

Chronic understaffing at aviation regulators could undermine safety

Yashaswani Chauhan
Chennai

The recent Ahmedabad-London flight accident has cast fresh light on India's aviation regulations. A Parliamentary Standing Committee report highlights severe capacity gaps, with over 10,000 posts remaining vacant across the Directorate-General of Civil Aviation (DGCA), the Bureau of Civil Aviation Security (BCAS) and the Airports Authority of India (AAI).

DATA FOCUS.

The number of vacancies at DGCA has doubled since 2021. The outlay for capital in the sector is being pruned at a time when the aviation network is expanding rapidly in the country.

Between 2021 and 2025, DGCA's sanctioned strength rose from 1,233 to 1,692. Yet, only 878 positions have been filled as of March 2025. The BCAS, which is responsible for airport security, operates with the least number of 374 personnel, against a sanctioned strength of 598. The

AAI, which manages airport infrastructure and operations, has more than 9,500 vacancies, out of 25,730 sanctioned posts.

UNDERSTAFFING WOES

The committee cautioned that such chronic understaffing could severely impact regulatory oversight and passenger safety. It noted, "Chronic understaffing in these institutions could undermine safety, security and service delivery standards, particularly as air traffic volumes continue to rise."

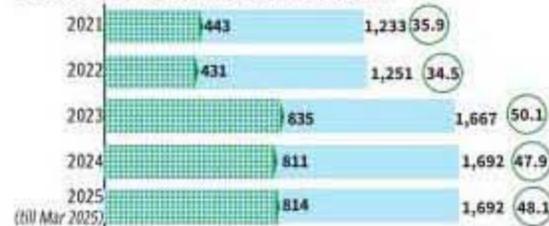
Recruitment trends raise further concern. The DGCA has filled only 49 posts over the past two years, despite its growing regulatory responsibilities. The BCAS filled just five posts in 2025, a steep fall from 139 in 2024. The AAI, which recruited 952 personnel in 2022, has hired only 15 this year.

According to an answer to a query in the Lok Sabha, the AAI plans to recruit 1,098 executive-level personnel to bridge some staffing gaps,

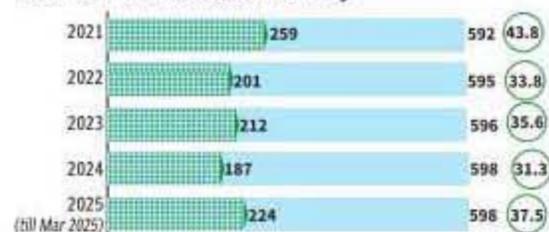
Soaring vacancies

■ Vacancies ■ Sanction strength ○ Vacancies (%)

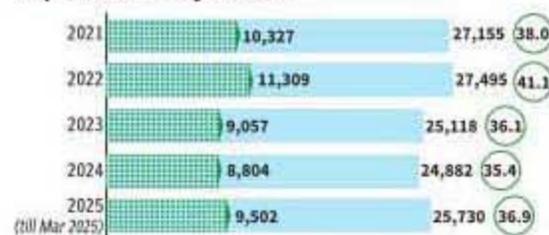
Sanctioned vs filled posts and vacancies Directorate General of Civil Aviation



Bureau of Civil Aviation Security



Airports Authority of India



Capital outlay shrinks



Source: Lok Sabha Question, Parliamentary report

with appointments scheduled in three phases between August and November 2025.

Meanwhile, both the DGCA and BCAS have turned to contractual hiring. As of 2025, the DGCA has engaged 107 consultants and flight operations inspectors, while the BCAS has employed 14 consultants to address manpower shortages.

CAPITAL OUTLAY

At the same time, the capital outlay for civil aviation has been drastically reduced, from ₹755.18 crore in 2023-24 to just ₹70 crore in 2025-26. The committee flagged an imbalance in how these funds are allocated. The DGCA received ₹30 crore, nearly half the total. The BCAS and the Aircraft Acci-

dent Investigation Bureau were allocated just ₹15 crore and ₹20 crore. It expressed concern that accident investigation and aviation security remain underfunded, even as infrastructure grows under schemes like UDAN.

The UDAN scheme saw a 32 per cent budget cut this year, even though over 1.5 crore passengers have flown under it and 619 routes have been operationalised. The government plans to add 120 more destinations in the next decade.

With air traffic rising and the sector expanding into smaller cities, the committee has urged urgent staffing and fiscal corrections. Without these, it warned, expansion could soon outpace the system's ability to regulate it.



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

25 JUNE 2025

Public hearing on Dolu greenfield airport held CM terms conducive event as a step forward for Barak Valley

STAFF CORRESPONDENT

SILCHAR, June 24: In a major development towards the government's efforts to boost air connectivity in the Barak Valley, the public hearing for the much-talked-about greenfield airport project in Cachar district was held in a conducive atmosphere on Monday.

Held on the Banadurga Mandir premises at Dolu, the newly renamed Assam Pollution Control Board (APCB), as per the Environment Impact Assessment (EIA) report dated 14.09.2006, conducted the meeting under a thick security cover. The member-secretary of APCB, the district commissioner of Cachar, and the superintendent of police of Cachar were among the officials present in the meeting.

After the meeting ended, Chief Minister Himanta Biswa Sarma took to social media and hailed the development, calling it "a significant milestone" and a step closer to realising the State's vision for a connected and developed Barak Valley.

"The public hearing for the greenfield Dolu airport project in Cachar district concluded peacefully today – a significant milestone in our

journey to transform Barak Valley into a hub of connectivity and development. We are now one step closer to realising our grand vision for the region. Gratitude to all stakeholders for their cooperation and support," he mentioned in the post.

Later, Cachar DC Mridul Yadav informed the media that out of 151 memorandums received and recorded for the hearing, 145 memorandums, constituting nearly 95 per cent of the total, were in favour of construction of the airport at Dolu, while a few voices had opposed the project.

"There were 32 speakers representing 50 organisations who took part in the meeting. Of the 32, as many as 25 speakers supported the construction of the airport at Dolu, while at least three to four speakers opposed and a few others had their points for better facilities. The meeting was held peacefully and we have had overwhelming response towards the construction of the airport here at Dolu," the DC said, adding that further details and minutes of the meeting have been recorded and will be forwarded to the government for further consideration.

Qatar airspace closure hits 18 int'l flight ops of Hyd airport

IndiGo, Kuwait Airways flights via Doha mostly affected by closure

SABA ANJUM SHAIK | DC
HYDERABAD, JUNE 24

International flight operations from Hyderabad were temporarily hit following the closure of Qatar's airspace amid escalating regional tensions. Since Monday night, 18 international flights to and from Rajiv Gandhi International Airport (RGIA) have been cancelled. Most of the affected flights were operated by IndiGo and Kuwait Airways, particularly those flying via Doha.

The disruption has left many passengers uncertain about their travel plans. "Due to the current situation, several flights to Doha and those transiting through Doha have been cancelled since last night," said Anuradha Chetti, CEO of RL Tours and Travels.

"More than 100 tickets had been booked, with several more scheduled for the first week of July. While this has caused confusion, flights on alternate routes are operating normally."

She added that the summer break for most international students has limited the impact on student travel.

Anil Kumar, founder and MD of Vimaan ClickAtrip, said, "We didn't have bookings for yesterday or today but two of our passengers are scheduled to travel to the US via Doha in two days. People heading to Dubai in the coming weeks are now worried this situation might extend to them as well."

Kiran Surikuchi, a traveller from Dubai to Hyderabad, said, "My family is flying to Hyderabad on Sunday. Airports in the UAE have resumed operations, and while there are some delays, flights are mostly running on time. Everything feels quite normal here."



A group of residents from Telangana reached safely to India from conflict zone in Middle East on Tuesday. — BY ARRANGEMENT

Total 23 state residents return safely back home

FROM PAGE 1

Overall, with the arrival of three flights on Tuesday, nearly 3000 Indians have been evacuated from Iran and about 600 from Israel. According to Telangana Bhavan spokesperson Ch. Chakravarthy, further arrivals were expected later on Tuesday.

The government was maintaining close coordination with the ministry of external affairs (MEA) and

In a statement, IndiGo stated that its operations across most Gulf countries have now stabilised. "Flights into, out of, and through Gulf nations are operating as scheduled. However, with Iranian airspace still restricted, some flights are being rerouted, leading to longer travel times," the airline said.

By Tuesday, IndiGo's website displayed 16 scheduled flights to Gulf destinations. However, key

Indian Embassies to facilitate additional evacuations, particularly from Israel where outbound flights remain disrupted due to temporary airspace closures, a statement said.

All the returnees have made their onward travel arrangements to Hyderabad at their own expense.

Telangana Bhavan staff provided necessary assistance, including reception at the airport, refresh-

Doha-bound flights 6E 1318 and 6E 1316, scheduled to depart at 8.40 am and 2.25 pm respectively, remained cancelled. Air India had one scheduled departure for the day. After temporarily suspending flights to the Middle East, Europe and the East Coast of North America and Canada, Air India has now begun a phased resumption of services. "With airspaces gradually reopening in parts of the Middle

East, we will progressively restart operations beginning today. Most Middle East routes will resume from June 25.

Flights to Europe are also being reinstated. Services to the US and Canada's East Coast will resume as soon as possible," said an Air India spokesperson. Some flights may still face delays or cancellations due to extended rerouting and related operational impacts, the airline added.

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INDIANS IN ISRAEL, QATAR HEAVED SIGH OF RELIEF OVER CEASEFIRE

NARENDER PULLOOR | DC
NIZAMABAD, JUNE 24

Indian nationals in Israel and Qatar heaved a sigh of relief on Tuesday after the ceasefire between Israel and Iran was announced. A few Indians returned home as part of the Indian government's initiative to bring back its citizens from the crisis-hit region under Operation Sindhu.

Speaking to *Deccan Chronicle* over phone from Doha, Indian Community Benevolent Forum (ICBF) member Sundaragiri Shankar Goud said that Indian workers have been spending sleepless nights after Iran attacked the American air base, which is 15 km away from the residential colony for Indian migrant workers, Samayya.

Around seven lakh Indians have been working in Doha. Of them, around two lakh have registered with the Indian embassy, expressing their intent to return home, said Shankar Goud. Speaking to *DC* from Tel Aviv over mobile phone, Israel Telangana association president Soma Ravi said the ceasefire gave them a big relief. Around 604 Indian people went to Jordan, Egypt from Israel to reach their native places under Operation Sindhu. However, 161 Indian people from Israel decided to leave on June 25 from neighbouring countries, he said. The families of migrant workers also get in touch with their members in Israel and other Gulf countries.



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

25 JUNE 2025

KIA faces major disruptions amid tensions in West Asia

ASRA MAVAD
BENGALURU, DHNS

Amidst the ongoing tensions between Iran and Israel in West Asia, international flights at the Kempegowda International Airport (KIA) in Bengaluru faced significant disruptions on June 23 and 24.

With growing unrest in the region, several key airspaces, including Qatar, the UAE and Bahrain, were temporarily closed, causing several disruptions and cancellations.

Between Monday and Tuesday morning, 16 international flights — six inbound and 10 outbound — were cancelled. All cancellations were directly related to the limited airspace in the region around the ongoing conflict.



A screenshot from Bengaluru Airport COO Satyaki Raghunath's video on X.

Among the cancelled inbound flights were an Air India service from London, an Akasa Air flight from Abu Dhabi, a Kuwait Airways flight from Kuwait city and three IndiGo services from Kuwait, Jeddah and Abu Dhabi.

The list of cancelled departures included four IndiGo flights to Dubai, Jeddah, Abu Dhabi and Doha, two Air India Express services to Dammam and Abu Dhabi and a Kuwait Airways flight to Kuwait city.

Qatar Airways line-up at KIA

Due to the Hamad International Airport in Doha being shut between Monday night and Tuesday morning, five Qatar Airways flights were diverted to KIA. These included flights to Qatar from Japan, Thailand, Indonesia, Hong Kong and Australia. They departed at 3 am on Tuesday. BIAL COO Satyaki Raghunath took to social media to share a video of the five Qatar Airways giants on the KIA tarmac, calling it a "silver lining" for an aviation buff amid the ongoing global tension.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

25 JUNE 2025

DGCA FIND

Lapses galore in major airlines, airports

Dhairya Gajara

MUMBAI

In a sweeping audit of India's busiest airports, the Directorate General of Civil Aviation (DGCA) has flagged serious safety lapses and repeated defects, pointing to poor maintenance and lax oversight by aviation stakeholders. The surveillance, conducted by two DGCA Joint Director General-level teams, covered major airports including Delhi and Mumbai during night and early morning hours.

The Free Press Journal had earlier reported on the DGCA's directive to launch a sector-

wide special audit to bolster aviation safety. The surveillance covered key operational areas such as flight operations, airworthiness, ramp safety, air traffic control (ATC), communication, navigation and surveillance (CNS) systems, and pre-flight medical checks.

The regulator identified a disturbing trend: several defects in aircraft systems had reoccurred, suggesting ineffective monitoring and inadequate rectification by the operators. Ground handling equipment like baggage trolleys and belt loaders were found unserviceable.

▶ [Contd on | nation](#)

DGCA finds lapses...

Additionally, lapses in line maintenance store practices and tool control procedures were flagged. Without naming any operator, the DGCA highlighted severe deficiencies in aircraft maintenance. These included non-compliance with work orders, unserviceable thrust reverser systems and flap slat levers left unsecured, and safety precautions ignored by aircraft maintenance engineers. In several

cases, engineers failed to attend to reported snags. Logbook errors were rampant — system-generated defect reports were not recorded, life vests were improperly stowed, and corrosion-resistant tape on the winglet's lower blade was found damaged.

