

Raxaul airport in Bihar next in line for commercial flights

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PATNA: After Purnia airport comes into operation in September, Bihar's Raxaul in East Champaran district is next in the pipeline to be developed as a civilian aerodrome for commercial flights, said senior government officials on Wednesday.

"The Bihar government has approved 137 acres of additional land and also sanctioned an estimated Rs 209 crore (approx) for land acquisition to develop the Raxaul airport for commercial operations," said chief secretary Amrit Lal Meena while talking to the Hindustan Times.

Land acquisition work is presently underway for the Raxaul airport and is expected to be completed in the next six months, said Meena.

The Raxaul airport is operated by the Airports Authority of India (AAI) but is not in use for commercial flights.

The AAI has conducted a pre-feasibility study to upgrade the airport to handle ATR-72 aircraft.

The Raxaul airport has been included in the Regional Connectivity Scheme (RCS)-UDAN (Ude Desh ka Aam Nagrik), which aims to improve air connectivity to underserved airports.

Six small airports in the state, including Madhubani, Saharsa, Birpur (Supaul), Valmikinagar (West Champaran), Munger and Muzaffarpur, are also being developed under the



Raxaul Airport in Bihar's East Champaran district.

FILE PHOTO

RCS.

A letter of intent (LoI) has been issued to Spirit Air LLP, the airline selected by the AAI to operate on these routes. Spirit Air will start flights on various regional routes connecting these airports to Bihta airport in Patna and Varanasi, said officials.

"Besides facilitating transportation, air connectivity on these routes is expected to accelerate economic, social and tourism development in these areas. Raxaul is also of strategic importance as it borders Nepal," said Kumud Ranjan of Mamta Travels, an International Air Transport Association (IATA)-approved travel

agent in Patna.

As part of boosting its infrastructure, Bihar has been focussing to develop the aviation sector by constructing new airports and reducing taxes on aviation turbine fuel (ATF).

The state recently reduced value added tax (VAT) on ATF from 29% to 4%, boosting ATF sales by 44% in May and 134% in June as compared to the corresponding months last year, said officials.

Commercial flights from the Purnia air force base are expected to begin from September, as work on the interim terminal building is going on in full scale, with the government trying to complete its construc-

tion by August. Purnia is likely to get connectivity with Delhi, Mumbai and Bengaluru, as discussions between airline operators and the Airports Authority of India (AAI) is at an advanced stage.

Work on developing terminal buildings at Bihta and Purnia are in full swing. The launch of the interim terminal building at Purnia and the foundation stone laying ceremony for the construction of a permanent terminal building are expected in August. The Bihta civil enclave, however, is expected to be ready by March 2027. Patna will then have two airports within a distance of 30 kms.

At present, Bihar has three commercial airports - Patna, Gaya and Darbhanga - for commercial flights.

The state government has also approved acquisition of 90 acres of additional land for the Darbhanga airport to extend its runway length and install navigational aids to facilitate night landing facilities by November this year.

The Bihar government has announced plans to develop 15 airports, a significant increase from the current three, to boost air connectivity in the state at an estimated cost of ₹11,500 lakh, according to the budget presented in the assembly on March 3.

The Centre, in its Union budget on February 1, had granted in principle approval to three greenfield airport projects at Rajgir, Bhagalpur and Sonapur in Bihar's Saran district.



Corporate Communications Directorate

DAINIK NAVJYOTI

JAIPUR

23 JULY 2025

नागपुर एयरपोर्ट को बम से उड़ाने की धमकी

एजेन्सी/नागपुर। महाराष्ट्र में नागपुर के डॉ. बाबासाहेब अंबेडकर अंतर्राष्ट्रीय हवाई अड्डे को मंगलवार को ईमेल के जरिए बम से उड़ाने की धमकी मिली, जिसके बाद सुरक्षा एजेंसियों और स्थानीय पुलिस ने तुरंत हरकत में आई। सूत्रों के अनुसार यह ईमेल सुबह लगभग साढ़े सात बजे मिला, जिसमें दावा किया गया था कि हवाई अड्डे के टर्मिनल में एक सिगरेट के पैकेट के अंदर शक्तिशाली विस्फोटक उपकरण (आईईडी) छिपाया गया है।



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

24 JULY 2025

Celebi out of MIAL tender process

Urvi Mahajani

MUMBAI

In a relief for Mumbai International Airport Limited (MIAL), the Bombay High Court on Wednesday permitted the company to finalise tenders for ground and bridge handling services following the termination of Turkish firm Celebi's contract.

Justice Somasekhara Sundaresan set aside an earlier interim order from May that had restrained MIAL from finalising the tender, based on a plea by Celebi.

The judge noted that continuing the interim protection was untenable, as the Delhi High Court had dismissed Celebi's petition earlier this month against a similar contract termination at Delhi airport and the revocation of its security clearance.

"It is now clear that holding up the decision to find a replacement is neither possible nor tenable. Continuation of the ad-interim order is no longer reasonable and, hence, stands vacated," the court stated.

► **Contd on | nation**

Celebi out of MIAL...

It further observed that, following the revocation of Celebi's security clearance, all employees and equipment of the petitioner firm had been transferred to another company, Indo Thai Airport Services Ltd, which is now handling ground and bridge mounting services at Mumbai airport.

"The petitioner firm has lost all physical access to the airport," the court remarked.

Noting that conciliation efforts are underway between the parties as per the contract agreement, the High Court disposed of the petitions filed by Celebi.

On May 26, the court had restrained MIAL from finalising tenders issued on May 17 to appoint a new agency to take over Celebi's ground and bridge handling services. Celebi had approached the Bombay High Court after the Bureau of Civil Aviation Security (BCAS), under the Ministry of Civil Aviation, revoked its security clearance, leading to MIAL's termination of its contracts.

Celebi Nas Airport Services India Pvt Ltd, in which the Turkish parent company Celebi Aviation holds a 50% stake, filed three petitions challenging the revocation of its security clearance and the termination of the Ground Handling Services Concession Agreement and Bridge Mounted Equipment Service Agreement. The company described the revocation as "arbitrary and illegal" and sought a stay on, and annulment of, the Centre's decision.

The security clearance was revoked on grounds of "national security" amid heightened diplomatic tensions between India and Turkey, particularly over Turkey's statements in support of Pakistan. This fallout has impacted Celebi's operations across several major Indian airports.

The Delhi High Court, while dismissing Celebi's plea against the revocation of its security clearance, noted that "compelling national security considerations" and "impelling geopolitical considerations" had driven the Centre's decision to revoke the clearance.

Celebi's petition challenging the revocation of its security clearance is pending before a division bench of the Bombay High Court and is likely to be taken up for hearing on Thursday.



Corporate Communications Directorate

THE HINDUSTAN TIMES DELHI 25 JULY 2025

CELEBI MOVES DIVISION BENCH OF DELHI HC AGAINST REVOCATION OF SECURITY NOD

Shruti Kakkar

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NEW DELHI: Turkish ground handling firm Celebi Airport Services has moved the division bench of the Delhi high court, challenging a single judge's order upholding the Centre's decision to revoke its security clearance.

A bench of justice Sachin Datta, on July 7, dismissed the Turkish firm's petition against Bureau of Civil Aviation Security's (BCAS) May 15 decision, ruling that the action was taken on the basis of compelling national security and geopolitical considerations.

Backing the BCAS, the court noted that the move was necessary to preclude potential espionage, misuse of Celebi's logistical capabilities and threats to civil aviation infrastructure and the agency acted within its powers.

The judge had also held that it was not imperative for the Centre to follow the principles of natural justice in situations where national security is at stake. BCAS's decision came amid rising diplomatic and military tensions between India and Turkey, with concern raised over the latter's ties with Pakistan and its support to Islamabad after the terror attack in Pahalgam in April and during Operation Sindoor launched by Indian forces subsequently.

Celebi's plea, likely to be listed next week, painted a picture that the BCAS's decision to cancel its security clearance was in teeth of Rule 12 of the of the Civil Aviation Security Rules, which mandates the director general to hear an entity before revoking its security clearance and the DG had no authority to take a call without granting an opportunity of being heard.

It went on to add that the decision to revoke its clearance by merely citing national security, in the absence of any justification, was "vague" and "unsustainable in law".



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HINDUSTAN TIMES

MUMBAI

24 JULY 2025

HC relief for MIAL over Celebi replacement

Prateem Rohanekar

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MUMBAI: The Bombay High Court on Wednesday lifted its interim order that had restrained Mumbai International Airport Ltd (MIAL) from finalising tenders for ground and bridge handling services, clearing the way for a new service provider to be appointed following the termination of Turkish firm Celebi NAS Airport Services' contract.

Justice Somasekhar Sundaresan, who heard the matter, observed that the interim protection granted to Celebi in May could no longer be sustained—particularly in light of the Delhi High Court's recent dismissal of a similar challenge by the firm against the termination of its contract at Delhi airport and the

revocation of its security clearance. The Bureau of Civil Aviation Security (BCAS) had revoked Celebi's security clearance earlier this year after Turkey publicly backed Pakistan during Operation Sindoor, the military offensive launched by Indian forces on May 7, 2025. Airports across the country subsequently scrapped contracts with the Turkish ground-handling firm, citing national security concerns.

Celebi had approached the Bombay High Court contesting the cancellation of its security clearance and the consequent termination of its Mumbai contract. While the court has now vacated the interim relief it granted in May, a separate plea challenging the security clearance revocation remains pending before a division bench. That

matter is scheduled to be heard on July 24.

"The continuation of the ad-interim order is no longer feasible or justified. Holding up the process of appointing a replacement is neither possible nor tenable. Hence, the interim order stands vacated," the court said in its order. The court also noted that since the revocation of Celebi's security clearance, its staff and equipment at Mumbai airport have been taken over by Indo Thai Airport Services, which has assumed responsibility for all ground handling and bridge mounting operations.

On May 26, HC's vacation bench restrained MIAL from finalising tenders issued on May 17 to select a new ground-handling agency. With Wednesday's ruling, that bar no longer applies.



Corporate Communications Directorate

HINDUSTAN TIMES

PATNA

24 JULY 2025

Airport firm GMR considers rupee-bond sale of \$579 million

Bloomberg

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GMR Airports Ltd is considering a ₹5,000 crore (\$579 million) local-currency bond sale, according to people familiar with the matter, in what could be a record rupee issuance for India's second-largest private airport operator.

The New Delhi-based company is considering to raise the funds through a note due in 18-months to three years and will use the proceeds to refinance existing debt, one of the people said, asking not to be identified as the details are private. The firm may aim to price the securities at about 10.5%, the person said.

A representative for GMR Airports didn't respond to an email seeking comments.

The *Economic Times* earlier



The firm may aim to price the securities at about 10.5%. MINT

reported the company is looking to raise ₹5,700 crore.

The company is planning to tap the market as a cumulative 100-basis-point reduction by the central bank this year brings down borrowing costs. The fundraising underscores growth prospects for India's aviation sector and comes at a time when GMR is looking to

expand its footprint in the country.

GMR, along with the country's largest airport operator Adani Airport Holdings Ltd, is expected to be among the top contenders as the government looks to privatize 11 airports. If the deal goes through, it will be GMR's largest-ever rupee offering, according to data compiled by *Bloomberg*. It has three local-currency bonds amounting to ₹5,000 crore maturing next year.

Care Ratings last month upgraded GMR Airports' loans and bonds to A from BBB+ and expects the firm's business to be supported by favorable outlook for the airport sector. GMR's unit Delhi International Airport Ltd. is also planning to issue 10 billion rupees worth of bonds, according to people familiar with the matter.



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THE TIMES OF INDIA

AHMEDABAD

24 JULY 2025

Bomb threat at airport: Plaint filed

Ahmedabad: A day after the Sardar Vallabhbhai Patel International (SVPI) airport received a hoax bomb threat targeting Terminal 1, Airport police have registered a complaint of criminal intimidation against an unidentified person.

The Airports Authority of India received the threat via email on Tuesday morning. "The message not only alleged the presence of an explosive device within T1 building but also named certain individuals purportedly linked to the threat," the complaint filed by Amitkumar Aryan, engineering manager and security in-charge at the airport, said. He stated the threat was issued purportedly due to authorities' inaction against some politicians from south India.

Aryan stated he was out of the city for official work when he received information about the threat. When he returned on Wednesday, he was told that "at 10.45am, the bomb threat email was declared non-credible, and no suspicious or criminal items were found at the airport upon thorough checking by all security agencies."

"Based on the information received, we were instructed to file a police complaint today," he stated. TNN



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THE TIMES OF INDIA

CHENNAI

24 JULY 2025

HC lifts stay, Mumbai airport operator can pick Turkiye co arm's replacement

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Mumbai: In a relief for Mumbai International Airport Limited (MIAL), Bombay HC on Wednesday lifted its interim stay on finalising tenders to replace an Indian subsidiary of Celebi, a Turkiye-based airport ground handling services major. Citing national security concerns, Bureau of Civil Aviation Safety (BCAS) had in May revoked Celebi's clearance amid backlash over Turkiye's support for Pakistan during hostilities.

The firm moved HC seeking suspension and annulment of the cancellation of its security clearance. A sim-

ilar plea was moved in Delhi HC, which eventually ruled against the firm.

In May, HC restrained the Adani-led MIAL from making a final decision on bids invited that month to replace Celebi's Indian arm for ground and bridge handling services. This interim relief continued till Wednesday, but with the stay lifted, the order paves the way for MIAL to proceed with finalising new ground service handlers.

HC, after hearing senior counsel Vikram Nankani for MIAL and Chetan Kapadia for Celebi, observed that with Delhi HC upholding the revocation, preventing MIAL from finalising Cele-

bi's replacement would no longer be tenable. The company worked for nearly a decade and said its equipment was on the ground. Justice Somasekhar Sundareshan dismissed Celebi's arbitration plea and said claims, if any, can be pursued separately. The company filed two petitions for the two contracts to also challenge the consequential termination of its contract.

The revocation order, enforced with immediate effect, meant airlines that had given ground handling contracts to Celebi would face flight delays. Govt worked with airport operators and appointed ground handling companies on an interim basis.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

24 JULY 2025

HC lifts stay, MIAL can pick Turkiye co arm's replacement

Celebi's Security Clearance Was Revoked In May After Pak Hostilities

Swati.Deshpande
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The firm moved HC seeking suspension and annulment of the security clearance's cancellation. A similar plea was moved in Delhi HC, which ruled against the firm.

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sel Vikram Nankani for MIAL and Chetan Kapadia for Celebi, HC observed that with Delhi HC upholding the revocation, preventing MIAL from finalising Celebi's replacement would no longer be tenable. The firm worked for nearly a decade and said its equipment was on the ground. Justice Somasekhar Sundaresan dismissed Celebi's arbitration plea and said claims, if any, can be pursued separately. The firm filed two petitions for two contracts to also challenge the consequential termination.

The revocation order me-

ant airlines that had given ground handling contracts to Celebi would face flight delays. Ground handling companies carry out security-sensitive jobs like loading and unloading of bags, cargo, cleaning aircraft, fuelling and passenger check-in. 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 operating at nine airports across India—was appointed within 24 hours of the BCAS order.



Corporate Communications Directorate

THE ASIAN AGE

DELHI

24 JULY 2025

GMR AIRPORTS TO RAISE ₹5,000-CR VIA BOND SALE

New Delhi, July 23: GMR Airports is considering a ₹5,000 crore (\$579 million) in Indian currency bond sale, according to people familiar with the matter, in what could be a record rupee issuance for India's second-largest private airport operator.

The New Delhi-based company is considering to raise the funds through a note due in 18-months to three years and will use the proceeds to refinance existing debt, one of the people said, asking not to be identified as the details are private.

The company is planning to tap the market as a cumulative 100-basis-point reduction by central bank this year brings down borrowing costs.

Care Ratings last month upgraded GMR Airports' loans and bonds to A from BBB+ and expects the firm's business to be supported by favorable outlook for the airport sector.

