



# Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

24 NOVEMBER 2025

## AAI to put in place online system for real-time monitoring of projects



NEW DELHI, Nov 23: State-owned Airports Authority of India (AAI), which makes significant capital expenditure every financial year, will soon put in place an online monitoring system to track the progress of its projects on a real-time basis, according to a senior official.

Apart from developing and maintaining airports, AAI provides air traffic management services.

A senior AAI official told PTI that the online monitoring system, for which work has been going for one year, will be launched in the coming weeks.

The focus is to monitor projects on a real-time basis and that the progress can be checked round-the-clock to ensure that there are no delays in implementation, the

official said.

The online monitoring system will utilise CCTV images, visuals of the project works shot by drones and videos, among other inputs, that will help in tracking the progress.

Currently, AAI is carrying out around 25 projects at various airports, including upgradation works. The projects entail a capital expenditure in the range of Rs 200 crore to Rs 500 crore.

The AAI is projected to have incurred capital expenditure of more than Rs 6,400 crore during the period from January 1, 2024 to March 31, 2025, according to civil aviation ministry's annual report.

It manages 137 airports, which include 24 international, 10 customs, 80 domestic and 23 domestic civil enclaves, as per its website. - PTI



# Corporate Communications Directorate

BUSINESS STANDARD

DELHI

25 NOVEMBER 2025

## ETHIOPIA VOLCANO ERUPTION

# Avoid ash-affected altitudes, regions, DGCA tells airlines

DEEPAK PATEL

New Delhi, 24 November

The Directorate General of Civil Aviation (DGCA) on Monday instructed all Indian airlines to revise flight-planning, modify fuel intake, and "strictly" avoid flight altitudes and regions that are affected by the ash cloud resulting from the eruption of Hayli Gubbi volcano in Ethiopia.

This volcano, located in Ethiopia's Afar Rift, erupted on Sunday for the first time in around 12,000 years, spewing a dense ash plume up to 45,000 feet. The cloud is drifting northeast at 100-120 kilometre per hour (kmph), and entered Indian airspace on Monday evening. IndiGo's Kannur-Abu Dhabi flight 6E1433 was diverted to Ahmedabad on Monday due to this cloud. In its directive,



the aviation regulator said airlines must ensure that flight crew and aircraft engineers follow the prescribed procedures for operations in and around volcanic ash. "Airlines must maintain continuous monitoring of the situation.

Any suspected ash encounter must be immediately reported," the DGCA said.

It added that operations manuals must be reviewed to ensure that the sections dealing with volcanic ash, including post-flight inspections of engines and airframes for any aircraft that may have operated near the affected region, are fully implemented.

The regulator stated that the airlines must continually monitor volcanic ash advisory, NOTAM/ASHTAM updates, and meteorological data.

The DGCA stated that all flight crew

and dispatch teams must ensure that there is a "strict avoidance of published volcanic ash-affected areas and flight levels", and that they should adjust "flight planning, routing and fuel considerations" based on latest advisories about these affected altitudes and regions. The directive was issued after the issuance of an ASHTAM and a volcanic ash advisory by the Airports Authority of India (AAI).

An ASHTAM is a special message issued to aviation operators when a volcanic eruption or ash cloud poses a hazard to aircraft; it updates pilots and airlines on the exact area, altitude, and movement of the ash.

A NOTAM is a standard notice to air missions which communicates any change or condition — such as runway closures, airspace restrictions, or hazards — that pilots need to be aware of.



# Corporate Communications Directorate

MILLENNIUM POST

DELHI

24 NOVEMBER 2025

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In a written reply to the Lok Sabha in August, the civil aviation ministry said AAI and PPP (public private partnership) partners incurred a capital expenditure of more than Rs 96,000 crore during 2019-20 to 2024-25 for the development, upgradation and modernisation of various airports.

There are more than 160 airports in the country. **PII**



# Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

24 NOVEMBER 2025

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## Airports Authority pavilion at IITF 2025 attracts youth



**PIONEER NEWS SERVICE**  
■ New Delhi

The Airports Authority of India (AAI), a cornerstone of civil aviation in India, is participating in the India International Trade Fair at Bharat Mandapam from November 14 to 27, 2027. AAI has established an interactive pavilion (Hall No 1, 19 G) that has already become a revelation among visitors, particularly the aspiring youth of India.

The AAI Pavilion fittingly showcases the advancements in civil aviation that have been realised under the visionary leadership of our Narendra Modi and the proactive initiatives of the Government of India.

The pavilion features displays that highlight the core strengths of AAI, encompassing Air Navigation Services, state-of-the-art airport infrastructure, and various technological upgrades and sustainability initiatives that AAI has adopted since its inception.

The ATM-CNS Console within the pavilion

provides visitors with an experience of the communication between air traffic control and pilots, while the diverse fire equipment used during emergencies sparks interest. Similarly, the airport models, interactive screens about airports, artwork, various schemes, quiz zones, and selfie points are designed to engage the youth who aspire to play a significant role in the aviation industry and contribute to national development.

Throughout the past week, the pavilion has attracted numerous visitors from all walks of life. Students are excited by the displays, and the officials at the stalls are effectively explaining AAI's role in aviation and providing curated guidance to the visitors.

Indian aviation is all set to become the 3rd largest Civil Aviation Market in the world. For the thriving and booming aviation industry, the AAI Pavilion at IITF 2025 sets the right template going forward to achieve Viksit Bharat 2047 goals of the country.



# Corporate Communications Directorate

AMAR UJALA

DELHI

25 NOVEMBER 2025

## बड़ा हादसा बचा, गलत रनवे पर उतरा अफगानिस्तान का विमान दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय हवाईअड्डे पर हुई बड़ी चूक, नागरिक उड्डयन महानिदेशालय ने शुरु की जांच

नई दिल्ली। इंदिरा गांधी अंतरराष्ट्रीय हवाईअड्डे पर रविवार को एक बड़ा हादसा होते-होते बच गया। एरियाना अफगान एयरलाइंस की काबुल-दिल्ली उड़ान एफजी-311 उस रनवे पर उतर गई, जहां से उसी समय एक दूसरा विमान उड़ान भरने वाला था। नागरिक उड्डयन महानिदेशालय

(डीजीसीए) के एक वरिष्ठ अधिकारी ने बताया कि मामले की जांच शुरू कर दी गई है। विमान को रनवे 29एल पर उतरना था, पर पायलट ने उसे 29आर पर उतार दिया। पायलट-इन-कमांड (पीआईसी) ने बताया कि लैंडिंग से करीब 4 नॉटिकल माइल पूर्व उनके

इंस्ट्रूमेंटल लैंडिंग सिस्टम (आईएलएस) ने काम करना बंद कर दिया था। आईएलएस खराब मौसम या रात में विमान को सही रनवे की दिशा देता है। पीआईसी ने कहा कि दोनों आईएलएस सिस्टम फेल होने से विमान भटक गया। पायलट के

मुताबिक, उसे एटीसी से किसी भी विचलन की जानकारी नहीं दी गई। लैंडिंग के बाद पता चला कि विमान गलत रनवे पर उतरा है। संयोग से वहां दूसरा विमान नहीं था वरना भीषण टक्कर हो सकती थी। विमान में सवार लोगों की संख्या तत्काल नहीं बताई गई। ध्ये



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AMAR UJALA

DELHI

25 NOVEMBER 2025

## गलत रनवे पर उतरा अफगान विमान, बड़ा हादसा टल गया

नई दिल्ली। दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय एयरपोर्ट पर रविवार को एक बड़ा हादसा टल गया। एरियाना अफगान एयरलाइंस की काबुल से दिल्ली आ रही फ्लाइट एफजी-311 गलती से उस रनवे पर उतर गई, जहां से उसी समय एक अन्य विमान उड़ान भर रहा था। विमान में कितने यात्री सवार थे, इसकी जानकारी नहीं मिल सकी है।

नागरिक उड्डयन महानिदेशालय (डीजीसीए) के एक वरिष्ठ अधिकारी ने बताया कि इस मामले की जांच शुरू कर दी गई है। विमान को रनवे 29एल पर उतरने की अनुमति मिली थी, लेकिन पायलट ने उसे रनवे 29आर पर उतार दिया। पायलट-इन-कमांड (पीआईसी) ने बताया कि लैंडिंग से करीब 4 नॉटिकल माइल पहले उनका इंस्ट्रुमेंटल लैंडिंग सिस्टम (आईएलएस) काम करना बंद



कर दिया, जिससे विमान दाहिनी ओर मुड़ गया। इसके बाद पायलट ने कम दृश्यता में विजुअल अप्रोच के जरिये 29आर पर लैंडिंग कर दी। आईएलएस एक महत्वपूर्ण नेविगेशन सिस्टम है, जो खराब मौसम या रात में विमान को सही रनवे की दिशा देता है। पीआईसी ने दावा किया कि दोनों आईएलएस सिस्टम फेल हो गए और विमान निर्धारित मार्ग से भटक गया। पायलट के मुताबिक, उसे एटीसी की तरफ से किसी भी तरह के विचलन की जानकारी नहीं दी गई।



# Corporate Communications Directorate

DAINIK BHASKAR

DELHI

25 NOVEMBER 2025

## दिल्ली एयरपोर्ट पर बड़ा हादसा टला काबुल से आ रही फ्लाइट टेक ऑफ रनवे पर उतरी

भास्कर न्यूज़/नई दिल्ली

दिल्ली के आईजीआई एयरपोर्ट पर रविवार को अफगानिस्तान एयरलाइंस की फ्लाइट नंबर एफजी 311 गलती से टेक ऑफ रनवे पर उतर गई। उस समय रनवे पर कोई फ्लाइट टेक ऑफ के लिए नहीं होने से एक बड़ा हादसा टल गया। एयर ट्रेफिक कंट्रोल (एटीसी) के सूत्रों ने बताया कि ये बेहद खतरनाक स्थिति हो सकती थी। हालांकि, किसी तरीके से स्थिति को संभालने के बाद इस मामले की जांच शुरू कर दी गई है।

दिल्ली एयरपोर्ट पर दो मुख्य रनवे हैं। रनवे 29एल प्लेन के उतरने के लिए और रनवे 29आर प्लेन के उड़ान भरने के लिए। एयर

अफगानिस्तान की फ्लाइट एफजी 311 को रनवे 29एल पर उतरने की इजाजत मिली थी। इसके बावजूद, प्लेन दोपहर करीब 12:06 बजे रनवे 29आर पर उतर गया। विमान के पायलट ने कहा कि अडॉप्लएस सिस्टम की विफलता और कम दृश्यता के कारण रनवे से भटकाव हो गया, पर भारतीय हवाई सुरक्षा अधिकारी इसे एक गंभीर सुरक्षा चूक मान रहे हैं।

एटीसी के अनुसार, यह घटना बहुत खतरनाक हो सकती थी क्योंकि रनवे 29 आर पर उसी समय एक और प्लेन के उड़ान भरने की तैयारी थी। अगर वह प्लेन उड़ान भर रहा होता या रनवे पर होता, तो दोनों प्लेन आपस में टकरा सकते थे।



# Corporate Communications Directorate

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HINDUSTAN

DELHI

25 NOVEMBER 2025

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## एयरपोर्ट पर सुरक्षा उपकरण परखे

ग्रेटर नोएडा। नोएडा इंटरनेशनल एयरपोर्ट से उड़ान की तैयारी अंतिम चरण में है। सोमवार को नागरिक उड्डयन सुरक्षा ब्यूरो (बकास) की टीम ने सुरक्षा उपकरणों को परखा।

टीम मंगलवार को भी सुरक्षा उपकरणों पर रिपोर्ट तैयार करेगी। यदि यह सुरक्षा जांच बिना किसी समस्या के पूरी हो जाती है, तो इसी महीने के अंत तक एरोड्रम लाइसेंस मिलने की संभावना है, जिससे उड़ान का रास्ता साफ हो जाएगा। नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड के नोडल अधिकारी शैलेंद्र भाटिया ने बताया कि बकास की समिति दो दिनों तक एयरपोर्ट पर सुरक्षा उपकरणों की जांच करेगी।



# Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

25 NOVEMBER 2025

## Flight lands on wrong runway at IGI, avoids major incident

Neha LM Tripathi

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**NEW DELHI:** A major incident was avoided at Delhi's Indira Gandhi International Airport (IGI) on Sunday when an Ariana Afghan Airlines aircraft landed on a wrong runway.

According to officials aware of the incident, flight FG-311 from Kabul was given clearance by the IGI Air Traffic Control (ATC) to land on runway 29L, being used for landings. However, the aircraft landed on the new parallel runway — 29R — which was being used for take-offs.

The Airbus A310, however, landed safely since no take-offs were taking place at the time. An official said, "Luckily no aircraft was taking off at that time. Anything could have happened if there were a few seconds' difference here or there."

In statement, the captain claimed the accident occurred because of a malfunction in the Instrument Landing System

**AFGHAN AIRLINE PILOT CLAIMS IT WAS BECAUSE OF A MALFUNCTION IN THE INSTRUMENT LANDING SYSTEM, POOR VISIBILITY**

(ILS) and poor visibility.

A written statement has been sought from the crew by the Directorate General of Civil Aviation (DGCA), which is investigating the matter, officials aware of the matter further said.

DGCA's preliminary findings have found that there was no error on the part of the air traffic control (ATC) while instructing the aircraft to land and that the pilots had been asked to land on runway 29L, the correct one.

"The PIC (pilot-in-command) has acknowledged the clearance for runway 29L to the local air traffic control (ATC),"

an official close to the matter said.

Another official said the pilot, Captain Abdul Maroof Sikandari, when questioned said the ILS was fixed on 29L for landing but malfunctioned during the Final Approach Fix (FAF). The ILS is a precision radio navigation system that provides short-range guidance to an aircraft allowing it to approach a runway at night, during bad weather and poor visibility. FAF marks the beginning of the final approach segment of an instrument approach procedure.

The DGCA has yet to officially confirm this sequence of events.

The second official quoted above said, "The pilot, when questioned, said that the aircraft was established on the ILS (Instrument Landing System) approach for 29L. He said that, after the final approach fix, both ILS systems malfunctioned. He has also attributed the incident to poor visibility

and the loss of lateral guidance, due to which the aircraft deviated from the intended path."

According to the statement taken from the cockpit crews, the pilots only became aware that they had landed on the wrong runway after vacating it. "(ATC) tower informed the pilots that they had touched down on runway 29R instead of runway 29L," a third official said, confirming that the crew attributed the deviation to ILS failure and low-visibility conditions.

Officials said statements from the flight crew are being examined. "The regulator is reviewing the sequence of events to understand how the misalignment occurred during the final approach," the official said.

Delhi airport manages over 1,200 flights daily and operates four runways: 27/09, 28/10 (both older runways), 29L/11R, and 29R/11L — with the newest runway becoming operational in 2023.

## DGCA issues advisory as volcanic ash from Ethiopia heads toward India

*Airports told to prepare for inspections, possible operational suspensions*

### OUR CORRESPONDENT

**NEW DELHI:** Flight operations across several routes faced disruption on Monday as a massive volcanic ash cloud from Ethiopia advanced toward India, prompting cancellations, rerouting, and an urgent safety advisory from the Directorate General of Civil Aviation. The ash plume, originating from Ethiopia's Hayli Gubbi volcano which has erupted for the first time in nearly 12,000 years, has been moving eastward across the Red Sea toward Yemen and Oman and has now spread over the northern Arabian Sea. Meteorological agencies expect it to enter Indian airspace late Monday evening, beginning with Gujarat before drifting toward Rajasthan, Delhi NCR, and Punjab.

Akasa Air, IndiGo, and KLM cancelled flights in response to the evolving conditions, while multiple services began rerouting to avoid the

### CLOSER LOOK

» Massive volcanic ash cloud from Ethiopia's Hayli Gubbi eruption, its first in nearly 12,000 years, is heading toward India

» Ash plume moving across Red Sea toward Yemen and Oman, now over northern Arabian Sea; expected to reach northwest India Monday night

» Akasa Air, IndiGo, and KLM cancel multiple flights; several services rerouted through Pakistan airspace

» DGCA issues urgent operational advisory after ash detected in Muscat FIR, warning of aviation safety risks

**Volcanic Ash Advisory and ASHTAM issued; airlines told to avoid ash-affected areas and adjust flight planning, routing, and fuel**

affected air corridors. A Mumbai airport official said that several flights were already being diverted through Pakistan's airspace as a precautionary measure. Officials noted that aircraft operations had begun to feel the impact on Monday afternoon, with further disruptions anticipated through the night.

The DGCA issued what it called an "urgent operational advisory" after volcanic ash activity was detected in the

Muscat Flight Information Region and adjoining areas, warning that the condition poses a safety hazard to aircraft operating in the region. A Volcanic Ash Advisory and an ASHTAM, a specialised aviation alert type of NOTAM issued to warn pilots about hazardous volcanic conditions, were also released.