At one airport, the centre line marking on a runway had faded, while rapid exit taxiway lights were not aligned correctly. Obstruction limitation data hadn't been updated in three years, despite several new constructions around the aerodrome.

Further, multiple vehicles operating in the ramp area were found without speed governors. Their airside permits were revoked, and the drivers' licences suspended. A flight simulator used for training was found mismatched with actual aircraft configuration, with outdated software.

In one instance, a scheduled domestic flight was cancelled after the audit team flagged worn-out tyres; it was cleared only after repairs.

All findings have been shared with the respective operators, who have been given seven days to implement corrective actions. The DGCA has confirmed that this is only the beginning — such audits will continue to plug safety loopholes across the aviation ecosystem.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

25 JUNE 2025

Amausi airport halts two international flights

UP State Bureau

LUCKNOW

The Chaudhary Charan Singh International Airport (CCSIA) in Lucknow experienced disruptions to its Middle East-bound flights on Monday, as rising tensions and security concerns led to airspace closures in the UAE and Qatar. Airport authorities confirmed the decision was a precautionary measure taken in consultation with security agencies and aviation authorities.

Specifically, two IndiGo international flights were immediately halted: Flight 6E-1415, bound for Abu Dhabi, and Flight 6E-1423, destined for Sharjah. Both flights were stopped just before departure due to restrictions in the airspace of the UAE and Qatar.



Corporate Communications Directorate

HINDUSTAN

DELHI

26 JUNE 2025

छोटे हवाई अड्डों की भी जांच होगी

सख्ती

नई दिल्ली, विशेष संवाददाता। अहमदाबाद विमान हदसे के बाद विमानन सेवा से जुड़े हर पहलू की जांच की जा रही है। नागर विमानन महानिदेशालय (डीजीसीए) को अभी तक की जांच में तमाम स्तर पर खामियां मिली हैं। इसलिए अब डीजीसीए की टीमों ने जांच का दायरा बढ़ा लिया है।

डीजीसीए देश के प्रमुख हवाई अड्डों के साथ छोटे हवाई अड्डों की भी जांच कर रहा है। जांच में सामने आ रही कमियों के आधार पर सुधार के लिए ऑपरेटरों को सात दिन का वक्त दिया जा रहा है। इस समय आवधि में सुधार नहीं हुआ तो जुर्माना लगाया जाएगा। डीजीसीए जांच में सामने आ रही कमियों के बाद यह भी निगरानी कर रहा



है कि विमानन कंपनियां, हवाई सेवा क्षेत्र से जुड़े अन्य ऑपरेटरों द्वारा निर्धारित समय अवधि के अंदर कमियों को दूर किया जा रहा है या नहीं। इसके लिए अलग से टीम लगाई गई है जो यह पुष्टि करेगी कि ऑपरेटरों द्वारा तय समय पर सुधार को लेकर क्या कदम उठाए गए। अगर सुधार नहीं किया जाता है तो टीम रिपोर्ट देगी, जिसके आधार पर जुर्माना लगाने से लेकर

नियम के विरुद्ध निर्माण पर होगी कार्रवाई

अभी तक की जांच के बाद सामने आया है कि हवाई अड्डों के पास नए निर्माण शुरू हुए हैं, लेकिन उनकी कोई जांच नहीं की गई। अब डीजीसीए की जांच में नए निर्माण में नियमों की अनदेखी का मामला सामने आने के बाद हवाई अड्डों के पास चल रहे निर्माणों की नए सिरे से जांच की जा रही है। अगर कोई निर्माण नियमों के विपरीत पाया जाता है तो उस पर विमानन प्राधिकरण द्वारा स्थानीय प्रशासन के साथ मिलकर कार्रवाई की जाएगी।

लाइसेंस निलंबन तक की कार्रवाई की जाएगी। सूत्रों का कहना है कि विमानन कंपनियों और हवाई अड्डे पर ऑपरेटर के तौर पर सेवा प्रदान करने वाली कंपनियां भी नियमों की अनदेखी कर रही हैं। ऐसी अनदेखी जो किसी भी वक्त बड़े हादसे का कारण बन सकती है। इसलिए हर हवाई अड्डे पर उड़ान संचालन, उड़ान योग्यता, रैंप सुरक्षा, हवाई यातायात नियंत्रण (एटीसी),

संचार, नेवीगेशन, निगरानी प्रणाली और उड़ान से पूर्व चिकित्सा मूल्यांकन समेत कई पहलुओं से ऑडिट किया जा रहा है। 19 जून को डीजीसीए ने देश भर के हवाई अड्डों की व्यापक जांच कराने का फैसला लिया था, जिसके बाद संयुक्त निदेशक के नेतृत्व में शुरू हुई जांच में टीमों को दिल्ली, मुंबई और अन्य प्रमुख हवाई अड्डों पर बड़े पैमाने पर गड़बड़ियां पता चलीं।

Airport inspections lift lid on safety gaps

Neha LM Tripathi

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NEW DELHI: The Directorate General of Civil Aviation (DGCA) said on Tuesday it has uncovered safety violations during surprise surveillance checks at major airports, ordering airlines and airport operators to implement corrective measures within seven days as part of a comprehensive safety review of the country's aviation sector launched after the deadly Air India crash in Ahmedabad.

The aviation regulator conducted intensive night and early morning surveillance operations at Delhi and Mumbai airports and found what officials described as systemic lapses across aircraft maintenance, ground operations, and airport infrastructure.

The enhanced oversight, initiated through an order issued on June 19 — a week after the Air India crash that killed at least 271 people — represents one of the most comprehensive safety assessments of India's aviation ecosystem in recent years, with similar reviews planned for Hyderabad and Kolkata airports.

The surveillance revealed crit-

ical maintenance-related violations that directly impact flight safety, the regulator said in a statement. "At places, AMEs [aircraft maintenance engineers] were not attending to snag rectification; defect reports generated by the aircraft system were not found recorded in the technical logbook; several life vests were not properly secured beneath their designated seats," the DGCA revealed.

AMEs are part of companies that run engineering and main-

continued on →12

SAFETY VIOLATIONS

tenance services. Typically, they are part of the airline but can at times include contractors. The regulator did not identify any specific provider.

During aircraft maintenance, inspectors discovered that prescribed work orders were not being followed. More seriously, unserviceable thrust reverser systems and Flap Slat Levers — devices used by pilots to extend

or retract wing flaps and slats during takeoff and landing — were not properly locked as required by safety protocols.

The DGCA found that aircraft maintenance engineers were not taking mandatory safety precautions as specified in Aircraft Maintenance Manuals, creating potential hazards during maintenance operations.

Ground handling operations showed significant deficiencies, with essential equipment including baggage trolleys found in unserviceable condition. Line maintenance facilities were operating without proper tool control procedures, violating established safety protocols.

At the airport infrastructure level, inspectors found faded runway centreline markings that could impair pilot navigation during critical takeoff and landing phases. Rapid exit taxiway green centre lights were not functioning unidirectionally, potentially creating confusion for pilots during ground operations.

Concerningly, obstruction limitation data around airports had not been updated for three years despite numerous new constructions in airport vicinity areas. No surveys had been conducted to assess whether these structures posed collision risks to aircraft.

Multiple vehicles operating in sensitive ramp areas lacked mandatory speed governors. The DGCA immediately withdrew these vehicles by cancelling their Airport Vehicle Permits and suspended the drivers' Airside Driving Permits.

The checks also uncovered problems with pilot training infrastructure. Inspectors found a flight simulator that did not match its corresponding aircraft configuration, with software that had not been updated to current versions — issues that could compromise the effectiveness of pilot training programs.

The safety violations had immediate operational consequences. One domestic flight was held up due to worn tyres and was cleared for departure only after required maintenance was completed, demonstrating the direct impact of the surveillance on flight operations.

A DGCA official confirmed that "findings during the surveillance revealed multiple cases where reported defects re-appeared many times on aircraft, indicating ineffective monitoring and inadequate rectification action on repeated defects."

DGCA audit reveals multiple safety violations, defects at major airports

Press Trust of India

NEW DELHI

The Directorate General of Civil Aviation (DGCA) has detected multiple violations related to airlines, airports, aircraft maintenance works, and repeated defects in multiple cases during its surveillance at major airports, an exercise carried out in less than two weeks after the Air India plane crash.

Without disclosing names of the airlines, airports and other entities in relation to the defects, the regulator on Tuesday said surveillance covered multiple critical areas such as flight operations, airworthiness, ramp safety, Air Traffic Control (ATC), Communication, Navigation and Surveillance (CNS) systems, and pre-flight medical evaluations.

From a faded centre line marking of a runway at an airport to non-update of



Remedial measures: The aviation body says corrective actions are expected within seven days. ANI

obstruction limitation data for three years to a scheduled carrier's domestic flight being held up over worn tyres, the watchdog came across multiple defects in the aviation ecosystem.

Noting that the comprehensive surveillance will continue in future to detect hazards in the aviation ecosystem, the Directorate General of Civil Aviation (DGCA) said the findings

have been communicated to the entities concerned for taking corrective actions within seven days.

Systemic errors

Two teams led by the Joint Director-General carried out the surveillance during night and early morning hours at major airports, including Delhi and Mumbai airports. In a detailed statement about the surveillance findings, the

DGCA listed multiple cases wherein the reported defects reappeared many times on the aircraft indicating ineffective monitoring and inadequate rectification.

In one case, the work order was not followed during maintenance of aircraft, the DGCA said and added that the unserviceable thrust reverser system and flap slat lever were not locked.

Further, the regulator said a simulator was found not matching with the aircraft configuration and that the software was not updated to latest version.

Besides, a domestic flight of a scheduled carrier was held up due to worn tyres and it was released only after the proper rectification.

The DGCA said it had initiated a focused assessment to strengthen safety measures across the aviation ecosystem.

Adani Airports Holdings raises \$1 bn for Mumbai airport revamp

Lalatendu Mishra
MUMBAI

Adani Airports Holdings Ltd. (AAHL), a wholly owned subsidiary of Adani Enterprises Ltd. said it has secured \$1 billion financing through a project finance structure for revamp of the Mumbai International Airport Ltd. (MIAL).

The transaction involves issuance of \$750 million notes maturing July 2029, which will be used for refinancing.

The financing structure also includes provision to raise an additional \$250 million, resulting in total financing of \$1 billion, the company said.

“This framework will provide enhanced financial flexibility for the capital expenditure program of MIAL for development, modernization, and capacity enhancement,” it added. The transaction was led by Apollo-managed funds, with participation from a syndicate of leading institutional investors and insurance companies which included BlackRock-managed funds, Standard Chartered among others.

This issuance follows AAHL’s \$750 million financing from a consortium of global banks.

Meanwhile, Adani Group Chairman Gautam Adani said the group plans to invest \$15-20 billion a year across businesses over the next five years to chart out the next phase of growth.

(With PTI inputs)



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

25 JUNE 2025

Adani Group raises \$1 bn to refinance existing debt for Mumbai Int'l Airport

NEW DELHI: Adani Group has raised \$1 billion from global investors led by New York-based Apollo Global Management to refinance existing debt for its Mumbai airport.

Mumbai International Airport Ltd (MIAL), a unit which operates India's second largest airport, will use the proceeds to refinance debt raised in 2022, it said in a statement.

"The transaction involves issuance of \$750 million notes maturing July 2029 which shall be used for refinancing. The financing structure also includes provision to raise an additional \$250 million, resulting in total financing of \$1 billion," the group said.

This, it said, will provide enhanced financial flexibility for the capital expenditure program of MIAL for development, modernisation, and capacity



enhancement. The bonds will offer about 6.9 per cent over the four-year tenor.

MIAL is managed by Adani Airport Holdings Ltd (AAHL), a subsidiary of group's flagship firm Adani Enterprises Ltd. AAHL holds 74 per cent stake in MIAL and the remaining 26 per cent is held by Airports Authority of India.

Besides Apollo, other lenders include Metlife Inc, BlackRock Inc and Hong Kong-based FWD Insurance. "This is India's first investment grade (IG) rated private bond issuance in the

airport infrastructure sector," the statement said.

"The transaction was led by Apollo-managed funds, with participation from a syndicate of leading institutional investors and insurance companies which included BlackRock-managed funds, Standard Chartered among others, underlining global confidence in India's infrastructure opportunity and Adani Airports' operating platform," it added.

With eight airports in its management and development portfolio, AAHL is India's largest airport infrastructure company, accounting for 23 per cent of passenger footfalls and 30 per cent of India's air cargo traffic.

AAHL also holds 74 per cent in Mumbai International Airport Ltd, which in turn holds 74 per cent in Navi Mumbai International Airport Ltd. #11



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

25 JUNE 2025

Passengers at Navi Mumbai Int'l Airport to pay up to ₹1,225 as UDF

MUMBAI: Regulator AERA has allowed levying of user development fee of up to Rs 1,225 at the upcoming Navi Mumbai airport on an ad-hoc basis.

The airport is being developed by the Navi Mumbai International Airport Ltd (NMIAL).

Passengers flying out from the airport, which is to be operational later this year, will have to shell out Rs 620 for domestic flights and Rs 1,225 for international flights as the User Development Fee (UDF).

For disembarking passengers, the UDF will be Rs 270 and Rs 525 for domestic and overseas flights, according to AERA's 42-page order.

The UDF charges have been approved on an ad-hoc basis for the 2025-26 financial year.

The Airports Economic Regulatory Authority (AERA) said it has been decided to allow levying ad-hoc UDF as an interim measure till March 31, 2026, or till final determination of regular tariff, whichever is earlier.

"The revenue to be collected by NMIAL on an ad-hoc basis in the interim period shall be accounted for by the authority during the regular tariff determination exercise of NMIA," the order said.