GMR's unit Delhi International Airport is also planning to issue ₹1,000 crore worth of bonds. — *Bloomberg*



Corporate Communications Directorate

AMAR UJALA

DELHI

25 JULY 2025

तकनीकी खराबी आने से विमान का टेकऑफ रद्द

नई दिल्ली। नई दिल्ली से मुंबई जाने वाली एयर इंडिया एक्सप्रेस की उड़ान संख्या आइएक्स 1163 में तकनीकी खराबी आने से विमान के टेकऑफ को रद्द करना पड़ा। विमान में सवार 160 यात्रियों की सुरक्षा को देखते हुए कॉकपिट क्रू ने यह निर्णय लिया। बाद में यात्रियों को दूसरे विमान से मुंबई भेजा गया।

उड़ान भरने से पहले पायलटों ने देखा कि कॉकपिट में उपकरणों की स्क्रीन में खराबी है। स्क्रीन टेकऑफ

नई दिल्ली से मुंबई के लिए थी उड़ान, विमान में 160 यात्री सवार थे

के दौरान विभिन्न तरह की गति दर्शाती है। खराबी पाए जाने पर पायलटों ने आईजीआई एयरपोर्ट के व्यस्त रनवे से टेकऑफ रोक दिया। एअर इंडिया एक्सप्रेस के प्रवक्ता ने बताया कि हमारे चालक दल ने मामूली तकनीकी समस्या के कारण टेकऑफ रद्द करने का निर्णय लिया जो हमारी मानक सुरक्षा प्रक्रियाओं के अनुरूप था। टेकऑफ रद्द करने के बाद सभी यात्रियों को विमान से सुरक्षित उतार लिया गया। उन्हें टर्मिनल पर लाने के बाद एयरलाइन ने वैकल्पिक विमान की व्यवस्था की। विमान देर रात तीन घंटे की देरी से 12:29 बजे मुंबई के लिए रवाना हुआ। एयर इंडिया एक्सप्रेस ने देरी के लिए खेद व्यक्त किया है। इससे पहले मंगलवार को भी दिल्ली से कोलकाता जाने वाली एयर इंडिया की उड़ान संख्या 2403 में तकनीकी खराबी आ गई थी। तब विमान को रनवे पर अचानक रोकना पड़ा। व्यूरो



Corporate Communications Directorate

AMAR UJALA

DELHI

25 JULY 2025

एयरलाइनों में 2,000 तकनीकी खामियों की सूचना डीजीसीए को दी

नई दिल्ली। नागरिक उड्डयन मंत्रालय में राज्य मंत्री मुरलीधर मोहोले ने बृहस्पतिवार को बताया कि 2021 से अब तक डीजीसीए को 2,000 से अधिक तकनीकी खामियों की सूचना दी गई है। इनमें से 183 तकनीकी समस्या की सूचना वर्ष 2025 में दी गई है।

कांग्रेस सांसद एंटो एंटनी, भाजपा के सुभाकर, कांग्रेस के अदूर प्रकाश और ज्योत्सना चरणदास महंत की ओर से 2021 से भारत में संचालित वाणिज्यिक एयरलाइनों में खामियों की

संख्या पर पूछे गए सवालों के जवाब में मोहोले ने यह जानकारी दी। एअर इंडिया और एअर इंडिया एक्सप्रेस ने कुल मिलाकर 85, जबकि इंडिगो और अकासा एयर ने क्रमशः 62 और 28 तकनीकी खराबियों की सूचना दी। स्पाइस जेट ने भी 8 तकनीकी खराबियों की सूचना दी। मोहोले ने लोकसभा को बताया कि नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने एअर इंडिया एक्सप्रेस के वरिष्ठ अधिकारियों के खिलाफ निर्देश का पालन करने पर दंडात्मक कार्रवाई की है। व्यूरो



Corporate Communications Directorate

AMAR UJALA

DELHI

25 JULY 2025

एअर इंडिया में कई खामियां, चार नोटिस

डीजीसीए ने चेताया...चालक दल ड्यूटी मानदंडों प्रशिक्षण और परिचालन प्रक्रियाओं का उल्लंघन

मुंबई। विमानन नियामक डीजीसीए ने एअर इंडिया को चालक दल के ड्यूटी मानदंडों, विश्राम, प्रशिक्षण नियमों और परिचालन प्रक्रियाओं से संबंधित विभिन्न उल्लंघनों को लेकर चेताते हुए चार कारण बताओ नोटिस जारी किए।

सूत्रों ने बृहस्पतिवार को बताया कि एयरलाइन के नियामक के समक्ष स्वेच्छक तौर पर कुछ खुलासे किए जाने के बाद डीजीसीए ने ये नोटिस दिए। एयरलाइन की ओर से 20 और 21 जून को नागरिक उड़्डयन महानिदेशालय (डीजीसीए) को किए गए खुलासे के आधार पर 23 जुलाई को कारण बताओ नोटिस जारी किए गए। एअर इंडिया के



प्रवक्ता ने एक बयान में कहा, हम निर्धारित समय सीमा के भीतर इन नोटिसों का जवाब देंगे। हम अपने चालक दल और यात्रियों की सुरक्षा के लिए प्रतिबद्ध हैं। तीन कारण बताओ नोटिस में कम से कम चार अल्ट्रा लॉन्ग हॉल उड़ानों के संबंध में चालक दल की ड्यूटी और विश्राम नियमों के उल्लंघन से संबंधित हैं। अल्ट्रा लॉन्ग हॉल उड़ानें 16 घंटे से अधिक समय

इन उड़ानों में हुआ ड्यूटी की अवधि व साप्ताहिक विश्राम नियमों का उल्लंघन...डीजीसीए ने एयरलाइन को एक कारण बताओ नोटिस 24 जून 2024 और 13 जून 2025 को संचालित उड़ानों के संबंध में फ्लाइट ड्यूटी अवधि और चालक दल के साप्ताहिक विश्राम नियमों के उल्लंघन के संबंध में जारी किया गया।

तक चलने वाली नॉन-स्टॉप उड़ानें हैं। इनमें से दो उड़ानें 27 अप्रैल को और एक-एक उड़ान 28 अप्रैल और 2 मई को संचालित की गई।

सूत्रों के अनुसार, कम से कम चार उड़ानों के संबंध में चालक दल के प्रशिक्षण और परिचालन प्रक्रिया का भी उल्लंघन किया गया, जिनमें 26 जुलाई 2024, 9 अक्टूबर 2024 और 22 अप्रैल 2025 को संचालित की गई उड़ानें शामिल हैं। व्यूरो



Corporate Communications Directorate

BUSINESS LINE

DELHI

24 JULY 2025

IndiGo's fleet insurance costs surge 10% amid recent accidents

Aneesh Phadnis
Mumbai

IndiGo's fleet insurance cost has increased with companies raising premium by around 10 per cent.

The rise comes in the backdrop of several aircraft accidents including the Air India Boeing 787 crash in Ahmedabad last month. This also comes amid growth in

its fleet and expansion of its network including Europe.

According to sources, IndiGo is estimated to have paid \$18-20 million in premium to renew the cover for its 400 plus aircraft fleet. The \$20 billion plus cover has been provided by New India Assurance as the lead insurer and Liberty Mutual as the lead re-insurer. The renewed policy will come into effect on July 28.

IndiGo and New India Assurance did not respond to an email query. Liberty Mutual declined comment.

Aircraft insurance policies cover damage to aircraft from safety incidents, accidents, war or terrorism. Airlines take separate cover for passenger liabilities and third party claims. Typically insurance companies in India retain 10-15 per cent of the exposure and reinsure

85-90 per per cent of the cover.

Sources say IndiGo has a clean safety record and minimal claims and this has helped the airline in securing competitive premium rates in the past. However, a recent spate of air accidents may have triggered the hike in premium.

In June, a London-bound Air India Boeing 787 crashed in Ahmedabad within

minutes of take-off. The Boeing 787 aircraft was insured for around \$120 million. While the hull loss will be settled for full, the entire liability for insurers is still to be ascertained.

FATAL ACCIDENTS

The Air India crash was preceded by fatal accidents in the US, Korea and Kazakhstan. Sources said that post Covid-19 pandemic aviation

insurance market has largely remained soft with the exception of war risk coverage that has been impacted due to ongoing conflict between Russia and Ukraine.

"There are many reinsurers in the market which are willing to underwrite risk. However, post recent accidents the companies may be looking at their future exposures more critically," said an industry expert.



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Corporate Communications Directorate

BUSINESS LINE

DELHI

25 JULY 2025

Air India incurs loss of ₹10,859 crore in FY25

Aneesh Phadnis
Mumbai

Air India suffered a consolidated net loss of ₹10,859 crore in FY25, Tata Sons annual report showed. The airline registered a revenue of ₹78,636 crore in the period.

This was the first annual result after consolidation of four Tata group airlines into two: Air India and Air India Express.

While the airline is among top revenue generators for the Tata group, it was the biggest loss maker in FY25.

On a standalone basis Air India (combined with Vistara) registered a revenue of ₹61,080 crore and net loss of ₹3,976 crore. It's no-frills subsidiary Air India Express (combined with AirAsia India) made ₹5,678 crore loss on a revenue of ₹16,033 crore.

The standalone results do not include results of the airline's subsidiaries and joint ventures.

Sources said Air India's financial results reflect its ongoing transformation which has resulted in fleet addition, network rejig, improved sales and distribution

and commercial partnerships. However there has also been higher costs associated with maintenance and upkeep of aircraft.

Sources added that Air India's standalone losses reduced by 21 per cent compared to FY24 while its revenue grew by 13.5 per cent due to capacity expansion. Loss on a standalone basis has halved compared to 2023.

Air India Express' loss has widened as it scaled up from a 28-aircraft airline (prior to AirAsia merger) to over 100 aircraft now. This has included addition of over 50 Boeing 737 Max aircraft.

FOREX IMPACT

Sources pointed out that while Air India Express incurs lease rental costs, the sale and lease back gains are booked by Air India which has placed the order for Boeing aircraft. Air India Express was impacted by market losses due to adverse foreign exchange movement. "With better revenue management practices and phase out of older planes Air India Express results too will improve..." said an Air India source.



Corporate Communications Directorate

BUSINESS LINE

DELHI

25 JULY 2025

Domestic air traffic rises to 1.36 cr passengers in June: DGCA

Press Trust of India
New Delhi

Indian airlines carried more than 1.36 crore passengers in June, higher than the year-ago period, according to official data released on Thursday. The number of passengers flown by the carriers was 3 per cent more in June compared to 1.32 crore in May.

IndiGo's market share dipped to 64.5 per cent in June from 64.6 per cent in May, while that of Air India Group rose to 27.1 per cent last month compared to 26.5 per cent in May. Last month, the market share of Akasa Air remained unchanged at 5.3 per cent, while that of SpiceJet declined to 1.9 per cent from 2.4 per cent in May.

"Passengers carried by domestic airlines during January-June 2025 were 851.74 lakh as against 793.48 lakh during the corresponding period of the previous year, thereby registering an annual growth of 7.34 per cent and a monthly growth of 3.02 per cent," the Directorate General of Civil Aviation (DGCA) said in its report.



अजय मोहंती

विमान हादसा और उसके बाद हालात का प्रबंधन

हालिया विमान हादसे की प्रारंभिक जांच से जुड़ी जानकारी किस तरह बाहर आ गई इस बारे में चिंता करने के बजाय हमें संस्थागत सुधारों पर ध्यान देने की आवश्यकता है। बता रहे हैं एके भट्टाचार्य

गत 12 जून को अहमदाबाद से लंदन जा रहे एयर इंडिया विमान के दुर्घटनाग्रस्त हो जाने के कारण 260 लोगों को अपनी जान गंवानी पड़ी थी। इस हादसे का जहां लोगों को बहुत दुख है वहीं इसके बाद हो रही जांच की प्रक्रिया को लेकर भी बहुत अधिक असहजता का माहौल है। हालिया घटनाक्रम का आकलन करें तो पता चलता है कि ऐसी असहजता और चिंता इसलिए उत्पन्न हुई क्योंकि अधिकारी इस दुर्घटना के परिणामों और जाटिलताओं का अनुमान लगाने में विफल रहे। ऐसे में वे हादसे की जांच और बाहरी माहौल के प्रबंधन को लेकर जरूरी कदम नहीं उठा सके। हादसे की भयावहता केवल इस बात में निहित नहीं है कि विमान उड़ान भरते ही दुर्घटनाग्रस्त हो गया और विमान सवारों के साथ जिस इमारत पर वह गिरा वहां कुछ मैडिकल छात्र भी मारे गए। बल्कि कई अन्य कारक भी हैं जिनकी शायद अनदेखी की गई।

पहली बात, यह दुनिया की पहली बड़ी हवाई दुर्घटना थी जिसमें बोइंग ड्रीमलाइनर विमान शामिल था। जाहिर है कि पूरी दुनिया

का ध्यान इस हादसे की जांच और उसके निष्कर्षों पर है। इस जांच में इसलिए भी इतनी रुचि है क्योंकि एक बोइंग विमान के साथ यह हादसा तब हुआ है जब बोइंग के अन्य विमानों में भी गड़बड़ी और दुर्घटना की खबरें आई हैं। शायद किसी और से अधिक इस जांच रिपोर्ट की प्रतीक्षा बोइंग को रही होगी क्योंकि यात्रियों की धारणा और कंपनियों द्वारा विमानों का चयन ऐसे निष्कर्षों से प्रभावित होता है।

दूसरी बात, यह पहला मौका है जब विमान दुर्घटना जांच ब्यूरो (एएआईबी) जो नागर विमानन मंत्रालय के अधीन आता है, उसने देश के भीतर हुए एक बड़े विमान हादसे की जांच की। पहले कॉकपिट वॉयस रिकॉर्ड और फ्लाइट डेटा रिकॉर्ड विदेश भेजा जाता था और उसके बाद निष्कर्ष निकाला जाता था। एएआईबी ने हाल ही में ऐसे रिकॉर्ड निकालने की घरेलू क्षमता हासिल की है जो अपने आप में एक उपलब्धि है। इसके बावजूद उसे यह समझना चाहिए कि अधिक सतर्कता की जरूरत क्यों है। एक तो यह जांच अपनी तरह की पहली कवायद थी इसलिए नागर

विमानन क्षेत्र के वैश्विक अंशधारकों की इस पर गहरी नजर थी और दूसरी और इतनी ही अहम बात यह है कि विमान निर्माता या उसे संचालित करने वाली विमान कंपनी या हादसे वाले विमान को उड़ा रहे विमान चालकों को दोषमुक्त करने का एक दूरदराज का संकेत भी स्वाभाविक रूप से विवादास्पद होता।

तीसरी बात, एयर इंडिया उड़ान 171 की दुर्घटना 2022 में इस विमानन कंपनी का निजीकरण होने के बाद हुई पहली दुर्घटना थी। टाटा द्वारा इस कंपनी का स्वामित्व संभालने के बाद इस पर निगाहें थीं। उड़ानों के दौरान यात्रियों के गलत व्यवहार की कई ऐसी घटनाएं भी हुईं जिनसे अधिक बेहतर तरीके से निपटा जा सकता था। विमानों से जुड़ी तमाम खबरें आने के बाद इस बात पर भी सवाल उठे कि सुरक्षा की दृष्टि से इनका रखरखाव कितने बेहतर ढंग से किया गया। एयर इंडिया अब सरकारी स्वामित्व वाली कंपनी नहीं रही, फिर भी नागर विमानन मंत्रालय की जिम्मेदारी पहले की तुलना में कम नहीं थी।

आखिर में, दुर्घटना अहमदाबाद में हुई

जो गुजरात की राजधानी है। देश के किसी भी हिस्से में विमान हादसे में इतनी मौतों का होना राष्ट्रीय शोक का विषय होता ही लेकिन गुजरात एक ऐसा राज्य है जिसके शीर्ष राजनेता नई दिल्ली में केंद्र सरकार के भी शीर्ष पर हैं। इस विमान हादसे में गुजरात के पूर्व मुख्यमंत्री विजय रूपाणी की भी मौत हो गई। गृह मंत्री अमित शाह उसी दिन अहमदाबाद पहुंचे जबकि प्रधानमंत्री नरेंद्र मोदी अगले दिन वहां गए। इतनी अधिक मौतों के अलावा इस हादसे की राजनीतिक संवेदनशीलता से भी इनकार नहीं किया जा सकता है। इसके बावजूद एएआईबी ने जिस तरह जांच को संभाला वह बताता है कि काफी कुछ किया जाना चाहिए था। विशेषज्ञों के अनुसार जांच में ड्रीमलाइनर के बारे में जानकारी रखने वाले किसी पायलट की नामौजूदगी उल्लेखनीय है क्योंकि यह विमान इलेक्ट्रॉनिक सिस्टम पर बहुत अधिक निर्भर करता है।

निश्चित रूप से एएआईबी की इस बात के लिए सराहना की जानी चाहिए कि उसने समय से यानी दुर्घटना के एक महीने के भीतर रिपोर्ट तैयार की। परंतु शुक्रवार की देर शाम रिपोर्ट जारी करने की क्या आवश्यकता थी? तय समय सीमा के पालन के सिवा इससे क्या फायदा हुआ?

इसके उलट इसने अनावश्यक अटकलों को जन्म दे दिया जिसे एएआईबी या नागर विमानन मंत्रालय ने आधिकारिक सूचना के जरिये नकारने का भी कोई प्रयास नहीं किया। एएआईबी की रिपोर्ट पर हादसे की जांच में शामिल और प्रारंभिक रिपोर्ट तैयार करने वाले किसी सदस्य के हस्ताक्षर नहीं थे। कुछ विशेषज्ञों ने यह संकेत भी दिया कि प्रारंभिक रिपोर्ट कॉकपिट में दोनों पायलटों के बीच हुई बातचीत के अहम हिस्सों को दर्ज करने में चूक गई। यकीनन उन्होंने तर्क दिया कि कॉकपिट वॉइस रिकॉर्डर या फ्लाइट डेटा रिकॉर्डर की पूरी 40 मिनट की अवधि की व्याख्या में दो घंटे से अधिक समय नहीं लगता। तो ऐसे में घटनाक्रम को और अधिक स्पष्टता देने के लिए ऐसा क्यों नहीं किया गया?