The regulator directed airlines to ensure strict avoidance of ash-affected altitudes and to adjust *Continued on P10*

## DGCA issues

flight planning, routing, and fuel requirements based on the latest meteorological updates. Operators have been instructed to brief all cockpit and cabin crew, as well as dispatch teams, on the Operations Manual related to volcanic ash and ensure strict compliance. Any suspected encounter must be reported "immediately", including incidents involving engine performance anomalies, cabin smoke, or odour.

"Modify dispatch procedures, flight planning, and operational minima where applicable. Conduct post-flight engine and airframe inspections for any aircraft operating near affected areas," the advisory said. It further instructed airlines to consider suspension or delay of operations to airports impacted by ash if conditions deteriorate.

Airport operators have been asked to closely track conditions and undertake immediate inspection of runways, taxiways, and aprons if ash contamination occurs. Operations may be restricted or halted until cleaning procedures are completed. Continuous monitoring using satellite imagery, Volcanic Ash Advisory bulletins, and meteorological reports has been mandated round the clock. Operators were told to stay updated with evolving ash movement forecasts and disseminate relevant information across all operational departments until further notice.

According to the India Meteorological Department, the plumes are rising between 10 and 15 kilo-

metres above the Earth's surface and contain volcanic ash, sulphur dioxide, and fine rock particles. IMD director general M Mohapatra said the plume is located in upper atmospheric levels and is not likely to significantly affect people at ground level. "It will appear as a hazy, cloudy sky with its impact expected for a few hours, as it continues to move further eastwards," he said. The likely effect on cities, he added, will be a "marginal rise in the temperature".

A person familiar with airline operations said, "Flights either have to be re-routed or cancelled. While the impact on flight operations are minimal today, the situation is expected to be worse on Tuesday." If ash particles settle over Delhi and Jaipur, the disruption could intensify, he said. Air pollution levels in the National Capital Region were already elevated before the arrival of the ash plume. Delhi recorded an AQI of 382 at 4 pm on Monday; Ghaziabad measured 396, Noida 397, Greater Noida 382, and Faridabad 232. Experts said the volcanic plume moving rapidly across Central Asia and toward India could temporarily add to the pollution burden.

Authorities said they are monitoring the situation continuously, with further advisories expected as dispersion patterns evolve.



# Corporate Communications Directorate

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THE MORNING STANDARD

DELHI

25 NOVEMBER 2025

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## Volcanic ash over Oman: DGCA issues advisory

**EXPRESS NEWS SERVICE** @ New Delhi

THE Directorate General of Civil Aviation has instructed all airline operators to adhere to a volcanic advisory released by the Airport Authority of India.

An official release from the DGCA said that AAI and the Volcanic Ash Advisory Centre at Toulouse (France) have issued a warning on hazardous conditions after volcanic ash activity from the recent eruption in Ethiopia, was detected near the Muscat Flight Information Region and surrounding areas.

An ASHTAM— a special aviation alert issued as a type of NOTAM—has been issued by them. All flight operators have been asked to ensure strict compliance with established procedures, and pilots, dispatchers & cabin crew have been asked to avoid volcanic ash-affected areas. They have been asked to make adjustments, and immediately report any ash encounter. In view of the advisory airlines including Akasa Air, KLM, Air India and IndiGo cancelled some flights on the affected route.



# Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

25 NOVEMBER 2025

## दिल्ली एयरपोर्ट पर हादसा टला, गलत रनवे पर उतर गया प्लेन

■ NBT रिपोर्ट, नई दिल्ली: दिल्ली के इंदिरा गांधी इंटरनेशनल एयरपोर्ट पर रविवार को बड़ा हादसा टल गया। अफगानिस्तान की एरियाना एयरलाइंस की काबुल से दिल्ली आ रही उड़ान को रनवे 29L पर उतरने की अनुमति दी गई थी, लेकिन वह गलती से 29R पर उतर गई। उसी समय उस रनवे से दूसरी फ्लाइट टेकऑफ करने वाली थी। काबुल की प्लेन के पायलट ने बताया कि करीब 4 नॉटिकल माइल्स पर आते वक्त विमान का ILS सिस्टम फेल हो गया, जिससे 29R पर लैंड करना पड़ा। DGCA ने इस गंभीर गलती की जांच शुरू की है।

पायलट  
ने कहा,  
तकनीकी  
खामी आ  
गई थी



# Corporate Communications Directorate

THE TRIBUNE

DELHI

25 NOVEMBER 2025

## DGCA issues advisory as African volcanic ash drifts towards North

**SHEKHAR SINGH &  
AKSHEEV THAKUR**  
TRIBUNE NEWS SERVICE

NEW DELHI, NOVEMBER 24

The Hayli Gubbi volcano in Ethiopia erupted for the first time in nearly 12,000 years on November 23, sending large ash plumes towards northern India, according to the Toulouse Volcanic Ash Advisory Centre (VAAC). While the eruption has stopped, the ash clouds from the volcano drifted over Yemen, Oman, India and northern Pakistan. India has braced for potential flight disruption.

In an operational advisory issued on Monday, the Directorate General of Civil Aviation (DGCA) alerted all Indian aviation operators to heightened volcanic ash activity over the Muscat Flight Information Region, warning that the phenomenon posed a direct threat to flight safety.

Ethiopian volcano erupts for first time in 12K years

### FLIGHT CANCELLED

IndiGo 6E 1433 flight from Kannur to Abu Dhabi was diverted to Ahmedabad and cancelled due to volcanic activity. "Volcanic ash activity has been reported across parts of the Arabian Peninsula. This may impact flight operations for aircraft flying through these regions," said SpiceJet.

The regulator said a volcanic ash advisory had been released by Toulouse and the Airports Authority of India, along with an ASHTAM, a special message informing about a volcanic eruption. The DGCA has asked airlines to review their operations manual.

## Loyalty programme of IndiGo garners 7 m members in a year

**Aneesh Phadnis**  
Mumbai

When IndiGo launched a loyalty programme and a business class product last year, it marked a change in strategy for the Gurugram-headquartered airline.

Now a year later, IndiGo's BluChip loyalty programme has garnered seven million-plus members and the airline is eyeing partnerships with hospitality brands and banks for easier point accrual.

The business-class product is also being expanded on the Mumbai-Phuket and Mumbai-Chennai routes. While a majority of the BluChip membership is from India, the airline expects overseas subscriptions to grow as it expands international network further.

### MEMBER BASE

"Currently, a majority of the IndiGo BluChip member base is from India. However, as IndiGo continues its international expansion, the programme will be driving aggressive awareness and adoption in overseas markets as well," IndiGo said.

Currently, the programme has 11 brands across banks, hotels and lifestyle categories. Additionally, members can also earn IndiGo BluChips when they book hotels and sight-seeing through the IndiGo website and mobile app. "The partner ecosystem is indeed expanding as we integrate new partnerships, particularly within the travel and hospitality, retail and lifestyle, and digital services categories," IndiGo said.

An industry analyst pointed out that IndiGo BluChip is different from other programmes. "Legacy airline loyalty programmes offer redemption opportunities in two ways. Their programmes provide award tickets (subject to availability) and a



miles calculator, which gives a member exact idea on number of miles required for a free ticket. The second model is cash plus miles. While the first model gives predictability, the second enables easier way to use miles. IndiGo's programme does not have a miles calculator and the value of BluChip points is dynamic. As such it is less predictable," he said.

Also for now, redemption is only available on IndiGo-operated or marketed (code-share flights).

### STRONG ADOPTION

On its part, IndiGo says the BluChip programme has seen strong adoption. Partnership with other brands has increased its value proposition by offering greater flexibility and benefits.

A recent tweak allows members to redeem their BluChip points to upgrade from economy class to IndiGoStretch, the airline's business class product. Customers can also earn BluChips on paid upgrades to business class.

"IndiGo has built a large database of customers and this asset is much sought after for acquisition by other brands to increase the value proposition of their loyalty programmes," said Brian Almeida, loyalty programme expert and founder of Strategic Caravan and Points for Good. "Globally, airlines allow their loyalty club members to offset carbon credits using miles, and I hope Indian carriers too enable members use points for social causes," he added.



# Corporate Communications Directorate

BUSINESS LINE

DELHI

25 NOVEMBER 2025

## Air India plans major fleet, services upgrade in 2026, says CEO Wilson

**FLEET EXPANSION.** Airline to receive two refurbished Boeing 787-8s with upgraded cabins from US by February

**Rohit Vaid**  
New Delhi

Tata Group-promoted Air India plans a major fleet as well as service upgrade in 2026 to achieve the most “visible and meaningful transformation”, the airline’s Chief Executive Campbell Wilson said on Monday.

Accordingly, the first phase of the narrow-body cabin upgrade has been completed, Wilson said, citing that 81 per cent of the narrow-body A320 family fleet had been refurbished. With this, Air India currently has 104 narrow-body aircraft that are either new or upgraded, and operate domestically and to short-haul international destinations.

He said the remaining 17 aircraft — earlier marked for

retirement — are now being renewed due to delayed aircraft deliveries from both Airbus and Boeing.

“Their (remaining 17 aircraft) cabin refits are scheduled for completion in 2026,” he said.

Besides, Wilson said the wide-body revamp will drive the main change.

### CABIN UPGRADE

Air India expects to receive two refurbished Boeing 787-8 aircraft undergoing full cabin transformation in Victorville, US, by February 2026.

Thereafter, Air India expects to receive two to three upgraded wide-body B787-8 aircraft every month.

At present, the airline aims to modernise two-thirds of its 787 fleet by end-2026 and complete the



The airline aims to modernise two-thirds of its 787 fleet by end-2026 and complete the entire upgrade by mid-2027.

**CAMPBELL WILSON**  
Chief Executive, Air India



entire upgrade by mid-2027.

On the new aircraft acquisition front, Wilson said the first new factory-built wide-body ordered in 2022 — a Boeing 787-9 — is expected to arrive before Christmas and enter service in January 2026.

Notably, *businessline* was the first to report that the airline plans to induct six

wide-body aircraft in 2026 along with several narrow-body aircraft.

However, he noted that supply-chain delays continued to constrain deliveries across the aviation industry.

Apart from the fleet additions, Wilson said Air India expects over 50 per cent of its international services to be operated with upgraded

aircraft by end-2026, compared with just over 30 per cent at present.

“This will be the year passengers truly see the new Air India in the air and on the ground,” he said.

### REFRESHED MENU

Apart from the cabin modernisation programme, Wilson said the airline had begun introducing upgraded in-flight entertainment, enhanced Wi-Fi connectivity, and a refreshed food and beverage menu.

Further, Air India, he said, is expanding premium economy across its network.

Meanwhile, providing an update on the AI-171 tragedy, Wilson said that 95 per cent of affected families had received interim compensation, with further disbursements in progress.



# Corporate Communications Directorate

BUSINESS LINE

DELHI

25 NOVEMBER 2025

## IndiGo, Akasa Air cancel flights over volcano fears

**Aneesh Phadnis**  
Mumbai

Airlines cancelled West Asia-bound flights and rerouted their paths to steer clear of volcanic ash at high altitudes following an eruption in Ethiopia on Sunday.

As of Monday evening, IndiGo and Akasa Air had cancelled a handful of flights and others were monitoring the situation as plumes of ash from Ethiopia's Hauli Gubbi volcano swept eastward towards India due to jet streams or air currents.

### FLIGHT PLANS

The Directorate General of Civil Aviation, too, issued an advisory on Monday, asking airlines to strictly avoid volcanic-ash affected areas and flight levels. Airlines were also instructed to make adjustments to flight plans and immediately report any suspected contact encounter

with ash by their aircraft.

Volcanic ash can damage aircraft engines and hence flying through clouds laden with ash is considered unsafe. In 2010, volcanic eruptions in Iceland led to the closure of airspace in Europe, resulting in severe flight disruption for eight days. According to aviation sources, the Sunday incident is not going to cause major disruptions as the eruption had stopped. By Monday evening, the level of ash over the Arabian Sea had also reduced.

Akasa Air said its flights to and from Jeddah, Kuwait and Abu Dhabi were cancelled, and passengers were offered refunds or free rebooking within the next seven days.

IndiGo said: "Our teams are closely tracking the situation in co-ordination with international aviation bodies. We are fully prepared with all precautions to ensure safe operations."



# Corporate Communications Directorate

BUSINESS STANDARD

DELHI

25 NOVEMBER 2025

## Ensuring compensation to crash victims' kin is done fairly: A-I CEO

**DEEPAK PATEL**

New Delhi, 24 November

**Air India** (A-I) is committed to ensuring that ex-gratia payouts to families affected by the AI171 plane crash in June are processed in a "fair and well managed" manner, its chief executive officer (CEO) and managing director (MD) Campbell Wilson said on Monday. He said that the pace of disbursement depends on information and documentation provided by families, as well as the resolution of any questions over the rightful recipients.

Wilson, during a press conference on Monday, added that the airline's fleet size will remain largely flat until March 2027, with a net



Net increase in Air India's aircraft fleet will begin from FY28, CEO and MD Campbell Wilson said

increase expected only in 2027-28 (FY28). The firm has 187 planes in its fleet right now, he said.

Air India's AI171 flight — which was heading to London on June 12 — crashed shortly after take-off from Ahmedabad airport,

killing 241 people on board and 19 on the ground, with only one survivor. About 81 people were injured on the ground. "We have already disbursed compensation to about 70 families. We are in the process of disbursing the compensation to another 50 families. And the rest is in various stages of communication and documentation," he said.

"We very much want to expedite the compensation process but we need to do it in a fair and well-managed process. And that requires some information from the family. It requires some validation... we need to work through this process at the pace at which the recipients are able, comfortable and

willing to go," he added.

On the temporary reduction in international flights after the AI171 crash, Wilson said the airline had cut about 15 per cent of its international widebody network, but had reinstated most routes by October 1. The widebody retrofit programme is progressing. "The first two of our legacy B787-8 aircraft are presently in Victorville in California, receiving a completely new interior, new in-flight entertainment, Wi-Fi connectivity, and they should come back into service in February of 2026. Thereafter, we will be pushing through two to three aircraft every month. So, the full B787 fleet will be upgraded by mid-2027.



# Corporate Communications Directorate

DAINIK BHASKAR

DELHI

25 NOVEMBER 2025

## भारत में फ्लाइट्स को लेकर अलर्ट, कोच्चि से दो उड़ानें रद्द इथियोपिया में ज्वालामुखी फटा, राख भारत की ओर बढ़ी

एजेंसी | आदिस अबाबा

इथियोपिया के हैली गुब्बी ज्वालामुखी में करीब 12 हजार साल बाद विस्फोट हुआ है। इस विस्फोट से उठा राख का विशाल गुबार अब उत्तर भारत की ओर बढ़ रहा है। यह ज्वालामुखी इथियोपिया के एर्ता अले पर्वत श्रृंखला में स्थित है। रविवार को हुए विस्फोट के बाद राख का गुबार लाल सागर को पार कर पूर्व की ओर ओमान और यमन की

ओर गया। इसे लेकर स्पाइसजेट और अकासा एयरलाइंस ने अलर्ट जारी किया है। जबकि, कोच्चि से जेद्दा और दुबई जाने वाली उड़ानें सावधानी के तौर पर रद्द की गई हैं। रद्द की गई उड़ानों में इंडिगो की सेवा 6ई1475 (कोच्चि-दुबई) और अकासा एयर की उड़ान क्यूपी550 (कोच्चि-जेद्दा) शामिल हैं। एयरपोर्ट प्राधिकरण का कहना है कि हालात सामान्य होने पर उड़ान संचालन फिर से शुरू कर दिया जाएगा।

**भास्कर नॉलेज**

### हवा की दिशा राख को भारत की ओर धकेल रही

इथियोपिया और भारत के बीच की दूरी लगभग 4,300 किलोमीटर है। इसके बावजूद हवा की दिशा से ज्वालामुखी की राख भारत तक पहुंच सकती है। अफ्रीका के हॉर्न (जहां इथियोपिया है) से आने वाली हवाएं कभी-कभी अरब सागर की तरफ बहती हैं। अगर ऊपरी स्तर की तेज हवाएं उसी दिशा में हों, तो राख एशिया की ओर बढ़ सकती

है। ज्वालामुखी राख बहुत हल्की होती है। इसलिए वे वातावरण में लंबे समय तक तैरते रहते हैं और हजारों किलोमीटर दूर तक जा सकते हैं। हालांकि यह राख जमीन पर आमतौर पर नहीं पहुंचती, लेकिन ऊंची उड़ान भरने वाले विमानों के लिए खतरनाक होती है। इसी कारण उड़ानें रद्द की जाती हैं या मार्ग बदले जाते हैं।

## भूटान एयरलाइंस ने सिर्फ एक दिन ही चलाई भूटान-जयपुर-भूटान फ्लाइट एयरलाइंस ने भूटान व वियतनाम का लिया शेड्यूल, पर फ्लाइट्स शुरू नहीं