PTI



Corporate Communications Directorate

THE PIONEER

LUCKNOW

25 JUNE 2025

Adani raises \$1 billion for Mumbai Airport

PRESS TRUST OF INDIA ■
New Delhi

Adani Group has raised \$1 billion from global investors led by New York-based Apollo Global Management to refinance existing debt for its Mumbai airport. Mumbai International Airport Ltd (MIAL), a unit which operates India's second largest airport, will use the proceeds to refinance debt raised in 2022, it said in a statement.

"The transaction involves issuance of \$750 million notes maturing July 2029 which shall be used for refinancing. The financing structure also includes provision to raise an additional \$250 million, resulting in total financing of \$1 billion," the group said. This, it said, will provide enhanced financial flexibility for the capital expenditure program of MIAL for development, modernisation, and



capacity enhancement. The bonds will offer about 6.9 per cent over the four-year tenor.

MIAL is managed by Adani Airport Holdings Ltd (AAHL), a subsidiary of group's flagship firm Adani Enterprises Ltd. AAHL holds 74 per cent stake in MIAL and the remaining 26 per cent is held by Airports Authority of India. Besides Apollo, other lenders include Metlife Inc, BlackRock Inc and Hong

Kong-based FWD Insurance.

"This is India's first investment grade (IG) rated private bond issuance in the airport infrastructure sector," the statement said.

"The transaction was led by Apollo-managed funds, with participation from a syndicate of leading institutional investors and insurance companies which included BlackRock-managed funds, Standard Chartered among

others, underlining global confidence in India's infrastructure opportunity and Adani Airports' operating platform," it added. With eight airports in its management and development portfolio, AAHL is India's largest airport infrastructure company, accounting for 23 per cent of passenger footfalls and 30 per cent of India's air cargo traffic.

AAHL also holds 74 per cent in Mumbai International Airport Ltd, which in turn holds 74 per cent in Navi Mumbai International Airport Ltd. Backed by MIAL's stable asset base and cash flows and operational excellence, the notes are expected to be rated BBB-or stable.

"AAHL remains committed to a long-term vision of transforming the airports infrastructure through continued investments in modernisation, capacity expansion, digitisation, and technology integration," it said.

अहमदाबाद हादसा: शहरी नियोजन पर भी गंभीर सवाल, भविष्य की जोखिमों पर सोचने का सही समय हवाई अड्डों के आसपास विकास की अंधी दौड़!

गत 12 जून को अहमदाबाद के सरदार वल्लभभाई पटेल अंतरराष्ट्रीय हवाई अड्डे से लंदन के लिए रवाना हुआ एयर इंडिया का बोइंग 787-8 ड्रीमलाइनर विमान उड़ान भरने के मात्र 30 सेकंड बाद ही दुर्घटनाग्रस्त होकर बी.जे. मेडिकल कॉलेज के छात्रावास पर जा गिरा। इस भयावह दुर्घटना में विमान में सवार 241 सहित 39 अन्य लोगों की जान चली गई। मृतकों में वे दो लोग भी शामिल थे, जो आधार कार्ड में संशोधन करवाने घर से निकले थे। यह दुर्घटना जिस मेघानी नगर इलाके में हुई, वह हवाई अड्डे से सटा झुग्गी-झोपड़ियों की भी बहुलता वाला घना आवादी क्षेत्र है। यही कारण है कि जमीनी स्तर पर हुए जान-माल के नुकसान की भयावहता और अधिक बढ़ गई।

अब तक की जानकारी के अनुसार, यह ड्रीमलाइनर विमान टेक-ऑफ के बाद 625 फीट से अधिक ऊंचाई नहीं ले पाया और कुछ ही क्षणों में नीचे गिर पड़ा। इस दुर्घटना ने जांच एजेंसियों को इंजन विफलता, यांत्रिक खराबी, संचार तंत्र की असफलता और सिस्टम स्तर पर चूक जैसी संभावित तकनीकी खामियों की ओर ध्यान केंद्रित करने को बाध्य किया है। परंतु इसके साथ-साथ यह हादसा एक व्यापक सार्वजनिक विमर्श को जन्म देता है- यह विमर्श है भारत में हवाई अड्डों के आसपास की अनियोजित और अनियमित शहरी वृद्धि। यह प्रश्न भी सामने आता है कि क्या हमारी विमानन नीतियां तेजी से बढ़ते शहरी विस्तार के दबाव को समुचित ढंग से संभाल पा रही हैं? पिछले एक दशक में देश में हवाई यातायात में जबरदस्त उछाल आया है। 2014 में जहां हवाई यात्रियों की

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हवाई अड्डों के आसपास अनियोजित बसावट, अवैध निर्माण और जनघनत्व 'सेफ जोन' की परिभाषा को चुनौती दे रहे हैं। आज यह बहस पूरी दुनिया में चल रही है कि हवाई अड्डे शहरों से दूर बनाए जाएं या शहरों के भीतर पुराने हवाई अड्डों को आधुनिक बनाया जाए।

संख्या 6.6 करोड़ थी, वहीं 2024 में यह आंकड़ा 16.1 करोड़ को पार कर गया। सरकार अब अगले पांच वर्षों में 50 नए हवाई अड्डे विकसित करने की योजना बना रही है, जिनमें नवी मुंबई हवाई अड्डा प्रमुख है। लेकिन विडंबना यह है कि जैसे ही किसी नए हवाई अड्डे की घोषणा होती है, उसके आसपास जमीन और मकानों की कीमतें आसमान छूने लगती हैं- मानो विकास हवाई अड्डे के पीछे-पीछे चला आ रहा है। इससे हवाई अड्डों के आसपास अव्यवस्थित और अनियंत्रित निर्माण गतिविधियों को बल मिलता है, जो भविष्य में नए जोखिमों को जन्म दे सकते हैं।

भारत में अधिकांश हवाई अड्डे पहले से ही अत्यधिक जनसंख्या घनत्व वाले शहरी क्षेत्रों में स्थित हैं। अहमदाबाद में सरदार वल्लभभाई पटेल हवाई अड्डा और उसके आसपास की घनी बस्तियां इसका जीवंत उदाहरण हैं। रिपोर्ट्स के अनुसार, भारतीय विमानपत्तन प्राधिकरण 2013 और 2018 में गुजरात सरकार से 30 एकड़ अतिरिक्त जमीन की मांग कर चुका है ताकि रनवे के आसपास की सुरक्षा सीमा को बढ़ाया जा सके, लेकिन यह अनुरोध अब तक लंबित है।

अवैध निर्माण, होर्डिंग्स, मोबाइल टावर और अन्य संरचनाएं अब रनवे की सीमा तक पहुंच रही हैं। मुंबई के छत्रपति शिवाजी महाराज अंतरराष्ट्रीय हवाई अड्डे के आसपास की ऊंचाई-सीमा का उल्लंघन करने वाली इमारतों पर चल रहा मुकदमा इसका स्पष्ट उदाहरण है। बॉम्बे हाईकोर्ट ने 2022 में 48 ऐसी इमारतों को हटाने के आदेश दिए और हाल ही बताया गया कि सात इमारतों से ऊंचाई से अधिक के टैंक, एंटीना, लोहे की पाइप आदि हटाए जा चुके हैं।

केवल भवन निर्माण ही नहीं, हवाई अड्डों के पास कचरों के ढेरों से आकर्षित होकर पक्षियों का जमावड़ा भी एक गंभीर खतरा बन चुका है। मुंबई हवाई अड्डे के लिए जारी विमानपत्तन प्राधिकरण की नवीनतम सूचना में सुबह से दोपहर तक पक्षियों की बड़ी संख्या की चेतावनी दी गई है। 2019 में कोलकाता जा रही गो-एयर की फ्लाइट को पक्षी से टकराव के कारण टेकऑफ के तुरंत बाद लौटना पड़ा था। वर्ष 2023 तक अहमदाबाद हवाई अड्डे पर 319 पक्षी या जीव टकराव की घटनाएं दर्ज की गईं, जो राष्ट्रीय औसत से दोगुनी हैं। हवाई अड्डों के आस-पास भूमि उपयोग का वैज्ञानिक

नियमन आवश्यक है। एयरपोर्ट्स काउंसिल इंटरनेशनल-नॉर्थ अमरीका की रिपोर्ट के अनुसार, रनवे के अप्रोच कारिडोर में जनसंख्या घनत्व नियंत्रित होना चाहिए। उदाहरण के लिए, इन क्षेत्रों में प्रति एकड़ 25 से 100 लोगों तक की मौजूदगी मान्य है। मॉल जैसे केंद्रों में यह घनत्व 75 तो रेस्तरां में 100 से अधिक हो सकता है। लेकिन हवाई अड्डे के आसपास घनी रिहायशी कॉलोनियों और सार्वजनिक स्थलों की अनुमति सुरक्षा दृष्टि से उचित नहीं मानी जाती।

आज यह बहस पूरी दुनिया में चल रही है कि हवाई अड्डे शहरों से दूर बनाए जाएं या शहरों के भीतर पुराने हवाई अड्डों को आधुनिक बनाया जाए। शहर से दूर बनाए गए हवाई अड्डे भले ही सुरक्षित हों, परंतु आम नागरिकों के लिए वहां तक पहुंच मुश्किल होती है। जबकि शहरों के भीतर स्थित हवाई अड्डे भारी भीड़भाड़ और जोखिम का कारण बनते हैं, विशेषकर जब यह ज्ञात हो कि अधिकांश विमान हादसे उड़ान भरते समय या उतरते समय ही होते हैं।

अहमदाबाद की यह त्रासदी दुर्लभ अवश्य है, लेकिन इससे यह सीख जरूर ली जा सकती है कि हवाई अड्डों के आसपास की भूमि उपयोग नीति पर अब दोबारा गहनता से विचार किया जाना चाहिए। अगर यह दुर्घटना किसी तकनीकी कारण से हुई है- जैसा कि बोइंग या इंजन निर्माता पर शक जताया जा रहा है- तो इसकी जांच निष्पक्षता और पारदर्शिता से की जानी चाहिए। परंतु इससे अलग, हमें हवाई अड्डों के भविष्य के नियोजन में जनसुरक्षा, पारिस्थितिकी और नगरीय संतुलन को सर्वोपरि रखना होगा।



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

25 JUNE 2025

सबक : देश के कई हवाईअड्डों की डीजीसीए ने जांच की

नई दिल्ली। देश के बड़े हवाईअड्डों पर निगरानी के दौरान विमानन नियामक संस्था डीजीसीए ने कई खामियों का पता लगाया है। एक आधिकारिक बयान में डीजीसीए ने

विमानन प्रणाली में मिली कई खामियां

एयरलाइनों को दी चेतावनी

बताया कि एविएशन इकोसिस्टम यानी विमानन प्रणाली में कई स्तरों पर लापरवाही और खराब रखरखाव की समस्याएं पाई गई हैं।

डीजीसीए की जांच में सामने आया कि कई हवाईअड्डों पर रनवे के बीच की लाइनें धुंधली हो चुकी हैं, जिससे विमानों को उतरने और उड़ान भरने में परेशानी हो सकती है। इसके

अलावा, रैपिड एग्जिट टैक्सीवे पर लगी हरी लाइटें एक दिशा में नहीं जल रही थीं, जो विमान संचालन के लिहाज से एक बड़ी तकनीकी कमी मानी जाती है।

इस निगरानी के दौरान एक घटना में एक घरेलू एयरलाइन की उड़ान सिर्फ इसलिए रोकी गई क्योंकि विमान के टायर जरूरत से ज्यादा घिस चुके थे। डीजीसीए ने बताया कि जरूरी मरम्मत के बाद ही विमान को उड़ान की अनुमति दी गई।

डीजीसीए के मुताबिक, कई मामलों में विमानों में पहले जो खराबियां पाई गई थीं, वे फिर से सामने आईं, जिससे यह साफ होता है कि मरम्मत या सुधार के काम ठीक से नहीं किए गए थे। डीजीसीए ने कहा है कि इस तरह की गड़बड़ियों से यात्रियों की सुरक्षा पर असर पड़

एअर इंडिया ने फिर शुरू की पश्चिम एशिया-यूरोप की उड़ानें

पश्चिम एशिया में बढ़ते तनाव के बीच एअर इंडिया ने मंगलवार को घोषणा की कि वह इस क्षेत्र में अपनी उड़ानें धीरे-धीरे फिर से शुरू करेगी। पश्चिम एशिया के कुछ हिस्सों में हवाई क्षेत्र धीरे-धीरे फिर से खुल रहे हैं, इसलिए उड़ानों का संचालन चरणबद्ध तरीके से शुरू किया जाएगा। एअर इंडिया ने यह भी कहा कि आज से यूरोप के लिए और यूरोप से आने वाली उड़ानें भी दोबारा शुरू कर दी जाएंगी। एअर इंडिया के प्रवक्ता ने एक बयान में कहा, जैसे-जैसे पश्चिम एशिया के कुछ हिस्सों में हवाई क्षेत्र धीरे-धीरे फिर से खुल रहे हैं, एअर इंडिया आज से इस क्षेत्र में अपनी उड़ानें धीरे-धीरे शुरू करेगी। पश्चिम एशिया के लिए और वहां से आने वाली ज्यादातर उड़ानों का संचालन 25 जून से पूरी तरह से बहाल कर दिया जाएगा। यूरोप के लिए और यूरोप से आने वाली उड़ानें, जो पहले रद्द की गई थीं, उन्हें भी आज से धीरे-धीरे फिर से शुरू किया जा रहा है। अमेरिका और कनाडा के पूर्वी तट के लिए और वहां से आने वाली उड़ानों को भी जल्द फिर से शुरू किया जाएगा।

सकता है, और एयरलाइनों को और एयरपोर्ट के रखरखाव में कोई चेतावनी दी गई है कि वे विमान लापरवाही न करें।



Corporate Communications Directorate

THE STATESMAN

KOLKATA

25 JUNE 2025

Adani raises \$1-billion to refinance Mumbai airport debt

STATESMAN NEWS SERVICE
MUMBAI, 24 JUNE

The Adani Group issued an official press release on Tuesday informing that it has raised USD 1 billion from global investors led by New York-based Apollo Global Management to refinance the existing debt of Mumbai International Airport Ltd (MIAL).

