indian routes.

It has also demanded that foreign crews or foreign-flagged aircraft should not be allowed to regularly operate on Indian routes.

IndiGo entered into a wet-lease agreement with Turkish Airlines in 2023, under which it was provided with two planes with pilots and crew by the latter to operate flights from New Delhi and Mumbai to Istanbul. The agreement is due for renewal on May 31.



Both the airlines also entered into a codeshare partnership, which allows both airlines to sell seats on flights operated by another.

The Shiv Sena has written to IndiGo's chief executive officer, station manager at Mumbai Airport and the MoCA expressing concerns regarding the lease agreement. A delegation led by Andheri East MLA Murji Patel and Shiv Sena leader Kunal Sarmalkar, who is also the general secretary of Airport Aviation Employees Union, visited the Terminal-1 of Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA) to meet the airline's station manager and mark their protest.

Objections were raised

against the foreign crew's routine access to Indian passengers, airport facilities and sensitive operational data. Shiv Sena has alleged that the lease agreement gives commercial and operational advantage to a foreign airline while it undermines domestic aviation operators and India's aviation autonomy.

Patel, who was the first to demand termination of Celebi's contract, said, "This arrangement, in the current geopolitical context, is alarming and unacceptable. The Turkish government has openly expressed diplomatic and political support for Pakistan, especially during recent hostile exchanges between India and Pakistan. Continuing to allow Turkish

IN BRIEF

1 The party has demanded that the ministry of civil aviation changes the wet-leasing provisions to prevent aviation crew from diplomatically hostile nations from operating regularly on Indian routes

2 The party has demanded that foreign crews or foreign-flagged aircraft should not be allowed to regularly operate on Indian routes

3 The IndiGo-Turkish Airlines agreement is due for renewal on May 31

nationals and Turkish-registered aircraft to operate within Indian airspace and at Indian airports directly contradicts the spirit of national security and sovereignty."

Corporate Communications Directorate

GREATER KESRMR

SRINAGAR

24 MAY 2025

IndiGo Srinagar flight crew's request to enter Pak airspace to avoid turbulence was rejected: DGCA

Press Trust of India
New Delhi, May 23

Aviation watchdog DGCA on Friday said the crew of the IndiGo flight from the national capital to Srinagar on Wednesday had sought permission to enter Pakistan airspace to avoid turbulence but the request was rejected.

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.

The incident of the aircraft encountering turbulence is being probed by the DGCA.

On Wednesday, IndiGo's A321 neo aircraft operating flight 6E 2142 encountered 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, the crew contacted Lahore to enter into their airspace to avoid the weather but the same was refused too," DGCA said.

The DGCA statement confirms PTI report of May 22 that the Lahore ATC had rejected the flight pilot's request to use the Pakistan airspace to avoid turbulence.

Indian Air Force (IAF) sources said the Northern Area Control advised the IndiGo crew within the frame of the NOTAM, ensuring safety of aircraft and passengers.

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.

According to the DGCA, the IndiGo flight crew initially attempted to return 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.

While in a thunderstorm cloud, the regulator said warnings of Angle of Attack

fault, Alternate Law protection lost, backup Speedscale 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.

The regulator 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.

On Thursday, IndiGo, in a statement, said the aircraft was undergoing necessary inspection and maintenance in Srinagar and will resume operations once all clearances have been secured.

DGCA grounds IndiGo pilots of turbulent Delhi-Srinagar flight

Neha LM Tripathi

letters@hindustantimes.com

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 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



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

PTI

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.

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 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 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.



Corporate Communications Directorate

HINDUSTAN TIMES

PATNA

24 MAY 2025

INDIGO REQUEST TO ENTER PAK AIRSPACE WAS REJECTED: DGCA

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: The aviation regulator Directorate General of Civil Aviation (DGCA), on Friday said the crew of IndiGo flight from Delhi to Srinagar on Wednesday had sought permission to enter the Pakistan 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," a statement issued by the DGCA read. The DGCA confirmed that the pilot declared PAN PAN to Srinagar air traffic control (ATC).

In airline nomenclature, "pan-pan" is a call for help that is less critical than a "mayday" but still requires immediate attention and assistance from the authorities or other vessels/aircraft.

The incident of the aircraft encountering turbulence is being probed by the DGCA.