एविएशन रिपोर्टर | जयपुर

सांगानेर एयरपोर्ट पर 26 अक्टूबर से विंटर शेड्यूल शुरू हो गया। विंटर शेड्यूल में जयपुरवासियों को दो नई इंटरनेशनल फ्लाइट्स शुरू होने की उम्मीद थी। 2 विदेशी एयरलाइंस कंपनियों ने जयपुर से डायरेक्ट फ्लाइट्स शुरू करने के लिए शेड्यूल लिया था। इस शेड्यूल को डीजीसीए ने भी अप्रूव कर दिया था। भूटान के पारो एयरपोर्ट और वियतनाम के हनोई एयरपोर्ट के लिए फ्लाइट्स शुरू होनी थीं। सूत्रों के अनुसार लंबे समय बाद जयपुर से कोई नया इंटरनेशनल डेस्टिनेशन जुड़ने की उम्मीद थी। आखिरी बार अबू धाबी के लिए करीब 2 साल पहले फ्लाइट्स शुरू हुई थीं। जबकि करीब 7 साल पहले कुआलालंपुर के लिए डायरेक्ट फ्लाइट्स शुरू हुई थीं। अभी जयपुर से 6 इंटरनेशनल डेस्टिनेशन के लिए 8 फ्लाइट्स संचालित होती हैं।

एविएशन एक्सपर्ट कुंवर विजय राज सिंह ने बताया कि भूटान और वियतनाम दोनों ही देशों में कम खर्च



में सैर की जा सकती है। ऐसे में जयपुर से विदेश जाकर शादी समारोह करने वाले लोगों के लिए डेस्टिनेशन वेडिंग का भी अच्छा विकल्प हो सकता था। जयपुर एयरपोर्ट से विंटर शेड्यूल में इंटरनेशनल एयर कनेक्टिविटी के नाम पर इन 2 देशों की नई फ्लाइट्स शुरू होनी थीं। लेकिन अब ये फ्लाइट्स शुरू नहीं होंगी। जयपुर एयरपोर्ट से जुड़े सूत्रों की मानें तो भूटान एयरलाइंस की जो फ्लाइट 13 नवंबर को संचालित हुई है, वह आगामी दिनों में संचालित नहीं होगी। एयरलाइन ने जयपुर एयरपोर्ट प्रशासन से फ्लाइट संचालन को लेकर संपर्क नहीं किया है। ऐसे में माना जा रहा है कि 20 नवंबर को या आगामी दिनों में हर गुरुवार को यह फ्लाइट नहीं चलेगी। इसी तरह वियतनाम एयरलाइंस की तरफ से भी जयपुर से हनोई के बीच फ्लाइट संचालन को लेकर कोई संपर्क नहीं किया है।

ये फ्लाइट जयपुर से भूटान और वियतनाम के लिए शुरू होनी थीं

- वियतनाम एयरलाइंस की हनोई के लिए फ्लाइट प्रस्तावित थी।
- फ्लाइट वीएन-975 हनोई से रात 11:55 बजे जयपुर आती।
- वापसी में फ्लाइट वीएन-974 जयपुर से रात 1:15 बजे हनोई जाती।
- ये फ्लाइट 17 नवंबर से शुरू होना प्रस्तावित थी।
- ये फ्लाइट सप्ताह में सोम, बुध व शुक्रवार को संचालित होनी है।
- लेकिन फ्लाइट 17 नवंबर से शुरू नहीं हुई।
- इसी तरह भूटान के पारो एयरपोर्ट के लिए फ्लाइट्स शुरू होनी थीं।
- भूटान एयरलाइंस द्वारा 13 नवंबर से भूटान के लिए डायरेक्ट फ्लाइट्स शुरू करनी थीं।
- फ्लाइट बी3-722 भूटान से दोपहर 12:20 बजे जयपुर आती।
- वापसी में फ्लाइट बी3-723 जयपुर से दोपहर 1:30 बजे भूटान जाती।



# Corporate Communications Directorate

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DAINIK BHASKAR

JAIPUR

24 NOVEMBER 2025

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## हैदराबाद आने वाली फ्लाइट में बम की अफवाह, डायवर्ट

हैदराबाद। बहरीन से हैदराबाद आ रही एक फ्लाइट को रविवार को बम की धमकी मिलने के बाद मुंबई डायवर्ट कर दिया गया। फ्लाइट मुंबई में सुरक्षित लैंड हुई। जांच के बाद यह धमकी झूठी निकली। पुलिस ने बताया कि राजीव गांधी इंटरनेशनल एयरपोर्ट को ईमेल में बम की सूचना दी गई थी। पुलिस ने एयरपोर्ट अधिकारियों की शिकायत पर केस दर्ज कर लिया है।



# Corporate Communications Directorate

DESHBANDHU

DELHI

25 NOVEMBER 2025

## वियतजेट का भारतीय यात्रियों के लिए मूल किराए में 100 प्रतिशत तक छूट का ऑफर

नई दिल्ली, 24 नवम्बर (एजेंसियां)। वियतनाम की विमान सेवा कंपनी वियतजेट ने भारतीय यात्रियों के लिए 'थैंक योरसेल्फ विद फेस्टिव फ्लाइट्स - लेट्स वियतजेट' की घोषणा



की है जिसके तहत टिकट बुकिंग पर मूल किराये में 100 प्रतिशत तक छूट की पेशकश की गई है। ऑफर के तहत 05 जनवरी से 27 मई तक की यात्रा के लिए बुकिंग 24 नवंबर से 30 नवंबर तक की जा सकेगी। शत-प्रतिशत तक की छूट सिर्फ मूल किराये के लिए मान्य होगी, और कर तथा शुल्क का पूरा भुगतान यात्रियों को करना होगा।

बुकिंग यदि सार्वजनिक अवकाश के दिनों या पीक पीरियड के लिए की जाती है तो ऑफर का लाभ नहीं मिल सकेगा। ऑफर में वियतनाम के हनोई, हो ची मिन्ह सिटी और दा नांग को रखा गया है जहां के लिए भारत से वियतजेट की सीधी उड़ानें उपलब्ध हैं। छूट के लिए बुकिंग एयरलाइंस की वेबसाइट से या वियतजेट एयर ऐप के माध्यम से करानी होगी और प्रोमो कोड में अंग्रेजी में 'थैंकमी' लिखना होगा। इसके अलावा, वियतनाम की यात्रा करने वाले अंतरराष्ट्रीय यात्रियों को भी खास फायदा मिलेगा। इस साल 31 दिसंबर तक टिकट बुक करने पर यात्रियों को 31 दिनों के लिए 500एमबी हाई-स्पीड डेटा वाला मुफ्त ई-सिम मिलेगा। यह ई-सिम विकल्प यात्री वियतजेट की वेबसाइट या ऐप पर टिकट बुक करते समय चुन सकते हैं। वियतजेट भारत में दिल्ली, मुंबई, कोच्चि, अहमदाबाद, बेंगलुरु और हैदराबाद से वियतनाम के हनोई, हो ची मिन्ह सिटी और दा नांग के लिए उड़ानों का परिचालन करता है।

# अफगान विमान की टेक आफ के रनवे पर हुई लैंडिंग

जीपीएस स्पूफिंग, तकनीकी समस्या, पायलट की गलती हो सकती है वजह, डीजीसीए करा रहा है जांच

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नई दिल्ली: देश के सबसे व्यस्त आइजीआइ एयरपोर्ट पर रविवार दोपहर काबुल से आने वाले एरियाना अफगान के पायलट ने विमान की लैंडिंग उस रनवे पर करा दी, जिसका इस्तेमाल टेकआफ के लिए किया जाता है। लैंडिंग के दौरान यदि कोई विमान टेकआफ के लिए रनवे पर मौजूद होता तो बड़ा हादसा हो सकता था। उड़ान नियामक संस्था डीजीसीए ने इस पूरे प्रकरण पर जांच के आदेश दिए हैं।

काबुल से नई दिल्ली आ रही एरियाना अफगान की उड़ान संख्या एफजी 311 नई दिल्ली एटीसी क्षेत्र के अंतर्गत नई दिल्ली से करीब 25 किलोमीटर की दूरी पर जब अंतिम एप्रोच की तैयारी कर रही थी, तब एटीसी ने पायलट को क्लियरेंस देते हुए विमान को 29 एल पर लैंडिंग करने की अनुमति दी। यहां तक सबकुछ सही रहा, लेकिन इसके करीब पांच मिनट के भीतर ही पायलट जब फाइनल लैंडिंग की प्रक्रिया से गुजर रहा था, तभी भटक गया। उसने 29 एल के बजाय 29आर रनवे पर दिन में करीब 12.10 बजे लैंडिंग कर डाली। यह एक बड़ी गलती थी। पायलट को इसका अहसास तब हुआ, जब विमान लैंडिंग के बाद ग्राउंड कंट्रोल के संपर्क में आया। ग्राउंड कंट्रोल ने पायलट को बताया

● काबुल से आया एरियाना अफगान का विमान एयर स्ट्रिप 29एल के बजाय 29आर पर उतरा

● 1000 फीट की ऊंचाई पर एप्रोच लाइट्स दिखने लगते हैं और फिर रनवे



एटीसी टावर, आइजीआइ एयरपोर्ट • जागरण

कि लैंडिंग 29 आर पर हुई है। इस गड़बड़ी से एटीसी चौकन्ना हो चुका था।

पांच मिनट आगे या पीछे लैंडिंग होती तो बड़े हादसे की थी आशंका: आमतौर पर रनवे 29आर काफी व्यस्त रहता है। यहां विमानों के प्रस्थान के लिए कतार लगने वाली स्थिति रहती है। लेकिन रविवार का दिन होने के कारण व्यस्त समय सुबह ही बीत चुका था। जिस उड़ान (एसवी 757) को यहां से टेकआफ करना था, वह अभी रनवे और टैक्सीवे के बीच में होलैंडिंग

प्वाइंट पर खड़ी थी इस उड़ान के पायलट को रनवे की ओर जाने के लिए एटीसी के निर्देश का इंतजार था। आनन फानन में उसे रोक कर होल्ड पर रहने के निर्देश दिए गए। सूत्रों की मानें तो यदि काबुल से आई उड़ान की लैंडिंग इसी रनवे पर पांच मिनट पहले या पांच मिनट बाद हुई होती तो बड़ा हादसा हो सकता था।

पायलट ने आइएलएस की गड़बड़ी को बताया वजह: सूत्रों से मिली जानकारी के अनुसार, पायलट से लैंडिंग के बाद एटीसी के अधिकारी

रनवे पर इस तरह होती है विमान की लैंडिंग

उड़ान के लिए आगमन प्रक्रिया की शुरुआत को अराइवल फेज कहते हैं। जब विमान एयरपोर्ट से करीब 150-200 किमी दूर होता है, तो पायलट एप्रोच कंट्रोल से संपर्क करता है। इसे एटीसी एप्रोच कहते हैं। पायलट विमान को प्लाइट लेवल से नीचे लाने की प्रक्रिया शुरू करने पर एटीसी को अवगत कराता है। इसके बाद एटीसी पायलट को स्टैंडर्ड टर्मिनल अराइवल रूट के तहत एक तय रास्ता देता है। यह इसलिए जरूरी है कि ताकि उसी रूट पर उड़ रहे अन्य विमान एक-दूसरे से टकराएं नहीं। इसके बाद विमान की ऊंचाई धीरे-धीरे कम की जाती है। इसी बीच एटीसी उस रनवे का चयन करता है जिसका इस्तेमाल

लैंडिंग के लिए होगा। अंतिम एप्रोच व क्लियरेंस तब दी जाती है, जब विमान एयरपोर्ट से 20-30 किमी दूर होता है। 1000 फीट की ऊंचाई पर एप्रोच लाइट्स और रनवे दिखता है। लैंडिंग की सबसे अंतिम प्रक्रिया आखिरी एक मिनट में शुरू होती है। 500 फीट की ऊंचाई पर पायलट रनवे की ओर उतरना शुरू कर देता है। 50 फीट पर पायलट विमान की नोज को ऊपर उठाता है ताकि मेन व्हील पहले टच करे। 30 से 20 फीट की ऊंचाई पर स्पीड कम की जाती है और टचडाउन के साथ ही मेन व्हील पहले जमीन पर लगते हैं। फिर नोज व्हील नीचे आता है। रिवर्स थ्रस्ट आन कर ब्रेक लगाया जाता है। लैंडिंग के बाद पायलट एटीसी को सूचना देता है और फिर ग्राउंड कंट्रोल पायलट को गाइड करता है।

मिले और उससे पृथक् की। पायलट ने एटीसी को बताया कि गलत रनवे पर लैंडिंग की वजह आइएलएस सिस्टम का काम नहीं करना रहा। पायलट ने कहा कि कम दृश्यता में लेटरल गाइडेंस खोने की वजह से यह गड़बड़ी हुई। यानी पायलट ने सारा दोष एयरपोर्ट की व्यवस्था पर मढ़ दिया।

आखिर कहां हो सकती है गड़बड़ी: प्राथमिक तौर पर पायलट ने आइएलएस में गड़बड़ी की बात कही है, जिसकी जांच होगी। दूसरी आशंका जीपीएस स्पूफिंग की है।

कुछ दिन पहले ही कई विमानों ने स्पूफिंग के कारण गलत लोकेशन मिलने की शिकायत की थी। क्या काबुल वाले विमान का पायलट भी स्पूफिंग की चपेट में आया। एक अन्य कोण एटीसी व पायलट के बीच हुए संवाद के दौरान किसी एक पक्ष से सुनने या कहने में गलती से जुड़ा हो सकता है। विशेषज्ञ बताते हैं कि फाइनल एप्रोच में एटीसी व पायलट के बीच के संवाद की रिकार्डिंग होती है। इस रिकार्डिंग को सुनने के बाद यह पूरी तरह स्पष्ट हो सकेगा कि गलती किसने की।

इथियोपिया में फटा ज्वालामुखी, विमानों के लिए बना है खतरा

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नई दिल्ली: इथियोपिया के हायली गूबी ज्वालामुखी में रविवार को हुए विस्फोट के बाद आसमान में विशाल राख और सल्फर डाइआक्साइड का बादल हवा में उड़ गया। यह बादल अब पूर्व की ओर बढ़ते हुए गुजरात से प्रवेश कर राजस्थान, दिल्ली-एनसीआर और पंजाब की ओर बढ़ सकता है। उड़ान नियामक संस्था डीजीसीए ने

सोमवार को इसका आइजीआइ एयरपोर्ट की उड़ान सेवाओं पर असर दिखने लगा। दिल्ली से एम्सटर्डम जाने वाली उड़ान को रद्द कर दिया गया। एयरपोर्ट सूत्रों का कहना है कि उड़ान को रद्द करने के पीछे का एकमात्र वजह इस उड़ान के तय मार्ग में ज्वालामुखीय राख से बने बादलों का होना है। हालांकि दक्षिण भारत के कन्नूर से अबुधाबी जाने वाली उड़ान को सोमवार को डाइवर्जन

- नई दिल्ली से एम्सटर्डम की उड़ान की गई रद्द, अभी और उड़ानों पर हो सकता है असर
- डीजीसीए ने तमाम एयरलाइंस को प्रभावित ऊंचाई और क्षेत्रों से बचने की सलाह दी

का सामना करना पड़ा। इंडिगो को इस उड़ान को अहमदाबाद डाइवर्ट कर लैंड करने को कहा गया ताकि विमान राख वाले बादल से बच सके। एयरपोर्ट सूत्रों का कहना है कि अभी तक आइजीआइ एयरपोर्ट या दिल्ली के आसपास ज्वालामुखीय विस्फोट के राख या अन्य अंशों से बने बादल को देखा नहीं गया है, लेकिन सतर्कता पूरी बरती जा रही है। यदि ऐसे बादल नजर आए और दृश्यता कम हुई तो आपरेशन को बंद किया जा सकता है। विमानन कंपनियों से जुड़े सूत्रों का कहना है कि यदि असर कम रहा तो जरूरत पड़ने पर उड़ान सेवाओं का मार्ग परिवर्तित किया जा सकता है। लेकिन यदि समस्या गंभीर हुई तो उड़ान को रद्द करना पड़ेगा।

विमानों को राख के बादल से दूरी बनाना क्यों है जरूरी: ज्वालामुखीय राख का घनत्व काफी अधिक होता है। इससे मुख्य खतरा विमानों के इंजन को रहता है।

# Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

25 NOVEMBER 2025

## आइजीआई पर टेक आफ वाले रनवे पर उतरा एरियाना अफगान का विमान

गोतम कुमार मिश्रा • जागरण

नई दिल्ली: रविवार दोपहर काबुल से आइजीआई एयरपोर्ट पहुंचा एरियाना अफगान का विमान हादसे का शिकार होते-होते बचा। पायलट ने विमान को रनवे के उस हिस्से पर उतार दिया, जिसका इस्तेमाल उड़ान भरने के लिए किया जाता है। गनीमत रही कि विमान की सुरक्षित लैंडिंग हो गई। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने घटना की जांच के आदेश दिए हैं।