The bonds will offer about 6.9 per cent over a four-year tenor and the Adani-owned MIAL will use the proceeds to refinance debt raised in 2022, the statement mentioned.

"The transaction involves issuance of USD 750 million notes maturing July 2029 which shall be used for refinancing. The financing structure also includes provision to raise an additional USD 250 million, resulting in total financing of USD 1 billion," according to the statement.



"This is India's first investment grade (IG) rated private bond issuance in the airport infrastructure sector," the press release issued by The Adani Group mentioned.

"This is India's first investment grade (IG) rated private bond issuance in the airport infrastructure sector," the

statement mentioned.

"The transaction was led by Apollo-managed funds, with participation from a

syndicate of leading institutional investors and insurance companies which included BlackRock-managed funds, Standard Chartered among others, underlining global confidence in India's infrastructure opportunity and Adani Airports' operating platform," the statement mentioned.

Besides Apollo, other lenders include Metlife Inc, BlackRock Inc and Hong Kong-based FWD Insurance.

The transaction will provide enhanced financial flexibility for MIAL's capital expenditure programme to develop, modernise and enhance capacity, the statement mentioned.

MIAL is managed by Adani Airport Holdings Ltd (AAHL), a subsidiary of the group's flagship firm Adani Enterprises Ltd. AAHL holds 74 per cent stake in MIAL and the remaining 26 per cent is held by the Airports Authority of India.



Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

25 JUNE 2025

Airport ban

■ **LUCKNOW/VARANASI:** Lucknow airport authorities on Tuesday sought a ban on laser lights, kite flying, and meat shops within a 10km radius of the airport, citing flight safety risks. The appeal was made during an Airport Environment Management Committee meeting chaired by divisional commissioner Roshan Jacob. **PTI**

Airport to slap parking fee on UK F-35, but yet to work out how much



This is the first time that the US-made sophisticated fighter jet has been stranded in a foreign country

TIMES NEWS NETWORK

Thiruvananthapuram:

The airport here will now calculate a parking fee for the British Royal Navy F-35 stealth fighter jet as it continues to be grounded following a hydraulic snag.

Airport sources, however, said they are yet to calculate the amount that needs to be charged for the jet, which has been stranded for close to 10 days. It is parked in Bay 4, used by VIP aircraft. It is not hampering aircraft movement at the airport because flight traffic is low.

Usually, the airport operator charges a parking fee based on the aircraft's weight. But the fighter jet is lightweight and is not a scheduled flight. So the same yardstick may not be applicable in this case. Nevertheless, the authorities may have a bill which the Union govt may pay because it is a

defence aircraft.

A team of engineers from the UK and US will arrive soon to rectify the snag. If it is not successful, arrangements may have to be made to move the jet out using a freighter plane.

A British high commission spokesperson said: "We are working to repair the UK F-35B at Thiruvananthapuram International Airport as quickly as possible. We thank the Indian authorities for their continued support."

There was a move to shift the jet to the hangar as it may have to be here for a some more time, but British Navy authorities were reportedly not in favour of it.

This is the first time that the US-made sophisticated fighter jet has been stranded in a foreign country. It is part of the Royal Navy aircraft carrier HMS Prince of Wales. The aircraft carrier conducted at-sea exercises along with the Indian Navy recently.



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

25 JUNE 2025

DGCA audit finds safety violations at major airports

TIMES NEWS NETWORK

New Delhi: Regulator DGCA has uncovered a range of safety violations across major airports, including those in Delhi and Mumbai, during an audit of country's civil aviation ecosystem. DGCA found aircraft taking off with worn tyres, faded runway markings, and vehicles operating on tarmacs without speed governors, among other critical lapses.

"Show-cause notices are being issued, and airlines and airport operators must implement corrective measures within 7 days. Similar inspections are underway in Kolkata and Hyderabad. The message is very simple to each stakeholder: no compromise with safety will be permitted in any sphere and any lapse will invite strict action," an official said.

The checks follow the fatal crash of Air India flight 171 in Ahmedabad and several helicopter accidents during Char Dham pilgrimage in Uttarakhand in the past month. DGCA launched a full audit of Indian aviation on June 19 in response. "This process of comprehensive surveillance will continue in future to detect hazards in the system to strengthen safety measures across the sector," the official added.

Two DGCA teams, each headed by a joint director general, conducted intensive surveillance at Delhi's IGI airport and Mumbai's CSMA. Their review spanned flight operations, airworthiness, ramp safety, ATC, and pre-flight medical checks. Ground activities and aircraft movement were monitored closely according to a statement from the regulator.

The audit found that multiple aircraft showed recurring technical faults due to ineffective rectification.

DGCA audit uncovers several safety lapses at major airports

Simulator Had Outdated Software

TIMES NEWS NETWORK

New Delhi: Regulator DGCA has uncovered a range of safety violations across major airports, including those in Delhi and Mumbai, during an audit of the country's civil aviation ecosystem. DGCA found aircraft taking off with worn tyres, faded runway markings, and vehicles operating on tarmacs without speed governors, among other critical lapses.

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SAFETY FIRST: Airlines and airport operators are being directed by DGCA to implement corrective measures within seven days

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The checks follow the fatal crash of Air India Flight 171 in Ahmedabad and several helicopter accidents during the Char Dham pilgrimage in Uttarakhand in the past month. DGCA launched a full audit of Indian aviation on June 19 in response.

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ducted intensive surveillance at Delhi's IGI Airport and Mumbai's CSMIA. Their review spanned flight operations, airworthiness, ramp safety, ATC, and pre-flight medical checks. Ground activities and aircraft movement were monitored closely, according to a statement from the regulator.

Among the violations: A domestic scheduled flight was delayed after officials found worn tyres. The aircraft was cleared only after replacements were made.

Multiple aircraft showed recurring technical faults due to ineffective rectification. Maintenance engineers were absent during snag rectifications, and prescribed work orders were ignored. Runway centreline markings had faded.

On one rapid exit taxiway, green centre lighting was not properly unidirectional, the audit found.

Obstruction limitation data remained outdated for over three years despite ongoing construction near the airport. No updated surveys had been conducted. Several ramp vehicles lacked speed governors. Their permits were revoked and the drivers' airport licences cancelled. Aircraft-generated defect reports were missing from technical logbooks, preventing proper repairs. A flight simulator used for training did not match aircraft configuration, with outdated software.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

25 JUNE 2025

DGCA audit uncovers safety violations across major airports

TIMES NEWS NETWORK

New Delhi: Regulator DGCA has uncovered a range of safety violations across major airports, including those in Delhi and Mumbai, during an audit of country's civil aviation ecosystem. DGCA found aircraft taking off with worn tyres, faded runway markings, and vehicles operating on tarmacs without speed governors, among other critical lapses.

"Show-cause notices are being issued, and airlines and airport operators must implement corrective measures within 7 days. Similar inspections are underway in Kolkata and Hyderabad. The message is very simple to each stakeholder: no compromise with safety will be permitted in any sphere and any lapse will invite strict action," an official said.

The checks follow the fatal crash of Air India flight 171 in Ahmedabad and several helicopter accidents during Char Dham pilgrimage in Uttarakhand in the past month. DGCA launched a

AI-171 black box not sent abroad: Mantri

Civil aviation minister Ram Mohan Naidu on Tuesday denied media reports that the black box of AI-171 had been sent abroad because the facility in India was not able to extract data. "The black box is in India, with Aircraft Accident Investigation Bureau, which is carrying out a detailed probe into the whole incident. The news that it was sent abroad is false," the minister said. **TNN**

full audit of Indian aviation on June 19 in response. "This process of comprehensive surveillance will continue in future to detect hazards in the system to strengthen safety measures across the sector," the official added.

Two DGCA teams, each headed by a joint director general, conducted intensive surveillance at Delhi's IGI airport and Mumbai's CSMIA. Their review spanned flight operations, airworthiness, ramp safety, ATC, and pre-flight medical checks. Gro-

Guj medical college reopens hostel mess

Twelve days after the AI-171 crash destroyed the mess at Ahmedabad's BJ Medical College, killing four medics and injuring 24, students held a pooja to mark the launch of a makeshift mess at a new site. Medical interns, who served tirelessly after the tragedy, called it a symbol of resilience. Run by students, the tiffin-only service will cater to over 1,000 doctors and students. **TNN**

und activities and aircraft movement were monitored closely, according to a statement from the regulator.

The audit found that multiple aircraft showed recurring technical faults due to ineffective rectification; maintenance engineers were absent during snag rectifications, and prescribed work orders were ignored; runway centreline markings had faded; and on one rapid exit taxiway, green centre lighting was not properly unidirectional.



Corporate Communications Directorate

THE ASIAN AGE

DELHI

25 JUNE 2025

After disruptions, flights normalising

AI, Indigo resume US, Europe, Mideast ops after airspace shut over war

VINEETA PANDEY
NEW DELHI, JUNE 24

The Indian aviation sector has started recovering from the route diversions and flight cancellations due to airspace restrictions in the wake of the Israel-Iran conflict, with major airlines now gradually resuming flights to the Middle East, Europe, the United States and Canada. The airlines had earlier either suspended, cancelled or re-routed

flights due to the escalating tensions in the region, impacting thousands of passengers due to cancellations and diversions, in which the operations of several international airlines were affected too.

On Monday, flights had to be diverted as some Gulf countries shut their airspace after Iran launched missile attacks on a US airbase in Qatar. The rerouting and cancellations also caused significant financial losses to the airlines.

► **FLIGHTS HAD** to be diverted as some Gulf countries shut their airspace after Iran launched missile attacks on a US airbase in Qatar. The rerouting and cancellations also caused financial losses to the airlines.

"As airspaces gradually reopen in certain parts of the Middle East, Air India will progressively resume flights to the region starting today (Tuesday), with

most operations to and from the Middle East resuming from June 25," said an Air India spokesman. He added that flights to and from Europe, earlier cancelled, are also being progressively reinstated from Tuesday, while services to and from the US East Coast and Canada will resume at the "earliest opportunity".

"Some flights may experience delays or

■ **Turn to Page 4**

After disruptions, flights normalising

■ **Continued from Page 1**
cancellations due to consequential impacts and extended re-routings/flight times, but we are committed to minimising disruptions and restoring our schedule integrity. Air India will continue to avoid airspaces assessed as unsafe at any given time. We will keep passengers informed of any updates and sincerely appreciate their understanding. The safety and security of our passengers, staff, and aircraft remain our top priority," the airline said.

Already plagued with operational problems, Air India had on Monday night announced it was halting services to the Middle East, Europe and five destinations in the US and Canada. Air India operates services to over 15 destinations in the region.

IndiGo on Tuesday morning said it was progressively resuming operations as airports across the Middle East gradually reopen.

"The flight operations into, out of, and through the Gulf countries have stabilised and are operating as scheduled. However, as airspace

over Iran remains restricted, some flights may take alternate routes, which could result in longer travel times," IndiGo airlines said in a travel advisory. It had earlier posted that as airports across the Middle East gradually reopen, the airline was prudently and progressively resuming operations on these routes.

Late on Monday night, IndiGo had announced that in view of the evolving situation in the Middle East, its flights operating to and from Dubai, Doha, Bahrain, Dammam, Abu Dhabi, Kuwait, Madinah, Fujairah, Jeddah, Muscat, Sharjah, Riyadh, Ras Al-Khaimah and Tbilisi were suspended until 10 am Tuesday.

Civil aviation minister K. Rammohan Naidu said his ministry is continuously monitoring the situation and coordinating with airlines to provide real-time updates. "Passenger safety remains our top priority, and every effort is being made to minimise disruption and inconvenience," the minister said.

■ It is being investigated by AAIB, says Naidu Ahmedabad crash black box being decoded in India: Govt

AGE CORRESPONDENT
with agency inputs
NEW DELHI, JUNE 24

Putting rest to speculations that the black box of AI 171 that crashed in Ahmedabad on June 12 is being sent abroad for decoding, Union minister for Civil Aviation K. Rammohan Naidu on Tuesday said the black box of the Air India plane was being examined by the Aircraft Accident Investigation Bureau (AAIB), and dismissed speculation that it would be sent abroad for an inquiry.

Dismissing news reports about the black box being sent outside India as speculation, the minister said, "The black box is very much in India and it is currently being investigated by the AAIB."

When asked about the timeframe to retrieve the data, Mr Naidu said it is a very technical matter. "Let the AAIB conduct the probe and go through the entire process," he added. The minister has earlier



K. Rammohan Naidu

said decoding the black box is going to give an in-depth insight into what happened moments before the plane crash.

Mr Naidu had in April inaugurated a state-of-the-art digital flight data recorder and cockpit voice recorder (DFDR and CVR) laboratory at the AAIB in New Delhi. Widely referred to as the "black box lab," this facility, set up with the help of Hindustan Aeronautics Limited (HAL), is equipped to analyse retrieved flight data from the aircraft. It is believed that the black box, cockpit voice recorder and DFDR is being analysed in this

lab.

The London-bound Air India flight crashed into a hostel complex in Ahmedabad moments after taking off from the Sardar Vallabhbhai Patel International Airport on June 12 afternoon, killing 270 persons, including 241 on board. One passenger survived. The black box of Air India's Boeing 787-8 Dreamliner plane was recovered from the site on June 13.

Mr Naidu was speaking in Pune on the sidelines of the Helicopters and Small Aircraft Summit 2025, organised by FICCI jointly with the ministry of civil aviation.