On Wednesday, IndiGo's A321 neo aircraft operating flight 6E 2142 encountered hailstorm and severe turbulence near Pathankot.



Corporate Communications Directorate

HINDUSTAN TIMES

PATNA

24 MAY 2025

FLIGHT'S REQUEST TO ENTER PAK AIRSPACE WAS REJECTED: DGCA

Press Trust of India

letters@hindustantimes.com

NEW DELHI: Aviation watchdog DGCA on Friday said the crew of the IndiGo flight from the national capital to Srinagar on Wednesday had sought permission to enter Pakistan airspace to avoid turbulence but the request was rejected.

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.

The incident of the aircraft encountering turbulence is being probed by the DGCA.

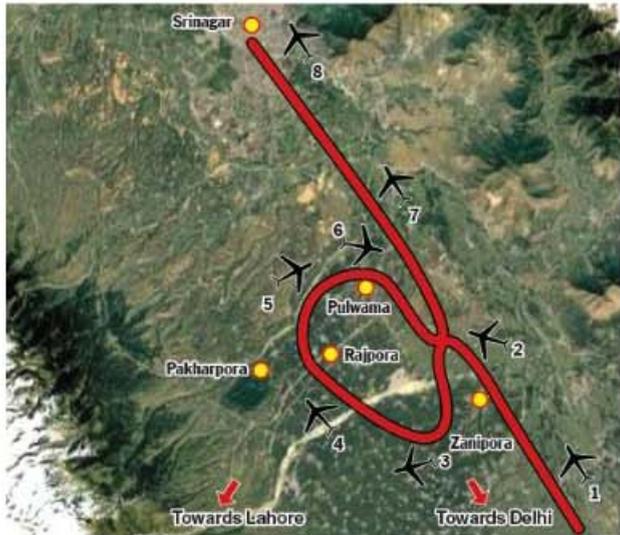
On Wednesday, IndiGo's A321 neo aircraft operating flight 6E 2142 encountered hailstorm and severe turbulence near Pathankot.

"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, the crew contacted Lahore to enter into their airspace to avoid the weather but the same was refused too," DGCA said.

According to DGCA, the crew attempted to return back but as they were close to the thunderstorm cloud, they decided to penetrate the weather.

FLIGHT

36,000ft above the ground, an airliner's horrific tryst with danger — a furious hailstorm and an averse enemy



Flightradar24 map shows the plane deviating from its path and moving in a circle to avoid extreme turbulence after crossing Pathankot



The cracked nose of the turbulence-hit Delhi-Srinagar flight on Wednesday. (PTI)



Passengers inside the flight on Wednesday. (PTI)

OUR BUREAU AND PTI

New Delhi: An IndiGo flight carrying 227 passengers including five Trinamool MPs from Delhi to Srinagar flew into a hailstorm on Wednesday, suffered severe jolts that triggered multiple warnings in the cockpit, plunged alarmingly and was denied a request for emergency passage through Pakistani airspace.

Flight 6E 2142 eventually landed safely at Srinagar with the pilots relying on manual flying skills. No injuries were reported but the aircraft's "nose radom" was damaged.

Whiplash weather wasn't the only hazard the passenger aircraft was careening through on its way to Srinagar. The flight could potentially have come close to triggering an international airspace incident at a time when the skies along the India-Pakistan frontier are wrought with hostility, and both have barred use of their airspace to each other's aircraft.

Other than being a commercial airport, Srinagar is also a sensitive forward air force base. Very close by is another Indian Air Force defence and assault facility at Awantpore.

At the time the troubled airliner was struggling through hostile weather (possibly in the proximity of Pathankot, which lies close to the Pakistan border and is approximately 45 minutes from Lahore), Amritsar and Jammu were possibly the closest airports. But the drift of the hurricane-grade winds probably squared them off the equation for the airliner.

"It was a near-death experience," NDTV quoted one of the MPs on board, Sagarika Ghose, as saying after landing. "People were screaming, praying, panicking. Hats off to the pilot who brought us through."

Sheikh Samiullah, a frequent flier, said he and other passengers were screaming and even the flight attendants were crying. *The New York Times* reported.