काबुल से नई दिल्ली आ रही एरियाना अफगान की उड़ान संख्या एफजी 311 लगभग 25 किलोमीटर की दूरी पर ही अंतिम एप्रोच की तैयारी कर

काबुल से दिल्ली आ रहा था विमान, पायलट ने व्यवस्था पर डाली जिम्मेदारी



एटीसी टावर, आइजीआई एयरपोर्ट

रही थी। इस दौरान एटीसी ने पायलट को क्लियरेंस देते हुए विमान को 29 एल पर लैंडिंग करने की अनुमति दी। लेकिन वह भटक गया और 29 एल के

पांच मिनट आगे या पीछे लैंडिंग से हो सकता था बड़ा हादसा

यदि लैंडिंग पांच मिनट पहले या बाद होती तो बड़ा हादसा हो सकता था। आमतौर पर रनवे 29 आर काफी व्यस्त रहता है, लेकिन रविवार को व्यस्त समय सुबह ही बीत चुका था। जिस विमान को टेकआफ करना था, वह अभी वे एरिया में खड़ा था और पायलट टेकसीवे की ओर जाने की तैयारी कर रहा था। उसे तुरंत रोककर होल्ड पर रहने के निर्देश दिए गए।

बजाय 29 आर पर लैंडिंग कर दी।

पायलट ने आइएलएस की गड़बड़ी को बताया वजह

पेज>>2

## गलत लैंडिंग : पायलट ने आइएलएस की गड़बड़ी को बताया वजह

प्रथम पृष्ठ से आगे

सूत्रों के अनुसार, पायलट ने एटीसी को बताया कि गलत रनवे पर लैंडिंग का कारण आइएलएस सिस्टम में गड़बड़ी थी। कम दृश्यता में लेटरल गाइडेंस खोने के कारण यह गड़बड़ी हुई। इस प्रकार पायलट ने पूरी जिम्मेदारी एयरपोर्ट की व्यवस्था पर डाल दी।

आखिर कहां हो सकती है गड़बड़ी : प्राथमिक तौर पर पायलट ने आइएलएस में गड़बड़ी की बात कही है, जिसकी जांच की जाएगी। दूसरी आशंका जीपीएस स्पूफिंग की है। हाल ही में कई विमानों ने स्पूफिंग के कारण गलत लोकेशन मिलने की शिकायत की थी। क्या काबुल वाले विमान का पायलट भी स्पूफिंग की चपेट में आ गया? यह भी जांच का एक महत्वपूर्ण पहलू हो सकता है। एक अन्य संभावना एटीसी और पायलट के बीच

संवाद में किसी गलती से जुड़ी हो सकती है। विशेषज्ञों का कहना है कि फाइनल एप्रोच के दौरान एटीसी और पायलट के बीच संवाद की रिकार्डिंग होती है, जिससे स्पष्ट हो सकेगा कि गलती किसकी थी।

कैसे होती है विमान की लैंडिंग : विमान की लैंडिंग प्रक्रिया बहुत व्यवस्थित और सुरक्षित होती है। जब विमान गंतव्य एयरपोर्ट से 150-200 किलोमीटर दूर होता है तो पायलट एप्रोच कंट्रोल से संपर्क करता है। इसके बाद एटीसी पायलट को स्टैंडर्ड टर्मिनल अराइवल रुट के तहत एक तय रास्ता देता है। अंतिम एप्रोच और क्लियरेंस तब दी जाती है जब विमान एयरपोर्ट से 20-30 किमी दूर होता है। लैंडिंग की प्रक्रिया अंतिम एक मिनट में शुरू होती है, जिसमें पायलट रनवे की ओर आता है। लैंडिंग के बाद पायलट एटीसी को सूचना देता है और ग्राउंड कंट्रोल उसे गाइड करता है।



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THE ECONOMIC TIMES

DELHI

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## TALIBAN GOVT WANTS INDIA TO BURY IC814 HIJACK TRAUMA

# Kabul Keen on Air Services Between Delhi & Kandahar

### INDIA ACTIVELY CONSIDERING PROPOSAL

Pranab Dhal Samanta

**New Delhi:** In a sign of changing times, Afghanistan's Taliban government wants India to bury the trauma of IC814 hijack and allow air courier services between New Delhi and Kandahar, and in due course between Kandahar and Amritsar, to counter Pakistan's effort at choking supplies to Afghanistan by shutting down border trade.

ET has reliably gathered that the proposal is under active consideration by New Delhi, which has already cleared the way to add Amritsar as an additional point of call on the Indian side. This will result in Afghan airlines being able to operate back-and-forth air courier services from Kabul and Kandahar to both New Delhi and Amritsar.

The request, however, from the Taliban government, which is currently in conflict with Pakistan, is to include Kandahar as another point of call so that essentials affected by the stoppage of border trade with Pakistan can be reached across key cities. Affordable medicines are, in particular, a key requirement besides

### Routes Will Be Operated By Afghan Airlines

With Indian air operators unable to service Afghanistan because of Pakistan airspace closure, these routes will be operated by Afghan airlines

### Pakistan's Dilemma

While Pakistan has shut border trade with Afghanistan, it has not stopped overflight services because a reciprocal closure by Kabul will have more damaging impact on Pakistani carriers accessing western destinations

the urgent need to find a way for perishable Afghan produce to reach Indian markets.

With Indian air operators unable to service Afghanistan because of Pakistan airspace closure, these routes will be operated by Afghan airlines. While Pakistan has shut border trade with Afghanistan, it has not stopped overflight services because a reciprocal closure by Kabul will have a more damaging impact on Pakistani carriers accessing western destinations.

India has stepped up engagement with the Taliban administration af-

ter having carefully cultivated the new leadership over the past few years. What started as quiet interactions at official levels has now turned into formal ministerial meets amid sharply deteriorating ties between Afghanistan and Pakistan. However, sources said, given the past, the Kandahar proposal is undergoing detailed security review.

Afghanistan has remained dependent on border trade with Pakistan for essentials through crossing and transit points such as Torkham and Chaman on the Af-Pak border. But with hostilities having increased between both sides, the Pakistan Army has decided to use this dependency as leverage against the Taliban government after rounds of Turkey-mediated talks failed to achieve any breakthrough.



India has stepped up engagement with Taliban admin over the past few years



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**RENEWED PUSH** Bets on brand-new planes, refurbished interiors and lounges

## Air India Steps Up Efforts to Win Back Customers

Arindam Majumder

New Delhi: Air India is preparing a major product overhaul with brand new planes, refurbished interiors, and lounges as the Tata-owned airline looks to win back customers and tide over the devastating effects of a deadly plane crash earlier this year.

"I think it's only natural that when an event such as this happens that people are nervous. In the first few months, yes, we did see a drop in bookings, but since then, it has recovered," said Campbell Wilson, the airline's chief executive. He was referring to the June crash of an Air India Boeing 787 aircraft shortly after taking off from the Ahmedabad airport killing 280 people. The accident dealt a major blow to efforts by the Tata Group to turnaround the loss-making carrier it acquired from the government about four years ago.

"2026 is when I think from a customer experience perspective, people will notice the most significant change. By the end of next year, 81% of our international flights will be operated by upgraded aircraft," Wilson told reporters at an event to mark the opening of Air India's new training academy in Gurugram.

Built at an investment of more than \$200 million (₹1,712 crore), the academy covers 600,000 square feet, and is one of the most visible signs of the ongoing turnaround moves by the new owners.

Wilson had earlier set a target of 2025 to make meaningful improvements to the airline's service and financial performance. However, lengthy global supply chains have slowed that progress.

"We should have received 28 brand new aircraft by now. But the actual number of new aircraft designed by and for Air India that we have received is zero. So, we have been heavily impacted by supply chain challenges," he said.

Air India has upgraded nearly 80% of its narrow body aircraft—deployed on short-haul routes—with brand new seats and interiors. Rest of Boeing 787 Dream-



liner jets—used on routes to Europe and Australia—is slated for completion by mid-2027 while that of Boeing 777 planes will only be done by 2028.

"Given that most of those aircraft operate to mainland Europe, to Australasia, some of the major markets in Southeast Asia, over the course of 2026, you'll see more and more of those routes be operated by the new world class Air India," Wilson said. The airline also expects to take delivery of around 26 new aircraft next year, including six long-haul jets.

Air India is planning to offer first class seating on top of business class in its new Airbus A350 planes besides upgrading cabins in its A320 narrow body aircraft. It has also planned exclusive customer lounges at Delhi, Mumbai, Dubai, London, New York, San Francisco.

The Ahmedabad crash also opened Air India to heightened regulatory scrutiny with sector regulator Directorate General of Civil Aviation serving multiple show cause notices to the airline's top officials for regulatory lapses.

Wilson said while the initial investigation report didn't point to any fault with the airline's planes or its engineering practices, it has revamped its safety practices.



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## DGCA Alerts Airlines After Ethiopia Volcano Eruption



**New Delhi** The DGCA on Monday instructed all Indian airlines to revise flight-planning, modify fuel intake and "strictly" avoid flight altitudes and regions that are affected by the ash cloud resulting from the eruption of the Hayli Gubbi volcano in Ethiopia. This volcano, located in Ethiopia's Afar Rift, erupted on Sunday for the first time in more than 10,000 years, spewing a dense ash plume up to 45,000 feet. **Our Bureau**

## Air India to induct 26 new planes in 2026, says CEO

NITIN KUMAR  
New Delhi, November 24

**AIR INDIA GROUP** expects 2026 to be the most visible phase of its ongoing overhaul, even as its overall capacity will remain largely unchanged next year due to a simultaneous induction of new aircraft and exit of older ones. CEO and MD Campbell Wilson on Monday said the airline will add 26 aircraft in 2026—six wide bodies and 20 narrow bodies—but the net fleet count will stay comparatively flat as leased Boeing 777s are returned and three owned 777s are retired, alongside a significant portion of the fleet remaining grounded for retrofits.

A stronger increase in capacity is expected in 2027–28 as bulk aircraft deliveries begin. “The number of aircraft in 2026 starts and ends the same, but they are different aircraft. The net growth will really come from the following years,” Wilson said.

Wilson, speaking at his first media briefing since the June 12 Dreamliner crash, said the programme to upgrade the wide-body fleet will define 2026 for Air India. The first two refurbished Boeing 787-8 aircraft will return to service in February, after which two to three aircraft will be upgraded every month. By end-2026, about two-thirds of the 787 fleet will have new interiors, inflight entertainment, Wi-Fi and premium seats, with full completion targeted for mid-



2027. Overall, the airline expects to operate around 81% of its international flights with upgraded aircraft by the end of next year.

Narrow-body refurbishment is nearing completion, with 83% of the fleet already upgraded. Seventeen legacy narrow-bodies that were earlier planned for retirement will now be retained to offset delays in Airbus and Boeing deliveries. Aircraft from Vistara will start adopting Air India livery and interior branding this month.

Despite the transformation schedule, global supply-chain pressures continue to weigh on deliveries. Wilson said Air India

‘95% of families paid interim relief’

**AIR INDIA GROUP** CEO and MD Campbell Wilson on Monday said that 95% of the affected families of the June 12 Ahmedabad air crash have received interim relief.

“About 70 families have also received ex-gratia payments from the AI 171 Trust, with another 50 in process. We continue to reach out to all affected families as Air India and Tata Sons to offer whatever support they may need,” he added.

—FE BUREAU

should have received 28 brand-new aircraft by now from its total 570-aircraft order, but only “white tail” aircraft, originally manufactured for other customers, have been delivered so far. The CEO, however, stressed that the investment plan remains intact even in the face of recent setbacks, including the fatal AI 171 crash and softer US travel demand driven by visa delays, airspace constraints and longer flying times.

The CEO emphatically said passengers will notice the most significant improvement in 2026 across products and operations.





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## भारत पहुंची ज्वालामुखी की राख, कई उड़ानें प्रभावित

नई दिल्ली, एजेंसी। इथियोपिया में सोमवार को एक ज्वालामुखी में विस्फोट हो गया। इससे धुएँ का जो गुबार उठा, उससे भारत सहित कई देशों में कई उड़ानें प्रभावित हुईं।

राख का बादल सोमवार शाम गुजरात के पास पहुंच गया। एहतियात के तौर पर एम्स्टर्डम और दिल्ली के बीच संचालित दो उड़ानें रद्द कर दी गईं। ज्वालामुखी की राख दिल्ली-एनसीआर, पंजाब, हरियाणा की ओर बढ़ रही है। मंगलवार को भी कई उड़ानें प्रभावित होने की आशंका है। दिल्ली

### एक रनवे पर दो विमान

दिल्ली के इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर रविवार को अफगान एयरलाइन का विमान उस रनवे पर उतर गया, जहां से अन्य विमान उड़ान भर रहा था। डीजीसीए ने इस घटना की जांच शुरू कर दी है। > P02

एयरपोर्ट ने यात्रियों से अनुरोध किया है कि किसी भी असुविधा से बचने के लिए यात्रा से पहले उड़ानों की नवीनतम स्थिति अवश्य जांच लें।

> बड़ा संकट संभव P15

## उड़ानों पर आज बड़े संकट की आशंका

पेज-1 से आगे > नई दिल्ली, एजेंसी। इथियोपिया में करीब 10 हजार साल में पहली बार हायली गुब्बी ज्वालामुखी में विस्फोट से आसमान में राख का गुबार छा गया। भारतीय नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने इस पर एडवाइजरी भी जारी की है।

प्राधिकरण के मुताबिक, गुबार उड़ान संचालन के लिए गंभीर खतरा पैदा करता है, क्योंकि इससे विमान के इंजन और नैविगेशन प्रणाली को नुकसान पहुंचाने की आशंका रहती है। ऐसे में यात्रियों और विमानों की सुरक्षा को प्राथमिकता देते हुए एयरलाइन ने दोनों उड़ानों को रद्द करने का कदम उठाया है। वहीं, इंडिगो एयरलाइन का कहना है कि गुबार के पश्चिमी भारत की ओर

- इथियोपिया में 10 हजार साल बाद हायली गुब्बी ज्वालामुखी में विस्फोट
- राख का गुबार अरब सागर व उत्तरी भारत की ओर बढ़ने से हालात गंभीर

बढ़ने की सूचना मिली है। इतिहास में पहली बार इस राख के गुजरात, राजस्थान, दिल्ली-एनसीआर और पंजाब की ओर बढ़ने की उम्मीद है।

अंतरराष्ट्रीय विमानन एजेंसियों के साथ मिलकर हालात पर नजर रखी जा रही है। सभी आवश्यक एहतियाती कदम सुनिश्चित किए गए हैं ताकि उड़ान संचालन सुरक्षित और सुचारू बना रहे। अकासा एयर ने भी गुबार के

कारण 24 और 25 नवंबर को जेद्दा, कुवैत और अबू धाबी आने-जाने वाली उड़ानों को रद्द कर दिया है। आईएमडी ने कहा कि यह 100 से 120 किमी प्रति घंटा की गति से बढ़ रहा है। आईएमडी ने कहा है ज्वालामुखी की राख, सल्फर डाइऑक्साइड व चट्टान के छोटे कणों से बने ये गुबार सतह से 10-15 किमी की ऊंचाई पर हैं। ऐसे में इनका बड़ा असर उड़ानों पर देखने को मिलेगा।

**असर से बचने के लिए करें तैयारी:** डीजीसीए ने सोमवार को एयरलाइनों व हवाई अड्डों को सावधानी बरतने और संभावित रुकावटों से निपटने के लिए सलाह जारी की है। अपनी एडवाइजरी में कहा कि एयरलाइनों को ज्वालामुखी के प्रभावित क्षेत्रों और उड़ान स्तरों से बचना चाहिए।



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## अफगान एयरलाइन का विमान गलत रनवे पर उतरा

नई दिल्ली, एजेंसी। इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे पर रविवार को एक बड़ा हादसा उस समय टल गया, जब काबुल से आ रहा एरियाना अफगान एयरलाइन का एक विमान गलती से उस रनवे पर उतर गया, जहाँ से एक अन्य विमान उड़ान भर रहा था।

डीजीसीए के एक वरिष्ठ अधिकारी ने कहा कि नियामक ने इस घटना की जांच शुरू कर दी है। अधिकारी ने बताया कि एरियाना अफगान एयरलाइन के ए310 विमान (एफजी-311) को रनवे 29-एल पर उतरने की

अनुमति दी गई थी, लेकिन विमान रनवे 29-आर पर उतरा।

उन्होंने बताया कि अफगान एयरलाइन के विमान के पायलट-इन-कमांड ने बताया कि चार नॉटिकल माइल्स पर उनका 'इंस्ट्रुमेंट लैंडिंग सिस्टम' (आईएलएस) से संपर्क टूट गया और विमान दाईं ओर मुड़ गया, जिसके बाद कैप्टन ने रनवे 29-आर पर विमान उतारा। आईएलएस एक सटीक रेडियो नेविगेशन प्रणाली है, जो विमान को कम दूरी का मार्गदर्शन प्रदान करती है।