Speaking on the aviation security measures for the Char Dham yatra, Mr Naidu said safety remained top most priority for the government. "We want to work even more on enhancing security for Char Dham operations. We are looking into enhanced safety, surveillance and creating more systems," the Union aviation minister said.



Corporate Communications Directorate

BUSINESS LINE

DELHI

26 JUNE 2025

We have a fit-for-purpose product, says IndiGo CEO Pieter Elbers

bl.interview

Aneesh Phadnis
Mumbai

IndiGo will launch its Amsterdam and Manchester flights from July. These will be the longest flights for the airline and will bring it in direct competition with West Asian and European carriers that control a significant market share of long-haul traffic from India.

IndiGo CEO, Pieter Elbers, who previously led Dutch airline KLM, spoke in *businessline* on competition and challenges, on the sidelines of the IATA AGM in New Delhi earlier this month.

Edited excerpts:

Low-cost airlines have not been particularly

successful on long-haul routes — a case in point is AirAsia X. What makes you think IndiGo will succeed?

We are going to be long-haul with cost leadership, but that's not the same as long-haul low-cost. Besides, the lines between what was classically labelled as low-cost and what used to be called full service has been blurred any which way. On the Manchester and Amsterdam flights, we will be having hot meals — which makes a lot of sense because that's an eight-nine hour flight. People have certain expectations and they want to have certain products included. So we serve that. But on a three-hour domestic flight, it's a different setting.

How difficult would these long-haul

operations be? There will have to be reorientation and I guess crew will require to be trained in service as well...

Of course and that's why we have introduced the new product on board the Boeing 787 flight on Delhi-Bangkok route and that (aircraft) we will shift to Amsterdam and Manchester routes. It gives us some time. So all that we are doing today is to prepare for our Airbus A350 aircraft, which will come from 2027. IndiGo has done a phenomenal job in the domestic market and has done a good job in the region. Now, we need to make sure that we do it in the exact same way when we start to stretch the distance. And that's a step-by-step approach — expanding the range of flights and having some airline partnerships. I



On the Manchester and Amsterdam flights, we will be having hot meals — which makes a lot of sense because that's an eight-nine hour flight

PIETER ELBERS
CEO, IndiGo

know from my KLM days what needs to be in place to make it successful.

So, what are the ingredients to make long-haul operations successful?

I think a fit-for-purpose product is important — and that's exactly what we're developing. Some partnerships



are important, which is why we have partnered with Delta, arguably one of the most successful airlines in the world. We're building our own domestic connectivity here in India — just look at what we do in Delhi and Mumbai. We are building up our network. We have our own loyalty programme. All these steps are,

in fact, building blocks to that part.

IndiGo is known for its strong network, clean aircraft and punctuality. These are good product attributes for a domestic network. But on long-haul international routes, passengers also want a premium experience — flat beds or be served champagne or caviar. So some would say IndiGo is like a McDonald's competing with Taj Hotels?

I am totally disagreeing with you on this. I think the point here is that you should make a fit-for-purpose product. Will we have private suites, caviar and champagne? No, that's not IndiGo. But look at what we've done with Stretch (IndiGo's business

class product). It's a great product, good service with an effective price-point. I know every now and then people say that hot meals are very important. But for a two-hour flight between Delhi and Mumbai, are hot meals really the differentiating factor? Is lounge access a really differentiating factor?

We see what the price-point is and we see what people want. But when we start to fly to Amsterdam and Manchester and people sit nine hours in an aircraft, yes, then hot meals become important. So that's exactly why we will have hot meals. We don't have flat beds, but the premium cabins on the Boeing 787 aircraft have 56 business class seats with an inflight entertainment system. It's a very good product and doing well on the Bangkok route.

Last year, IndiGo had trialled in-flight entertainment via its app on the Delhi-Goa route? Is the airline expanding it?

We are looking to expand it. For the beginning, it will only be on domestic routes. We need to still make it fully effective and operational. We had some first results. They were okay, not great, not disappointing either.

businessline.

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Corporate Communications Directorate

DAINIK BHASKAR

DELHI

26 JUNE 2025

अहमदाबाद हादसे का असर...

एअर इंडिया पर अब सीधे चंद्रशेखरन का कंट्रोल

बिजनेस संवाददाता | मुंबई

टाटा सन्सके चेयरमैन एन चंद्रशेखरन ने एअर इंडिया का संचालन सीधे अपने हाथों में ले लिया है। यह कदम अहमदाबाद में एअर इंडिया के विमान हादसे के बाद उठाया गया है। चंद्रशेखरन सरकारी संबंधों, सुरक्षा प्रोटोकॉल और कर्मचारी सपोर्ट जैसे महत्वपूर्ण क्षेत्रों में दखल दे रहे हैं। जहां कंपनी के विदेशी



सीईओ कैपबेल विल्सन लॉन्ग टर्म स्ट्रैटजी पर फोकस कर रहे हैं, वहीं चंद्रशेखरन का

व्यावहारिक दृष्टिकोण संकट का तेजी से समाधान निकालने और एअर इंडिया पर भरोसा बहाल करने पर रहेगा। टाटा ग्रुप के भीतर जब भी कोई बड़ा संकट आया है तब समूह के चेयरमैन ने खुद फ्रंटफुट पर आकर जिम्मेदारी उठाई है। 1989 में टाटा स्टील में लगी आग के दौरान जेआरडी टाटा ने मोर्चा संभाला था।

ऐसे ही रतन टाटा ने 26/11 के समय ताज होटल की देखरेख खुद की थी। अब वही भूमिका चंद्रशेखरन निभा रहे हैं। इस बीच बुधवार को जारी एक बयान के मुताबिक 2024-25 में, टाटा सन्स और सिंगापुर एयरलाइंस ने एअर इंडिया में 9,558 करोड़ रुपए का निवेश किया है।



Corporate Communications Directorate

DESHBANDHU

DELHI

26 JUNE 2025

मई में घरेलू यात्रियों की संख्या बढ़कर 1.4 करोड़ हुई : डीजीसीए

नई दिल्ली, 25 जून (एजेंसियां)। नागरिक उड्डयन महानिदेशालय (डीजीसीए) द्वारा संकलित नवीनतम आंकड़ों के अनुसार, इस साल मई के दौरान भारत के घरेलू हवाई यात्रियों की संख्या में 1.89 प्रतिशत की वृद्धि दर्ज की गई, जो पिछले साल इसी महीने के 1.38 करोड़ की तुलना में अब 1.4 करोड़ हो गई है।

मई में भारत-पाकिस्तान संघर्ष के कारण सीमावर्ती क्षेत्रों के पास 30 से अधिक हवाई अड्डों पर परिचालन लगभग एक सप्ताह तक प्रभावित रहा।

उड़ान सेवाओं में व्यवधान ने सभी एयरलाइनों के पैसेंजर लोड फैक्टर (पीएलएफ) को भी प्रभावित किया, जो फ्लाइट में यात्रियों द्वारा इस्तेमाल सीटों की संख्या को दर्शाता है।



इंडिगो का पीएलएफ पिछले साल के इसी महीने के 86.9 प्रतिशत से घटकर 85.1 प्रतिशत हो गया, स्पाइसजेट का पीएलएफ 86 प्रतिशत से घटकर 84 प्रतिशत हो गया और एयर इंडिया का पीएलएफ 83.3 प्रतिशत से घटकर 80.2 प्रतिशत हो गया। अकासा एयर ने इस महीने के लिए सबसे अधिक पीएलएफ 91.4 प्रतिशत दर्ज किया।

देश की अग्रणी एयरलाइन इंडिगो ने मई में अपनी बाजार हिस्सेदारी 64.1

■ अकासा एयर ने सबसे अधिक पीएलएफ 91.4 प्रतिशत दर्ज किया

प्रतिशत से बढ़ाकर 64.6 प्रतिशत कर ली, क्योंकि कम लागत वाली एयरलाइन ने इस महीने के दौरान 90.8 लाख यात्रियों को यात्रा करवाई।

दूसरी ओर, एयर इंडिया की बाजार हिस्सेदारी 27.2 प्रतिशत से घटकर 26.5 प्रतिशत हो गई। इस नेशनल एयरलाइन ने इस महीने के दौरान 37.22 लाख यात्रियों को यात्रा करवाई। अन्य एयरलाइन्स में स्पाइसजेट की बाजार हिस्सेदारी 2.6 प्रतिशत से घटकर 2.4 प्रतिशत रह गई, जबकि अकासा एयर की हिस्सेदारी 5 प्रतिशत से बढ़कर 5.3 प्रतिशत हो गई।



Corporate Communications Directorate

THE DAILY GUARDIAN

DELHI

25 JUNE 2025

Delhi Airport sees 48 flight cancellations amid tensions in Middle East

TDG NETWORK
NEW DELHI

Flight operations at Delhi's Indira Gandhi International Airport have been severely affected since last night, with 48 cancellations reported across both arrivals and departures, according to airport sources.

Among the affected services, 28 were incoming flights and 20 were outbound, with national carrier Air India and low-cost operator IndiGo bearing the brunt of the disruptions.

Air India had 17 arrival and 10 departure cancellations, totalling 27 flights. IndiGo followed with 8 arrival and 7 departure



cancellations, amounting to 15 flights. Other airlines, including global carriers, saw 3 arrivals and 3 departures cancelled. Meanwhile, flight operations to and from several airports in the country were disrupted on Monday due to

airspace closures in Qatar and parts of the Gulf region. This included -- (SVPIA) in Ahmedabad, Thiruvananthapuram International Airport, and Mangaluru International Airport. In addition, Chaudhary Charan Singh Interna-

tional Airport in Lucknow and Cochin International Airport in Kerala also issued advisories cautioning passengers of possible delays and cancellations. In a statement, Cochin International Airport confirmed operational disruptions to several flights due to operational reasons.

The affected flights include AI953 (Cochin to Doha), SGO18 (Cochin to Dubai), 6E1403 (Cochin to Abu Dhabi), 6E1493 (Cochin to Riyadh), 6E1271 (Cochin to Muscat), 6E1272 (Muscat to Cochin), 6E1206/055 (Bahrain to Cochin to Dammam), SGO17 (Dubai to Cochin), and 6E1404 (Abu Dhabi to Cochin), it said.

‘Defects reappeared’: DGCA flags airport deficiencies

SHEMIN JOY
NEW DELHI, DHNS

Surveillance carried out at major airports found multiple cases wherein reported defects “reappeared many times” on the aircraft, the DGCA said on Tuesday, while also flagging a slew of other deficiencies it found during an exercise undertaken less than two weeks after the Air India plane crash.

Other problems that were discovered included “worn tyres”, faded centre line marking on runway, “unserviceable” bag trolleys and life vests “not properly secured” beneath designated seats.

Following the crash of Air India’s Boeing 787-8 Dreamliner in Ahmedabad, the Directorate General of Civil Aviation (DGCA) had also put in place a Comprehensive

Poor state of affairs

- Two teams carried out surveillance during night and early morning hours at the airports
- A team found that a domestic flight of a scheduled carrier had worn tyres
- A simulator was also found not matching with the aircraft configuration and the software was not updated
- At an airport, centre line marking of runway was faded; rapid exit taxiway and green centre light were not unidirectional



Special Audit framework for a “360-degree” evaluation of the aviation ecosystem.

During the surveillance exercise at airports, including in Delhi and Mumbai, the DGCA detected multiple violations related to airlines, airports, aircraft maintenance works and repeated defects in multiple cases.

The aviation regulator looked into multiple critical

areas such as flight operations, airworthiness, ramp safety, air traffic control, communication, navigation and surveillance systems and pre-flight medical evaluations. Two teams led by the Joint Director General carried out the surveillance during night and early morning hours at the airports, a DGCA statement said on Tuesday.

► DGCA, Page 6

‘Defects reappeared’: DGCA...

DGCA, From Page 1

The statement did not name any airport or airline for the deficiencies the teams found but said it was communicated to the concerned.

During the checks, a team found that a domestic flight of a scheduled carrier had worn tyres and it was “released only after” the required rectification was carried out. The DGCA said a simulator was also found not matching with the aircraft configuration and that the software was not updated to the current version.

At an airport, it said the centre line marking of the runway was faded, the rapid exit taxiway and green centre light were not unidirectional, the obstruction limitation data has not been updated for the last three years. The DGCA survey also found that no survey had been performed despite new construction around the vicinity of the aerodrome and number of vehicles in the ramp area were found without speed governors. These vehicles were withdrawn.

The DGCA said there were multiple cases wherein the reported defects “reappeared many times” on the aircraft, indicating “ineffective monitoring and inadequate rectification”.

“Ground handling equipment such as baggage trolleys... were found unserviceable; Line maintenance stores, tool control procedures were not followed,” it said adding, the work order was not followed during maintenance of aircraft.

During maintenance, it said safety precautions were found not taken by aircraft maintenance engineer (AME) as per the aircraft maintenance manual (AMM). Defect reports generated by the aircraft system were also not found recorded in the technical logbook, the statement said.

Noting that the comprehensive surveillance will continue in future to detect hazards in the aviation ecosystem, the DGCA said the findings have been communicated to the entities concerned for taking corrective actions within seven days.



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

25 JUNE 2025

Flight forward

SRIDHAR L

As the world accelerates towards net-zero targets, the aviation sector finds itself at a crossroads. Globally, airports are under rising pressure to reduce emissions, optimise resources, and integrate environmental accountability into long-term infrastructure planning. In this context, sustainability is no longer a peripheral consideration; it has emerged as a defining metric of relevance and resilience.

A decade ago, large-scale sustainable airport infrastructure may have seemed ambitious. Today, it is essential. From solar-powered terminals and electric fleets to emissions tracking and regenerative design, airports are integrating circularity, efficiency, and community impact into their core systems. For India, with its relatively young infrastructure and sustainable future outlook, this presents a powerful opportunity to lead by design.