इससे भी बुरी बात यह है कि विदेशी मीडिया के कुछ हिस्सों ने पायलटों के बीच हुई बातचीत के कुछ हिस्से के आधार पर दुर्घटना को लेकर एक अलग ही नजरिया पेश करना आरंभ कर दिया। प्रतिस्पर्धी

मीडिया वाले माहौल में ऐसी रिपोर्ट ने हादसे के कारणों को लेकर और अटकलों को जन्म दिया। एएआईबी ने अपनी रिपोर्ट में यह स्पष्ट किया है कि उसका उद्देश्य हादसे को लेकर किसी नतीजे पर पहुंचना नहीं है बल्कि उसका इरादा इस बात पर प्रकाश डालने का है कि आखिर विमान के गिरने के ऐन पहले वाले मिनटों में क्या हुआ। एएआईबी और अमेरिकी राष्ट्रीय परिवहन सुरक्षा बोर्ड (एनटीएसबी), दोनों ने हादसे की मीडिया में आई वजहों को अपरिपक्व और अटकलबाजी बताया है। उनके मुताबिक ये चुनिंदा और अपुष्ट रिपोर्टों पर आधारित हैं। परंतु इससे विमानन उद्योग के पायलटों के मनोबल और विमान यात्रियों के आत्मविश्वास को पहले ही काफी क्षति पहुंच चुकी थी।

क्या अधिकारी विमान हादसे की रिपोर्ट से जुड़े इस दुर्भाग्यपूर्ण घटनाक्रम को टाल सकते थे? शायद नागर विमानन मंत्रालय इस हादसे की विकरालता को चिह्नित करके एएआईबी और जांच टीम को इसकी संवेदनशीलता से अवगत करा सकता था। शायद ऐसे वरिष्ठ सेवानिवृत्त विमानचालक जिनके पास ड्रीमलाइनर जैसे उत्कृष्ट विमान उड़ाने का अनुभव हो, उनको जांच समिति में शामिल किया जाना था या फिर उनके विशेषज्ञ नजरिये को इसमें शामिल किया जाना चाहिए था? शायद मंत्रालय और एएआईबी को मीडिया से बातचीत करके यह समझना था कि दुर्घटना के विभिन्न पहलू और उसकी पेचीदगियां क्या थीं। उन्हें छिपाकर रखना तथा एक साल बाद अंतिम रिपोर्ट में उन्हें प्रस्तुत करने का विचार सही नहीं है।

एएआईबी में सुधार तथा मंत्रालय में सुधार की आवश्यकता है। अगर मंत्रालय अपनी नियामकीय शाखा यानी नागर विमानन महानिदेशालय में खाली तकनीकी पदों में से करीब आधे भी भरता है तो ऐसे सुधारों को अंजाम देना आसान होगा। भारत में तकनीकी लोगों या पायलटों की कमी नहीं है। इन संस्थाओं में अधिक विशेषज्ञों की मौजूदगी से उनकी क्षमता में सुधार होगा और विमान हादसों की जांच जैसे आपातकालीन कामों को पूरा करने की उनकी क्षमता बढ़ेगी। संचार को तीव्र एवं अधिक प्रभावी बनाने के मामले में कोई समझौता नहीं किया जाना चाहिए।

एयर इंडिया को नोटिस

नागर विमानन महानिदेशालय ने एयर इंडिया को 4 कारण बताओ नोटिस भेजे

दीपक पटेल

नागर विमानन महानिदेशालय (डीजीसीए) ने बुधवार को टाटा समूह की विमानन कंपनी एयर इंडिया को चार कारण बताओ नोटिस जारी किए। विमानन नियामक ने एयर इंडिया पर चालक दल की तैनाती, प्रशिक्षण में चूक, चालक दल के सदस्यों के आराम संबंधी नियमों और परिचालन संबंधी निरीक्षण के बार-बार उल्लंघन के कारण उड़ानों की सुरक्षा से समझौता करने का आरोप लगाया है।

नोटिस में गंभीर सुरक्षा उल्लंघन का जिक्र किया गया है, जिसमें अनिवार्य संख्या से कम चालक दल के सदस्यों के साथ 'अल्ट्रा लॉन्ग हॉल' उड़ानों के परिचालन, योग्यता प्रमाण पत्र की अवधि पूरी कर चुके कर्मचारियों की तैनाती, आवश्यक सिम्युलेटर प्रशिक्षण समयसीमा का पालन नहीं होने और चालक दल की ड्यूटी तथा विश्राम नियमों का उल्लंघन शामिल हैं।

नियामक ने इसके लिए कंपनी के कई वरिष्ठ अधिकारियों को जिम्मेदार ठहराया है कि और यह भी पूछा है कि उसके खिलाफ कार्रवाई शुरू क्यों करनी चाहिए। 12 जून को एयर इंडिया की अहमदाबाद से लंदन जा रही उड़ान संख्या एआई 171 के दुर्घटनाग्रस्त होने के कुछ हफ्ते बाद कार्रवाई की गई है। हादसे में 260 लोगों की मौत हो गई थी, जिसके बाद नियामक ने विमानन कंपनी की सुरक्षा प्रक्रिया की जांच तेज कर दी थी। इनमें से एक नोटिस एयर इंडिया द्वारा 21 जून को स्वयं किए गए खुलासे पर जारी किया गया है, जिसमें उसने बताया था कि अल्ट्रा लॉन्ग उड़ानों में चालक दल के कम से कम 15 सदस्य होने ही चाहिए मगर उसने अप्रैल और मई में इससे



बढ़ा जांच का दायरा

■ विमानों के चालक दल की तैनाती, प्रशिक्षण में चूक, चालक दल के आराम संबंधी नियमों और परिचालन संबंधी निरीक्षण के बार-बार उल्लंघन पर नियामक ने पूछा कारण

■ विमानन नियामक ने इसके लिए कंपनी के कई वरिष्ठ अधिकारियों को जिम्मेदार ठहराया है कि और विमानन कंपनी से यह भी स्पष्ट करने को कहा है कि प्रवर्तन कार्रवाई क्यों शुरू नहीं करनी चाहिए

कम सदस्यों के साथ ये उड़ानें संचालित की थीं। 27 अप्रैल को उसकी उड़ान संख्या एआई 126 में सिर्फ 12 और एआई 188 में सिर्फ 14 चालक दल सदस्य थे। 28 अप्रैल को उड़ान संख्या एआई 190 में 14 और 2 मई को एआई 126 में 12 सदस्य ही थे। इस तरह चालक दल के सदस्यों को थकान से बचाने के नियमों का उल्लंघन हुआ, जिसे गंभीर उल्लंघन बताते हुए डीजीसीए ने विमानन कंपनी के निदेशक (केबिन सुरक्षा) को जिम्मेदार ठहराया है। डीजीसीए ने पहले नोटिस में कहा, 'इस तरह नियमों का पालन नहीं किया जाना नियामकीय जरूरतों का गंभीर उल्लंघन है और आपके संगठन में सुरक्षा प्रबंधन तथा परिचालन निरीक्षण पर लापरवाही की चिंता बढ़ाता है'।

दूसरा नोटिस 21 जून के खुलासे

पर जारी किया गया है। इसमें तीन अलग-अलग नियम उल्लंघन हुए थे, जब चालक दल के सदस्य वैध योग्यता कार्ड के बगैर ही उड़ानों में थे। एक सदस्य ने सर्टिफिकेट की अवधि खत्म होने के बाद 10 और 11 अप्रैल को उड़ान भरी और ऐसी ही स्थिति में एक अन्य सदस्य फरवरी से मई के बीच कई उड़ानों में गया। चालक दल के तीसरे सदस्य ने पिछले साल 1 दिसंबर को आपातकालीन स्लाइड तैनात करने के बाद उड़ान संभाली, जबकि नियमानुसार उसे योग्यता प्रक्रिया से दोबारा जुड़ना चाहिए था। नियामक ने इसके लिए सुरक्षा और प्रशिक्षण प्रबंधन के प्रमुख को जिम्मेदार ठहराया है।

नोटिसों के बारे में पूछे जाने पर एयर इंडिया के प्रवक्ता ने कहा, 'हमें नियामक से ये नोटिस मिले हैं, जो

पिछले एक साल में एयर इंडिया द्वारा खुद किए गए खुलासों से जुड़े हैं। हम तय समय में इन नोटिस का जवाब देंगे। हम अपने चालक दल के सदस्यों और यात्रियों की सुरक्षा के लिए प्रतिबद्ध हैं'।

डीजीसीए द्वारा एयर इंडिया को भेजे गए तीसरे नोटिस में पायलटों से जुड़े प्रशिक्षण में 19 चूकों के उदाहरण दिए गए हैं। इनमें सिम्युलेटर प्रशिक्षण और रिलीज चेक के बीच 114 दिनों के अंतर, जरूरी सत्रों को पूरा करने से पहले पायलटों को छोड़ने और रात के परिचालन की मंजूरी के उल्लंघन के कई मामले शामिल हैं। इन सभी चूक के लिए प्रशिक्षण निदेशक को प्रशिक्षण निरीक्षण तंत्र के साथ अनुपालन सुनिश्चित करने में विफल रहने का जिम्मेदार ठहराया गया है।

चौथा नोटिस 20 जून को कंपनी द्वारा किए गए खुलासे पर आधारित है, जिसमें उसने बताया था कि चालक दल के सदस्यों की ड्यूटी और आराम की जरूरत के नियमों का तीन बार उल्लंघन हुआ। दो उल्लंघन 24 जून, 2024 और एक उल्लंघन 13 जून, 2025 को हुआ था। कंपनी को भेजे गए इस नोटिस में कहा गया है, 'पहले भी पालन नहीं होने पर बार-बार चेतावनी दिए जाने के बावजूद अनुपालन निगरानी, चालक दल के सदस्यों की योजना और प्रशिक्षण शासन से संबंधित समस्याएं दूर नहीं की गईं'। उड़ान संचालन के निदेशक पंकुल माथुर को इसके लिए जिम्मेदार ठहराया गया है।

चारों मामलों में विमानन नियामक डीजीसीए ने विमानन कंपनी को जवाब देने के लिए 14 से 15 दिन दिए हैं। तय समय में जवाब नहीं आए तो उपलब्ध सबूतों के आधार पर कार्रवाई करने की बात नियामक ने कही है।



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

25 JULY 2025

DGCA showcause notices to A-I for 'serious' breaches

Regulator points to training lapses, rest norm violations, and operational oversight

DEEPAK PATEL
New Delhi, 24 July

The Directorate General of Civil Aviation (DGCA) on Wednesday (July 23) issued four showcause notices to Air India over repeated violations of cabin crew deployment, training lapses, rest regulations, and operational oversight that compromise flight safety.

The regulator has held multiple senior executives accountable, and asked the airline to explain why enforcement action should not be initiated.

The DGCA has given the airline 14-15 days to respond. The regulator will proceed with enforcement action based on available evidence if Air India fails to reply to the notices.

The enforcement action comes weeks after the AI171 crash in Ahmedabad on June 12, wherein 260 people were killed.

One of the notices was based on Air India's voluntary disclosure dated June 20, which revealed that the airline operated four ultra long-range flights in April and May, with fewer cabin crew members than the regulatory minimum of 15. On flights AI126 and AI188 on April 27, only 12 and 14 crew members were deployed, respectively. On April 28, AI190 had 14 crew, and on May 2, AI126 flew with only 12. These flights violated rules the deal with crew's fatigue risk management. The DGCA held the airline's Director of Cabin Safety responsible for these.

"Such non-compliance represents a serious breach and raises concerns about the safety management and operational oversight," the DGCA stated in the first notice.

A second notice, based on a disclosure dated June 21, flagged three separate violations involving cabin crew operating flights without valid competency cards. One crew member flew on April 10 and 11 despite a lapsed certification, while another served on multiple flights between February and May under similar conditions, and a third operated a flight on December 1, 2024, after deploying an emergency slide, which disqualifies them from flying without undergoing a requalification process. The regulator held the Chief of Safety and Training Management accountable.

When asked about these notices, Air



Fresh troubles

- One of the notices revealed the airline operated long-range flights, with fewer cabin crew members.
- The second notice flagged three separate violations involving cabin crew operating flights without valid competency cards.
- The third notice listed 19 instances of training-related lapses involving pilots.
- The fourth notice related to three violations in crew duty and weekly rest requirements.
- DGCA has given the airline 14 to 15 days to respond.

India spokesperson said, "We acknowledge receipt of these notices related to certain voluntary disclosures that were made over the last one year. We will respond to the said notices within the stipulated period. We remain committed to the safety of our crew and passengers."

The third notice from the DGCA listed 19 instances of training-related lapses involving pilots. These included a 114-day gap between simulator training and a release check, premature release of pilots before completing required sessions, and multiple violations of night operations clearance. The Director of Training was called out for failing to ensure compliance with training oversight mechanisms.

The fourth notice related to three instances of crew duty and weekly rest requirements, reported by the airline itself on June 20, 2024, and one on June 13, 2025. These were found to contravene regulation that governs crew fatigue and scheduling.

Govt: 112 A-I pilots reported sick in a day after crash

Air India witnessed a "minor increase" in sick leaves reported by pilots across its fleet in the aftermath of the Ahmedabad plane crash, with 112 pilots reporting sick in a single day on June 16, according to the government.

In response to a Lok Sabha member's query on whether Air India has been experiencing mass sick reporting by its flight crew members, following the crash, Minister of State for Civil Aviation Murlidhar Mohol on Thursday said there has been a minor increase in sick leaves reported by pilots, and as many as 51 commanders reported sick on June 16.

"Air India reported a minor increase in sick leaves reported by pilots across all fleets in the aftermath of the AI-171 accident. On June 16, 2025, a total of 112 pilots reported sick, comprising of 51 Commanders (P1) and 61 First Officers (P2)," the minister said in a written reply.

The Directorate General of Civil Aviation's (DGCA) medical circular, issued in February 2023, had advised airlines to have a separate, standalone and customised training capsule for the flight crew (ATCOs (air traffic controllers) to recognise and manage the adverse effects of mental health conditions.

Airlines reported 183 technical defects in aircraft till July 2

Five Indian airlines reported 183 technical defects in their aircraft to the DGCA this year till July 2, including 85 by Air India Group, according to the government. IndiGo and Akasa Air reported 62 and 28 technical defects, respectively, while SpiceJet reported 8 defects, as per data shared by the civil aviation ministry in a written reply to the Lok Sabha on Thursday. Air India and Air India Express together reported 85 technical defects, respectively.



Corporate Communications Directorate

DAINIK BHASKAR

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25 JULY 2025

एअर इंडिया को डीजीसीए के 4 कारण बताओ नोटिस

मुंबई। विमानन नियामक डीजीसीए ने एअर इंडिया को चार कारण बताओ नोटिस जारी किए हैं। ये नोटिस केबिन क्रू की इयूटी और आराम के नियमों, ट्रेनिंग और ऑपरेशनल प्रक्रियाओं के उल्लंघन को लेकर दिए गए हैं। एअर इंडिया ने पिछले महीने इन मामलों की जानकारी खुद दी थी। इन्हीं के आधार पर 23 जुलाई को नोटिस जारी हुए।



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जून में घरेलू हवाई यात्री 3% बढ़कर 1.36 करोड़

नई दिल्ली | जून 2025 में घरेलू हवाई यात्रियों की संख्या मासिक आधार पर 3% बढ़कर 1.36 करोड़ हो गई। डीजीसीए की ओर से गुरुवार को जारी आंकड़ों के मुताबिक इस साल जून तक कुल 8.52 करोड़ लोगों ने हवाई यात्रा की। यह पिछले साल की इसी अवधि से 7.34% ज्यादा है। जून में इंडिगो की बाजार हिस्सेदारी थोड़ी गिरकर 64.5% रह गई, जबकि एअर इंडिया ग्रुप की बढ़कर 27.1% पर पहुंच गई।



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25 JULY 2025

सवाल-जवाब • सरकार ने संसद में दी जानकारी अहमदाबाद हादसे के बाद बढ़ीं पायलटों की बीमारी की छुट्टियां

भास्कर न्यूज़ | नई दिल्ली

अहमदाबाद विमान दुर्घटना के बाद एअर इंडिया पायलटों की बीमारी की छुट्टी लेने की संख्या में थोड़ी बढ़ोतरी दर्ज की गई है। लोकसभा के एक सदस्य ने प्रश्न पूछा था कि क्या एअर इंडिया के फ्लाइट कर्मी सदस्य बड़ी संख्या में बीमारी की छुट्टी ले रहे हैं? इसके उत्तर में नागरिक उड्डयन राज्यमंत्री मुरलीधर मोहोले ने कहा कि पायलटों की ओर से बीमारी की छुट्टी लेने की संख्या में थोड़ी बढ़ोतरी हुई है। 16 जून को 112 पायलट बीमार पड़ गए: केंद्रीय मंत्री ने बताया है कि विमान हादसे के 4 दिन बाद (16 जून को) कुल 112 पायलटों ने बीमार होने की सूचना दी थी। जिनमें 51 कमांडर (पी1) और 61 फर्स्ट ऑफिसर (पी2) शामिल थे। एआई-171 दुर्घटना के बाद एअर इंडिया में पायलटों की ओर से बीमारी की छुट्टी लेने की संख्या में थोड़ी वृद्धि हुई है।

इस साल 21 जुलाई तक विमानों में 183 तकनीकी खामियां दर्ज की गईं, एअर इंडिया समूह सबसे आगे

इस साल 21 जुलाई तक देश की 5 प्रमुख एयरलाइनों ने डीजीसीए को कुल 183 तकनीकी खराबियों की सूचना दी है। लोकसभा में नागरिक उड्डयन मंत्रालय ने बताया कि अकेले एअर इंडिया समूह ने 85, इंडिगो ने 62, अकासा एयर ने 28 और स्पाइसजेट ने 8 खराबियों की रिपोर्ट दी। 2024 में कुल 421 और 2023 में 448 तकनीकी खामियां दर्ज की गई थीं।

केंद्रीय, नवोदय विद्यालयों में 12 हजार शिक्षक पद खाली

देशभर के केंद्रीय विद्यालयों (केवी) और नवोदय विद्यालयों (एनवीएस) में शिक्षकों के 12,000 से अधिक पद रिक्त हैं। यह जानकारी केंद्रीय शिक्षा राज्य मंत्री जयंत चौधरी ने राज्यसभा में एक लिखित जवाब में दी। उन्होंने बताया कि केवीएस में 7,765 और एनवीएस में 4,323 शिक्षकों के पद वर्तमान में खाली हैं। • राष्ट्रीय शैक्षिक अनुसंधान और प्रशिक्षण परिषद (एनसीईआरटी) में ग्रुप-ए के 143 अकादमिक पद रिक्त हैं, जिन्हें भरने की प्रक्रिया प्रगति पर है। इसके अलावा केंद्रीय शिक्षा राज्य मंत्री जयंत चौधरी ने संसद में बताया है कि राष्ट्रीय अध्यापक शिक्षा परिषद (एनसीटीई) में भी 60 पद रिक्त हैं। सरकार ने इन सभी रिक्तियों को भरने के लिए आवश्यक कदम उठाने की बात कही है।

भारत के एविएशन सेक्टर में बीते 5 वर्षों में हुआ 96 हजार करोड़ रुपए का निवेश : नायडू

■ 2016 में मंत्रालय ने की थी रीजनल कनेक्टिविटी स्कीम-उड़े देश का आम नागरिक की शुरुआत

नई दिल्ली, 24 जुलाई (एजेंसियां)। एयरपोर्ट्स अथॉरिटी ऑफ इंडिया (एएआई) ने अपने पब्लिक-प्राइवेट-पार्टनरशिप (पीपीपी) वेंचर्स के साथ मिलकर वित्त वर्ष 2019-20 से लेकर वित्त वर्ष 2024-25 के बीच भारत के एविएशन सेक्टर में 96,000 करोड़ रुपए निवेश किए हैं। यह जानकारी गुरुवार को केंद्रीय नागर विमानन मंत्री के.राममोहन नायडू की ओर से दी गई।