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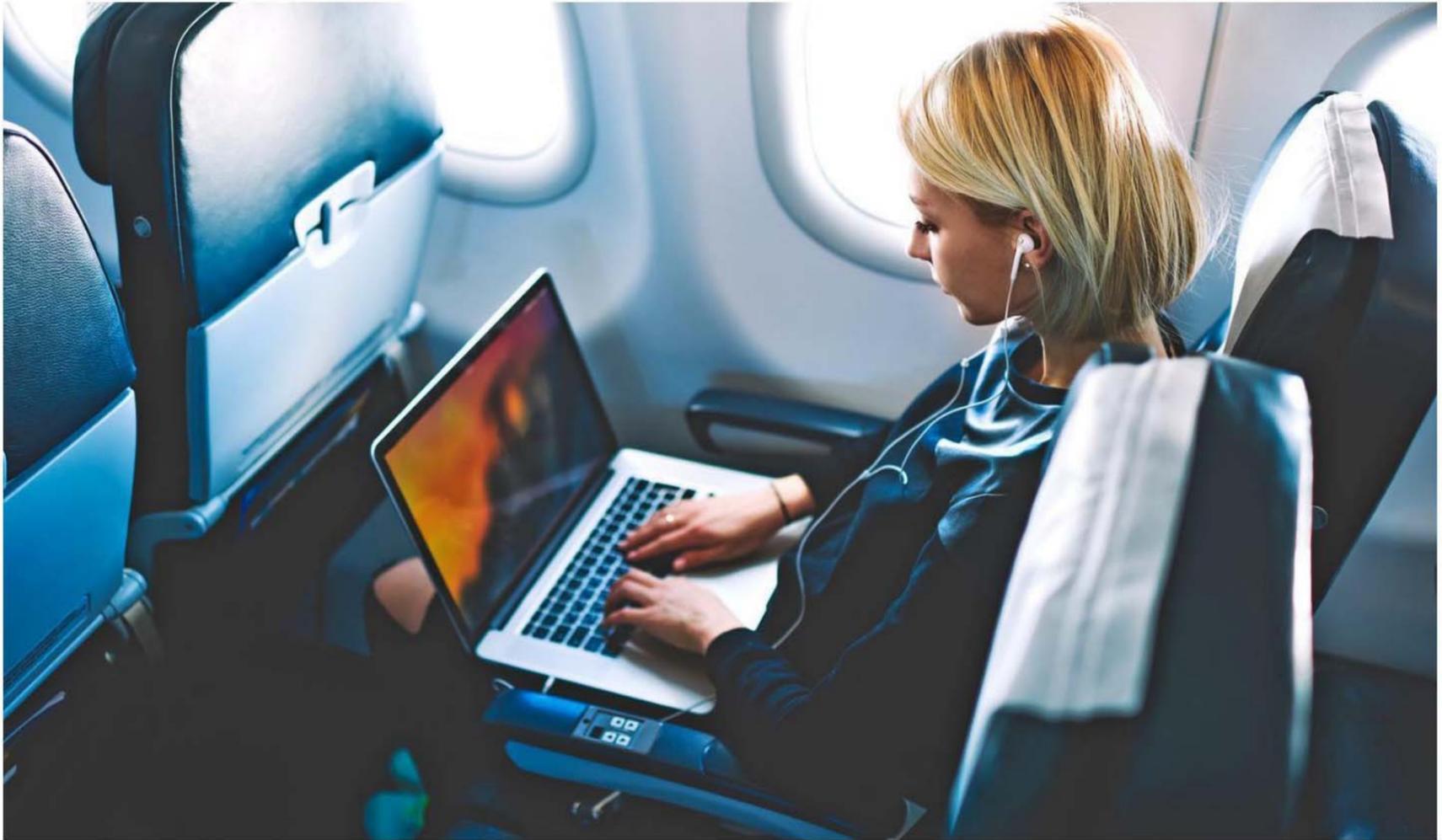
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## एयर इंडिया 26 विमान शामिल करेगा : सीईओ

गुरुग्राम। एयर इंडिया समूह 2026 के अंत तक अपने बेड़े में 26 नए विमान शामिल करेगा। साथ ही अंतरराष्ट्रीय उड़ानों में 81 प्रतिशत सेवाएं उन्नत विमानों से संचालित करने की योजना बना रहा है। एयर इंडिया के सीईओ और एमडी कैम्बेल विल्सन ने सोमवार को अहमदाबाद विमान हादसे के बाद मीडिया से पहली औपचारिक बातचीत में यह जानकारी दी। बताया कि जून में हुए अहमदाबाद विमान हादसे में जान गंवाने वालों के 95 प्रतिशत परिवारों को अंतरिम मुआवजा दे दिया गया है।

**BUILDING BLOCKS**



GETTY IMAGES

# How are passengers able to access the Internet on aeroplanes?

In-flight Internet has become a standard service on commercial flights, utilising air-to-ground and satellite systems to meet growing passenger demand for connectivity while navigating technical and regulatory challenges

**Vasudevan Mukunth**

**P**assenger Internet on aeroplanes used to be rare in the 2010s but has become almost commonplace today. On most flights, the basic idea is that the whole aeroplane is treated like a flying Wi-Fi router that connects to the rest of the Internet through a long backhaul link. This means your phone or laptop never talks directly to the ground. Instead it talks to a Wi-Fi access point inside the cabin, which then sends your data out of the aircraft via radio links.

## How is the backhaul setup?

The backhaul link these days comes in two main forms: air-to-ground (ATG) and via satellite. In the ATG system, the aeroplane connects to special cellular-like towers on the ground. These towers have antennae pointing up at the sky. The plane's antennae – often mounted on the underside – maintains a radio link with whichever tower is currently in range ('radio link' just means they send and receive electromagnetic signals in the radio frequency range, 3-3,000,000,000 kHz). As the plane flies, the ATG system hands off the connection from one tower to the next, similar to how your phone switches between cell towers if you're on a call in a moving vehicle.

Obviously this arrangement works well over land, where there's a dense coverage of towers, but fails over oceans, deserts, and in polar areas – all places with fewer or no towers. This is where satellites help.

Satellite systems are more flexible because they don't care whether an

aeroplane is over land or water. In this system, the aeroplane uses a dish or phased-array antenna, usually inside a bespoke hump-shaped structure on top of the fuselage, that's pointed towards the sky. This antenna will transmit data to a satellite in orbit, which will relay the data to a ground station connected to the regular Internet.

Historically, these satellites have been in geostationary orbit, which is a circular orbit 35,786 km above sea level. This means, even at the speed of light, there's a noticeable data latency. A signal round-trip time of several hundred milliseconds is common. Newer systems use satellite constellations that are located in low-earth orbit, that is, 150-2,000 km above sea level. Since these satellites are much closer to ground stations, the latency is lower. Sometimes they also allow for higher bandwidth if the aeroplane's antennae can track fast-moving satellites and hand off between them.

## How are connections provided to users?

Inside the aeroplane, the connectivity network resembles that in a small office. There's a central server or router, a satellite or ATG modem, and several Wi-Fi access points distributed through the cabin. When you connect, your device joins this local Wi-Fi network. A captive portal page appears in your browser where you either pay, log in with a frequent-flyer account or accept some terms of use. Once you're authenticated, the onboard network will start forwarding your traffic over the ATG or satellite link.

The airline or provider can shape or in many ways filter this traffic, and often does. For instance, providers may block high-bitrate video streaming or VoIP calls, force images to be compressed, and aggressively cache web pages to load faster over the constrained data link.

The in-flight bandwidth is almost always lower than home broadband connections and it's also shared among everyone on board. If a single satellite beam is serving multiple aircraft at once, they may all be competing for the same capacity. This is why performance varies so much between flights, routes, times of day, and providers. More sophisticated networks try to manage this challenge by dynamically allocating bandwidth and upgrading to higher-throughput satellites or satellite constellations. Even then the basic constraints of limited spectrum, distance, and shared use remain.

## Don't signals interfere with operations?

When cabin crew ask you to switch your phone off for take-off and landing and to use 'airplane mode' the rest of the time, they're mainly trying to eliminate lots of uncontrolled radio transmitters inside the cabin. A phone whose mobile (that is, cellular) radio is on does several things that are awkward for both aviation and telecom regulators. It periodically 'shouts' loudly in radio terms, scans across multiple bands to find towers, and maintains a connection. In a cabin with a couple hundred phones, that creates a messy blast of radio noise at unpredictable times and frequencies – much like a noisy playground. In the

worst-case scenario, some of that energy could be very close to the frequencies aeroplane radios, sensors and navigation beacons use.

While contemporary aeroplanes are well-shielded and the actual risk is very low, regulators prefer a conservative approach that minimises known unknowns.

Further, a plane full of phones talking directly to towers on the ground still moves quickly and is visible to many towers at once. These quirks can confuse handover algorithms and overuse capacity in the cellular network. This is why telecommunications rules in many places explicitly forbid phones from connecting to terrestrial mobile networks at cruising altitude, and 'airplane mode' is a simple way to comply.

To its advantage, passenger Internet uses equipment that's part of the aircraft's certified systems. The Wi-Fi access points inside the cabin and the satellite or ATG radios that link the aeroplane to the outside world are all installed and tested together with the avionics. The engineers who design them also pick frequencies that are well separated from the bands that critical onboard systems use and design the antennae and cabling to minimise signal 'leaks'. They're also expected to prove (through testing) that none of these systems can fail in a way that also destabilises the aeroplane.

Taken together the in-flight Internet apparatus addresses the radio interference risks differently from how individual cellphones do, quelling regulators' anxieties while allowing you to stay online.



# Corporate Communications Directorate

THE HINDU

DELHI

25 NOVEMBER 2025

## Arunachal woman stopped at China airport; India issues strong demarche

**Vijaita Singh**  
NEW DELHI

India has issued a “strong demarche” to China after a woman from Arunachal Pradesh was harassed and stopped by Chinese immigration officials at the Shanghai airport on November 21. The officials mocked her and told her to “apply for a Chinese passport”.

Sources in the External Affairs Ministry said that at a time when both sides are working to improve ties, such actions by the Chinese side introduce unnecessary obstructions to the process.

Prema Thongdok, a principal regulatory consultant working in financial services in London, told *The Hindu* that she was detained at the Shanghai airport for 18 hours, and im-



Prema Thongdok

migration and airlines staff were “unprofessional and rude”, they laughed and mocked calling Arunachal Pradesh a Chinese territory.

Sources in Ministry said that a strong demarche was made with the Chinese side, in Beijing and in Delhi, on the day of the incident and the Indian consulate in Shanghai took up

the matter locally and extended assistance to the stranded passenger.

“It was stressed that the passenger had been detained on ludicrous grounds. Arunachal Pradesh is indisputably Indian territory, and its residents are perfectly entitled to hold and travel with Indian passports. It has also been highlighted that the actions of the Chinese authorities are in contravention of the Chicago and Montreal Conventions relating to civil aviation,” External Affairs Ministry sources said.

### Passenger's ordeal

Ms. Thongdok was flying from London to Japan, transiting via Shanghai and was booked on a China Eastern Airlines flight. She has been residing and working in the United Kingdom for the past 14 years.

“I was travelling from London (Gatwick), United Kingdom to Japan, with a scheduled three-hour transit in Shanghai. Prior to my journey, I had verified with the Chinese Embassy that a transit of less than 24 hours does not require any transit visa... However, upon arrival in Shanghai around 6 a.m. on November 21, immigration officers refused to allow my transit and declared my Indian passport invalid solely because my place of birth is Arunachal Pradesh. They repeatedly insisted that Arunachal Pradesh is part of China,” Ms. Thongdok said, adding that she was subjected to harassment, verbal intimidation, and degrading comments.

Ms. Thongdok was ultimately escorted by Indian officials to a flight late in the evening at 10.20 p.m.

# India braces for disruption of air travel after Ethiopia's Hayli Gubbi volcano erupts

**Jagriti Chandra**  
NEW DELHI

India is bracing for potential disruption to air travel with volcanic ash from Sunday's eruption of Ethiopia's Hayli Gubbi volcano forecast to drift towards mainland India.

The Directorate General of Civil Aviation (DGCA) has issued advisories urging airlines to strictly steer clear of affected altitudes and regions to ensure flight safety as volcanic ash can harm aircraft engines due to its abrasive, glass-like particles that melt at high temperatures. When ash is ingested, it can melt on hot engine components, harden into a glass-like substance, and stick to turbine blades. Airlines have also been advised to report any suspected impact of ash on engine performance or



Ash clouds from the Hayli Gubbi volcanic eruption (in photo) has entered the Indian subcontinent from western Rajasthan. AP

cabin smoke or odour.

Airports too have been told to inspect runways for contamination and suspend or restrict flight operations, if need be.

Large plumes of smoke were initially visible over Ethiopia though the volcanic eruption stopped. After travelling over Yemen and Oman, ash clouds entered the Indian subconti-

nent from western Rajasthan on Monday and were moving north-east wards. Over the course of the night, they are expected to sweep across central parts of the country and cross Delhi close to midnight, and travel over parts of Uttar Pradesh, parts of Bihar and in the North East over Sikkim and Arunachal Pradesh.



# Corporate Communications Directorate

THE HINDU

DELHI

25 NOVEMBER 2025

## 'Anti pilot-poaching plan in India's interest'

**Jagriti Chandra**  
NEW DELHI

Policies that support pilot retention and prevent their poaching by foreign carriers is in "national interest" as aviation is a catalyst for economic development and the country's "soft power", Air India CEO Campbell Wilson said.

"It is not just a turnaround of Air India. It's an investment being made in critical, economic, and catalytic infrastructure. And, anything from a policy perspective that can facilitate this, I think is in the national interest," Mr. Wilson said in response to a question from *The Hindu* on whether the airline supported measures such as a six-



Campbell Wilson

month notice period for pilots to stop them from joining international players amid hectic expansion in regions like Saudi Arabia and the UAE that lure pilots with tax-free salaries.

Recently, IndiGo CEO Pieter Elbers said it would be "disturbing" to lose Indian pilots to foreign airlines.



# Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

25 NOVEMBER 2025

## Ash cloud from Africa volcano reaches India

Jasjeev Gandhiok and  
Neha LM Tripathi

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**NEW DELHI:** A windborne cloud of ash from a volcanic eruption in Ethiopia traversed swathes of Northwest India on Monday night, crossing Rajasthan, Gujarat, Maharashtra, Delhi-NCR and Punjab, hampering visibility and disrupting air traffic as it headed eastwards across the subcontinent.

The ash came from the Hayli Gubbi volcano, which erupted

for the first time in nearly 12,000 years on Sunday. The India Meteorological Department (IMD) said the altitude of the cloud—above 10 km—meant that air pollution levels in an already struggling Delhi, where it reached around 11pm, would not be significantly affected. IMD added the impact over cities in India was likely limited to a few hours, with the plume rapidly moving eastwards.

Akasa Air and IndiGo said several of their flights were diverted or cancelled. The

Directorate General of Civil Aviation (DGCA) issued an advisory to airlines in the evening after the plume was detected over the Muscat Flight Information Region (FIR) and adjoining areas. The cloud crossed into India through Rajasthan at 6.30 pm, travelling at speeds of between 100 km/hour and 120 km/hour.

In the advisory, DGCA told airlines to avoid affected altitudes and regions according to the latest guidance. The vol-

continued on → 15

Hindustan Times

### ASH CLOUD

canic ash advisory, issued along with an ASHTAM—a special aviation alert issued as a type of NOTAM (notice to airmen) to caution pilots about hazardous volcanic conditions—asked all Indian aviation operators to brief personnel on the 'Operations Manual - Volcanic Ash', ensuring strict compliance with established procedures. Any suspected encounter with volcanic ash, including engine performance fluctuations or cabin smoke/odour, must be reported "immediately," DGCA said.

"It began to affect Gujarat and Rajasthan from Monday evening and is likely to affect parts of Delhi-NCR by late on Monday night or in the early hours of Tuesday," M Mohapatra, IMD Director General, told this newspaper, adding surface-level impact was unlikely.

"It is in the upper levels so we will not see significant impact near the surface. It will appear as a hazy, cloudy sky with its impact expected for a few hours as it continues to move further eastwards," he said.

"The impact over cities will mainly be a marginal rise in the temperature. Similar to clouds, the minimum will rise. It is unclear whether it will affect air quality, but any significant impact is unlikely as it is at higher levels," Mohapatra added.

"The plume contains mostly volcanic ash, sulphur dioxide and small particles of glass or rock, which will make the sky appear darker and affect air traffic," said Ashwary Tiwari, an amateur weatherman who runs the IndiaMetSky handle on X. The impact over cities is only likely to be for a couple of hours, he said.

However, Sunil Dahlyia, founder and lead analyst at the think-tank Envirocatalysts, said this is likely to affect air quality in the region. "It may lead to a spike in pollution temporarily. Volcanic ash from as far as Ethiopia, stubble burning from Punjab and from stacks of power stations and factories can travel hundreds of kilometres," he said.