Once seen as carbon-heavy and inflexible, airport infrastructure is now at the forefront of transformative change. The focus has moved from isolated green initiatives to integrated sustainability frameworks that span construction, energy, water, and community engagement, signalling a new era of aviation built on responsibility and foresight.

India's aviation ecosystem stands at the centre of this global shift. Government initiatives such as UDAN have deepened regional connectivity while private-public investments continue to drive greenfield airport development.

Across the world, new models are emerging – and Indian airports are already demonstrating what future-ready infrastructure looks like. Terminal operations powered entirely by renewable electricity, integrated wastewater treatment, LEED Platinum-rated terminal buildings, and the adaptive reuse of construction materials are no longer prototypes—they are operational realities. Initiatives like water positivity targets, significant progress on Scope 1 and 2 emissions and a roadmap towards Net Zero Scope 3 emissions are reshaping how the industry views resource dependency.

Yet rapid growth brings urgent questions: How can infrastructure scale without increasing ecological strain? And more importantly, how can India's aviation growth model reflect climate consciousness, circularity, and inclusive development?

There is no single answer—but a convergence of solutions is taking shape.

However, ESG adoption remains fragmented, and Scope 3 emissions, which form the largest chunk of airport-related climate impact, have yet to be

significantly eliminated.

The real challenge lies in mainstreaming sustainability across scale, not just celebrating pockets of excellence. This will require sharper policy coordination, green financing incentives, and the integration of environmental criteria into planning and procurement frameworks. It also demands a shift in how the sector perceives risk, not just financial or operational but ecological and social as well.

India is uniquely placed to lead this transition. Unlike many mature economies, India's aviation infrastructure is relatively young. The predominance of greenfield projects allows for sustainability to be embedded at the planning and design stage rather than retrofitted later. India's renewable energy potential is vast, and the digital maturity of its aviation sector enables real-time ESG tracking, smart resource management, and predictive analytics to improve performance at scale.

What sets India's opportunity apart is the ability to define sustainability in broader terms—not just decarbonisation, but also ecosystem stewardship and community impact. In a country where airports are closely integrated with local geographies, environmental action must intersect with social responsibility. Models that revive native biodiversity, support rural livelihoods, enhance water security, and strengthen local education systems are just as critical as achieving net-zero status.

To truly reimagine sustainable aviation, the sector must adopt a systems-level mindset. Sustainability cannot be an isolated vertical; it must be woven into strategy, governance, and stakeholder engagement. Aligning with global reporting frameworks, building ESG capacity across the aviation value chain, and adopting a lifecycle approach to capital decisions will be key.

Moreover, no single entity can drive this shift alone. It needs collaborative ecosystems, where airport operators, airlines, city planners, regulators, investors, and communities co-create climate-aligned aviation blueprints. The transition to sustainable aviation fuel, electric ground transport, and intermodal green mobility hinges on such partnerships being strategic and sustained.

The path ahead is complex, but the opportunity is profound. India has the potential to lead not only in passenger volumes and connectivity but also as a model for how rapidly growing economies can build sustainable aviation ecosystems from the ground up. The choices we make today will shape our national legacy and define our global standing.

(The writer is Assistant Vice President & Head - ESG, Bangalore International Airport Ltd)



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

26 JUNE 2025

मई में 140.56 लाख लोगों ने की हवाई यात्रा

मुंबई: देश के भीतर हवाई यात्रा करने वाले यात्रियों की संख्या मई में सालाना आधार पर 1.89 प्रतिशत बढ़कर 140.56 लाख हो गई।

मई, 2024 में घरेलू एयरलाइंस से 137.96 लाख विमान यात्रियों ने उड़ान भरी थी। पिछले महीने देश की सबसे बड़ी एयरलाइन इंडिगो ने कुल 93.09 लाख यात्रियों को गंतव्य तक पहुंचाया और उसकी बाजार हिस्सेदारी 64 प्रतिशत रही। (प्रैट)

एयरलाइनों से लेकर हवाई अड्डों तक में गंभीर खामियां

जागरण ब्यूरो, नई दिल्ली : क्या देश का उड़डयन सेक्टर रामभरोसे चल रहा है? एविएशन सेक्टर की नियामक एजेंसी नागरिक उड़डयन महानिदेशालय (डीजीसीए) ने पिछले दिनों एअर इंडिया के बोईंग ड्रूमलाइनर विमान एआइ-171 के हादसाग्रस्त होने के बाद जब मुंबई, दिल्ली समेत कुछ प्रमुख हवाई अड्डों का समग्र तौर पर निरीक्षण किया तो उसमें काफी खामियां निकलकर सामने आईं, इससे तो ऐसा ही लगता है। कहीं विमान के घिसे टायर का मामला सामने आया तो कहीं टूटी बैगेज ट्राली और रनवे की धुंधली मार्किंग जैसे केस सामने आए।

मंगलवार को विमानन नियामक ने बताया कि यात्री विमानों में बार-बार एक ही तरह की खराबी आई है, लेकिन उसे नजरअंदाज किया जाता है। विमानों के रखरखाव को लेकर सरकारी नियमों की अनदेखी की जाती है, एयरक्राफ्ट में रबी की रिपोर्ट (फ्लाइट डेटा रिकार्डर द्वारा दर्ज की गई जानकारी) को लागू रखने में दर्ज नहीं कराया जाता, इमरजेंसी में इस्तेमाल होने वाले जीवन रक्षक पेटिका भी अपने यथास्थान पर नहीं होती तो कहीं ग्राउंड हैंडलिंग उपकरण जैसे कि बैगेज ट्राली टूटी मिलीं। एयरपोर्ट के आसपास काफी निर्माण हो रहे हैं लेकिन उनका इन एयरपोर्ट प्रशासनो की ओर से कोई सर्वेक्षण नहीं किया गया। हालांकि नियमों के मुताबिक एक निश्चित अंतराल पर ऐसा किया जाना चाहिए। यह विमानों की सुरक्षा के लिहाज से महत्वपूर्ण है।

ज्वाइंट डायरेक्टर जनरल के नेतृत्व में दो टीमों ने दिल्ली और मुंबई हवाई अड्डों सहित प्रमुख हवाई अड्डों पर निरीक्षण किया। इस दौरान दर्जनों खामियों का राजफाश डीजीसीए ने किया है।

डीजीसीए ने की जांच

- 12 जून को हुए अहमदाबाद विमान हादसे के बाद डीजीसीए ने सघन निरीक्षण अभियान चलाया
- निरीक्षण के दौरान विमान के घिसे टायर मिले, टूटी बैगेज ट्राली और रनवे की धुंधली मार्किंग
- कहीं रबी रिपोर्ट लागू नहीं तो कहीं विमान रखरखाव के नियमों की अनदेखी की गई
- जीवन रक्षक पेटिका अपने स्थान पर नहीं, सिम्युलेटर तक अपडेट नहीं और विमानों से मंच नहीं
- रैप क्षेत्र में वाहनों में नहीं मिले स्पीड गवर्नर, सुधारों के लिए दिया सात दिन का समय



अहमदाबाद में एअर इंडिया के विमान हादसे का फाइल फोटो ●

निरीक्षण में जो भी खामियां मिली हैं, उससे संबंधित कंपनियों को अवगत करा दिया गया है। कंपनियों को इन खामियों को सात दिनों के भीतर दूर करने को कहा गया है। निगरानी जारी रखी जाएगी। डीजीसीए का आधिकारिक बयान

इसने न सिर्फ भारत के नागरिक उड़डयन सेक्टर की कंपनियों की कलाई खोल दी है बल्कि समूचे सेक्टर की निगरानी की मौजूदा व्यवस्था पर भी सवाल उठाया है। अगर डीजीसीए ने अहमदाबाद-लंदन उड़ान हादसे के बाद यह निरीक्षण नहीं किया होता तो सब कुछ ऐसे ही चल रहा होता।

Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

26 JUNE 2025

Two Wks After AI Crash, Probe Lead not Named

AAIB eyes ex-Airbus safety exec Rebbapragada

Arindam Majumder

New Delhi: Almost a fortnight after an Air India plane crashed in Ahmedabad killing 274 people, the Aircraft Accident Investigation Bureau (AAIB) is yet to appoint a lead investigator to probe the accident. The delay say experts, raises questions on the efficiency of the probe process which has to be necessarily completed in a time-bound manner.

International Civil Aviation Organization (ICAO) rules stipulate that the investigator-in-charge of an air crash will be responsible for the organisation, conduct and control of the probe. ICAO's Annex 13, which outlines guidelines for aircraft accident and incident investigations, also states that a preliminary report has to be submitted within 30 days of an accident.

Official Order Awaited >> 12

■ Tata Sons, S'pore Airlines Invested ₹9,558 cr in AI >> 4

A TIMELINE OF AIRLINE PROBES

DATE OF ACCIDENT	INQUIRY STARTED ON	FINAL REPORT ON
SAUDIA (BOEING 747) AND KAZAKHSTAN AIRLINES (IL-76), AT CHARKHI DADRI		
12 Nov, 1996	16 Nov, 1996	15 July, 1997
ALLIANCE AIR (BOEING 737)		
17 July, 2000	8 Aug, 2000	31 March, 2001
AIR INDIA EXPRESS (BOEING 737)		
22 May, 2010	3 June, 2010	16 Nov, 2010
AIR INDIA EXPRESS (BOEING 737)		
7 Aug, 2020	13 Aug, 2020	13 Jan, 2021

Note: Investigations till 2010 were done through a court of inquiry as AAIB wasn't established



Official Order Awaited

>> From Page 1

People aware of the developments said Dhruv Rebbapragada, former regional safety director for South Asia at Airbus, has been finalised to head the investigation panel. Prior to Airbus, Rebbapragada was chief of flight safety and a former pilot at budget airline IndiGo. He has also led multiple investigations for AAIB.

However, Rebbapragada is unable to formally initiate the investigation into the deadly crash of the Boeing 787 Dreamliner aircraft in the absence of a government order.

Rebbapragada did not respond to calls and messages; neither did the

Ministry of Civil Aviation. Civil aviation secretary Samir Kumar Sinha did not respond to multiple messages and an email either. "The announcement of the investigation committee has to be through an official order by the Director General of AAIB. It is done so because the in-charge then will have a budget, will be granted the power to summon, has unhindered access to the crash site and wreckage, including the flight data recorder and cockpit voice recorder. Otherwise, no one has any obligation to comply," said Amit Singh, founder of Safety Matters Foundation, which works on aviation safety.

AAIB has started a formal inquiry

into the crash with a team from the agency commencing its investigation, the civil aviation ministry said on June 12. Civil aviation minister Ram Mohan Naidu reiterated on Tuesday that AAIB was leading the probe and a panel has been formed. He, however, declined to commit to any timeline for completing the process.

"The investigation has started from Day 1. I do not want to put any pressure... Let them go through the whole process," the minister said.

People involved in the process said however that the government is yet to issue a formal order for probing the crash.

In 2020, when an Air India Express plane crashed in Calicut killing 21 and injuring many, the AAIB, through a formal order, appointed a five-member committee headed by a pilot.



Tata Sons, S'pore Airlines Invested ₹9,558 cr in Air India in 2024-25

Press Trust of India

New Delhi: Tata Sons and Singapore Airlines invested ₹9,558 crore in loss-making Air India in 2024-25, with the promoters pumping in ₹4,300 crore alone in March this year.

The airline, being piloted by Tata since January 2022, has embarked on an ambitious five-year transformation plan. In November 2024, Vistara — a joint venture between Tata and Singapore Airlines — was merged with Air India, following which the Singaporean carrier acquired a 25.1% stake in Air India.

In response to queries about fundraising, an Air India spokesperson told PTI on Wednesday that its shareholders have together infused fresh capital of more than ₹9,500 crore in 2024-25 to meet the airline's capital expenditure requirements.

Tata Sons invested ₹3,224.82 crore, and Singapore Airlines put in ₹6,333.18 crore in Air India, taking the total fund infusion to ₹9,558 crore in the financial year ended March 2025.

"Pursuant to the merger of Vistara with Air India in November 2024, the shareholders have together infused fresh capital of over ₹9,500 crore in the fiscal year 2024-25. The said infusion is to meet the company's requirement towards capital expenditure, working capital and growth initiatives," the Air India spokesperson said in a statement to PTI.

In March this year, Tata Sons pumped in ₹3,224.82 crore, and Singapore Airlines invested ₹1,080.66 crore in Air India, according to regulatory filings accessed by business intelligence platform Tofler.

Through the preferential allotment route, Tata Sons was issued little over 523 crore equity shares and Singapore Airlines was allotted little more than 175 crore equity shares at a price of ₹6.1632 apiece, the filings showed.

The equity shares, having a face value of ₹4 apiece, were issued with a premium of ₹2.1632 per equity share. They were allotted on March 20.

Prior to the funding in March, Singapore Airlines had invested ₹5,252.5 crore in Air India in 2024-25.

For the nine months ended December 31, 2024, Air India Group's loss before exceptional items stood at ₹6,033.1 crore while revenues were ₹56,366.8 crore, as per the provisional figures mentioned in the filings.

Currently, Air India is grappling with the fallout of the fatal crash of its London Gatwick-bound Boeing 787-9 aircraft soon after take-off from Ahmedabad on June 12. In the accident where the aircraft crashed into a medical hostel complex in Ahmedabad, 270 people died, including 241 who were onboard. One passenger survived.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

26 JUNE 2025

S'pore Air Flags Climate-related Compliance Costs as Emissions Rise

Bloomberg

Singapore Airlines has warned it faces cost challenges from climate-related compliance as emissions rise on growing passenger and freight volumes.