केंद्रीय मंत्री ने कहा कि देश में मौजूदा समय में हेलीपोर्ट और वाटर एयरोड्रोम सहित 162 ऑपरेशनल एयरपोर्ट्स हैं। वर्ष 2024-25 के दौरान, भारतीय एयरपोर्ट्स पर कुल 41.2 करोड़ यात्रियों का आवागमन



हुआ, जिसमें 7.7 करोड़ अंतरराष्ट्रीय और 33.5 करोड़ घरेलू यात्री शामिल हैं, इसमें सालाना आधार पर 9 प्रतिशत की वृद्धि हुई है। इस अवधि के दौरान, शेड्यूल्ड भारतीय ऑपरेटर्स ने 835 घरेलू और 251 अंतरराष्ट्रीय मार्गों पर परिचालन किया। नायडू ने कहा कि 2016 में, नागर विमानन मंत्रालय ने क्षेत्रीय हवाई संपर्क बढ़ाने, आम जनता के लिए हवाई यात्रा को और अधिक किफायती बनाने और क्षेत्रीय विकास को बढ़ावा देने के उद्देश्य से रीजनल कनेक्टिविटी स्कीम-उड़े देश का

आम नागरिक (आरसीएस-उड़ान) शुरू की थी। इस योजना के शुरू होने के बाद से, 637 आरसीएस मार्ग चालू हो चुके हैं, जो 92 अप्रयुक्त और कम उपयोग वाले एयरपोर्ट्स को जोड़ते हैं, जिनमें 15 हेलीपोर्ट और दो वाटर एयरोड्रोम शामिल हैं। उन्होंने आगे कहा कि मौजूदा एयरपोर्ट्स पर इन्फ्रास्ट्रक्चर सुविधाओं का आधुनिकीकरण और विस्तार एएआई या संबंधित एयरपोर्ट संचालकों द्वारा की जाने वाली एक सतत प्रक्रिया है, जो यातायात की मांग, वाणिज्यिक व्यवहार्यता, भूमि की उपलब्धता,

डीजीसीए ने सुरक्षा नियम उल्लंघन पर एयर इंडिया को भेजा नोटिस

नई दिल्ली। नागरिक उड़्डयन महानिदेशालय (डीजीसीए) ने पिछले एक साल में एयर इंडिया को नोटिस भेजे हैं। ये नोटिस क्रू (विमान कर्मचारियों) की थकान प्रबंधन और ट्रेनिंग से जुड़ी सुरक्षा मानकों के उल्लंघन से संबंधित हैं। एयर इंडिया ने गुरुवार को कहा कि वह तय समय सीमा के भीतर इन नोटिसों का जवाब देगी। डीजीसीए द्वारा भेजे गए नोटिसों में एयर इंडिया की आलोचना की गई है। एयरलाइन ने खुद ही ये समस्याएं रिपोर्ट की थीं। नोटिस में कहा गया है कि एयर इंडिया बार-बार सुरक्षा नियमों का पालन करने में असफल रही है और इस कारण उस पर कार्रवाई हो सकती है। एयर इंडिया ने एक बयान में कहा कि उसने पिछले एक साल में की गई कुछ स्वीचिंक जानकारी से जुड़े नियामक के नोटिस प्राप्त होने की पुष्टि की है।



■ कर्मचारियों की ट्रेनिंग में अनदेखी का आरोप

विमान सुरक्षा के लिए परिचालन आवश्यकताओं और एयरलाइनों की मांग पर निर्भर करती है।

सरकार ने देश में नए ग्रीनफील्ड एयरपोर्ट्स के विकास के लिए ग्रीनफील्ड एयरपोर्ट्स (जीएफए)

नीति, 2008 भी तैयार की है। इस नीति के अनुसार, यदि राज्य सरकार सहित कोई भी एयरपोर्ट डेवलपर एयरपोर्ट विकसित करना चाहता है, तो उसे एक उपयुक्त स्थल की पहचान करनी होगी।

Aeromexico plane nearly lands on Boeing at airport

AGENCIES
MEXICO

Two planes nearly collided on the runway in Mexico City on Monday, as an AeroMéxico regional jet coming in for landing flew over and touched down in front of a Delta Air Lines Boeing 737 jet already beginning to take off.

Delta Flight 590 was starting to roll down the runway at Aeropuerto Internacional Benito Juárez with 144 customers and six crew members on board when the pilots saw another plane land directly in front of it, the airline said in a statement.

Flight tracking website Flightradar 24 shows AeroMéxico Connect flight 1631, an Embraer 190 regional jet, flew less than 200 feet over the moving Delta plane then landed in front of them on runway 5R.

The pilots stopped the takeoff and returned to the terminal. The plane eventu-



ally took off on its flight to Atlanta about three hours late.

Delta said it reported the incident to Mexican aviation authorities, as well as the Federal Aviation Administration and National Transportation Safety Board in the United States.

"Delta will fully cooperate with authorities as the circumstances around this flight are investigated," the airline said in a statement. "We appreciate the flight crew's actions to maintain situational awareness and act quickly - part of Delta's extensive training."

AeroMéxico and the Mexican civil aviation authority did not immediately respond to CNN's request for comment.

Mexico's aviation safety rating was downgraded by the FAA in May 2021 for non-compliance with minimum international safety standards. The top level "category one" status was restored in September of 2023 after, "the FAA provided expertise and resources via technical assistance... to resolve the safety issues that led to the downgrade," the agency said at the time.



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DECCAN HERALD

BANGALORE

24 JULY 2025

Diu-bound IndiGo flight aborts takeoff after flame-out warning

AHMEDABAD, DHNS: A Diu-bound Indigo flight from Ahmedabad carrying around 60 passengers and crew members aborted takeoff after the pilot detected a flame out warning.

The airline, in a statement, said that the flight was cancelled after the aircraft developed a “technical snag”.

According to sources, the IndiGo flight 6E7966 began its takeoff roll when the pilot declared a “Mayday, Mayday” to air traffic control. The take-off was immediately aborted



The aircraft was in the takeoff roll phase when the pilot decided to stop it on the runway. PTI

following the distress call.

Sources said that the aircraft, ATR76, was to takeoff

at 11 am from the Sardar Vallabhbhai Patel International Airport. They said that the flight was immediately evacuated after the pilot sent “engine one flame-out warning”.

All the passengers and crew members are safe.

The aircraft will undergo necessary checks and maintenance before resuming operations, the airline said.

Further, IndiGo said it will accommodate the passengers in the next available flight or will provide a full refund against cancellation, as per

their preference.

The terrifying news comes a month after Air India’s Ahmedabad to London flight crashed into the BJ Medical College compound on June 12, killing 241 passengers on board and 19 on the ground.

A preliminary report on the crash stated that the fuel supply to both engines stopped three seconds after the take-off as fuel cut-off switches transitioned from ‘RUN’ to ‘CUT-OFF’ in less than a second, resulting in the crash.

(With PTI inputs)



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DAINIK JAGRAN

DELHI

25 JULY 2025

एअर इंडिया एक्सप्रेस उड़ान में तकनीकी खराबी, टेकआफ रद्द

जागरण संवाददाता, नई दिल्ली: नई दिल्ली से मुंबई जाने वाली एअर इंडिया एक्सप्रेस की उड़ान संख्या आइएक्स 1163 को बुधवार रात 9:20 बजे निर्धारित प्रस्थान से पहले तकनीकी खराबी के कारण टेकआफ रद्द करना पड़ा। विमान में 160 से अधिक यात्री सवार थे।

स्क्रीन में थी गड़बड़ी: काकपिट में उड़ान उपकरणों की स्क्रीन, जो टेकआफ के दौरान विभिन्न तरह की गति दर्शाती है, में खराबी पाए जाने के बाद पायलटों ने आइजीआइ एयरपोर्ट के व्यस्त रनवे से टेकआफ रोक दिया। एअर इंडिया एक्सप्रेस के प्रवक्ता ने बताया कि हमारे चालक दल ने मामूली तकनीकी समस्या के चलते टेकआफ रद्द करने का निर्णय लिया, जो हमारी मानक सुरक्षा प्रक्रियाओं के अनुरूप था।

टेकआफ रद्द करने के बाद सभी

बुधवार रात 9:20 बजे रोकना पड़ा टेकआफ, दूसरे विमान के प्रबंध के बाद यात्रियों को रात 12:29 बजे मुंबई भेजा गया

यात्रियों को विमान से उतारकर टर्मिनल पर लाया गया। एयरलाइन ने वैकल्पिक विमान की व्यवस्था की, जो देर रात 12:29 बजे मुंबई के लिए रवाना हुआ, जो निर्धारित समय से तीन घंटे से अधिक की देरी थी। प्रभावित विमान को निरीक्षण के लिए ग्राउंडेड रखा गया है।

एअर इंडिया एक्सप्रेस ने देरी के लिए खेद व्यक्त किया है। इससे पहले मंगलवार को ही दिल्ली से कोलकाता जाने वाली एअर इंडिया की उड़ान संख्या 2403 में तकनीकी खराबी आ गई थी। तब विमान रनवे पर उड़ान भरने की प्रक्रिया में था।



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RS DAINIK JAGRAN

DELHI

25 JULY 2025

अहमदाबाद विमान हादसे के बाद एक ही दिन 112 पायलटों ने लिया चिकित्सा अवकाश

नई दिल्ली, प्रेस : अहमदाबाद विमान दुर्घटना के चार दिन बाद एक ही दिन में एअर इंडिया के 112 पायलटों ने लिया चिकित्सा अवकाश लिया। नागर विमानन राज्यमंत्री मुरलीधर मोहोले ने गुरुवार को लोकसभा में एक प्रश्न के लिखित उत्तर में बताया कि अहमदाबाद विमान दुर्घटना के बाद पायलटों के चिकित्सा अवकाश लिए जाने में वृद्धि देखी गई है। 16 जून को 112 पायलटों ने बीमार होने की सूचना मिली है, जिनमें 51 कर्मांडर और 61 फर्स्ट ऑफिसर शामिल थे।

गौरतलब है कि एअर इंडिया का ब्रोइंग 787-8 विमान 12 जून को अहमदाबाद हवाईअड्डे से उड़ान भरने के कुछ ही समय बाद दुर्घटनाग्रस्त हो गया था। दुर्घटना में विमान में सवार 242 लोगों में केवल एक व्यक्ति ही जीवित बचा। वहीं, विमान के इमारत से टकराने पर दुर्घटनास्थल पर मौजूद 19 लोगों की भी जान चली गई। एक अन्य प्रश्न के जवाब में बताया कि वर्तमान में विमान दुर्घटना के कारण जमीन पर नागरिकों को हुए नुकसान

नागर विमानन राज्यमंत्री मोहोले ने बताया, पायलटों के चिकित्सा अवकाश लिए जाने में हुई है वृद्धि



मुरलीधर मोहोले।

फाइल

के लिए मुआवजे से संबंधित कोई विशिष्ट नीति नहीं है।

एआइ एक्सप्रेस पर दंडात्मक कार्रवाई : मोहोले ने बताया कि डीजीसीए ने एअर इंडिया एक्सप्रेस के अधिकारियों के खिलाफ दंडात्मक कार्रवाई शुरू की है, क्योंकि डीजीसीए ने निरीक्षण के दौरान पाया कि एयरलाइन ने एयरबस ए320 विमान में लगे इंजनों के संबंध में उड़ान योग्यता निर्देश का पालन नहीं किया। हालांकि यह नहीं बताया कि दंडात्मक कार्रवाई कब की गई।

सुरक्षा मानकों के उल्लंघन के लिए एअर इंडिया को चार नोटिस, हो सकती है कार्रवाई

डीजीसीए ने दी चेतावनी, एयरलाइन ने कहा- खुद दी थी जानकारी, नोटिसों का देंगे जवाब

एअर इंडिया को पूर्व में भी दी जा चुकी है कई चेतावनियां

नई दिल्ली, रायटर : नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने एअर इंडिया को चेतावनी दी है कि चालक दल के विश्राम प्रबंधन और प्रशिक्षण से संबंधित सुरक्षा मानकों के उल्लंघन के लिए उसे कार्रवाई का सामना करना पड़ सकता है। विमानन नियामक ने इस तरह के उल्लंघनों के लिए एअर इंडिया को चार कारण बताओ नोटिस जारी किए हैं।

एयरलाइन ने अहमदाबाद दुर्घटना के कुछ दिनों बाद पिछले महीने डीजीसीए को इस वर्ष और पिछले वर्ष हुई समस्याओं की सूचना स्वयं दी थी। 23 जुलाई को जारी चार नोटिसों में सुरक्षा अनुपालन में बार-बार चूक के लिए एअर इंडिया को आलोचना की गई है और अतीत में दी गई कई अन्य चेतावनियों का उल्लेख किया गया है। संभावित कार्रवाई में जुमाना या अधिकारियों को नौकरी से हटाने का आदेश शामिल हो सकता है। इनमें कुल 29 उल्लंघनों का जिक्र है, जिनमें पायलटों को अनिवार्य रूप से आराम नहीं देना, सिम्युलेटर प्रशिक्षण आवश्यकताओं का खराब अनुपालन,



प्रतीकात्मक

बहुत ऊंचाई वाले हवाई अड्डे के लिए प्रशिक्षण का अभाव और अपर्याप्त केबिन क्रू के साथ अंतरराष्ट्रीय मार्गों पर उड़ान भरना शामिल है। एअर इंडिया ने एक बयान में कहा कि ये नोटिस पिछले एक वर्ष में स्वेच्छिक रूप से दी गई जानकारी से संबंधित हैं और वह इनका निर्धारित समय में नियामक को जवाब देगी।

एक नोटिस में कहा गया है कि जून, 2024 में दो पायलटों और जून, 2025 में एक पायलट के लिए साप्ताहिक विश्राम नियमों का उल्लंघन किया गया, हालांकि इसमें यह नहीं बताया गया कि पायलटों ने कितने अतिरिक्त घंटों की उड़ान भरी। एक अन्य नोटिस में कहा गया है कि पिछले वर्ष दो पायलटों ने सिम्युलेटर

यात्री वाहनों में छह एयरवेग अनिवार्य करने की मांग खारिज

नई दिल्ली, प्रेट : यात्री वाहनों में छह एयरवेग लगाने की मांग वाली याचिका सुप्रीम कोर्ट ने गुरुवार को खारिज कर दी। साथ ही कहा कि यह मामला पूरी तरह से नीतिगत दायरे में आता है। कोर्ट ने याची से कहा कि वह इस संबंध में सरकार को प्रतिवेदन दे। इस पर याचिकाकर्ता ने कहा कि वह 17 मई को ही सरकार को एक प्रतिवेदन दे चुके हैं। पीठ ने कहा, "रिट याचिका में की गई मांगें पूरी तरह से कार्यपालिका द्वारा बनाई जाने वाली नीति के दायरे में आती हैं। इसलिए, हम इस याचिका पर विचार करने के इच्छुक नहीं

हैं।" पीठ ने कहा कि अगर याचिकाकर्ता ने केंद्र को कोई प्रतिवेदन दिया है, तो उस पर उसके गुण-दोष के आधार पर विचार किया जाएगा। याचिका में अदालत से आग्रह किया गया था कि वह छह एयरवेग अनिवार्य नहीं करने को संविधान के अनुच्छेद-14 और 21 का उल्लंघन घोषित करे। साथ ही इसमें संबंधित अधिकारियों को वाहन सुरक्षा तंत्र को बेहतर बनाने का निर्देश देने की भी मांग की गई थी। गौरतलब है कि अनुच्छेद-14 जहां कानून के समक्ष समानता से संबंधित है, वहीं अनुच्छेद-21 जीवन की सुरक्षा व व्यक्तिगत स्वतंत्रता प्रदान करता है।

प्रशिक्षण लिया था, लेकिन निर्धारित समयसीमा के भीतर उड़ान शुरू नहीं की, जिसके कारण उन्हें दोबारा प्रशिक्षण लेना होगा।

नोटिस में आगे कहा गया है कि इस वर्ष अप्रैल में एक पायलट ने आवश्यक विशेष सिम्युलेटर प्रशिक्षण के बिना काठमांडू से उड़ान भरी थी। काठमांडू में पहाड़ी इलाका और एक बेहद ऊंचाई वाला टेबल-टाप रनवे है। टेबल-टाप रनवे के एक सिरे पर या दोनों सिरों पर

खड़ी ढलान होती है। चेतावनियों में यह भी चिंता व्यक्त की गई थी कि केबिन सुरक्षा दलों ने नियमों का बार-बार पालन नहीं किया, क्योंकि इस वर्ष अप्रैल और मई में चार अंतरराष्ट्रीय उड़ानों में आवश्यक 15 से कम केबिन क्रू के साथ उड़ान भरी गई थी। नोटिसों की जानकारी रखने वाले एक वरिष्ठ अधिकारी ने कहा कि प्रशासन चिंतित है कि एअर इंडिया चीजों को हल्के में ले रही है, हमने उन्हें कई चेतावनियां दी हैं।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

25 JULY 2025

नई दिल्ली-मुंबई की उड़ान में तकनीकी खराबी, टेकआफ रद्द

जामरुण संवाददाता, नई दिल्ली

नई दिल्ली से मुंबई जाने वाली एअर इंडिया एक्सप्रेस की उड़ान संख्या आइएक्स 1163 का टेक आफ बुधवार रात 9:20 पर निर्धारित प्रस्थान से पहले तकनीकी खराबी के कारण रद्द कर दिया गया। इस घटना से विमान में सवार 160 से अधिक यात्रियों को असुविधा हुई, लेकिन सुरक्षा को प्राथमिकता देते हुए काकपिट क्रू ने त्वरित निर्णय लेते हुए यह फैसला किया। बाद में यात्रियों के लिए दूसरे विमान का प्रबंध कर उन्हें रात 12:29 पर मुंबई भेजा गया।

काकपिट में उड़ान उपकरणों की स्क्रीन, जो टेकआफ के दौरान विभिन्न तरह की गति दर्शाती है, में खराबी पाए जाने के बाद पायलटों ने आइजीआई एयरपोर्ट के व्यस्त रनवे से टेकआफ रोक दिया। एअर इंडिया एक्सप्रेस के प्रवक्ता ने देरी के लिए खेद व्यक्त करते हुए बताया कि चालक दल ने मामूली तकनीकी समस्या के चलते टेकआफ रद्द करने का

काकपिट में उड़ान उपकरणों की स्क्रीन में गड़बड़ी के कारण रोक दिया गया

दूसरे विमान से यात्री तीन घंटे से अधिक की देरी से हुए रवाना



प्रतीकात्मक

निर्णय लिया, जो हमारी मानक सुरक्षा प्रक्रियाओं के अनुरूप था।

टेकआफ रद्द करने के बाद सभी यात्रियों को सुरक्षित रूप से विमान से उतारा गया और टर्मिनल पर वापस लाया गया। प्रभावित विमान को निरीक्षण के लिए ग्राउंडेड रखा गया है। बता दें कि मंगलवार को भी दिल्ली से कोलकाता जाने वाली एअर इंडिया की उड़ान संख्या 2403 में तकनीकी खराबी आ गई थी।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

25 JULY 2025

AI Operated Flights in Violation of Pilot Rest, Training Rules: DGCA

Will reply to showcause notices; committed to safety: Airline

Arindam Majumder

New Delhi: The Directorate General of Civil Aviation (DGCA) has slammed Air India over multiple violations of pilot rest rules, insufficient training, and deploying inadequate cabin crew on ultra-long haul flights.