Already, air quality in the National Capital Region (NCR) is on the brink of 'severe' at most locations. Delhi's air qual-

ity index (AQI) stood at 382 at 4pm on Monday. It was 396 ("very poor") at Ghaziabad at the same time; 397 in Noida; 382 at Greater Noida; and 232 ("poor") in Faridabad, Central Pollution Control Board (CPCB) data showed.

### Airlines affected

Airlines had already begun to cancel flights after noon, following the movement of the ash across the Red Sea, drifting towards the Middle East and Central Asia. IndiGo was forced to cancel six flights due to the issue. "While one of these flights originated from Mumbai, the others cancelled originated from southern India," a person aware of the development said.

Akasa Air in a statement said, "Following recent volcanic activity in Ethiopia and the resulting ash plume in the surrounding airspace, our flights to and from Jeddah, Kuwait, and Abu Dhabi scheduled for 24 and 25 November 2025 have been cancelled."

"Our teams will continue to assess the situation in compliance with international aviation advisories and safety protocols and take necessary actions as required," it said.

IndiGo, however, did not declare the number of flight cancellations, though it said its operations were affected.

"Following the recent eruption of the Hayli Gubbi volcano in Ethiopia, ash clouds are reported to be drifting towards parts of western India. We understand that such news may cause concern, and we want to reassure you that your safety remains our highest priority."

"Our teams are closely tracking the situation in coordination with international aviation bodies. We are fully prepared with all necessary precautions to ensure safe and reliable operations. Our 6E teams are available across all touchpoints to support you with any assistance you may need. We will continue to monitor the developments round the clock and keep you informed of any updates to help minimise inconvenience (if any)," it added.

A Mumbai airport official said flights of international airlines were being re-routed via Pakistani airspace. "The Pakistani airspace is shut for Indian

airlines, hence the Indian airlines are expected to be impacted. We have started keeping a record of this and are monitoring the situation," one of the officials there said.

"Flights either have to be re-routed or cancelled. While the impact on flight operations is minimal today, the situation is expected to be worse on Tuesday," another person close to the development said.

"The ministry officials as well as the DGCA are keeping a close eye on the matter. If the ashes settle over Delhi and Jaipur by Tuesday, Indian aviation is expected to be severely affected," he added.

DGCA's advisory asked flight dispatch teams to continuously monitor updates to Volcanic Ash Advisories, NOTAMs, and meteorological data.

"Suspend or delay operations to impacted airports if conditions deteriorate," it had advised on Monday evening.

Airport operators, meanwhile, were asked to closely monitor the situation.

"If volcanic ash affects an airport of operation, the operators may advise an immediate inspection of runways, taxiways, and aprons to be conducted. Airport operations may be restricted or suspended based on contamination, and cleaning procedures must be completed before resuming movements," the advisory said.

Monitoring of volcanic ash clouds must be ensured "24x7," DGCA instructed, using satellite imagery, Volcanic Ash Advisory bulletins and meteorological data.

"Operators are advised to stay updated with evolving Ash Movement Forecasts, which are being released at frequent intervals. You are requested to disseminate this information to all relevant operational departments and ensure strict compliance until further notice," it added.

THE ASH CAME FROM THE HAYLI GUBBI VOLCANO, WHICH ERUPTED FOR THE FIRST TIME IN NEARLY 12,000 YEARS



# Corporate Communications Directorate

HINDUSTAN TIMES

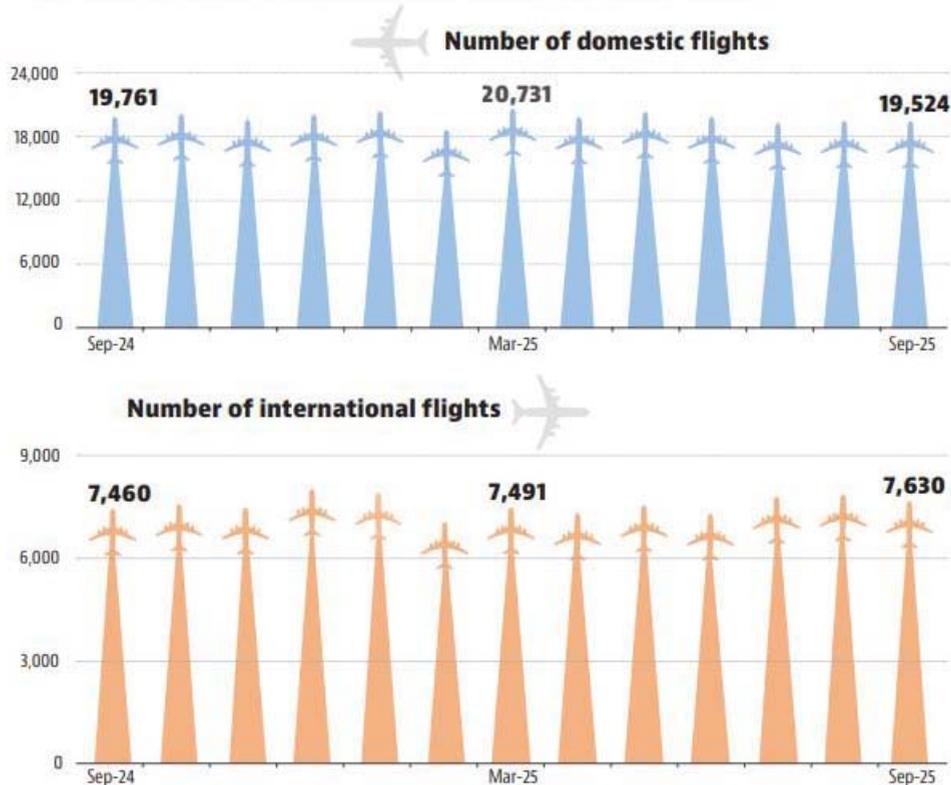
MUMBAI

24 NOVEMBER 2025



## Air Traffic

In September 2025, the number of domestic flights from Mumbai declined around 1% over September 2024 levels. International flights rose about 2%.



Source: Airports Authority of India



# Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

24 NOVEMBER 2025



Domestic flights from Mumbai dipped by around 1% in September 2025 compared to the previous year, whereas international flights recorded a nearly 2% rise, showing a modest recovery in overseas air traffic.

SATISH BATE/HT PHOTO

**H**ere is this month's dashboard that tracks several facets that make up the life of the average Mumbai resident using government data.

The dashboard shows public aspects: air quality, prices of food items, vehicle registrations, air traffic and new businesses in the city.

On this page, every month, you will find data on how the prices of key food items are moving in the city, compared to the rest of India; how many new companies are being set up in the

city and in which sector; how many new vehicles are being registered in the city, whether air traffic is increasing or decreasing and how breathable the city's air has been for the past month.

This will not be a static exercise. We will constantly track public data to look for new sources of information and new ways of capturing information. The idea is to give you, a citizen of Mumbai, a data prism to look at all things that define your quality of life.



# Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

25 NOVEMBER 2025

## Ariana Afghan flight lands on wrong runway, right after A-I plane takes off

**Sukalp Sharma**

*New Delhi, November 24*

AMAJOR accident was averted at Delhi's Indira Gandhi International Airport on Sunday after an Ariana Afghan Airlines aircraft mistakenly landed on a wrong runway, right after another plane — a Riyadh-bound Air India flight — had lifted off, a senior official with the Directorate General of Civil Aviation (DGCA) said, adding the matter is under investigation.

Sources said the Ariana Afghan Airlines Airbus A310 (Kabul-Delhi) flight FG-311 was given clearance to land on runway 29L. However, it landed on the parallel runway 29R.

According to the information provided to the DGCA by the pilot commanding the aircraft, there was a failure of the instrument landing system

(ILS) as a result of which the plane deviated from its path amid poor visibility and ended up on the wrong runway.

While the pilot acknowledged that the air traffic control (ATC) had given landing clearance for runway 29L, he said that the ATC did not inform the crew that the plane had deviated from its path and was headed for the wrong runway.

According to sources, Air India flight AI-2243 to Riyadh had just taken off from the same runway when the Ariana Afghan Airlines aircraft touched down.

The DGCA will be investigating the Afghan pilot's claim as part of the probe, according to sources.

According to the captain, the crew realised that the aircraft was on the wrong runway only after landing and vacating the runway.

# Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

25 NOVEMBER 2025

• CEO AND MD CAMPBELL WILSON:

## 'Air India to induct 26-30 new planes, accelerate legacy jets' retrofit programme'

Sukaip Sharma  
New Delhi, November 24

TATA GROUP airline Air India expects to induct 26-30 brand new aircraft in 2026 from its mega aircraft order placed in 2022, and believes that the coming year will be the one when flyers will notice the most significant changes in the airline's product and service, according to the carrier's CEO and MD Campbell Wilson. In his first media briefing since the June 12 crash of Air India flight AI-171 in Ahmedabad, Wilson said that despite the various headwinds seen this year, the carrier is committed to its capital expenditure plans to transform Air India into a world-class airline.

Air India has already completed a bulk of its retrofit pro-

gramme to modernise its legacy narrow-body fleet, and has also initiated the retrofit programme for its legacy wide-body fleet. With a number of new aircraft also expected to join Air India in 2026, the airline expects the year to mark a key milestone in its transformation plan with the new Air India brand and product on a sizable chunk of its fleet. But despite the over 25 aircraft set to join Air India in 2026, the airline's overall capacity would be largely flat as it would be returning a few planes to lessors, and some of its other planes will be undergoing a refit.

Of the 570 aircraft ordered by the Air India group, 524 are yet to be delivered. And even the ones delivered by Boeing and Airbus were white-tails—planes made for some other carrier but di-



verted to Air India. Wilson said Monday that the first line-fit aircraft manufactured for Air India—a Boeing 787-9—is expected to join the airline's fleet in December. Air India currently has a fleet of 187 aircraft, while its low-cost carrier arm Air India Express has 110 planes. According to Wilson, 28 new line-fit planes made for Air India should have been inducted by now, but with manufacturers grappling with supply chain woes, not even one

has been delivered so far.

"The first line-fit aircraft produced specifically for Air India which is a 787-9 should arrive just before Christmas and also go into service in January. Throughout the course of 2026 we should receive six new wide-bodies, a mix of 787-9s and (Airbus) A350-1000s along with at least a couple of dozen narrow-body aircraft," Wilson said.

"...2026 is when I think from a customer experience perspec-

tive people will notice the most significant change. Thus far, we've been working very much behind the scenes on systems and processes, people, and capabilities that will support the future Air India. And of late, we've been also completing the refit of the interiors of our narrow-body aircraft. Presently about 83 per cent of the narrow-body fleet has been upgraded," the Air India CEO said.

Cabin refit and upgradation is part of Air India's product transformation plan. Over the years, Air India had developed a reputation of having run-down aircraft cabins and an ageing fleet as the then government-owned airline was under severe financial stress.

FULL REPORT ON  
[WWW.INDIANEXPRESS.COM](http://WWW.INDIANEXPRESS.COM)

## Passenger volumes have recovered from dip that followed AI-171 crash: Air India CEO

Sukaip Sharma  
New Delhi, November 24

AIR INDIA did see a drop in the wake of the deadly crash of its Boeing 787-8 aircraft in June, but the airline has now largely recovered in terms of passenger volumes in most markets, its CEO and MD Campbell Wilson said Monday. The Tata group airline took a "safety pause" after the Ahmedabad crash that killed 241 of the 242 people on board and another 19 on the ground. The safety pause involved additional voluntary pre-flight technical checks on aircraft and adopting a cautious approach in

flight operations.

Air India also curtailed its wide-body aircraft operations by 15 per cent due to a combination of reasons that included the safety pause as well as airspace closures in the various regions. The airline reverted back to normal wide-body operations from October, with the exception of a few services.

"In the first few months, yes, we did see a drop in bookings, but it has recovered. We have operated well over 100,000 flights since June. We've carried 15 million-odd people, so the volumes have come back... Domestic and international (both segments

have recovered), with the caveat of North America and other airspace (restrictions)-affected markets because it's very hard to ascertain what is a demand side versus a supply side impact," Wilson said at his first interaction with reporters since the June 12 crash. Wilson also said that 95 per cent of the victims' families have received their interim compensation and about 70 families have been given the ex gratia payment from the AI-171 Memorial and Welfare Trust that was set up by the airline's parent Tata Sons.

FULL REPORT ON  
[WWW.INDIANEXPRESS.COM](http://WWW.INDIANEXPRESS.COM)



# Corporate Communications Directorate

JANSATTA

DELHI

25 NOVEMBER 2025

इथियोपिया में ज्वालामुखी विस्फोट

## अबू धाबी जा रहा विमान अहमदाबाद में सुरक्षित उतारा, दो अंतरराष्ट्रीय उड़ानें भी रद्द

नई दिल्ली, 24 नवंबर (भाषा)।

इथियोपिया में रविवार को करीब 10,000 साल बाद एक बड़े ज्वालामुखी में हुए विस्फोट के कारण सोमवार को विमानन अलर्ट जारी किया गया है। इस घटना के चलते कन्नूर से अंधा धाबी जा रहे इंडिगो के विमान 6ई1433 का मार्ग बदलकर अहमदाबाद में सुरक्षित उतरा गया।

इंडिगो ने यात्रियों के लिए कन्नूर वापसी की सेवा संचालित करने की घोषणा की है। इसके साथ ही कोच्चि हवाई अड्डे से सोमवार को खाना होने वाली दो अंतरराष्ट्रीय उड़ानें भी रद्द कर दी गईं। कोचीन अंतरराष्ट्रीय हवाई अड्डा लिमिटेड के

**भारतीय विमानन प्राधिकरण और एअरलाइंस सोमवार से जयपुर के ऊपर उड़ान संचालन की निगरानी कर रहे हैं।**

अनुसार एहतियातन जेदा और दुबई जाने वाली उड़ानें रद्द की गईं। अधिकारियों ने यह जानकारी दी। उन्होंने बताया कि रद्द उड़ानों में 'इंडिगो' की 6ई1475 (कोच्चि-दुबई) और 'अकासा एअर' की क्यूपी 550 (कोच्चि-जेदा) शामिल हैं। हवाई अड्डे के अधिकारियों ने बताया कि स्थिति में सुधार होने पर उड़ान सेवाएं दोबारा शुरू कर दी जाएंगी। अधिकारी ने बताया कि इथियोपिया के

हायली गुब्बी में ज्वालामुखी रविवार को लगभग 10,000 साल के बाद फटा था। अनुमान है कि राख का ये गुबार उत्तरी भारत की ओर बढ़ सकता है। इससे इस क्षेत्र से गुजरने वाले विमान मार्ग पर चिंताएं बढ़ गई हैं। भारतीय विमानन प्राधिकरण और एअरलाइंस सोमवार शाम से दिल्ली और जयपुर के ऊपर उड़ान संचालन पर संभावित प्रभाव की निगरानी कर रहे हैं। अकासा एअर ने एक एडवार्जरी जारी करते हुए कहा कि वह अंतरराष्ट्रीय विमानन प्रोटोकाल के अनुसार ज्वालामुखी गतिविधि पर बारीकी से नजर रख रही है। कंपनी ने जोर देकर कहा कि यात्रियों की सुरक्षा उसकी 'सर्वोच्च प्राथमिकता' है।

## Interim crash claims paid, AI looks to regular jet deliveries

Air India has disbursed ₹60 crore for 230 of the 248 victims of the 12 June crash, says CEO

Abhishek Law  
 abhishek.law@livemint.com  
 NEW DELHI

**A**ir India has disbursed ₹60 crore interim compensation for 230 of the 248 victims of the crash that occurred on 12 June, the airline's chief executive officer (CEO) said.

The compensation update from CEO Campbell Wilson comes as the Tata-backed carrier navigates a turbulent year marked by the accident and significant operational challenges.