"They were calling their gods, we were calling our gods," Samiullah, 33, said of the passengers shouting prayers in Hindi and Arabic. "We thought it was our last flight; we thought we were going to die."

The plane jolted upwards and from side to side, and then plunged again over a period of five to six minutes, Samiullah said. He was sure the plane would crash into the mountains below or be struck by the lightning visible from the windows.

At one point, the Airbus A321 descended at the rate of 8,500fpm (feet per minute), far exceeding the typical 1,500-3,000fpm for a standard approach, NDTV reported.

The flight, which had taken off at 4.55pm, was hit by turbulence over Pathankot near the Pakistan border, at a point 90km from Jammu airport, 100km from Amritsar airport and 140km from Lahore, sources said.

CONTINUED ON PAGE 4 ►

A plane's tryst with danger

► FROM PAGE 1

A statement from civil aviation regulator DGCA said the crew initially attempted to turn back but as they were close to the thunderstorm cloud, they decided to penetrate the weather.

While the aircraft was passing through a thunderstorm cloud, the regulator said, warnings flashed in the cockpit about an Angle of Attack fault, lost Alternate Law protection, and unreliable backup speed scale.

"Due to updraft and downdraft... the autopilot tripped and aircraft speed had wide variations. As a result, Maximum Operating Speed/Maximum operating Mach warnings and repeated stall warnings were triggered," the DGCA said.

It said the crew requested the Indian Air Force "for deviation towards left (Pakistan border)... however, it was not approved... Later, the crew contacted Lahore to enter into their (Pakistan) airspace to avoid the weather but... was refused."

Later, "the crew declared 'PAN PAN' (an emergency situation) to Srinagar ATC... and made a safe landing", the DGCA said.

It said the matter was under investigation.

On Thursday, IndiGo said the aircraft was undergoing the necessary inspection and maintenance in Srinagar before being cleared for further operations.

Apart from Ghose, the Trinamool delegation on board included MPs Derek O'Brien, Nadimul Haque, Manas Bhunia and Mamata Thakur.

IAF clarifies

An IAF statement said that according to a Notam (Notice to Airmen), Pakistani airspace was not available for India-registered aircraft. Therefore, the IAF's Northern Area Control advised the IndiGo crew ac-



A soldier on patrol outside Srinagar airport on May 20 after flight services were fully restored. (PTI)

cordingly to ensure the safety of the aircraft and passengers.

(India and Pakistan have both extended their Notams till June 23. The earlier Notams were to expire on May 23.)

However, the IAF provided the IndiGo flight with "real-time assistance, including control vectors and ground-speed updates to guide the aircraft and ensure a safe landing", air force sources said.

An IAF official said that in normal times, India and Pakistan help ensure the safety of each other's civilian aircraft.

He recalled that in May 2023, a Pakistan International Airlines Boeing 777 from Muscat had crossed into Indian airspace after bad weather prevented a landing in Lahore. Under IAF monitoring, the plane flew over the city of Tarn Taran (Punjab) before re-entering Pakistani airspace and landing in Multan.

Questions

Sanjay Lazar, aviation expert and CEO of Avtalaz Consultants,

said the Lahore ATC's refusal of the IndiGo crew's request showed a "lack of empathy".

He, however, added: "India and Pakistan are at semi-war status and their airspaces are closed to each other's traffic. The question that arises is, did the IndiGo flight declare Mayday or Pan Pan?"

IndiGo has not answered this question yet.

Aviation experts were divided on the pilot's decision not to choose an alternative airport for landing.

The ALPA India president, Captain Sam Thomas, said the pilot had shown confidence and taken a wise decision in continuing to fly to Srinagar. He said the damage to the flight's nose would have had little impact.

But the CEO of Martin Consulting, Mark D. Martin, asked why the flight hadn't diverted to Amritsar or Chandigarh instead of entering the bad weather.

"Srinagar is aggressive terrain and with bad weather,

flying into a CB (cumulonimbus) thunderstorm cloud was the riskiest gamble to take," he said.

"The action by the crew was reckless. Thank heavens, luck was on (their) side."

Cockpit warnings

An NDTV report explained that an Angle of Attack sensor fault, possibly from hail or ice, can disrupt the stall warning system, which alerts pilots with lights, sounds or vibrations when the wing's angle to the airflow risks a stall, causing the plane to lose lift and control.