Documents reviewed by ET showed the civil aviation regulator issued at least four showcause notices to the Tata Group airline after these violations came to light.

While Air India voluntarily reported the violations to the DGCA, they were done just 2 days prior to the regulator's inspection of Air India's records as part of an annual surveillance of the carrier's main base in New Delhi.

In one of the instances, three Air India pilots operated aircraft beyond the mandated weekly duty hours. The regulator asked Air India's head of operations Pankul Mathur to explain the lapse.

The regulator had earlier asked Air India to terminate the head of operations control cent-

re and two other senior executives after finding that the airline had operated two flights on the Bengaluru-London route where the pilots exceeded the stipulated duty limit of 10 hours.

In another case, two Air India pilots underwent simulator training but did not start flying within the prescribed time limit, a lapse that re-

quires them to undergo training again. While in another case, 17 pilots flew flights in and out of Kathmandu without mandatory training.

Operating out of airports like Kathmandu, situated in hilly areas, requires pilots to undergo extra training as there can be lack of navigational aids, inadequate en-route weather information, and sudden weather changes.

"Despite repeated warnings and enforcement actions in the past, these violations demonstrated a continuing failure to implement effective training governance and

compliance monitoring mechanisms. This constitutes a serious safety and regulatory concern," a DGCA official wrote in the notice.

In another instance, the airline operated flights to North America without adequate cabin crew. These flights were operated soon after the Pahalgam terror attack following which Pakistan had shut its airspace for Indian carriers

increasing



flight time for flights between India and North America.

"We acknowledge receipt of these notices from the regulator related to certain voluntary disclosures that were made over the last one year by Air India," an Air India spokesperson said. "We will respond to the said notices within the stipulated period. We remain committed to the safety of our crew and passengers."

Minor Increase in Pilot Sick Leaves: MoS in Lok Sabha

New Delhi Air India witnessed a "minor increase" in sick leaves reported by pilots across its fleet in the aftermath of the Ahmedabad plane crash, with 112 pilots reporting sick in a single day on June 16, according to the government.

In response to a Lok Sabha member's query on whether Air India has been experiencing mass sick reporting by its flight crew members, following the crash,

Minister of State for Civil Aviation Murlidhar Mohol on Thursday said there has been a minor increase in sick leaves reported by pilots, and as many as 51 commanders reported sick on June 16.

—Our Bureau

AI Tata group's top loss generator; FY25 figure up 48% to ₹10.8K cr

SWARAJ BAGGONKAR
Mumbai, July 24

TATA GROUP-CONTROLLED Air India's consolidated losses surged 48% year-on-year in FY25 to ₹10,859 crore, notwithstanding the improved seat occupancies and growth in capacity, according to disclosures made by Tata Sons. Revenue, including that of Air India Express, increased 18% y-o-y to ₹78,636 crore during the same year.

While the airline entity was the biggest revenue generator for Tata Sons during FY25 among the unlisted companies, it was also the biggest loss maker within the Tata Group, including the listed entities.

Air India's staggering loss exceeds the estimate of \$400-600 million, according to research and consultancy company CAPA India for the entire aviation market of India for FY25. IndiGo, the country's biggest airline, closed the same year with a profit of ₹7,258 crore.

Air India, the former flag carrier, was acquired by the Tata Group in January 2022 from the government. Vistara, a joint venture between Tata Sons and Singapore Airlines,

RED FLAG

■ Air India's staggering loss exceeds estimates by CAPA India

■ Revenue, which includes that of Air India Express, increased 18% y-o-y to ₹78,636 crore

■ Tata Sons and Singapore Airlines pumped ₹9,558 crore into Air India to meet its capex requirements in FY25



■ The carrier aims to have a market share of 30% by 2027 in the domestic aviation segment

was merged into Air India several months ago.

Tata Sons and Singapore Airlines pumped ₹9,558 crore into Air India to meet its capital expenditure requirements. While Tata Sons invested ₹3,225 crore, Singapore Airlines put in ₹6,333 crore during FY25.

Air India Express and AirAsia India too got merged paving the way for the Tata Group to have one full-service carrier and a low-cost carrier. With the mergers and addition of new aircraft, the Air India Group has a fleet size of more than 300 aircraft.

From 24% recorded in September 2022, Air India Group's (including Air India Express) domestic market

share increased to 26.5% by the end of May 2025, according to data supplied by the Directorate General of Civil Aviation (DGCA). The firm aims to have a market share of 30% by 2027 in the domestic aviation segment.

A total of 570 Boeing and Airbus aircraft have been ordered by Air India since the start of Vihaan.AI, its five year long transformational plan.

During FY25, the National Company Law Tribunal (NCLT) approved the composite scheme of arrangement amongst Air India, Talace, Tata SIA Airlines and their respective shareholders.

As per the scheme, Tata Sons was allotted 34.38 billion

fully paid equity shares of Air India for equity and preference shares held of Talace and 13.02 billion fully paid equity shares of Air India for equity shares held of Tata SIA Airlines.

Consequently, the firm derecognised equity/preference shares of Talace Private and Tata SIA Airlines and recognised new equity shares of Air India at the cost represented by the aggregate historic cost of equity and preference shares of Talace Private and Tata SIA Airlines.

During the year, upon request by Tata Sons, preference shares held of Air India were converted into 14.44 billion equity shares of Air India in accordance with the terms of issue of the preference shares.

AI TRACKER

Minor rise in pilots leaves post crash

AIR INDIA WITNESSED a minor increase in sick leaves reported by pilots across all its fleets in the aftermath of the Ahmedabad plane crash that killed 260 people last month. In response to a Lok Sabha member's query, MoS for Civil Aviation Murlidhar Mohol said there has been a minor increase in sick leaves by pilots, and as many as 51 commanders reported sick on June 16. — PTI

AI Express flight aborted in Delhi

A MUMBAI-BOUND Air India Express plane, with around 160 passengers onboard, aborted takeoff due to a technical snag at the Delhi airport on Wednesday evening, according to a source. An Air India Express spokesperson said the crew of the airline's one of the flights from Delhi elected to reject takeoff, prioritising safety following a minor technical issue. — PTI

85 glitches till July 21 this year

FIVE INDIAN AIRLINES reported 183 technical defects in their aircraft to the

Four showcause notices to Air India by regulator

PRESS TRUST OF INDIA
Mumbai, July 24

AVIATION REGULATOR DGCA has issued four showcause notices to Air India for various violations related to cabin crew rest and duty norms, cabin crew training rules and operational procedures, a month after the airline made certain voluntary disclosures to the watchdog, sources said on Thursday.

The show cause notices were issued on July 23 on the basis of voluntary disclosures made by the airline to the Directorate General of Civil Aviation (DGCA) on June 20 and 21, the sources told PTI.

"We acknowledge receipt of these notices from the regulator related to certain voluntary disclosures that were made over the last one year by Air India. We will respond to the said notices within the stipulated period. We remain committed to the safety of our crew and passengers," an Air India spokesperson said.

Three show cause notices have been issued based on the voluntary disclosures made by Air India on June 20, including violations of cabin crew duty and rest regulations with respect to at least four ultra long haul flights — two operated on April 27 and one each on April

SAFETY VIOLATIONS

■ The notices were issued on July 23 on the basis of voluntary disclosures made by the airline to DGCA

■ Three notices have been issued based on violations of cabin crew duty and rest regulations

■ There were also violations in crew training and operational procedure

■ One of DGCA notices pertains to violations of flight duty period/ weekly rest



28 and May 2, the sources said.

According to the sources, there were also violations in crew training and operational procedure in relation to at least four flights, including those operated on July 26, 2024, October 9, 2024 and April 22, 2025.

One of the DGCA show cause notices pertains to violations of flight duty period/ weekly rest violations with respect to flights operated on June 24, 2024, and June 13, 2025, they added.

Another show cause notice, based on airline's voluntary disclosures made on June 21, is about three instances of violations in cabin crew training and operational procedures.

These violations happened in some of the flights operated

on April 10-11, February 16-May 19 and December 1, 2024.

In recent times, Air India has come under the regulatory scanner for certain violations.

Air traffic rises to 13.6 mn in June

Indian airlines carried more than 13.6 million passengers in June, higher than the year-ago period. The number of passengers flown by the carriers was 3% more in June compared to 13.2 million in May. IndiGo's market share dipped to 64.5% in June from 64.6% in May, while that of Air India Group rose to 27.1% last month compared to 26.5% in May.





Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

24 JULY 2025

Doha Air India Express flight returns midway

HD Bur
KOCHI

A Calicut-Doha Air India Express flight was forced to return to the Calicut International Airport on Wednesday morning after a mid-air technical issue emerged shortly after take-off. The flight, which departed at 9:07 a. m., landed back safely at 11:12 a. m., according to airport officials. All passengers were reported safe and were deboarded without incident. Flight IX 373 had just begun its international journey to Doha when the cockpit crew alerted ground control of an abnormality. The issue, as later confirmed by airport sources, was linked to a malfunction in the cabin's air conditioning system.

The captain followed standard operating procedure and made the decision to turn the aircraft around as a precaution.

The aircraft, a Boeing 737-800, underwent a technical inspection shortly after landing. Maintenance teams were dispatched to assess and rectify the issue. A standby aircraft was being arranged to accommodate the affected passengers. As of late afternoon, airline officials were still working to reorganise the travel plans for those booked on the di-



rupted flight, with priority being given to those on time-sensitive travel.

Flight disruption data from Calicut airport showed no additional delays to other international departures, indicating the technical fault was contained and did not escalate into a broader operational issue. However, passenger accounts suggested that the cabin temperature had become unusually warm, prompting concerns mid-flight. Some travellers reportedly alerted the cabin crew, who then relayed the situation to the cockpit.

Air India Express did not publicly disclose the number of passengers aboard the flight at the time of the incident. However, the aircraft's configuration typi-

cally carries around 180 passengers. The airline is expected to initiate a full investigation in collaboration with the Directorate General of Civil Aviation to determine the root cause of the malfunction and ensure that protocols were followed.

The development comes amid a broader push within India's aviation sector to enhance safety oversight and regulatory compliance. Technical snags, though not uncommon, are attracting greater scrutiny from both regulators and passengers as carriers increase international operations.

Air India Express, a wholly owned subsidiary of Air India, primarily serves the short-haul international market.



Corporate Communications Directorate

HINDUSTAN

DELHI

25 JULY 2025

एयर इंडिया को दिया उल्लंघनों पर नोटिस

मुंबई, एजेंसी। डीजीसीए ने एयर इंडिया को चालक दल के सदस्यों के आराम, ड्यूटी मानदंडों, प्रशिक्षण नियमों और परिचालन प्रक्रियाओं से संबंधित उल्लंघनों के लिए चार कारण बताओ नोटिस जारी किए हैं।

एयरलाइन ने 20 और 21 जून को डीजीसीए के समक्ष पक्ष रखा था, जिसके आधार पर 23 जुलाई को नोटिस जारी किए गए। एयर इंडिया के प्रवक्ता ने बताया, हमें नियामक से ये नोटिस मिले हैं, जो गत एक वर्ष में एयर इंडिया द्वारा किए गए स्वैच्छिक खुलासों से जुड़े हैं। हम तय अवधि में इनका जवाब देंगे। एयर इंडिया द्वारा 20 जून को किए गए खुलासे के आधार पर कारण बताओ नोटिस जारी किए गए हैं।



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विमानों में 183 खामियों की सूचनाएं

नई दिल्ली। लोकसभा में सरकार ने गुरुवार को कहा कि पांच भारतीय एयरलाइनों ने इस साल 21 जुलाई तक अपने विमानों में 183 तकनीकी खराबी की सूचना डीजीसीए को दी है। इसमें एयर इंडिया समूह की 85 तकनीकी खराबी शामिल हैं। नागरिक उड्डयन मंत्रालय द्वारा लोकसभा में एक लिखित उत्तर में साझा किए गए आंकड़ों के अनुसार, इंडिगो और अकासा एयर ने क्रमशः 62 और 28 तकनीकी खराबी की सूचना दी, जबकि स्पाइसजेट ने आठ खराबी की सूचना दी।



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25 JULY 2025

एयर इंडिया एक्सप्रेस पर कार्रवाई

नई दिल्ली, एजेंसी। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने एयर इंडिया एक्सप्रेस के खिलाफ दंडात्मक कार्रवाई शुरू कर दी है। दरअसल, एयरलाइन अपने विमान 'एयरबस ए320' में लगे इंजनों के संबंध में उड़ान योग्यता निर्देश का पालन करने में विफल रही है।

निरीक्षण के दौरान डीजीसीए ने पाया कि एयरलाइन ने 'एयरबस ए320' विमान में लगे इंजनों पर ईएएसए (यूरोपीय संघ विमानन सुरक्षा एजेंसी) एयरवर्थनेस निर्देश का पालन नहीं किया। नागरिक उड्डयन राज्य मंत्री मुरलीधर मोहोले ने बताया कि डीजीसीए ने एयरलाइन के परिक्षण

तकनीकी खराबी के कारण टली उड़ान

दिल्ली हवाई अड्डे पर बुधवार शाम को मुंबई जाने वाला एयर इंडिया एक्सप्रेस का एक विमान तकनीकी खराबी के कारण उड़ान नहीं भर सका। विमान में करीब 160 यात्री सवार थे। एयर इंडिया एक्सप्रेस के प्रवक्ता ने बताया कि दिल्ली से रवाना होने वाले विमान के चालक दल ने मामूली तकनीकी गड़बड़ी के कारण सुरक्षा को प्राथमिकता देते हुए उड़ान न भरने का निर्णय लिया। 'ए320' विमान से संचालित की जाने वाली इस उड़ान में कॉकपिट में गति से संबंधित मानकों को दर्शाने वाली स्क्रीन में खराबी आ गई थी, जिस कारण पायलट ने उड़ान रद्द कर दी।

प्रबंधक, गुणवत्ता प्रबंधक और जवाबदेह प्रबंधक के खिलाफ दंडात्मक कार्रवाई शुरू कर दी है। उन्होंने बताया कि गुणवत्ता प्रबंधक को दी गई मंजूरी रद्द कर दी गई, परिक्षण प्रबंधक को 1.5 लाख रुपये के वित्तीय दंड के साथ चेतावनी पत्र दिया गया,

जबकि जवाबदेह प्रबंधक पर 30 लाख रुपये का वित्तीय दंड लगाया गया है। मंत्री इस सवाल का जवाब दे रहे थे कि क्या सरकार इस तथ्य को स्वीकार करती है कि एयर इंडिया एक्सप्रेस 'एयरबस ए320' विमान के इंजन के पुर्जे समय पर बदलने में विफल रही है।



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लैंडिंग के दौरान धमाके संग विमान में आग लगी

मॉस्को, एजेसी। रूस के अमूर क्षेत्र में गुरुवार को अंगारा एयरलाइंस का एक यात्री विमान तेज धमाके के साथ दुर्घटनाग्रस्त हो गया। हादसा चीन सीमा के पास हुआ। इसमें विमान सवार सभी 42 यात्री और क्रू मेंबर के छह सदस्य मारे गए।

स्थानीय गवर्नर वैसिली ओल्लोव ने बताया, रूसी एयर ट्रैफिक कंट्रोल का विमान से संपर्क पूर्वी अमूर क्षेत्र में टूट गया। यह इलाका रूस और चीन की सीमा पर स्थित है। टाइंडा हवाई अड्डे के निदेशक ने बताया कि विमान के क्रैश होने के बाद उसमें आग लग गई। रूस के आपातकालीन स्थिति मंत्रालय ने कहा कि उन्हें विमान का

■ पांच बच्चों सहित 42
यात्री थे सवार, छह क्रू
सदस्य भी मारे गए

जलता हुआ हिस्सा टिंडा शहर में उसके निर्धारित गंतव्य के दक्षिण में एक पहाड़ी पर मिला है। घटना से जुड़े वीडियो में देखा जा सकता है कि विमान का मलबा घने जंगल में बिखर हुआ और उसमें से धुआं उठ रहा है।

मोदी ने भी शोक जताया: प्रधानमंत्री नरेंद्र मोदी ने भी घटना पर दुख जताते हुए मृतकों के प्रति संवेदना प्रकट की। वहीं, राष्ट्रपति व्लादिमीर पुतिन और चीनी राष्ट्रपति शी जिनपिंग ने हादसे पर शोक जताया है।



Corporate Communications Directorate

THE HINDU

DELHI

25 JULY 2025

H.P. CM seeks Central aid to boost State's aviation sector

Himachal Pradesh Chief Minister Sukhvinder Singh Sukhu on Wednesday urged the Centre to expedite the execution of matters surrounding the State's civil aviation sector. In a letter to Union Minister of Civil Aviation Kinjarapu Rammohan Naidu, Mr. Sukhu requested the Ministry to recommend the proposed expansion of the Kangra airport for special central assistance. The Chief Minister also urged the Ministry to provide a second apron at Shimla airport suitable for operations of ATR 42/600 type of aircraft, which, he asserted, would go a long way in increasing flight operations at the airport.