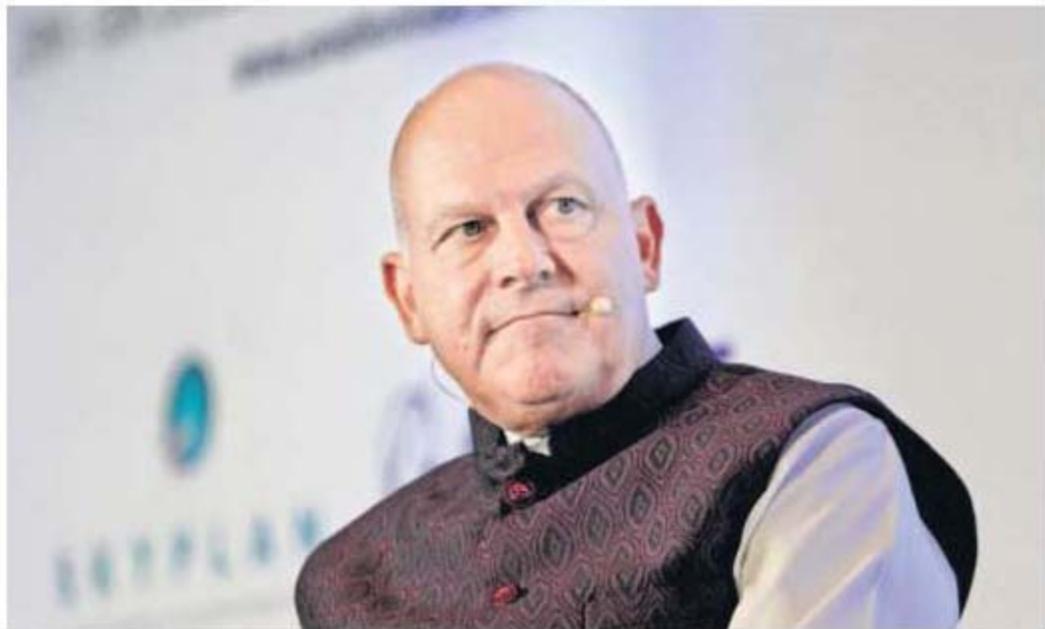
Additionally, family members of 70 individuals have been given ₹1 crore each through the Tata Group, which had set up a trust to assist the people who died in the country's worst civilian air crash in more than a decade. The families of another 50 who died in the crash are in the process of getting ₹1 crore each, according to the airline.

"We continue to reach out to the families of those affected...our commitment to those who have had a loss will

continue for as long as it takes," Wilson said in an interaction with the media on Monday in Delhi. The compensation from Air India comes as the Tata-backed airline attempts to navigate through a challenging year.

Wilson acknowledged that 2025 has been an "exceptionally difficult year." The challenges include the June crash and the financial impact of the May airspace closure by a neighbouring country, which forces Air India to fly circuitous routes over the Arabian Sea. Last month, he stated the closure could cost the airline ₹4,000 crore in losses if it lasted for a year.

Wilson said the carrier's retrofit programme, which involves refurbishing its current aircraft to install new seats and entertainment systems, has been



Air India's chief executive officer Campbell Wilson.

REUTERS

delayed due to supply constraints.

Air India expects its fleet modernisation programme to be completed in 2028, rather than the earlier stated 2027. He described the supply chain as "constrained," affecting seats, cabin

focused on the objective and work through," Wilson said.

"What it ultimately means is we expected to have all of the legacy aircraft refitted within the five-year transformation period. It'll probably have a

also planned to retire 17 older narrow-body aircraft. However, these will be reintroduced into the fleet as delivery delays continue.

The wide-body turnaround has proven to be more complex. The first two 787-8s currently in Victorville, California, "are receiving completely new interiors. They should come back into service in February 2026. Thereafter, we will push through two to three aircraft every month," Wilson said in response to a question from *Mint*.

The airline will receive 26-30 new jets in 2026 (and one in December 2025), which includes six wide-bodied aircraft for long-haul flights and 20 narrow-bodied ones.

For an extended version of this story, go to [livemint.com](https://www.livemint.com)

### AIR SPEED

**FAMILY** members of 70 victims have been given ₹1 crore each through the Tata Group

**THE** families of another 50 who died in the crash are in the process of getting ₹1 crore each

**WILSON** said the retrofit programme has been delayed due to supply constraints

**ANOTHER** issue is the airspace closure by a neighbouring country, forcing circuitous routes

components and aircraft availability across the industry and Air India.

"It's a five-year transformation programme for a reason because it cannot and would never have been done overnight. And so we just have to keep

little bit of a long tail where a few of the triple sevens will push out into the sixth year," he added.

Air India, which is undertaking one of the world's largest commercial aircraft interior retrofit programmes, had



# Corporate Communications Directorate

THE MORNING STANDARD

DELHI

25 NOVEMBER 2025

## AI to upgrade Boeing 787-8 fleet by 2026: CEO

ENS ECONOMIC BUREAU @ New Delhi

AIR INDIA CEO and managing director Campbell Wilson on Monday said the year 2026 is set to witness major changes to the airline's fleet. Nearly two-thirds of the wide body Boeing 787-8 aircraft would be upgraded next year while the entire fleet would be upgraded by 2027.

Briefing newsmen at the Air India Training Academy at Gurugram, Wilson spoke at length about the wide body upgradation programme underway. "The first two of our 787-788 legacy aircraft are undergoing upgradation in California and are receiving a completely new interior and wi-fi connectivity. They will come into service by February 2026."

"Thereafter, we will be pushing through two to three aircraft every month. So, all the 26 legacy 787-8 aircraft will be upgraded by the end of 2027. By the end of 2026, about two-thirds of the 787-8 fleet will be



**The first two of our 787-788 legacy aircraft are undergoing upgradation in California and are receiving a completely new interior and wi-fi connectivity. They will come into service by February 2026**

Campbell Wilson, MD & CEO, Air India

upgraded," Wilson added.

These aircraft operate to mainland Europe, Australasia, and some of the major markets in SouthEast Asia. "Over the course of 2026 you will see more

and more of those routes being operated by the new world class Air India aircraft," he added.

Air India has begun receiving the wide bodies purchased back in 2022, he said. "The first wide body aircraft manufactured specially for Air India, the line fit 787-9 should arrive just before Christmas and will go into service in January. Throughout the course of 2026, we should receive six new wide bodies – a mix of 787-9s and A350-1000s along with at least a couple of dozen narrow body aircraft," he elaborated.

The customer experience on Air India flights will be much better in 2026, the CEO stressed stating that the retrofit of the interiors of the narrow body aircraft was taking place. "Presently about 83% of the narrow body fleet has been upgraded. And the 17 aircraft that are yet to be upgraded were originally planned to be retired but decided to keep them later because of slow deliveries from Airbus

and Boeing. "For the Vistara aircraft, the liveries have started arriving. "We will start the interior branding from this month. So, we are nearly at the end of the narrow body upgradation programme."

He said 52% of the international routes are presently operated by the new aircraft and they are primarily to London Heathrow, New York, San Francisco, Singapore and Dubai. "By the end of 2026, 81% of the overseas services would be operated by the upgraded aircraft," he said. Wilson said 524 out of the 570 aircraft that it had placed firm orders are yet to be delivered and will be done in the next few years. "They will start coming in major volumes in 2027 and 2028." Along with it, the retrofitting of 50 white tails of Air India Express aircraft are underway. These tail aircraft with a two class configuration were ordered by another airline but the delivery could not be taken due to COVID.

# इथियोपिया में फटा Ethiopia ज्वालामुखी, दिल्ली, NCR आ रहा गुबार

■ NBT रिपोर्ट, नई दिल्ली

इथियोपिया (Ethiopia) में 12,000 साल की निष्क्रियता के बाद हैली गुब्बी (Hayli Gubbi) ज्वालामुखी फटा, जिससे राख के बादल यमन, ओमान होते हुए भारत तक पहुंच रहे हैं। मौसम विभाग ने कहा कि मंगलवार तक ज्वालामुखी की राख से दिल्ली-NCR तक सकता है। राख के गुबार की वजह से कई उड़ानों का रुट बदला गया है।

TOI के मुताबिक इंडिगो की कन्नूर-अन्नू धाबी फ्लाइट को अहमदाबाद डायरेक्ट किया गया। एक भारतीय एयरलाइन के विमान को अन्नू धाबी में उतारकर उसके इन्जनों की गहन जांच की गई है। कोच्चि हवाईअड्डे से नेदा और दुबई जाने वाली दो उड़ानों को रद्द किया गया है। एयरलाइंस ने कहा कि वे अंतरराष्ट्रीय सुरक्षा दिशानिर्देशों के मुताबिक रुट बदल रही हैं। अकासा एयर ने बताया कि यात्रियों की सुरक्षा सर्वोपरि है और स्थिति का लगातार मूल्यांकन जारी है। मौसम एजेंसी इंडियामेट स्काई वेदर के अनुसार, राख की धुंध 100-120 किमी. प्रति घंटे की रफ्तार से उत्तर पूर्व की तरफ जा रही है। पहले गुजरात, महाराष्ट्र, राजस्थान को प्रभावित करेगा। इसके बाद यह उत्तर पूर्व राजस्थान से होते हुए दिल्ली, हरियाणा, पंजाब को भी तक सकती है।

फ्लाइट पर पड़ने लगा असर, बढ़ेगा प्रदूषण



एक्सपर्ट के मुताबिक, इस राख में कांच और पत्थर के टुकड़े भी।



# Corporate Communications Directorate

THE PIONEER

DELHI

25 NOVEMBER 2025

## Afghan airline creates scare at IGIA

ASHOKE RAJ ■ New Delhi

An Ariana Aghan flight on Sunday touched down on the wrong runway at Delhi's Indira Gandhi International Airport creating a dangerous situation.

Flight FG-311, an Airbus A310 arriving from Kabul, had been cleared by Air Traffic Control (ATC) to land on runway 29L, which was in use for all arrivals at the time. The parallel runway, 29R, was being used exclusively for departures. Despite the instructions, the aircraft aligned with and landed on 29R, creating a situation that could have interfered with outgoing traffic, an official from ATC has confirmed to *The Pioneer*.

Delhi airport, which handles over 1,200 flights per day, operates four runways, including the recently commissioned 29R/11L. The Directorate General of Civil Aviation (DGCA) has opened an investigation and requested a detailed report from the flight crew.

According to officials familiar with the inquiry, the captain of the flight was identified as Abdul Maroof Sikandari.

CONTINUED ON >> P4

## Afghan airline creates scare at IGIA

He told investigators that the aircraft was following the Instrument Landing System (ILS) approach for 29L but encountered technical issues. He reported that both ILS systems malfunctioned after the final approach fix, leaving the crew without lateral guidance. Combined with reduced visibility, this led the aircraft to drift off its intended landing path.

An official involved in the review noted that the DGCA aims to establish whether equipment malfunction, human error, or weather conditions played the primary role in the incident. No injuries or operational disruptions were reported, but authorities emphasized that the event underscores the importance of strict adherence to approach protocols, especially during low-visibility operations.

## हवाई किराए से जुड़े नियमों में होगा बदलाव

नई दिल्ली। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने हवाई किरायों के रिफंड से जुड़े नियमों में

- मेडिकल इमरजेंसी में पूरा रिफंड
- हवाई टिकट में इश्योरेंस की तैयारी
- अंतिम समय में भी मिलेगी 80 प्रतिशत राशि

बड़े बदलाव का प्रस्ताव रखा है। नई ड्राफ्ट गाइडलाइन में कहा गया है कि अगर किसी यात्री को मेडिकल इमरजेंसी के कारण टिकट रद्द करनी पड़े, तो एयरलाइन को पूरा पैसा लौटाना होगा या फिर क्रेडिट नोट देना होगा। ट्रेवल एजेंट के जरिए खरीदे टिकट का रिफंड भी अब सीधे एयरलाइन की जिम्मेदारी होगा। यानी

ऑनलाइन पोर्टल या एजेंट से खरीदे टिकट के मामले में भी यात्री को एयरलाइन ही रिफंड देगी। इसके लिए 21 कार्यदिवस की समय सीमा तय की गई है। ड्राफ्ट नियमों पर स्टेकहोल्डर्स से सुझाव 30 नवंबर 2025 तक मांगे गए हैं।

**टिकट बदलने का समय बढ़ेगा**  
डीजीसीए ने एक और राहत देने का प्रस्ताव रखा है, अब यात्री 48 घंटे के भीतर टिकट में बदलाव मुफ्त में कर सकेंगे, बशर्ते ये बदलाव- घरेलू उड़ान के लिए- प्रस्थान से कम से कम पांच दिन पहले और अंतरराष्ट्रीय उड़ान के लिए- प्रस्थान से 15 दिन पहले किया जाए। पहले यह सुविधा सिर्फ 24 घंटे और सभी उड़ानों के लिए सात दिन पहले तक सीमित थी।

**व्हीलचेयर और सुविधा नियमों में बदलाव**  
डीजीसीए ने दिव्यांग यात्रियों के यात्रा मानकों को भी अपडेट किया है।

### कैसे काम करेगा नया प्लान?

सरकार और एयरलाइंस मिलकर ऐसा मॉडल लाने जा रही हैं जिसमें लगभग रु. 50 प्रति टिकट के हिसाब से बीमा लागत निकाली जा सकती है। इससे उड़ान से चार घंटे पहले तक रद्द टिकटों पर 80 प्रतिशत रिफंड दिया जा सकेगा। कुछ एयरलाइंस पहले ही बीमा कंपनियों से बातचीत शुरू कर चुकी हैं। ऑनलाइन ट्रेवल एजेंसियां (ओटीए) अभी भी यात्रियों को अलग से इश्योरेंस खरीदने का 'नज' देती हैं, लेकिन सरकार चाहती है कि बेस किराए में ही सुरक्षा शामिल हो, ताकि पैसा डूब जाने का डर न रहे।

## हवाई टिकट में इश्योरेंस की तैयारी, अंतिम समय में भी मिलेगी 80 प्रतिशत राशि

नई दिल्ली। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने हवाई किराये के रिफंड से जुड़े नियमों में बड़े बदलाव का प्रस्ताव रखा है। नई ड्राफ्ट गाइडलाइन में कहा गया है कि अगर किसी यात्री को मेडिकल इमरजेंसी के कारण टिकट रद्द करनी पड़े, तो एयरलाइन को पूरा पैसा लौटाना होगा या फिर क्रेडिट नोट देना होगा। ट्रेवल एजेंट के जरिए खरीदे टिकट का रिफंड भी अब सीधे एयरलाइन की जिम्मेदारी होगी। यानी ऑनलाइन पोर्टल या एजेंट से खरीदे टिकट के मामले में भी यात्री को एयरलाइन ही रिफंड देगी। इसके लिए 21 कार्यदिवस की समय सीमा तय की गई है। ड्राफ्ट नियमों पर स्टेकहोल्डर्स से सुझाव 30 नवंबर 2025 तक मांगे गए हैं।

**टिकट बदलने का समय बढ़ेगा**  
डीजीसीए ने एक और राहत देने का प्रस्ताव रखा है, अब यात्री 48 घंटे के भीतर टिकट में बदलाव मुफ्त में कर सकेंगे, बशर्ते ये बदलाव- धरेलू



उड़ान के लिए- प्रस्थान से कम से कम पांच दिन पहले और अंतरराष्ट्रीय उड़ान के लिए- प्रस्थान से 15 दिन पहले किया जाए। पहले यह सुविधा सिर्फ 24 घंटे और सभी उड़ानों के लिए सात दिन पहले तक सीमित थी। **आधुनिक तकनीक एकीकृत-** टोयोटा किलोस्कर मोटर ने डिप्टी मैनेजिंग डायरेक्टर टादाशी असाजुमा की मौजूदगी में फीनिक्स मॉल ऑफ एशिया, बंगलुरु में अनोखे लाइफस्टाइल व सांस्कृतिक केंद्र टेम-टोयोटा एक्सपेरिमेंशियल म्यूजियम का शुभारंभ किया, जो

भारतीय साधना और जापानी संस्कृति का आधुनिक तकनीक संग एकीकृत अनुभव प्रदान करता है।

**व्हीलचेयर और सुविधा नियमों में बदलाव**

डीजीसीए ने दिव्यांग यात्रियों के यात्रा मानकों को भी अपडेट किया है। व्हीलचेयर अब केवल दिव्यांग यात्रियों के लिए प्राथमिकता में रहेगी। सक्षम यात्री व्हीलचेयर का उपयोग करेंगे तो उन पर शुल्क लगेगा। एयरपोर्ट पर अम्बुलिफ्ट, एरोब्रिज या टोवेबल रैप उपलब्ध कराना अनिवार्य किया गया है। जहां इनमें से कुछ भी न हो, वहां अंतिम विकल्प के रूप में स्टेप-लैडर की अनुमति दी गई है- हालांकि इसे लेकर विकलांग अधिकार समूहों ने नाराजगी जताई है। एयरपोर्ट को दिव्यांग यात्रियों के लिए स्पष्ट साइन

बोर्ड, अलग ड्रॉप-ऑफ जोन और पर्याप्त स्टाफ सुनिश्चित करना होगा। जरूरत पड़ने पर यात्रियों को डिजिटल मैप भी उपलब्ध कराने की सलाह दी गई है।

**हवाई टिकटों में इश्योरेंस जोड़ने की तैयारी**

सरकार हवाई टिकटों में ऐसा इनबिल्ट इश्योरेंस जोड़ने की तैयारी कर रही है, जिससे उड़ान से कुछ ही घंटे पहले टिकट रद्द करने पर भी 80% तक रिफंड मिल सकेगा। यह पूरी कवरेज यात्रियों से कोई अतिरिक्त शुल्क लिए बिना दी जाएगी, प्रीमियम एयरलाइंस और बीमा कंपनियों की साझेदारी से भरा जाएगा। अभी की व्यवस्था के अनुसार, उड़ान के तीन घंटे के भीतर रद्द करने पर टिकट नो-शो माना जाता है और कोई रिफंड नहीं मिलता। मेडिकल इमरजेंसी साबित करने पर एयरलाइन कभी-कभी रिफंड दे देती है, लेकिन यह पूरी तरह उन्हीं के विवेक पर निर्भर है।



# Corporate Communications Directorate

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THE STATESMAN

DELHI

25 NOVEMBER 2025

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## **Air India to witness tangible changes in 2026: CEO Campbell Wilson:**

**New Delhi:** Months after the deadly Dreamliner crash in Ahmedabad that claimed 241 lives on board and several others on ground, followed by several other setbacks this year, Air India CEO Campbell Wilson on Monday said that the airline is set to witness tangible changes in 2026. Terming 2026 as "the year of change" for the company, Wilson announced changes across the group's fleet, in-flight upgrades including the menu with fine-dining plating and personalised attention in business class, and enhanced lounge experience. "2026 will be the year of change for Air India. Tangible things will roll out," Wilson said, while speaking to reporters at its Air India Training Academy in Gurugram.