Alternate Law is a degraded flight control mode in Airbus fly-by-wire systems where certain automated protections, like stall and overspeed safeguards, are disabled, requiring more direct pilot control, NDTV explained.

Unreliable airspeed readings, likely from blocked pitot tubes (which measure airspeed), triggered repeated stall and maximum speed warnings, it added.



Corporate Communications Directorate

TIMES OF INDIA

AHMEDABAD

24 MAY 2025

IAF helped IndiGo plane land safely in J&K after Pak snub

Saurabh.Sinha
@timesofindia.com

New Delhi: When IndiGo's Delhi-Srinagar flight of May 21 flew into severe turbulence and a hailstorm near Pathankot, they first tried to steer clear of the bad weather but were not allowed to do so by Lahore ATC. They then considered returning to Delhi before deciding to continue to Srinagar, safely manoeuvring through challenging operating circumstances before safely landing the plane with 220 people.

"Once Lahore refused overflight clearance, and the aircraft proceeded towards Srinagar, the flight was subsequently professionally assisted," IAF sources said.

"The flight was subsequently professionally assisted till a safe-landing at Srinagar airfield by giving control vectors and groundspeed readouts," Indian Air Force sources said.

During this time, the pilots of IndiGo flight ((6E-2142) got multiple warnings — like maximum operating speed and angle of at-

tack fault — for the Airbus A321neo (VT-IMD). They flew the aircraft manually (without autopilot) till they exited the hailstorm and declared an urgency situation. The aircraft touched down at Srinagar with everyone safe. But the plane's nosecone (radome) was damaged while flying through the hailstorm.

The Directorate General of Civil Aviation, which is probing the incident, said in a statement Friday that the aircraft flew into the hailstorm while cruising at 36,000 feet. "As per crew statement, they requested IAF Northern Control for deviating left towards the international border due to weather on the route. However, it was not approved. Later crew contacted Lahore (air traffic control) to enter their airspace to avoid the weather but the same was also refused. Crew initially attempted to return (to Delhi) but as they were close to the thunderstorm cloud, they decided to penetrate the weather," the DGCA said.

Full report on www.toi.in



Corporate Communications Directorate

TIMES OF INDIA

CHENNAI

24 MAY 2025

Sudden rain forces diversion of three flights to Bengaluru

TIMES NEWS NETWORK

Chennai: Air traffic at Chennai airport was briefly disrupted on Friday night as a sudden downpour accompanied by strong winds forced the diversion of three incoming flights to Bengaluru.

Among the diverted flights was an IndiGo service operating from Hyderabad to Chennai, which was scheduled to land at 8.15 pm.

The aircraft was redirected to Kempegowda International Airport in Bengaluru.

An Air India Express flight, also from Hyderabad

and expected to arrive in Chennai at 9.05 pm, was similarly diverted.

A third flight, an IndiGo service originating from Ranchi and scheduled to land in Chennai at 9.15 pm, was also unable to touch down and had to proceed to Bengaluru instead.

All diverted flights landed safely in Bengaluru, and operations in Chennai resumed after the rain receded.

The unexpected spell of bad weather led to temporary operational challenges forcing the diversions, said airport authorities



Corporate Communications Directorate

TRIBUNE

DELHI

25 MAY 2025

Close window shades near defence airfields: DGCA

NEW DELHI, MAY 24

Amid growing concerns over aviation security near India's western border, the Directorate General of Civil Aviation (DGCA) has issued a fresh set of directives aimed at enhancing operational safety at sensitive defence airfields.

Under the new directives, all passenger window shades, except those at emergency exits, must remain closed during the critical phases of flight. This includes the duration from takeoff until the aircraft crosses 10,000 feet, and during descent from that altitude until the plane reaches its designated parking bay at a civilian terminal.

A comprehensive ban on aerial and ground photography and videography has also been enforced at defence airfields. Passengers are now prohibited from capturing images or videos at any point during their travel, including inside airport terminals, in vehicles ferrying them to or from the aircraft, outside the aircraft, during taxiing, push-back, takeoff, landing and while flying below 10,000 feet.

The DGCA has directed all airlines and operators to ensure passengers are not only informed but regularly reminded of these restrictions, especially when flying near military bases. — TNS