Corporate Communications Directorate

THE HINDU

DELHI

25 JULY 2025

DGCA issues four notices to Air India for safety violations

Jagriti Chandra

NEW DELHI

The Directorate General of Civil Aviation (DGCA) has issued four show-cause notices to Air India over 29 violations, including non-compliance with crew rest norms, under-deployment of cabin crew on ultra long-haul flights, and lapses in pilot and crew training. The notices also flagged unresolved “systemic issues” and deficiencies in “safety management” despite previous regulatory interventions.

A total of 19 violations pertain to violations in pilot training and the timelines within which they have to complete refresher training programme where pilots operate commercial flights under the guidance of an instructor. These were observed for a 12-month period from July 2024 to June 2025.

The Hindu has reviewed the show-cause notices, obtained through industry sources. The violations were voluntarily disclosed by Air India.

Three violations concerning weekly rest periods for one first officer and two captains were recorded between June 2024 and June 2025.

“In its show-cause notices, the regulator has said that despite repeated warnings and enforcement action for non-compliance in the past, systemic issues related to compliance monitoring, crew planning, and training governance remain unresolved,” an official said.

The DGCA has given Air India 14 days to respond to the notices.

An Air India spokesperson said in a statement, “...We will respond to the said notices within the stipulated period.”



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THE HINDU

DELHI

25 JULY 2025

'Minor' increase in sick leaves by Air India pilots since crash

There was a "minor increase" in sick leaves by Air India pilots in the aftermath of the June 12 Air India crash, the government informed Parliament on Thursday. "Air India reported a minor increase in sick leaves by pilots across all fleets in the aftermath of the AI-171 accident," Minister of State for Civil Aviation Murlidhar Mohol informed the Lok Sabha. He was responding to a question from BJP MP Jai Prakash on whether there was mass sick leave by airline's crew after the crash. The Minister provided data for June 16, four days after the crash, and said 112 pilots reported sick. These included 52 Commanders and 61 First Officers.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

25 JULY 2025

DGCA issues 4 show cause notices to AI

Neha LM Tripathi

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NEW DELHI: India's aviation regulator on Wednesday issued four show cause notices to Air India for multiple violations of operational procedures and regulations on training cabin crew and managing their duty hours.

The four notices were issued by the Directorate General of Civil Aviation (DGCA) on Wednesday, following the airline's voluntary reporting of the violations on June 20 and 21.

Air India said in a statement it would respond to the notices within the stipulated two-week period. "We acknowledge receipt of these notices from the regulator related to certain voluntary disclosures that were made over the last one year by Air India. We will respond to the said notices within the stipulated period. We remain committed to the

Govt: 112 AI pilots took sick leave days after crash

NEW DELHI: At least 112 Air India pilots reported sick four days after the airline's Ahmedabad-Gatwick flight crashed, killing 260 people, the government told Parliament on Thursday. On average, Air India — which has an estimated 1,700 pilots — sees close to 50 of them report in sick on a daily basis, a person aware of the matter said. →PI2

safety of our crew and passengers," the statement said.

The airline has been given two weeks to respond to the notices.

continued on →2

Under-lens Air India gets four show cause notices from DGCA

→CONTINUED FROM FRONT FLAP

In all, the airline had reported 25 violations of norms.

The violations of rules relating to the crew's duty and rest period, the notice stated, was in connection with flights operated on June 24, 2024, and June 15, 2025.

Another notice was issued following a voluntary disclosure on June 21 that reported three violations in cabin crew training and operational procedures. These were related to flights on December 1, April 10 and 11, 2024, and May 16 and 19, 2025.

Air India has been facing enhanced scrutiny after one of its Boeing 787 Dreamliners crashed on June 12 after takeoff from Ahmedabad airport killing 260 people.

The government has started holding direct meetings with the Air India management amid concern over safety incidents and has ordered the carrier to maintain the highest safety standards. The first such meeting was held on Wednesday.

Earlier this week, an Air India aircraft caught fire at Delhi airport after landing from Hong

THE NOTICES WERE ISSUED FOR BREACH OF OPERATIONAL PROCEDURES, NORMS ON TRAINING CREW AND MANAGING THEIR DUTY HOURS

Kong, a Kolkata-bound flight aborted its takeoff due to technical issues, and a Kochi-Mumbai flight veered off the runway while landing in heavy rain.

The Boeing 787 crash marked one of aviation's deadliest tragedies in recent years and prompted comprehensive safety reviews.

A preliminary report by the Aircraft Accident Investigation Board (AAIB) has identified that the fuel control switches were set to cut off during take-off. Why the switches were flipped, or by whom, is now at the heart of the probe. Since that incident, at least 15 other operational issues and serious incidents have been reported involving Air India and its low-cost service arm Air India Express.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

25 JULY 2025

{ GOVT TOLD PARLIAMENT }

112 AI pilots took sick leave 4 days after crash

HT Correspondent

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NEW DELHI: At least 112 Air India pilots reported sick four days after the airline's Ahmedabad-Gatwick flight crashed 33 seconds after taking off, killing all but one of the 242 people on board and another 19 people on the ground, the government told Parliament on Thursday.

On average, Air India—which has an estimated 1,700 pilots—sees close to 50 of them report in sick on a daily basis, a person aware of the matter said, asking not to be named. The government said the airline reported a “minor increase” in sick leaves after the June 12 crash.

“Air India reported a minor

increase in sick leaves reported by pilots across all fleets in the aftermath of the AI-171 accident. On 16.06.2022, a total of 112 pilots reported sick, comprising 51 commanders (P1) and 61 first officers (P2),” said minister of state for civil aviation Murlidhar Mohol in a written reply.

He was responding to BJP MP Jai Prakash, whether it is a fact that in the aftermath of the Air India-171 crash, Air India has been experiencing mass sick reporting by its flight crew members; whether the Government has taken remedial measures such as holding post-trauma mental health workshops to mitigate their stress.

The airline official cited above added that there had been an

increase in pilots reporting they were unwell the day after the incident. “The spike was very minor in the beginning and it peaked on June 16,” this person added. “DGCA has already issued a medical circular regarding mental health of flight crews and air traffic controllers (ATCOs) on 22 Feb 2023, which lays down guidelines for operators (scheduled and non-scheduled) and DGCA-empowered medical examiners,” Mohol said.

He added that the guidelines include “quick and effective methods to assess mental health that can easily be performed by the DGCA-empowered medical examiners during the Class 1/2/3 medical examination.”

The government has also

introduced a standalone, customised training capsule for flight crew and ATCOs to help manage the adverse effects of mental health conditions, it stated, the written reply added.

“Additionally, on mental health monitoring, the organisations (scheduled and non-scheduled operators, FTOs and AAI (Airports Authority of India) were also advised to have a Peer Support Programme (PSP) in place for their employees. The organisations are required to enable, facilitate and ensure access to this proactive and non-punitive programme that will assist and support flight crew/ATCOs in recognising, coping with and overcoming any problem,” the minister said.



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

24 JULY 2025

Govt pulls up Air India over rising safety issues

Neha LM Tripathi

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NEW DELHI: The government has begun holding direct meetings with Air India management amid mounting safety incidents, ordering the carrier to maintain the highest safety standards while setting a month-long timeline for reassessing its operations.

The first such meeting was held on Wednesday, in the midst of week in which an Air India aircraft caught fire at Delhi airport after landing from Hong Kong, a Kolkata-bound flight aborted takeoff due to technical issues, and a Kochi-Mumbai flight veered off the runway during landing in heavy rain.

According to one of these people, the “first meeting was held this evening where the airline gave a detailed explanation of their efforts towards maintaining safety”.

The discussions, this person added, “were held based on the incidents being reported by Air India and Air India Express. The ministry has ordered Air India to maintain highest level of safety standards. It will review the airline’s operations after a month.”

A second official said additional meetings are expected to focus on reviewing recent incidents and discussing fleet maintenance protocols.

The direct government intervention comes amid heightened concerns over passenger safety

following the June 12 crash of Air India Flight 171 that killed 260 people and a subsequent surge in technical incidents affecting the Tata-owned carrier.

“The outcome of these discussions will be crucial in restoring passenger confidence and ensuring that the airlines under the Air India group meet the highest safety benchmarks,” an official said. The Boeing 787 crash marked one of aviation’s deadliest tragedies in recent years and prompted comprehensive safety reviews. A preliminary report by the Aircraft Accident Investigation Board (AAIB) has identified fuel control switches during set to cutoff during takeoff as the main cause of the crash.



A firefighter stands next to the Air India jet that crashed in Ahmedabad on June 12.

REUTERS/ FILE PHOTO

SC rejects Maran's ₹1,323 cr damages plea against SpiceJet

Krishna Yadav

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NEW DELHI: The Supreme Court on Wednesday dismissed a plea filed by Kalanithi Maran and KAL Airways challenging a Delhi High Court order that had rejected their claim seeking ₹1,323 crore in damages from SpiceJet.

A bench of Justices P. S. Narasimha and Atul S. Chandurkar refused to interfere with the high court's decision.

SpiceJet shares shot up nearly 7% in noon trading post the apex court's decision, and we at ₹40.71 apiece on BSE. The Sensex was up 0.42%.

Maran and KAL Airways had challenged the Delhi High Court's 23 May order that had dismissed their appeals due to delays.

The division bench of Justices C. Hari Shankar and Ajay Diggpaul had refused to condone a 55-day delay in filing



SpiceJet shares shot up nearly 7% in noon trading post the apex court's decision. AFP

and a 226-day delay in re-filing their appeals, calling their conduct a "calculated gamble" and accusing them of deliberately concealing information from the court and SpiceJet.

Condonation of delay refers to seeking the court's permission to file a case or appeal after the legal deadline has lapsed.

Under the Limitation Act, parties typically have 90 days to file an appeal from a single judge's decision to a division bench. If they miss this deadline, they must explain the delay to seek condonation, which the Delhi High Court did not accept in this case.

In 2015, Maran and KAL Airways transferred their entire stake in SpiceJet to Ajay Singh for a nominal ₹2 amid a financial crisis that had nearly shut the airline.

As part of the deal, Singh, who became SpiceJet's chairman and managing director, took over liabilities worth ₹1,500 crore.

Maran and KAL Airways had also paid ₹679 crore to SpiceJet for issuing convertible warrants and preference shares. However, these were never issued under Singh's management, prompting Maran to approach the Delhi High Court in 2017 seeking a refund.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

25 JULY 2025

DGCA show-cause notices to A-I for lapses after voluntary disclosures by airline

SUKALP SHARMA
NEW DELHI, JULY 24

THE DGCA has issued a series of show-cause notices to Air India over lapses pertaining to inadequate cabin crew deployment, mandatory crew rest periods, and crew training and operational procedures, it is learnt.

At least four notices were issued Wednesday and were based on voluntary disclosures by Air India. The regulator has given the airline 14-15 days to respond.

"We acknowledge receipt of these notices from the regulator related to certain voluntary disclosures that were made over the last one year by Air India. We will respond to the said notices within the stipulated period," an Air India spokesperson said Thursday.

One notice stated that Air India operated four ultra-long-haul flights — three in April and one in May — without the adequate number of cabin crew being deployed, thereby flouting cabin crew duty and rest regulations. Instead of the necessary 15 cabin crew members, one flight was operated with 12, while the other three had 14 crew members each. "Such non-compliance represents

a serious breach of regulatory requirements and raises concerns about the safety management and operational oversight within your organization," the DGCA said in the relevant show-cause notice.

Another notice cited 19 instances of violations in crew training and operational procedures since July 2024. Three of the lapses pertained to pilots, while 16 pertained to cabin crew.

Another notice pertained to two instances of cabin crew members operating flights without valid competency cards, and one instance where a cabin crew member operated a flight, despite having accidentally deployed an emergency slide. Deployment of the slide without being required bars the cabin crew member from operating a flight without going through a requalification process.

Minor rise in sick leave by AI pilots post-crash

Union MoS for Civil Aviation Murlidhar Mohol informed the LS Thursday that AI saw a minor increase in sick leaves reported by pilots across all its fleet. On June 16, a total of 112 pilots reported sick, comprising 51 Commanders and 61 First Officers, Mohol said in a written reply.

अहमदाबाद दुर्घटना के बाद चिकित्सा अवकाश लेना बढ़ा

डर का माहौल

लोकसभा में नागर विमानन राज्य मंत्री ने दी जानकारी

हादसे के बाद एअर इंडिया के 112 पायलटों ने छुट्टी ले ली थी

जनसत्ता ब्यूरो
नई दिल्ली, 24 जुलाई।

सरकार ने गुरुवार को संसद में बताया कि 12 जून को अहमदाबाद विमान हादसे के बाद एअर इंडिया की उड़ानों के पायलटों के चिकित्सा अवकाश लिए जाने में बढ़ोतरी देखी गई। अकेले 16 जून को ही 112 पायलट ने अवकाश ले लिया था। नागर विमानन राज्य मंत्री मुरलीधर मोहोल ने लोकसभा में एक सवाल के लिखित जवाब में बताया, पायलटों के अस्वस्थ होने की सूचना देने में वृद्धि हुई है।

निचले सदन के एक सदस्य ने यह जानना चाहा था कि क्या एअर इंडिया विमान दुर्घटना के बाद बड़े पैमाने पर चालक दल के सदस्यों द्वारा अस्वस्थ होने की सूचना दी जा रही। राज्यमंत्री ने अपने जवाब में बताया, एअर इंडिया की



उड़ान एआई-171 दुर्घटना के बाद एअरलाइन के पायलटों के अस्वस्थ होने से संबंधित अवकाश में मामूली बढ़ोतरी देखने को मिली है। 16 जून को कुल 112 पायलटों ने अस्वस्थ होने

एअर इंडिया समूह की विमानन सेवाओं में सर्वाधिक 85 खामियां सरकार ने लोकसभा में बताया कि पांच भारतीय एअरलाइन ने इस साल 21 जुलाई तक अपने विमानों में 183 तकनीकी खामियों की डीजीसीए को सूचनाएं दीं। इनमें एअर इंडिया समूह के विमानन सेवाओं की 85 खामियां शामिल हैं। नागरिक उड्डयन मंत्रालय की ओर से लोकसभा में एक सवाल के जवाब में साझा किए गए आंकड़ों के मुताबिक, इस अवधि में इंडिगो की तरफ से 62 और आकाशा एअर ने 28 जबकि स्पाइसजेट ने तकनीकी खामियों से संबंधित 8 सूचनाएं दीं। एअर इंडिया और एअर इंडिया एक्सप्रेस ने कुल मिलाकर 85 तकनीकी खामियों की सूचना दी। ये सभी आंकड़े इस साल 21 जुलाई तक के हैं। वर्ष 2024 में दर्ज की गई तकनीकी खामियों की संख्या 421 थी, जो 2023 में रपट की गई 448 से कम है। 2022 में रपट की गई तकनीकी खामियों की संख्या 528 थी। इन तीन वर्षों के आंकड़ों में एलायंस एअर और पूर्ववर्ती विस्तारा के आंकड़े भी शामिल हैं।

की सूचना दी गई थी, जिनमें 51 कमांडर (पी1) और 61 'फर्स्ट ऑफिसर' (पी2) शामिल थे। एअर इंडिया का बोइंग 787-8 विमान 12 जून को अहमदाबाद हवाई अड्डा से उड़ान भरने के

तुरंत बाद दुर्घटनाग्रस्त हो गया था। इस हादसे में 260 लोगों की मौत हो गई। विमान में सवार 242 लोगों में केवल एक व्यक्ति ही जीवित बचा।

एअर इंडिया एक्सप्रेस के खिलाफ की गई दंडात्मक कार्रवाई : मोहोल

जनसत्ता ब्यूरो
नई दिल्ली, 24 जुलाई।

नागरिक उड्डयन मंत्रालय ने गुरुवार को कहा कि डीजीसीए ने एअरबस ए 320 विमानों में लगे इंजन को लेकर जारी निर्देश का पालन नहीं करने पर एअर इंडिया एक्सप्रेस के कुछ अधिकारियों के खिलाफ दंडात्मक कार्रवाई शुरू की है। नागरिक उड्डयन राज्य मंत्री मुरलीधर मोहोल ने लोकसभा में एक सवाल के लिखित जवाब में यह जानकारी दी।

LOKSATYA

DELHI

25 JULY 2025

विमानों में 183 तकनीकी खामियां दर्ज: सरकार



नई दिल्ली, लोकसत्य

सरकार ने बृहस्पतिवार को बताया कि इस वर्ष 21 जुलाई तक पांच भारतीय एयरलाइनों ने अपने विमानों में तकनीकी खामियों से जुड़ी कुल 183 घटनाओं की सूचना विमानन नियामक डीजीसीए को दी। इन घटनाओं में से 85 मामले एअर इंडिया समूह की विमान सेवाओं से संबंधित थे।

नागरिक उड्डयन मंत्रालय द्वारा बृहस्पतिवार को लोकसभा में एक प्रश्न के लिखित उत्तर में साझा किए गए आंकड़ों के अनुसार, इंडिगो और आकाशा एअर ने क्रमशः 62 और

28 तकनीकी खामियों की सूचना दी, जबकि स्पाइसजेट ने 8 खामियों की सूचना दी। एअर इंडिया और एअर इंडिया एक्सप्रेस ने कुल मिलाकर 85 तकनीकी खामियों की सूचना दी। ये सभी आंकड़े इस साल 21 जुलाई तक के हैं।

वर्ष 2024 में दर्ज की गई तकनीकी खामियों की संख्या 421 थी, जो 2023 में रिपोर्ट की गई 448 से कम है। 2022 में रिपोर्ट की गई तकनीकी खामियों की संख्या 528 थी। इन तीन वर्षों के आंकड़ों में एलायंस एअर और पूर्ववर्ती विस्तारा के आंकड़े भी शामिल हैं।

Air India, Tata Digital among group's top earners in FY25

Other big earners Tata Power and Titan raked in over ₹60,000 cr each in revenue last fiscal

Nehal Chahalwala & Varun Sood
MUMBAI/BENGALURU

Three of Tata Group's new unlisted businesses—Air India, Tata Electronics Pvt. Ltd. and Tata Digital Pvt. Ltd.—became among the conglomerate's highest revenue contributors in 2024-25. But that came at a cost.