## Aircraft From Kabul Lands On Runway Meant For Departures

DGCA Derosters An Air Traffic Controller, Orders Probe

Saurabh Sinha  
@timesofindia.com

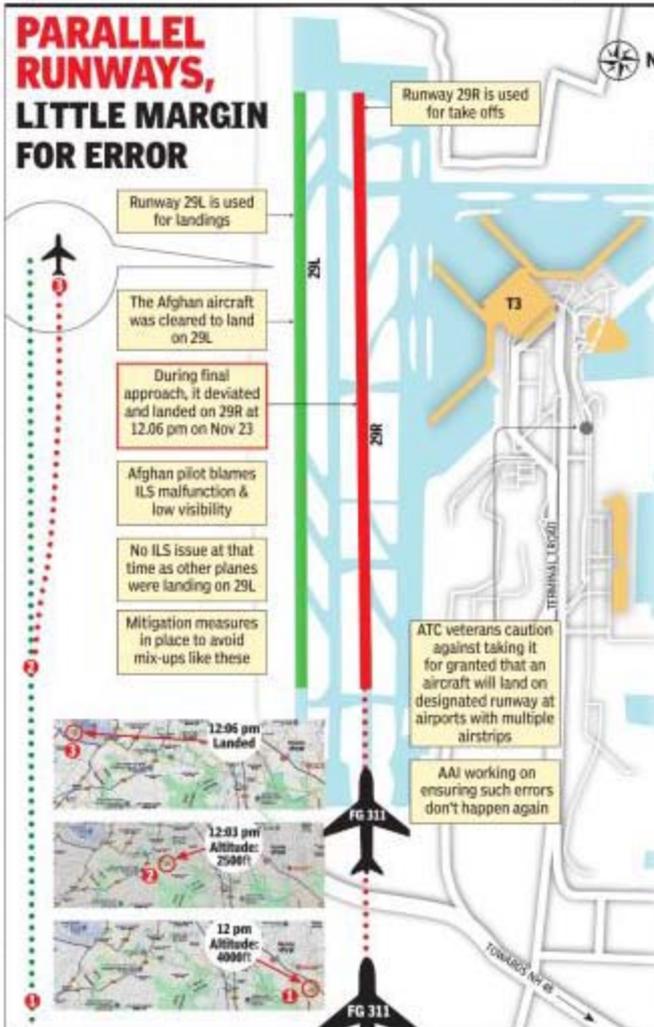
**New Delhi:** A disaster was averted at Delhi's IGI Airport on Sunday when an Afghan Ariana flight from Kabul cleared to land on a runway touched down on a nearby parallel take-off airstrip. Luckily, no aircraft was taxiing to take off.

In a written explanation sought from him, the captain of the 35-year-old Afghan Airbus A310 claimed that his aircraft "unintentionally deviated from the intended approach path" due to poor visibility and "instrument landing system (ILS) malfunction".

Directorate General of Civil Aviation (DGCA) has off-rostered an air traffic controller as "it was visible on the radar that the aircraft is heading to a wrong runway yet the pilot wasn't stopped", said an official. The regulator is also examining the ILS malfunction claim, something not reported by any other aircraft operating around 12.00pm when Afghan Ariana FG 311 landed. Other planes landed on 29 left or 29L, used only for landing, after the fiasco.

Flight tracking sites show the aircraft heading to the designated 29L, deviating to the right on final approach and touching down on nearby runway 29 right or 29R. Afghan carriers are barred from flying to or over Europe since 2010 due to safety concerns. Indian aviation authorities are writing to their counterparts in Afghanistan about the wrong landing.

"The aircraft was established on ILS for 29L. The pilot-in-



command claims losing ILS at four nautical miles (about 7.5km from touchdown) and that he landed using visual approach on runway 29R. He also said in his statement that the Delhi air traffic control (ATC) did not warn about deviation and the same happened as a result of the ILS system failure and associated loss of lateral guidance in low visibility," said people in the know.

Sources at ATC claim there was no issue with ILS. "Since the Afghan pilot claims there was an issue with ILS, he should have simply gone around (not landed and ascended again to land in the second attempt)," they said.

Airports Authority of India, which provides air navigation services, may request DGCA to issue a circular for pilots to be careful on which airstrip to land at the airports with multiple runways as such errors have occurred globally.

Mitigation measures were put in place to avoid mix-ups like these when IGI got nearby parallel runways 29L & 29R. "When an aircraft is coming to land on 29L, ILS of 29R is switched off, so that the incoming aircraft does not pick up the wrong ILS. Pilots have to read back the runway number to ATC & say 'cleared to land 29L' instead of just saying 'cleared to land'," said officials. In this case, the pilot accepted he was cleared to land on 29L, but landed on 29R.

However, veteran ATC officials caution against taking it for granted that an aircraft will land on the designated runway. "In 1960s, an aircraft supposed to land at Mumbai runway 09 had landed at Juhu," said one of them.

The language is also an issue with pilots from certain countries, "including Afghanistan, Uzbekistan, Kazakhstan and Russia", despite clearing the Aviation English Language Proficiency test.

## Volcanic ash plume from Ethiopia may disrupt flights in India today

Priyangi Agarwal & Saurabh Sinha | TNN

**New Delhi:** A thick plume of volcanic ash, generated by the first eruption in 12,000 years at Ethiopia's Hayli Gubbi volcano on Sunday, is on course to reach parts of northwest India by Monday night. The dense cloud of ash, which has entered Indian airspace, is likely to sweep across Rajasthan, Delhi-NCR and Punjab.

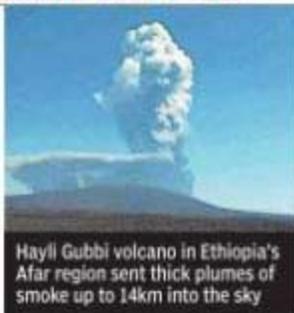
Airlines have begun cancelling flights, with fears that operations are likely to be hit. There were some diversions on Monday, such as an IndiGo Kannur-Abu Dhabi flight diverting to Ahmedabad to avoid flying into the route of the

### DELHI-NCR TOO FALLS IN ASH PATH

> Ash clouds from volcano drift through upper atmosphere, move across Yemen, Oman, Pakistan, and into India

> DGCA issues advisory, asks airlines to suspend or delay operations in impacted airports if conditions deteriorate

> Flight disruptions begin. IndiGo flight from Kannur to Abu Dhabi diverted to Ahmedabad



Hayli Gubbi volcano in Ethiopia's Afar region sent thick plumes of smoke up to 14km into the sky

plume. Further impact is anticipated in the hours ahead.

There's also speculation that the ash comprising silica, rocky material and gases like sulphur dioxide may impact air quality in north In-

dia. However, IMD said the plumes were moving at heights of around 10-15km above the surface and will mainly impact flights.

► **Close watch, P 6**

## Aviation authorities, airlines keep close watch

► **Continued from P1**

The Directorate General of Civil Aviation has advised airlines to avoid flight levels and regions impacted by the ash plume. Airports where ash is expected to reach in India have been asked to inspect runways for contamination and suspend operations if required.

IndiGo said on X, "...ash clouds are reported to be drifting towards parts of western India... Our teams are closely tracking the situation in coordination with international aviation bodies. We are fully prepared with all necessary precautions to ensure safe and reliable operations." The airline cancelled six flights.

Indian aviation authorities and airlines are keeping a close watch on the situation for potential impact on flight movement starting Monday evening. Flights on that route are already getting impacted. An Indian carrier's plane landed in Abu Dhabi, and its engines are being thoroughly checked before being released for its flight back home. "We are tracking the plume's route and know the areas impacted by it. We are taking detours to avoid flying there," said a senior official of an Indian carrier.

IMD chief Mrityunjay Mohapatra told TOI: "The plumes of ash are moving towards northwest India at a height of 10-15km. It is expected to reach Delhi-NCR by Monday night. Aircraft moving at that height are likely to be impacted." He added it is unclear whether it will impact the air quality.

Met officials said the

plumes may make the sky hazy. "It may impact the minimum temperature, which may rise due to the cloud of plumes," said an official.

"We hope the intensity of the plumes reduces as it crosses the land and ocean while heading towards Delhi and Jaipur," said an aviation official.

DGCA asked flight crew, dispatch teams and operating

cabin crew to ensure strict avoidance of published volcanic ash-affected areas and flight levels, adjustment to flight planning, routing, and fuel considerations based on latest advisories. It asked them to immediately report of any suspected ash encounter, including engine performance anomalies or cabin smoke/odour.

DGCA advised all operators to avoid affected altitudes or regions as per the latest Volcanic Ash Advisory and ASHTAM information.

"Conduct post-flight engine and airframe inspections for any aircraft operating near affected areas. Suspend or delay operations to impacted airports if conditions deteriorate," said DGCA.

Ashwary Tiwari, an amateur weatherman of India-MetSky, wrote on X that the ash cloud entered Indian subcontinent from west Rajasthan and was moving north-eastwards at a speed of 120-130 km/h. "It lies over the Jodhpur-Jaisalmer-Phalodi region and will move north-eastwards and impact other NWC parts of Rajasthan, Haryana, and Delhi-NCR by 10 pm-12 am and later Punjab and foothills of northwest Uttar Pradesh and hills by midnight-morning. Some areas of Gujarat will be impacted later by a trail seen attached with the plume," said the tweet.

Experts said it may worsen Delhi's air quality, which is already in the higher end of the 'very poor' category. Sunil Dahiya, founder and lead analyst of think tank EnviroCatalysts, said, "The volcanic ash consists of dust, silica, rocky material, and other minerals and can be hazardous for health. Volcanic ash while passing over the air shed over Delhi may lead to a sudden spike in pollution levels, worsening the air quality further."

Anumita Roychowdhury, Executive Director, Research and Advocacy, Centre for Science and Environment, said, "The magnitude of this problem requires immediate assessment. Volcanic ash can travel long distances and affect faraway regions. This plume is a toxic mix of fine particles and gases like sulphur dioxide, nitrogen dioxide, etc., that can worsen the smog in Delhi that already has a saturated airshed. This toxic haze can affect vulnerable groups and enhance the health risks."

### ASH PLUMES MAY IMPACT FLIGHTS

Hayli Gubbi, a long-dormant volcano in Ethiopia's Erta Ale Range, has erupted for the first time in 10,000 years

> It is sending huge ash plumes into the sky that drifted across the Red Sea toward Oman and Yemen and was expected to reach northwest India on Monday night



### What volcanic ash contains:

> It comprises dust, silica, rocky material, minerals and gases like sulphur dioxide

> It is expected to look hazy

### Impact of ash:

> Major impact on flights as the plumes are above the surface

> Minimum temperature may go up

> It is likely to impact air quality

### Advisory for airlines:

The Directorate General of Civil Aviation has advised airlines to avoid flight levels and regions impacted by ash plume. Airports where ash is expected to reach in India have been asked to inspect runways for contamination and suspend operations if required

# Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

25 NOVEMBER 2025

## How Air India lost a plane in cobweb of sarkari apathy

Grounded In 2012, It Fell Off Books. New Owners Came To Know Of Its Existence Only Recently After An Alert From Airport

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**Kolkata:** A ghost jet, a missing entry, a forgotten asset. The plane that fell off the books—a 43-year-old Boeing 737-200, parked for more than 13 years on the southeastern edge of Kolkata airport, rolled out on Nov 14—not skyward, but on a tractor trailer bound for Bengaluru about 1,900km away.

The aircraft, silent since 2012, is now set for a second life as a training tool for maintenance engineers. Its departure cleared space for one of two new hangars planned at the airport.

The plane slipped through mergers, privatisation and muddled archives—until airport officials asked Air India what it planned to do with it.

The revelation came from Air India CEO Campbell Wilson in an internal message to employees after Kolkata airport flagged the aircraft's presence. "Though disposal of an old aircraft is not unusual, this one is—for it's an aircraft that we didn't even know we owned until recently!" he wrote. Somewhere across the years—and across the transition from a state carrier to a private one—the aircraft slipped clean out of ledgers



The aircraft's 13-year stay yielded almost Rs 1 crore in charges that Air India had to settle with Kolkata airport

and memory.

The jet, registration VT-EHH, entered the Indian Airlines fleet in Sept 1982. It

moved to Alliance Air in 1998, returned to Indian Airlines in March 2007 as a cargo carrier, and shifted to Air India later

that year after the IA-AI merger. India Post used it next. Then came 2012, decommissioning, silence.

What did remain loud: the parking bill. The aircraft's 13-year stay yielded almost Rs 1 crore in charges that Air India had to settle with the airport.

Bangalore International Airport Ltd bought VT-EHH for its maintenance, repair, and operations facility, engines included—a rarity in itself. Nine other defunct Air India aircraft cleared from Kolkata over the past five years were sold without Pratt & Whitney engines. Most now serve as restaurant shells

across India.

Beyond Air India's 10 retired aircraft, four others have been removed from Kolkata airport. Among them: a historic Douglas DC-3 Dakota once flown by aviator and former Odisha CM Biju Patnaik during his 1947 mission to rescue Indonesian politicians Sutan Sjahrir and Mohamad Hatta from Dutch blockades. That aircraft now stands restored in Bhubaneswar.

Kolkata airport today has only two derelict planes left—ATRs belonging to Alliance Air. One forgotten Boeing is off the books. Two stragglers wait in the wings.



# Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

25 NOVEMBER 2025

## Major experience change for flyers in 2026: AIMD

**Saurabh Sinha**  
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**New Delhi:** Air India passengers will feel the "most significant change from experience perspective" in 2026, when the Maharaja enters his fifth year of return to founder Tata Group. Global supply chain issues have meant the airline continues to wait longer than originally expected for the planes ordered by it and also for revamping of its old fleet. AIMD & CEO **Campbell Wilson**, on Monday, said it should have got 28 aircraft from the 570-plane order placed in Feb 2022.

However, it has got "zero" from that order and the fleet augmentation has taken place by leasing aircraft and taking planes that were ready for other airlines, which could not take their deliveries.

"Our narrow body upgrade is almost complete. Due to aircraft induction delays, we decided to keep 17 legacy narrow body Airbus A320 family planes for a longer period and these will



be upgraded. The wide bodies have been begun to be sent for retrofit and that work will be complete by the end of 2028," Wilson said. While AI Group will get 26-30 aircraft next calendar year, a similar number will either be returned and sent for retrofit so the fleet size will remain virtually unchanged in 2026.

The number of AI wide bodies will dip in the short term. As a result of slower induction and even slower retrofit, the airline has given pilots of all its aircraft excluding the Boeing 787 the option of "flexi contract" which allows them to choose shorter duty patterns.

On some sectors, the cut in flights is proving to be commercially prudent. The fall in number of international travellers to the US, including from India, has led to AI—like most global airlines—seeing a temporary dip in demand.



# Corporate Communications Directorate

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THE TIMES OF INDIA

AHMEDABAD

24 NOVEMBER 2025

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## Gulf Air flight diverted over bomb threat

TIMES NEWS NETWORK

**Hyderabad:** A Gulf Air flight with 154 passengers on board, flying from Bahrain to Hyderabad, was diverted to Mumbai on Sunday following a bomb threat email received at the Rajiv Gandhi International Airport (RGIA).

Around 3am, a bomb threat email was sent to the customer support of RGIA, triggering a security alert for the Gulf Air flight. Airport officials said the flight was diverted to Mumbai, where it underwent security checks.

The aircraft was cleared after thorough screening and subsequently departed for Hyderabad. It finally landed in Hyderabad at 11.31am, officials added. TNN



# Corporate Communications Directorate

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THE TRIBUNE

DELHI

25 NOVEMBER 2025

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## Afghan flight lands on 'wrong runway' at Delhi's IGI Airport

**NEW DELHI:** A major collision was averted at the Indira Gandhi International Airport here on Sunday when an Ariana Afghan Airlines flight from Kabul mistakenly landed on a runway already assigned for another aircraft's take-off. A senior DGCA official said the incident had triggered an immediate safety investigation, calling it a "serious operational breach" that could have led to a major accident. — TNS