The group anticipates that the category, which includes the use of credits under the Carbon Offsetting and Reduction Scheme for International Aviation, could have a "high risk" impact of more than S\$200 million (\$156 million) by 2030, according to a sustainability report published Wednesday.

Scope 1 emissions — those tied directly to flight operations, and the carrier's largest segment — rose 14% in the 12 months through March 31 on higher fuel consumption from passenger growth and airspace restrictions, which lengthened some journeys, the report said. Singapore Airlines is targeting net zero emissions from its operations by 2050.

"The airline industry's key near-term decarbonisation lever is replacing older generation aircraft with modern fuel-efficient models, which emit significantly less carbon," chief executive officer Goh Choon Phong said in the report.



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

26 JUNE 2025

**Singapore Airlines,
Tata Sons invested
₹9.5K cr in AI in FY25**



TATA SONS AND Singapore Airlines invested ₹9,558 crore in loss-making Air India in FY25, with the promoters pumping in ₹4,306 crore alone in March this year. The airline has embarked on an ambitious five-year transformation plan



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

25 JUNE 2025

Air India, AI Express resume flights to Middle East

PTI

NEW DELHI

Air India and Air India Express on Tuesday progressively resumed their services to the Middle East, with flights to Dubai and Muscat, respectively, as countries in the region reopened their airspaces.

With escalating tensions in the Middle East, especially after Iran launching missiles against US airbase in Qatar, some countries in the region shut their airspaces resulting in numerous flight diversions and cancellations, including by Indian carriers.

Air India and Air India Express -- have restarted flights to cities in the Middle East.



Corporate Communications Directorate

LOKSATYA

DELHI

26 JUNE 2025



विमानन महानिदेशालय की संरचना में सुधार की जरूरत

क्रांति कुमार पाठक

कुछ विमानन कंपनियां मुनाफा बढ़ाने के लिए सुझाव व्यय में कटौती कर सकती हैं। आमतौर पर यात्रियों से यह उम्मीद नहीं की जा सकती है कि वे किसी विमानन कंपनी की सुरक्षा का आकलन कर सकें, क्योंकि उन्हें इस विषय में बहुत अधिक जानकारी नहीं होती। विमान दुर्घटनाएं अक्सर कई पक्षों पर भारी पड़ती हैं। ऐसे में इन बाजार विकलताओं से निपटने और विमानन कंपनियों में सुतंत्र करने के लिए सरकारी एजेंसी की आवश्यकता है। फिलहाल हमारे देश में यह काम नागर विमानन महानिदेशालय यानी डीजीसीए करता है। कसरत की मदद, विशेषज्ञों की विशेषज्ञता, और सहजता से तथा निर्णायक कदम।

बीते 12 जून को अहमदाबाद के सरदार वल्लभभाई पटेल हवाई अड्डे से कुछ दूर एयर इंडिया का विमान डीमलाइनर बोइंग-787 अनियंत्रित हुआ और चिकित्सकों के आवासीय परिसर से टकराने के बाद इसमें सवार 241 यात्री और आवासीय परिसर में कई लोग मौत के मुंह में समा गए। यह बहुत ही हृदयविदारक और मर्माहत करने वाली घटना थी। इस घटना के बाद देश-दुनिया के बहुसंख्यक लोग विचलित हैं। वे समझ नहीं पा रहे हैं कि अचानक यह हादसा कैसे हो गया। ऐसे में इस हवाई दुर्घटना के बाद सामूहिक राष्ट्रीय शोक की घड़ी में देश की हवाई सुरक्षा क्षमताओं को लेकर आत्मालोकन करने की आवश्यकता है। अब पुलिस समेत विभिन्न जांच एजेंसियों के सामने बड़ी चुनौती होगी कि वे घटना के वास्तविक कारणों और लापरवाही की बारीकी से जांच करें। जांच-बिंदुओं की प्राथमिकता और सत्यता के आधार पर भविष्य में विमानन क्षेत्र की सुरक्षा के लिए नए प्रबंध व उपायों का भी आकलन होना चाहिए। साथ ही देश की हवाई सुरक्षा नियामक एजेंसी के मौजूदा स्वरूप में भी आमूलचूल परिवर्तन की आवश्यकता है।

सैद्धांतिक तौर पर हम जानते हैं कि बाजार के स्तर पर होने वाली विफलताएं सरकारों को हस्तक्षेप के लिए प्रेरित करती हैं। कुछ ही विमानन कंपनियों के छोटे से समूह के एकाधिकार से बाजार की ताकत की समस्या हो सकती है। कुछ विमानन कंपनियां मुनाफा बढ़ाने के लिए सुरक्षा व्यय में कटौती कर सकती हैं। आमतौर पर यात्रियों से यह उम्मीद नहीं की जा सकती है कि वे किसी विमानन कंपनी की सुरक्षा का आकलन कर सकें, क्योंकि उन्हें इस विषय में बहुत अधिक जानकारी नहीं होती। विमान दुर्घटनाएं अक्सर कई पक्षों पर भारी पड़ती हैं। ऐसे में इन बाजार विकलताओं से निपटने और विमानन कंपनियों में हस्तक्षेप करने के लिए सरकारी एजेंसी की आवश्यकता है। फिलहाल हमारे देश में यह काम नागर विमानन महानिदेशालय यानी डीजीसीए करता है। नियामकीय सिद्धांत हमें इस बारे में बहुत कुछ बताता है कि ऐसे संगठन को किस तरह गठित किया जाना चाहिए। इसके लिए कार्यकारी सरकार की मदद, विशेषज्ञों की विशेषज्ञता, और सहजता से तथा निर्णायक कदम उठाने की क्षमता की

आवश्यकता होती है। इसे विधायी रूप से शक्तिसंपन्न होना चाहिए कि वह इस क्षेत्र का नियमन कर सके, स्वायत्त हो और पर्याप्त संसाधन संपन्न हो यानी उसके पास मानव संसाधन, वित्तीय व्यवस्था और जरूरी खरीद के लिए पर्याप्त संसाधन हों। उसे इनके लिए किसी सरकारी विभाग पर निर्भर नहीं रहना चाहिए। हमें यह याद करना चाहिए कि सांविधिक नियामक प्राधिकरण (एसआरए) की स्थापना की एक वजह विशेष कौशल, श्रम शक्ति और प्रक्रिया तैयार करना भी है जो सरकार से अलग हों। मौजूदा नागर विमानन महानिदेशालय (डीजीसीए) की बात करें तो इसके पास एक मजबूत संगठनात्मक ढांचा और समर्पित काम करने वाले लोग हैं जो हर कीमत पर सुरक्षा को बरकरार रखना चाहते हैं। किंतु इसकी संस्थागत डिजाइन में कई जरूरी तत्व नदारद हैं। डीजीसीए की शक्तियां मोटे तौर पर कार्यकारी अधिसूचनाओं के जरिये आती हैं। इसके अलावा ये शक्तियां आजादी के पहले बने एक कानून और 2024 के एक पूरक अधिनियम की बंदोबस्त भी आती हैं। संस्था के पास ऐसा कोई स्पष्ट उद्देश्य या

स्वायत्तता नहीं है जो संसद के एक आधुनिक, समग्र और विशिष्ट अधिनियम से प्राप्त हो, जिसमें इसके अधिकार, स्वतंत्रता और संचालन की संरचना को स्पष्ट रूप से परिभाषित किया गया हो। यह संस्था नागर विमानन मंत्रालय के सीधे प्रशासनिक नियंत्रण में एक अधीनस्थ कार्यालय के रूप में काम करती है। बजट, नीतिगत निर्देश और यहां तक कि स्टाफ की संख्या से जुड़े निर्णय भी अक्सर मंत्रालय से ही आते हैं। इससे एजेंसी की क्षमता के विकास में बाधा उत्पन्न होती है। अपने मानव संसाधन के लिए पारंपरिक लोक सेवा भर्ती प्रक्रिया का पालन करता है। ऐसे में उत्कृष्ट विमान चालकों, विमानन रखरखाव इंजीनियरों, एयर ट्रेफिक कंट्रोल विशेषज्ञों और दुर्घटनाओं की जांच करने वालों को साथ जोड़ना मुश्किल होता है क्योंकि उनके पास विमानन कंपनियों, एआरओ (मैटेनेंस, रिपेयर और ओवरहॉल करने वाला धीमापन और सुरक्षा प्रबंधन में नवाचार की संभावना कम होती है। कुल मिलाकर ये बातें डीजीसीए के लिए उसके प्राथमिक उद्देश्य को हासिल करने की क्षमता पर असर डालती हैं।



Corporate Communications Directorate

MINT

DELHI

26 JUNE 2025

Investigators fault Boeing, FAA for door-plug blowout

US Safety Board is set to vote on likely causes of January 2024 accident

Alison Peltier
feedback@investor.com

Federal investigators said Boeing's failure to provide adequate training, guidance and oversight for its manufacturing operations was to blame for the door plug that flew off a Boeing 737 MAX plane last year.

The National Transportation Safety Board also found that ineffective regulatory enforcement contributed to the accident, which terrified passengers and crew on an Alaska Airlines flight year but didn't result in any deaths or serious injuries.

Boeing is still grappling with fallout from the incident, which led to more stringent federal oversight of Boeing's manufacturing operations and leadership changes at the company, undefined. The NTSB held a public meeting Tuesday to share findings of its investigation into the door-plug blowout.

"An accident like this only happens when there are multiple system failures," NTSB chair Jennifer Homendy said at the meeting.

The findings
The door plug left Boeing's factory in Renton, Wash., without four bolts needed to keep its fuselage panel in place.

The panel had shifted upward during prior flights the aircraft made after it went in service, but not enough for crew to notice during preflight walkarounds, NTSB investigators said. They determined that even one properly installed bolt at the bottom of the panel would have held it in place. It was supposed to have four for redundancy.

Investigators noted problems



The door plug left Boeing's factory in Renton, Washington, without four bolts needed to keep its fuselage panel in place. ©2025 AAI

with several of Boeing's processes, including worker training and repair documentation. For example, workers didn't document the door-plug work, so there is still no final determination on who removed the panel, investigators said.

At the time of the accident, Boeing had 24 technicians working on doors at its Renton factory, investigators found. Of those technicians, only one had experience opening a door plug in the past, and he was on vacation during the time of the service.

The NTSB also cited ineffective oversight from the Federal Aviation Administration. At the time of the accident, the FAA only maintained records dating back five years, which meant it wasn't properly auditing systemic issues related to removals, the investigators said.

The investigation didn't find any issues with Alaska's crew qualifications or the airline's preflight inspections.

The recommendations
NTSB staff proposed 19 new safety recommendations to prevent similar accidents, including 10 for the FAA and nine for Boeing.

Boeing is planning a new design for the door plug. Once approved, the FAA should issue a directive to retrofit aircraft with the updated version, the NTSB said.

The NTSB said the FAA should evaluate its processes to make sure its managers and inspectors can better record, track and resolve repeated systemic discrepancies.

Another recommendation suggested the FAA keep records

related to historical compliance, enforcement, surveillance and audits for more than five years.

The NTSB recommended Boeing develop a more structured on-the-job training program for manufacturing personnel so their progress can be tracked. The board also recommended that a third-party safety panel conduct an independent review of Boeing's safety culture.

The staff reiterated a prior recommendation on child-safety restraints. Three children traveled on their parents' laps on the flight, and while they weren't injured, the incident underscored the risks, the panel said. The FAA doesn't require children under the age of 2 to be restrained in their own seats.

The response
The FAA said it has fundamentally changed how it oversees Boeing since the door-plug incident and will continue aggressive oversight, including weekly meetings with the company to review progress. Safety inspectors conduct more targeted audits and inspections in the company's facilities.

The agency said that while Boeing is making progress, the FAA won't lift its cap on 737 monthly production until it is confident the company can maintain safety and quality while ramping up. Right now, production is limited to 38 planes a month.

Boeing said it would review the NTSB's final report and recommendations as it keeps making improvements. "We at Boeing regret this accident and continue to work on strengthening safety and quality across our operations," the company said.

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THE WALL STREET JOURNAL



Corporate Communications Directorate

THE PIONEER

LUCKNOW

25 JUNE 2025

DGCA gives 7-day deadline to fix safety flaws

RAJESH KUMAR ■ New Delhi

The Directorate General of Civil Aviation (DGCA) has taken strong exception to several defects at major airports and airlines and directed them to rectify the flaws within seven days. The regulator, however, refrained from disclosing the names of airlines and airports.

From a faded centre line marking of a runway at an airport to non-updation of obstruction limitation data for three years to rapid taxiway flaws and unidirectional lighting issues to ground handling equipment's such as baggage trollies, BFL, were found unserviceable, the DGCA came across multiple defects in the aviation ecosystem.

Two teams led by the Joint Director General, DGCA carried out comprehensive surveillance during night and early morning hours at major airports, including Delhi and Mumbai. The surveillance covered multiple critical areas such as flight operations, airworthiness, ramp safety, air traffic control (ATC), communication, navigation and surveillance (CNS) systems and pre-flight medical evaluations. Throughout the surveil-



lance, ground activities and aircraft movements were closely monitored to check the compliance of regulatory requirements and to identify weak areas for improvement.

During the surveillance, domestic flight of a scheduled carrier was found to be held up due to worn tyres and was released only after the required rectification. There were multiple cases wherein the reported defects reappeared many times on aircraft, indicating ineffective monitoring and inadequate rectification.

In a detailed statement about the surveillance findings, DGCA listed multiple cases wherein the reported defects reappeared many times on the aircraft indicating ineffective monitoring and inadequate rectification. "During maintenance, safety precautions found not (to have been) taken by AME (Aircraft Maintenance Engineer) as per AMM

(Aircraft Maintenance Manual); at places, AME was not attending to the snag rectification; defect reports generated by the aircraft system, were not found recorded in the technical logbook," the statement said.