The three companies contributed almost ₹1.8 trillion to the group's ₹15.3 trillion topline, but made a combined loss of ₹15,500 crore, as per the latest annual report of group holding company Tata Sons.

In terms of revenue contribution, these companies were among the highest within the diversified group, only behind the big 3—Tata Motors Ltd, Tata Consultancy Services Ltd, and Tata Steel Ltd, each of which makes upwards of ₹2 trillion in annual revenues.

Other big earners within the Tata Group are Tata Power Co. Ltd and Titan Co. Ltd, which raked in over ₹60,000 crore each in revenue last fiscal year.

Air India was the largest lossmaker for the Tata Group in FY25, with ₹10,859 crore in the red, followed by Tata Digital, which made a loss of ₹4,610 crore. Tata Digital houses Tata Neu, the group's super app.

Tata Group made a net profit of ₹113 billion in FY25.

In terms of revenue, Air India contributed ₹78,636 crore in FY25, while Tata Digital made ₹32,188 crore.

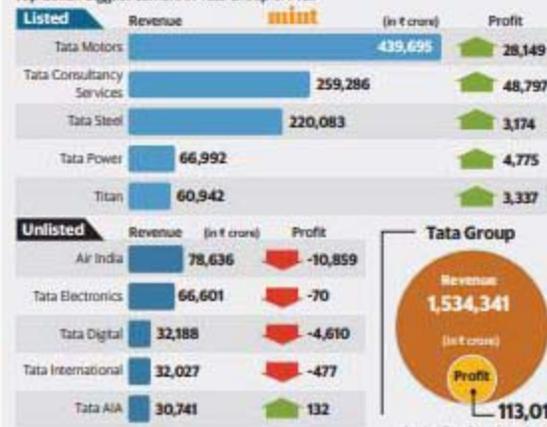
Tata Electronics was the bright spot among the conglomerate's new unlisted businesses, with FY25 revenue of ₹66,601 crore and a relatively smaller loss of ₹70 crore, setting the stage for a quick turnaround and profit contributions to the group.

The electronics and semiconductor

Big gains

The improved financial performance meant richer dividends for shareholders and higher paychecks for executives.

Top dollar: Biggest earners in Tata Group in FY25



Tata Sons executive chairman N. Chandrasekaran.

PH

making unit of the Tata Group acquired Wistron's Karnataka-based iPhone assembly unit in FY24, and in FY25 commenced iPhone assembly at a second facility in Tamil Nadu.

Tata Group officially acquired Air

"It is my deep conviction that we must be (financially) fit to perform. To do that, we must be honest that some decisions that might have appeared ideal when they were taken may have aged poorly with time and changing

Between FY20 and FY25, Tata Group's aggregate revenue nearly doubled to ₹15.3 trillion, while net profit more than tripled to ₹11 trillion and leverage ratio halved to 0.7x. Return on equity improved to 17.5% from 8.7%.

The improved financial performance of the group also meant richer dividends for shareholders and higher paychecks for executives. Tata Sons' board recommended a dividend of ₹2,623 crore in dividends to Tata Trusts and other shareholders in FY25, more than double that in the previous year.

Chandrasekaran's compensation swelled to ₹156 crore, of which ₹141 crore is commission, which will be paid at the Tata Sons annual general meeting on 14 August.

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SLOW AND STEADY

TATA Electronics was the bright spot among the conglomerate's new unlisted businesses

ITS electronics and semiconductor unit acquired Wistron's Karnataka iPhone assembly unit in FY24

TATA Group officially acquired Air India in Jan 2022, while Tata Digital was incorporated in 2019

THE group will prioritize financial health over rapid expansion, said Chandrasekaran

India in January 2022, while Tata Digital was incorporated in 2019 and Tata Electronics the following year.

Tata Sons chair N. Chandrasekaran said the group will focus on being fit and prioritize financial health over rapid expansion.

economic conditions," he wrote in his letter to shareholders.

"As a result, our mantra in the last few years was "Fitness first, velocity next". I am proud to share that the Tata Group is fit and ready for the future," he said.



Corporate Communications Directorate

MINT

DELHI

25 JULY 2025

Air India narrows gap with IndiGo

Dipali Banika
dipali.banika@livemint.com
MUMBAI

Air India has inched closer to India's largest airline, IndiGo, in the three years since the Tata Group brought the nationalised carrier back into its fold.

Air India's revenue in 2024-25 jumped 15% to ₹78,636 crore from ₹66,556.21 crore in FY24, after combining the finances of Air India, Tata SIA Airlines Ltd, Talace Pvt. Ltd—making the airline among the largest contributors to Tata Group's ₹15.3 trillion topline in FY25.

IndiGo, operated by Inter-globe Aviation, saw its revenue rise to ₹84,098.2 crore in FY25 from ₹68,904.3 crore in the year before.

However, Air India was the largest lossmaker for Tata



But AI is still in losses while IndiGo makes profits. **REUTERS**

Group in FY25, with its loss widening to ₹10,859 crore from a combined loss of ₹7,356.3 crore for the three related entities in FY24, according to Tata

TURN TO PAGE 6

Related stories on Tata firms' performance in P7

Air India trims gap with IndiGo

FROM PAGE 1

Sons' latest annual report.

Talace and Tata SIA, or Vistara, were merged under the Air India banner in FY25. Talace was a wholly owned Tata Group subsidiary created for acquiring Air India from the Indian government.

After buying back the airline in 2022, Tata Sons chair N. Chandrababhan hired former Singapore Airlines executive Campbell Wilson to lead Air India. Wilson's 5-year revival strategy, started in September 2022, includes refitting old planes, buying new planes, increasing Air India's domestic market share to at least 30%, and expanding its international routes.

Air India currently has a domestic market share of 26-27%, behind IndiGo, which dominates with a 64-65% market share.

According to analysts, 60-65% of Air India's revenue comes from international routes and 35-40% from domestic routes.

Apart from a \$400 million



Air India has a domestic market share of 26-27%. **REUTERS**

refit programme for upgrading 67 legacy aircraft, Air India, at the 2023 Paris Air Show, signed deals worth \$70 billion to buy 470 aircraft from Airbus and Boeing.

In December 2024, Air India placed an additional order for 100 Airbus planes, taking its total number of aircraft ordered to 570. Deliveries from these orders are expected to be completed by 2030.

However, last month's crash of Air India's AI-171 Boeing flight, which killed all but one of the 242 people on board and

19 others, may have pushed back the airline's revival plans.

While the air crash directly may not impact Air India's expansion plans and profitability, an inexplicable crash of this magnitude may further delay the delivery timelines of Boeing, which are already backed up by months, said industry experts.

In such a case, Air India may also see delays in acquiring new aircraft, affecting its turnaround strategy.

"The air crash was a rare unfortunate event that may not impact the company's expansion plans, but Boeing's troubles can delay the aircraft delivery, which could jolt their profits," said Mayur Milak, senior vice president at Asian Markets Securities.

Boeing delivered 60 airplanes to global airlines in June, a 27% increase compared with a year earlier, according to a Reuters report.

Meanwhile, India's aviation industry is expected to post a net loss of ₹2,000-3,000 crore in FY26, according to rating agency ICRA.



Corporate Communications Directorate

MINT

DELHI

25 JULY 2025

DGCA warns Air India over safety gaps

Reuters
feedback@livemint.com
NEW DELHI

Air India has been warned by India's aviation regulator that it could face enforcement action for breaching safety standards related to crew fatigue management and training, government notices to the airline seen by *Reuters* showed.

The airline self-reported the problems, which occurred this year and last year, to the Directorate General of Civil Aviation (DGCA) last month, days after one of its Boeing 787 Dreamliners crashed in Ahmedabad city, killing 260 people.

Four government notices, dated 23 July, criticized Air India for repeated failures in safety compliance and in following many other warnings in the past. Potential regulatory action could include fines or ordering that executives be removed from their jobs.

They cite a combined 29 violations, including pilots not being given mandatory rest, poor compliance with simulator training requirements, the lack of training for high-altitude airports, and flying on international routes with insuf-



Air India self-reported the problems to the DGCA last month. *PH*

ficient cabin crew.

"Despite repeated warning and enforcement action of non-compliance in the past, systemic issues related to compliance monitoring, crew planning, and training governance remain unresolved," said one of the notices. "The recurrence of such violations suggests a failure to establish and enforce effective control mechanisms," it said.

Air India said in a statement that the notices relate to voluntary disclosures made over the past year, and that it will

respond to the regulator. "We remain committed to the safety of our crew and passengers."

The DGCA did not respond to a request for comment.

Four government notices, dated 23 July, criticized Air India for repeated failures in safety compliance, heeding warnings

Air India has come under intense scrutiny since the Ahmedabad crash.

A preliminary report found that the fuel control switches were flipped almost simultaneously

after takeoff and there was pilot confusion in the cockpit. One pilot asked the other why he cut off the fuel and the other responded that he hadn't done

so, the report said.

The EU's aviation agency said this month it will investigate Air India Express, the airline's budget service, after *Reuters* reported it did not change the engine parts of an Airbus A320 in a timely manner. India's watchdog also found in May that Air India flew three Airbus planes even though they were overdue for checks on emergency equipment.

This week's notices were addressed to senior executives, including the airline's director of flight operations, Pankul Mathur, and its director of training, Amar Bhatia. One of the notices said there had been "weekly rest violations" detected for two pilots in June 2024 and one in June 2025, though it did not say how many extra hours the pilots flew.

Another notice said that last year, two pilots took simulator training but did not start flying within the prescribed time limit, a lapse that requires them to undergo training again.

In April this year, a pilot flew from Kathmandu without the mandatory special simulator training, the notice added. Kathmandu has mountainous terrain and a high-altitude table-top runway.



Corporate Communications Directorate

MINT

DELHI

25 JULY 2025



The number of passengers flown was 3% more in June compared to 13.2 million in May. BLOOMBERG

Domestic air traffic hits 13.6 mn in June

Indian airlines carried more than 13.6 million passengers in June, higher than the year-ago period, according to official data released on Thursday.

The number of passengers flown by the carriers was 3% more in June compared to 13.2 million in May.

IndiGo's market share dipped to 64.5% in June from 64.6% in May, while that of Air India Group rose to 27.1% last month compared to 26.5% in May.

Last month, the market share of Akasa Air remained unchanged at 5.3% while that of SpiceJet declined to 1.9% from 2.4% in May.

"Passengers carried by domestic airlines during January-June 2025 were 851.74 lakhs as against 793.48 lakhs during the corresponding period of the previous year, thereby registering an annual growth of 7.34% and a monthly growth of 3.02%," the Directorate General of Civil Aviation (DGCA) said in its report.

The overall cancellation rate of scheduled domestic airlines in June stood at 0.93%. Nearly 37% of the flight cancellations in June were due to technical reasons, followed by operational (25%) and weather (22.4%).

PTI



Corporate Communications Directorate

MILLENNIUM POST

DELHI

25 JULY 2025

DGCA issues 4 show cause notices to Air India for various violations

The show cause notices were issued on July 23 on the basis of voluntary disclosures made by airline to DGCA on June 20 and 21, sources said

OUR CORRESPONDENT

MUMBAI: Aviation regulator DGCA has issued four show cause notices to Air India for various violations related to cabin crew rest and duty norms, cabin crew training rules and operational procedures, a month after the airline made certain voluntary disclosures to the watchdog, sources said on Thursday.

The show cause notices were issued on July 23 on the basis of voluntary disclosures made by the airline to the Directorate General of Civil Aviation (DGCA) on June 20 and 21, the sources said.

"We acknowledge receipt of these notices from the regulator related to certain voluntary disclosures that were made over the last one year by Air India. We will respond to the said notices within the stipulated period. We remain committed to the safety of our crew and passengers," an Air India spokesperson said in a statement.

Three show cause notices have been issued based on the voluntary disclosures made by Air India on June 20, including violations of cabin crew duty and rest regulations with respect to at least four ultra long



'There were also violations in crew training & operational procedure in relation to at least 4 flights, sources said

haul flights -- two operated on April 27 and one each on April 28 and May 2, the sources said.

According to the sources, there were also violations in crew training and operational procedure in relation to at least four flights, including those operated on July 26, 2024, October 9, 2024 and April 22, 2025. One of the DGCA show cause notices pertains to violations of flight duty period/ weekly rest violations with respect to flights operated on June 24, 2024, and

Highlights

- » Three show cause notices have been issued including violations of cabin crew duty and rest regulations
- » Another show cause notice, based on airline's voluntary disclosures made on June 21, is about three instances of violations in cabin crew training and operational procedures
- » In recent times, Air India has come under the regulatory scanner for certain violations

June 13, 2025, they added.

Another show cause notice, based on airline's voluntary disclosures made on June 21, is about three instances of violations in cabin crew training and operational procedures.

These violations happened in some of the flights operated on April 10-11, February 16-May 19 and December 1, 2024, the sources said.

In recent times, Air India has come under the regulatory scanner for certain violations.

Air India saw 'minor rise' in pilots reporting sick after Ahmedabad crash

NEW DELHI: Air India witnessed a "minor increase" in sick leaves reported by pilots across its fleet in the aftermath of the Ahmedabad plane crash, with 112 pilots reporting sick in a single day on June 16, the government said.

In response to a Lok Sabha member's query on whether Air India has been experiencing mass sick reporting by its flight crew members, following the crash, Minister of State for Civil Aviation Murlidhar Mohol on Thursday said there has been a minor increase in sick leaves reported by pilots, and as many as 51 commanders reported sick on June 16.

"Air India reported a minor increase in sick leaves reported by pilots across all fleets in the aftermath of the AI-171 accident. On 16.06.2025, a total of 112 pilots reported sick, comprising of 51 Commanders (P1) and 61 First Officers (P2)," the min-

ister said in a written reply.

The airline's Boeing 787-8 aircraft, operating the flight AI 171, en route to London Gatwick, crashed into a building soon after takeoff from Ahmedabad on June 12. In the fatal accident, 260 people died, including 241 passengers who were onboard the plane, and 19 people on the ground. One passenger survived the crash.

The DGCA's medical circular, issued in February 2023, had advised airlines to have a separate, standalone and customised training capsule for the flight crew/ATCOs (Air Traffic Controllers) to recognise and manage the adverse effects of mental health conditions. "Additionally, on mental health monitoring, the organisations (scheduled and non-scheduled operators, FTOs and AAI) were also advised to have a Peer Support Programme (PSP) in place for their employees. #B



Corporate Communications Directorate

MILLENNIUM POST

DELHI

25 JULY 2025

Domestic air travel rises to 1.36 crore in June: DGCA

NEW DELHI: Indian airlines carried more than 1.36 crore passengers in June, higher than the year-ago period, according to official data released by DGCA on Thursday.

The number of passengers flown by the carriers was 3 per cent more in June compared to 1.32 crore in May.

IndiGo's market share dipped to 64.5 per cent in June from 64.6 per cent in May, while that of Air India Group rose to 27.1 per cent last month compared to 26.5 per cent in May.

Last month, the market share of Akasa Air remained unchanged at 5.3 per cent while that of SpiceJet declined to 1.9 per cent from 2.4 per cent in May.

The overall cancellation rate of scheduled domestic airlines in June stood at 0.93 per cent.

Nearly 37 per cent of the flight cancellations in June were due to technical reasons, followed by operational (25 per cent) and weather (22.4 per cent).

In June, as many as 1,20,023 passengers were affected due to flight delays, and airlines shelled out little over Rs 1.68 crore towards facilitation. A total of 33,333 passengers were impacted by flight cancellations in June, and carriers spent Rs 72.40 lakh towards compensation and facilities.

As per the data, 1,022 passengers were denied boarding, and airlines paid Rs 99.57 lakh towards compensation and facilities. ■

Corporate Communications Directorate

MILLENNIUM POST

DELHI

25 JULY 2025

SC dismisses plea by KAL Airways, Maran seeking damages: SpiceJet

NEW DELHI: SpiceJet on Thursday said the Supreme Court has dismissed the appeal filed by KAL Airways and its former promoter Kalanithi Maran, who were seeking damages of over Rs 1,300 crore and other related claims against the airline.

In a regulatory filing, SpiceJet stated that the top court's order marks the final dismissal of these appeals. "The remaining issues before the Court pertain to SpiceJet's challenge of the interest levied—which has already been substantially deposited—and the premature refund of the



CRPS (Cumulative Redeemable Preference Shares) amount by the Arbitral Tribunal," the airline noted.

The legal dispute began in 2015, when Ajay Singh, who had earlier owned SpiceJet, reacquired the airline from Maran and KAL Airways after it was grounded due

to financial distress.

Under the agreement, Maran and KAL claimed to have paid Rs 679 crore to SpiceJet for convertible warrants and preference shares, which they alleged were neither issued nor refunded—leading to a court case in 2017.

However, the Arbitral Tribunal, the Delhi High Court, and its Division Bench had previously rejected Maran's claims.

The Supreme Court's latest decision effectively ends the damages dispute, leaving only procedural matters to be resolved.

AGENCIES



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

25 JULY 2025

Business class blanked out in AI flight over door malfunction

S LALITHA @ New Delhi

AIR India's Boeing 777 flight from San Francisco to Bengaluru via Kolkata turned into a nightmare for nearly 300 flyers aboard on July 21, sources said. It took off eight hours behind schedule due to an inoperative main door in the Business Class section. The crew were allegedly repeatedly misinforming the passengers that the aircraft was undergoing cleaning all this time.

The Business and Premier Economy sections were cordoned off with tapes before the flight took off by 5.45 am on July 22, passengers on board told this reporter. Air India claimed that only five flyers in the Business Class refused to travel by economy and were left behind. A passenger on board, Sangeetha Krishnan (name changed on request) travelling with her three young children, told this reporter, "The flight

From SFO to India is generally packed this time, and we booked our tickets eight months ago in Economy Class, which cost ₹75,000 per ticket.

Our departure time was 9:00 pm US time on July 21. We were alerted that it would leave by 11 pm, then by 12 am, but the de-



parture time kept getting delayed. The only response the staff at the gate kept giving repeatedly was that the cleaning of the aircraft was getting delayed," she said.

She said the flight finally took off at 5.45 am. Some missed connecting flights to Coimbatore, Chennai and Madurai from Bengaluru due to the delay.

Air India confirmed the incident. "All 176 operating from San Francisco to Bengaluru on July 21 experienced a technical issue related to one of the aircraft doors. The door was declared inoperative and, as mandated by regulatory safety protocols, some passengers were required to be shifted to Economy Class. Alternative travel or a full refund was offered to five passengers who preferred not to take the newly assigned seats," the statement said.

DGCA issues 4 show-cause notices to AI

S LALITHA @ New Delhi

THE Directorate General of Civil Aviation (DGCA) issued four show cause notices to Air India on Wednesday in connection with 29 violations over a year, related to rostering issues, violation of flight duty time limitations for cabin crew, and providing inadequate cabin crew. These violations were disclosed voluntarily by the airline.

The violations took place for nearly a year, from June 13, 2024 to June 3, 2025. The airline has a fortnight to respond. This newspaper has seen the notices.

A notice issued to the Director of Cabin Safety referred to four instances of non-compliance with cabin crew requirements in 2025 for ultra-long-haul range flights.

The notice to the Director of Flight Operations referred to weekly rest violations in the case of three specific crew members.

An Air India spokesperson said, "We will respond within the stipulated period."



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

25 JULY 2025

एयर इंडिया को 4 कारण बताओ नोटिस जारी

■NBT रिपोर्ट, मुंबई: DGCA ने एयर इंडिया को 4 कारण बताओ नोटिस दिए हैं, जो केबिन क्रू



ड्यूटी-रेस्ट नियम, प्रशिक्षण और संचालन प्रक्रियाओं के उल्लंघन से जुड़े हैं। ये नोटिस एयरलाइन को 20-21 जून की स्वैच्छिक रिपोर्टिंग के आधार पर 23 जुलाई को जारी हुए। इनमें कुछ लंबी उड़ानों में नियमों की अनदेखी के मामले भी हैं। एयर इंडिया ने कहा कि वह जवाब देगा।

नियम तोड़ने पर एयर इंडिया को DGCA से मिले 4 नोटिस एयरलाइन ने कहा, समयसीमा के अंदर जवाब देंगे

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■ नई दिल्ली: एविएशन रेगुलेटर डीजीसीए ने एयर इंडिया को विभिन्न नियमों का उल्लंघन करने के आरोप में चार कारण बताओ नोटिस जारी किए हैं। इनमें एयर इंडिया के पायलटों के आराम करने, ड्यूटी स्टैंडर्ड, ट्रेनिंग और ऑपरेशन प्रक्रियाओं से संबंधित है। इसमें भी संयुक्त रूप से 16 घंटे से अधिक टाइम वाली अल्ट्रा लॉन्ग फ्लाइटों के दौरान नियम अधिक तोड़े जाना बताया गया है। इससे पहले भी नियम तोड़ने पर डीजीसीए एयर इंडिया को नोटिस थमाने समेत पेनल्टी लगा चुका है।

मामले में एयर इंडिया का कहना है कि डीजीसीए से मिले यह नोटिस पिछले एक साल में एयर इंडिया द्वारा किए गए कुछ स्पैचिक खुलासों से संबंधित है। कहा, निर्धारित अवधि के भीतर इन नोटिस का जवाब देंगे। सूत्रों के मुताबिक, एयरलाइन ने 20 और 21 जून को डीजीसीए के सामने स्पैचिक खुलासे किए थे।



मंत्री बोले, निर्देश न मानने पर कार्रवाई

नागर विमानन राज्य मंत्री मुरलीधर मोहोले ने बताया कि निर्देश का पालन नहीं करने पर एयर इंडिया एक्सप्रेस के खिलाफ दंडात्मक कार्रवाई की गई। डीजीसीए ने एयरबस A-320 विमानों में लगे इंजनों के संबंध में निर्देश का पालन न करने पर एयर इंडिया एक्सप्रेस के जिम्मेदार कर्मियों पर एक्शन लिया, जिसमें 1.5 लाख रुपये के फाइन के साथ वॉर्निंग लेटर जारी किया गया।

'एयर इंडिया प्लेनों में सबसे ज्यादा खामी'

देश की तमाम एयरलाइंस में से सबसे अधिक एयर इंडिया और एयर इंडिया एक्सप्रेस के हवाईजहाजों में सबसे अधिक तकनीकी खामियों के मामले सामने आए हैं। लोकसभा में गुरुवार को नागर विमानन मंत्रालय ने बताया कि इस साल 21 जुलाई तक 183 विमानों में तकनीकी खामियां सामने आईं। इनमें 85 खामियां एयर इंडिया और एयर इंडिया एक्सप्रेस की फ्लाइटों की थीं।



Corporate Communications Directorate

THE STATESMAN

DELHI

24 JULY 2025

Established protocols followed, says MEA after UK media reports of kin of AI-171 crash victims receiving wrong bodies

STATESMAN NEWS SERVICE
NEW DELHI, 23 JULY

Rejecting a British media report which alleged that two families in the UK received the wrong bodies of the victims of the 12 June Air India plane crash in Ahmedabad, India on Wednesday said the concerned authorities had carried out identification of victims in line with established protocols and technical requirements.

The tragic Air India plane crash resulted in the deaths of 260 individuals, including 229 passengers, 12 crew members, and 19 people on the ground in Ahmedabad on 12 June.

"We have seen the report and have been working closely with the UK side from the



moment these concerns and issues were brought to our attention," Ministry of External Affairs (MEA) spokesperson Randhir Jaiswal said in response to media queries regarding a report in the *Daily Mail* on the Air India crash.

He said in the wake of the mishap, the authorities concerned had carried out identification of victims in line with established protocols and technical requirements.

"All mortal remains were handled with utmost pro-

According to the Daily Mail newspaper, one family had to cancel funeral plans after discovering that the coffin delivered to them contained the remains of an unidentified passenger.

fessionalism and with due regard for the dignity of the deceased," the MEA spokesperson said.

"We are continuing to work with the UK authorities on addressing any concerns related to this issue," Mr Jaiswal said.

The UK tabloid newspaper *Daily Mail*, citing an aviation lawyer representing several

families, had reported that at least two victims of the Air India Flight 171 disaster whose remains were sent back to Britain were misidentified.

According to the newspaper, one family had to cancel funeral plans after discovering that the coffin delivered to them contained the remains of an unidentified passenger. In another case, remains of more than one victim were reportedly placed in a single casket and had to be separated before burial, the *Daily Mail* claimed.

The alleged mistakes apparently came to light during identity verification conducted by Inner West London coroner Dr Fiona Wilcox, who used DNA samples provided by the families.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

25 JULY 2025

With more AI pilots reporting sick after Guj crash, DGCA issues circular on mental health

TIMES NEWS NETWORK

New Delhi: Air India has reported an increase in sick leaves by pilots in the aftermath of the AI-171 crash on June 12, prompting Directorate General of Civil Aviation (DGCA) to ask airlines to take steps for mental well-being of crew members.

“Air India’s 112 pilots, comprising 51 commanders and 61 first officers, reported sick on June 16... DGCA has already issued a medical circular regarding mental health of flight crews and air traffic controllers,” MoS for civil aviation Murlidhar Mohol told Lok Sabha Thursday.

DGCA had earlier this month directed Indian carriers, particularly the major ones like Air India and IndiGo, to hold a post-trauma mental health workshop for their flight crew.



Several pilots, especially of Boeing 787s, have been reporting trauma after the Gujarat crash involving an aircraft of the same type

Several pilots, especially of Boeing 787s, have been reporting trauma after the Gujarat crash involving an aircraft of the same type. “The conversation in cockpits these days is mostly limited to what could have caused the crash. What is it that really went wrong? That is really eating us up. We are not buying the pilot suicide theory that has been fuelled by AAIB’s extremely questiona-

ble preliminary report,” said multiple pilots.

The DGCA medical circular advises “quick and effective methods to assess mental health that can easily be performed by DGCA empanelled medical examiners, and the introduction of a separate, standalone and customised training capsule for the flight crew/ATCOs to recognise and manage the adverse effects of mental health conditions”.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

25 JULY 2025

DGCA again issues notices to AI on crew duty rule violations

New Delhi: The Directorate General of Civil Aviation slapped four show-cause notices on Air India on Wednesday over what it said were violations related to crew flight-duty periods and weekly rest, reports Saurabh Sinha.

AI crew have for long been complaining of being made to fly for longer than the rules allow. Such rules are meant to ensure, for safety, that only fully rested pilots operate flights. The airline issued a statement saying that they “acknowledge receipt of these notices from the regulator related to certain voluntary disclosures that were made over the last one year by Air India. We will respond to the said notices within the stipulated period. We remain committed

AI171 crash fallout: Pilots call in sick

Air India has reported an increase in sick leaves by pilots in the aftermath of the crash in Ahmedabad, prompting DGCA to ask airlines to take steps for the mental wellbeing of crew. “Air India’s 112 pilots... reported sick on June 16...” MoS for civil aviation Murlidhar Mohol told LS Thursday. **FLAP INSIDE**

to the safety of our crew and passengers.” AI has to reply to the notices within 15 days.

The language of recent DGCA notices shows an increasing uneasiness at the state of affairs.

► **‘Being run like IT co,’ P 24**

‘AI being run like IT firm’: Staff speak of disconnect with mgmt

► **Continued from P 1**

One notice issued by DGCA to Air India on Wednesday did not mince words: “These violations reflect serious deficiencies in crew scheduling, operational planning, and regulatory oversight within the flight operations function. Despite repeated warnings and enforcement action of non-compliance in the past, systemic issues related to compliance monitoring, crew planning, and training governance remain unresolved.” It added: “The recurrence of such violations suggests a failure to establish and enforce effective control mechanisms... Director flight operations has failed to ensure the compliances.”

Nine days after the Ahmedabad crash, DGCA had asked AI to remove three officials who were in charge of crew rostering. The June 20 order said: “Repeated and serious violations voluntarily disclosed by AI concerning flight crew being scheduled and operated despite lapses in licensing, rest, and recency requirements... point to systemic failures in crew scheduling, compliance monitoring, and internal accountability.” Of particular concern, it said, was “absence of strict disciplinary measures against key officials directly responsible for these operational lapses”.

DGCA had at the time warned AI “any future violation” of crew scheduling norms, licensing or

flight-time limitations detected in any post-audit or inspection would “attract strict enforcement action, including but not limited to penalties, license suspension or withdrawal of operator permissions as applicable”.

Top aviation ministry and DGCA officials have repeatedly met AI management to take stock of the situation. “Some key position holders are not up to the job. Reviving AI was never expected to be easy. It becomes more difficult if the right team isn’t in place,” said sources.

Many employees speak of a disconnect between them and the management. “AI is being run like an IT company, through apps and emails and hardly any human interface,” they said.



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

24 JULY 2025

Engine alert halts IndiGo flight take-off in A'bad

TIMES NEWS NETWORK

Ahmedabad/New Delhi: A Diu-bound IndiGo flight was grounded Wednesday morning after pilots spotted an “engine one flameout warning” while preparing to depart from Ahmedabad, officials said.

The ATR 72-600 turboprop, operating as Flight 6E 7966, had completed taxiing and was lined up for its scheduled 11am take-off when the cockpit alert triggered a precautionary return to the parking bay.

All 70 passengers and crew deplaned safely. The aircraft was also scheduled to fly onward to Nagpur later in the day, but both legs were cancelled.

“A technical snag indication was noticed just before take-off... The aircraft will undergo necessary checks and maintenance before resuming operations,” IndiGo said in a statement. DGCA is in-

AIE flight to Doha returns to Calicut

An Air India Express flight to Doha returned to Calicut International Airport two hours after take-off Wednesday due to a technical issue, officials said. They said an alternative flight was later arranged for the stranded passengers. PTI

vestigating the episode, which comes amid intensified oversight following the June 12 crash of Air India Flight 171 in Ahmedabad.

According to officials, there was no threat to passenger safety and that standard protocol was followed. “We regret the inconvenience caused to our customers... As always, safety of our customers and crew remains the top priority at IndiGo,” the airline said. Passengers were offered refreshments, alternative bookings on upcoming flights, or full refunds.



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

24 JULY 2025

Mumbai-Ahmedabad flight delayed due to 'AC failure'

TIMES NEWS NETWORK

Ahmedabad: Four passengers on Akasa Air's QP1528 flight to Ahmedabad deboarded on Wednesday evening after the aircraft's air conditioning system did not allegedly cool the cabin, causing them discomfort. The flight, which was scheduled to depart at 9.10pm from Mumbai airport, eventually took off around 10.40pm—a delay of 1.5 hours.

According to passengers, the aircraft doors had closed but the cabin remained hot and airless. "The AC was not



functioning and some fliers requested to get off. Their luggage was unloaded. Meanwhile, the duty hours of the pilot had lapsed. We were informed that a new pilot was being arranged, which caused further delay," said Hitesh Patel, BJP's Gujarat media cell convener,

who was on board the flight.

Akasa Air issued a statement: "Some passengers on the flight raised concerns regarding cabin temperature while the aircraft was preparing for takeoff and requested to be offloaded. In line with protocol and prioritising passenger comfort, the aircraft returned to the bay and the passengers were offloaded. Our engineering team inspected the cabin and confirmed that the temperature was normal. The flight subsequently departed from Mumbai at 10.37pm."



Corporate Communications Directorate

THE TRIBUNE

DELHI

24 JULY 2025

CM seeks Central package for expansion of Kangra airport

Urges Union Minister to resume daily Shimla-Dharamsala flights

TRIBUNE NEWS SERVICE

SHIMLA, JULY 23

Chief Minister Sukhvinder Singh Sukhu has requested the Central Government to provide special financial assistance for the expansion of the Kangra airport. He has written a letter to Union Minister for Civil Aviation Kinjarapu Rammohan Naidu to expedite various issues relating to the civil aviation sector in Himachal Pradesh as discussed with him during his recent visit to New Delhi. He also sought the resumption of daily flights on the Shimla-Dharamsala-Shimla route.

In a letter written to Naidu, the Chief Minister said that the state had to acquire around 150 hectares for the proposed expansion of the Kangra airport and the government had started the

process. An award of more than Rs 1900 crore was ready and Rs 410 crore had already been disbursed, he added.

Sukhu said that as the statutory stipulated period of one year was ending in August this year, the Union Ministry of Civil Aviation should recommend this project to the Union Ministry of Finance and the Prime Minister's Office for special Central assistance.

The Chief Minister also pointed out that the Airports Authority of India (AAI) should also review the techno-economic feasibility report of the Kangra airport prepared by M/s WAPCOS Ltd to arrive at a realistic assessment cost, as it was on the higher side. He also urged Naidu to explore other options like entering into a tripartite agreement with the AAI, state of Himachal

Pradesh and a private partner for the expansion of the Kangra airport.

"The Kangra airport at present operates under Visual Flight Rules (VFR) requiring a minimum visibility of 5 km for flight operations. Special VFR operations should be introduced to reduce the minimum visibility criteria from existing 5 km to 2.5 km to ensure the operation of flights during reduced visibility conditions," he wrote.

The Chief Minister said that the Kangra airport was the biggest and busiest airport in Himachal Pradesh, therefore, it should be equipped with night landing facilities. He sought the deployment of Himachal Police personnel instead of the CISF for airport security at the Kullu and Shimla airports on the analogy of the Kangra airport. He also

urged the Union Minister for extending the watch hours for flight operations at the Shimla airport from 1 pm to 4 pm, providing a larger window for the operation of flights.

The Chief Minister urged Naidu for operational authorisation for the Sanjauli, Rampur, Baddi and Kangnidhar heliports by October this year. He said that four additional heliports under the RCS UDAN Phase-2 were being sanctioned for the state at Jaskot in Hamirpur, Dehra in Kangra and one each in Una and Bilaspur districts for boosting air connectivity. He added that air operators like M/s Heritage Aviation, M/s Global Vectra and M/s Pawan Hans Ltd. would be directed to operate flights on their routes under the RCS UDAN Phase-2.



Corporate Communications Directorate

THE TRIBUNE

DELHI

24 JULY 2025

Diu, Doha flights hit by technical snags

TRIBUNE NEWS SERVICE

NEW DELHI, JULY 23

Two passenger flights — one operated by IndiGo from Ahmedabad to Diu and another by Air India Express enroute from Kozhikode to Doha — were disrupted due to technical snags on Wednesday.

Air India Express flight IX 375, which was heading to Doha, turned back nearly two hours after taking off from the Calicut airport due to a fault in the cabin's air conditioning system. The flight with 188 people on board, departed Kozhikode at 9.07 am and landed back at 11.12 am.

The airport authorities clarified that the situation did not require an emergency landing. "There was a technical issue with the cabin's air condition-

ing that was handled smoothly," said an airport official.

Air India Express confirmed the malfunction and said it acted quickly to minimise discomfort to passengers. The airline also issued an apology for the disruption, reiterating its commitment to passenger safety.

In second incident, IndiGo flight 6E7906, scheduled to depart from Ahmedabad to Diu, aborted the take-off after pilots detected a technical alert just moments before leaving the runway. "An indication of a technical snag was noticed just before the take-off. The pilots informed the authorities and brought the aircraft back to the bay. The aircraft will undergo necessary checks and maintenance before returning to service," an IndiGo spokesperson said.