Also, DGCA found that several life vests were not properly secured beneath their designated seats in aircraft and the corrosion-resistant tape on the right-hand side winglet's lower blade was found to be damaged. At an airport, centre line marking of a runway was observed faded and the rapid exit taxiway, green centre light was not unidirectional. The obstruction limitation data was found to have not been updated for last three years and no survey has been performed despite many new constructions around the vicinity of aerodrome, DGCA said.

However, names of the airports were not disclosed. "A

number of vehicles in the ramp area were found without speed governors. These vehicles were withdrawn by cancelling their AVP and drivers ADP were suspended," the statement said.

Further, the regulator said a simulator was found not matching with the aircraft configuration and that the software was not updated to the current version. Besides, a domestic flight of a scheduled carrier was held up due to worn tyres and it was released only after the required rectification was done, it added.

DGCA emphasised that it has initiated a focused assessment of the aviation ecosystem to strengthen safety measures across the sector. "Throughout the surveillance, ground activities and aircraft movements were closely monitored to check the compliance of regulatory requirements and to identify weak areas for improvement," the statement said. The surveillance, which comes against the backdrop of the fatal Air India plane crash at Ahmedabad on June 12, covered critical areas such as flight operations, airworthiness, ramp safety, air traffic control, communication, navigation systems and pre-flight medical evaluations.



Corporate Communications Directorate

THE PIONEER

LUCKNOW

25 JUNE 2025

Lucknow airport seeks ban on kites, lasers

Wants removal of meat shops near premises for safety

PRESS TRUST OF INDIA ■
Lucknow/Varanasi

The Lucknow airport authorities have sought a ban on laser lights and kite flying within a 10-kilometre radius of the airport and removal of meat shops in the vicinity to address concerns over flight safety, officials said on Tuesday.

The requests were made during a meeting of the Airport Environment Management Committee, chaired by Divisional Commissioner Roshan Jacob at the Chaudhary Charan Singh Auditorium, amid heightened sensitivity following recent air safety incidents, including the Ahmedabad air crash.

Airport authorities informed the divisional commissioner that a letter had been sent to the police commissioner of Lucknow, seeking a ban on kite flying and use of laser lights around the Chaudhary Charan Singh International Airport.

Jacob directed the concerned departments to act promptly and assured airport officials of full support from the government to ensure smooth and safe operations.

Officials said 4 to 5 meat shops had been identified in the vicinity of the airport and called for their removal, citing the danger posed by birds attracted to such establish-

ments.

Meat shops attract birds like kites and crows, which can pose a threat to aircraft during take-off and landing. Airport authorities should also conduct awareness drives to educate nearby residents, an official statement said.

The divisional commissioner directed the Lucknow Municipal Corporation (LMC) to ensure immediate removal of these shops. She also instructed the LMC to sterilise street dogs around the airport and remove towers or stair structures atop high-rise buildings near the runway approach path, terming them as potential obstructions.

The meeting was attended by officials from the airport, Air Traffic Control (ATC), Lucknow Development Authority, state forest department, and other departments.

Similar safety measures are being implemented at Varanasi's Lal Bahadur Shastri International Airport.

Airport Director Puneet Gupta said the emergency response system is fully active and an agency has been appointed to manage bird hazards. "An agency has been tasked with ensuring protection from birds. The airport administration has also installed fire-crackers, sound guns, and sonic boom equipment to scare birds away," Gupta said.

टेकऑफ से पहले कॉकपिट में आई तकनीकी खामी 130 यात्रियों की सांसें अटकीं, जयपुर-दुबई की उड़ान हुई रद्द

पत्रिका न्यूज नेटवर्क

patrika.com

जयपुर. जयपुर इंटरनेशनल एयरपोर्ट पर सोमवार सुबह दुबई जाने वाली एयर इंडिया की उड़ान टेकऑफ से ठीक पहले तकनीकी खामी के चलते रद्द करनी पड़ी। समय रहते पायलट की सूझबूझ से बड़ा हादसा टल गया।

जानकारी के मुताबिक, फ्लाइट के उड़ान भरने से ठीक पहले कॉकपिट में तकनीकी खराबी सामने आई। पायलट ने तुरंत एटीसी (एयर ट्रेफिक कंट्रोल) को सूचना दी और फ्लाइट को रनवे से हटाकर सुरक्षित एप्रन एरिया में ले गया। इसके बाद एयरपोर्ट पर इंजीनियरों की टीम ने करीब पांच घंटे तक तकनीकी खामी दूर करने की



कोशिश की, लेकिन सफलता नहीं मिली। अंततः उड़ान रद्द करनी पड़ी। फ्लाइट रद्द होने की सूचना यात्रियों को समय पर नहीं दी गई, जिस पर कई यात्रियों ने नाराजगी जताई। उड़ान में कुल 130 यात्री सवार थे, जिन्हें बाद में एयरलाइन प्रबंधन ने रिफंड देने का आश्वासन दिया।

शांत और सस्ती यात्रा

अमरीका में दुनिया के पहले इलेक्ट्रिक विमान ने भरी उड़ान

30 मिनट में 130 किमी का हवाई सफर सिर्फ 700 रुपए में

पत्रिका न्यूज नेटवर्क

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न्यूयॉर्क, सड़कों पर इलेक्ट्रॉनिक वाहनों के बाद दुनिया में जल्द इलेक्ट्रिक विमानों का दौर शुरू हो सकता है। हाल ही अमरीका में दुनिया के पहले इलेक्ट्रिक विमान ने उड़ान भरी। इसने ईस्ट हैम्पटन से न्यूयॉर्क के जॉन एफ. केनेडी एयरपोर्ट तक 130 किमी की दूरी सिर्फ 30 मिनट में तय की। यह परीक्षण उड़ान थी। इसी साल के अंत तक ऐसे विमानों की कमर्शियल उड़ानों के लिए यूएस फेडरल एविएशन एडमिनिस्ट्रेशन से मंजूरी मिलने के आसार हैं।

अमरीकी कंपनी बेटा

वर्टिकल टेकऑफ और लैंडिंग तकनीक वाले वर्जन की भी तैयारी



टेक्नोलॉजीस 2017 से 'एलिया सीएक्स-300' नाम के इस विमान पर काम कर रही थी। कंपनी के सीईओ के, क्लार्क के मुताबिक यह 100% इलेक्ट्रिक विमान है। परीक्षण उड़ान के

दौरान इसमें चार यात्री सवार थे। फिलहाल विमान रनवे पर दौड़ने के बाद हवा में उड़ान भरता है। जल्द इसका नया वर्जन वर्टिकल टेकऑफ व लैंडिंग तकनीक वाला होगा।

हेलिकॉप्टर से भी सस्ती होगी हवाई यात्रा

इलेक्ट्रॉनिक विमान से हवाई यात्रा बेहद सस्ती हो जाएगी। परीक्षण उड़ान के लिए विमान को चार्ज करने के लिए सिर्फ आठ डॉलर (करीब 700 रुपए) खर्च हुए। इसका सफर हेलिकॉप्टर के सफर से ज्यादा सस्ता है। आम हेलिकॉप्टर से 130

किलोमीटर की दूरी तय करने में ईंधन पर करीब 160 डॉलर (13,885 रुपए) खर्च होते हैं। एक बार पूरा चार्ज करने पर इलेक्ट्रॉनिक विमान 450 किलोमीटर की यात्रा कर सकता है। यह आम विमानों के मुकाबले कम शोर करता है।

छोटी यात्राओं के लिए अच्छा विकल्प

'एलिया सीएक्स-300' बनाने वाली कंपनी का कहना है कि इलेक्ट्रिक विमान शहरों या कस्बों के बीच छोटी यात्राओं के लिए स्वच्छ, शांत और सस्ता विकल्प हो

सकते हैं। कम लागत और शोर की वजह से यह यात्रियों को राहत देगा। आम विमान कार्बन डाइऑक्साइड उत्सर्जित करते हैं। इलेक्ट्रिक विमान इससे मुक्त होगा।



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

25 JUNE 2025

ईरान-इजरायल तनाव के बीच वैश्विक उड़ानें ठप

न्यूयॉर्क। ईरान-इजरायल तनाव का सीधा असर वैश्विक हवाई उड़ानों पर पड़ा है। इस तनाव में अमेरिका के दखल के बाद पश्चिम एशिया के प्रमुख देशों ने अपने हवाई क्षेत्रों को बंद कर

**रद्द करनी पड़ी 750 से
ज्यादा फ्लाइट्स**

दुबई एयरपोर्ट सबसे ज्यादा प्रभावित

दिया। इसके चलते करीब 750 से ज्यादा उड़ानों को रद्द करना पड़ा। सबसे ज्यादा उड़ानें दुबई एयरपोर्ट से रद्द की गईं। जबकि अन्य विदेशी एयरलाइन्स ने भी उड़ानों को रद्द किया। ईरान ने सोमवार को कतर के अल उदीद एयर बेस पर अमेरिकी सेना पर मिसाइल हमला किया। इससे कुछ घंटे



पहले ही कतर ने अपना हवाई क्षेत्र बंद कर दिया था। जबकि अमेरिका और ब्रिटेन ने भी अपने नागरिकों से वहां शरण लेने के लिए कहा था। वहीं संयुक्त अरब अमीरात ने भी कुछ सप्ताह के लिए उड़ानों को बंद कर दिया। सिंगापुर एयरलाइंस ने पश्चिम एशिया में तनावपूर्ण हालात का हवाला देते हुए रविवार से लेकर बुधवार तक दुबई आने-जाने वाली कुछ उड़ानें रद्द कर दीं। ब्रिटिश एयरवेज ने भी बुधवार

तक दोहा आने-जाने वाली उड़ानें कैसिल कर दी हैं। फ्लाइटअवेयर के एयर ट्रैकिंग डेटा के मुताबिक सोमवार दोपहर तक दुनिया भर में 705 उड़ानें रद्द की गईं। इसमें सबसे ज्यादा 75 उड़ानें दुबई इंटरनेशनल एयरपोर्ट से रद्द हुईं। इसमें एयर इंडिया में सबसे ज्यादा 38 उड़ानें शामिल थीं। विशेषज्ञों का कहना है कि इस तरह से हवाई क्षेत्र को बंद करना और उड़ानों का मार्ग बदलना सुरक्षा की दृष्टि से अहम है।



Corporate Communications Directorate

THE STATESMAN

KOLKATA

25 JUNE 2025

DGCA finds several flaws within domestic airline operations, gives 7 days to fix issues

STATESMAN NEWS SERVICE
NEW DELHI, 24 JUNE

Aviation safety watchdog DGCA has carried out comprehensive surveillance at major airports, including Delhi and Mumbai, and found several shortcomings within domestic airline operations at some airports.

The DGCA is the regulatory body in the field of Civil Aviation primarily dealing with safety issues and is fully committed for safety and security of air operations in the country.

"As part of its commitment, DGCA had issued an Order on June 19 to initiate a focused assessment of the aviation ecosystem to strengthen safety measures across the aviation



sector," the Ministry of Civil Aviation said in a statement on Tuesday.

The aviation regulator, which ordered a new set of Comprehensive Special Audits of airports to enhance safety following the jolt to the country's civil aviation sector in the wake of the tragic Air India crash in Ahmedabad, found "multiple cases wherein the reported defects re-appeared many times on the aircraft indicating the ineffective mon-

itoring and inadequate rectification action on the defects/repeated defects".

As part of the inspections, certain safety violations and lapses have been identified and action is being taken, including in line maintenance stores, where tool control procedures were not followed, the aviation regulator said in a statement.

The regulator also found that during maintenance of aircraft, the work order was not followed and, in some instances during maintenance safety precautions by aircraft maintenance engineers (AME) per the Aircraft Maintenance Manual (AMM).

Black Box is in India, being examined by AAIB, says Civil

Aviation Minister: Civil Aviation Minister K. Rammohan Naidu on Tuesday made it clear that India is analysing the black box of the Air India aircraft that crashed in Ahmedabad, and it has not been sent abroad, contrary to some earlier reports.

Addressing an aviation summit, Naidu said, "It is all speculation. The black box is very much in India, and it is currently being investigated by the Aircraft Accident Investigation Bureau (AAIB)."

On being asked about the black box information to be released, the minister replied that it's a technical process and will take some time. He went on to say, "Let the AAIB do its job and complete the full investigation."



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

25 JUNE 2025

Middle East airspace closure hits flights

TIMES NEWS NETWORK

Ahmedabad: Air travellers in Gujarat faced a spate of disruptions on Monday as multiple international flights to and from Sardar Vallabhbhai Patel International (SVPI) airport in Ahmedabad were either delayed or cancelled due to the closure of airspace in parts of the Middle East, due to security concerns.

Several departures to key Gulf destinations, including Sharjah, Abu Dhabi, Dubai, and Kuwait City, were delayed by hours. One flight each to Abu Dhabi and Kuwait City was cancelled. Inbound flights from Abu Dhabi, Dubai, and Sharjah also saw extended delays, with one Abu Dhabi arrival cancelled. Delays ranged from 45 minutes to three hours.

The SVPI airport operator issued an advisory urging passengers to check with their airlines before arriving. Airlines operating these routes have had to adjust flight paths or cancel services.

Given that Gulf countries are major transit hubs and home to a large Gujarati diaspora, these disruptions left hundreds of passengers stranded or forced to alter their travel plans. Airlines have issued advisories, urging passengers to monitor their flight status.

"The flight operations into, out of, and through the Gulf countries have stabilised. However, as airspace over Iran remains restricted. We recommend keeping a close watch on your flight status for updates," said

IndiGo airlines on its social media handle.

"Due to the recent regional situation, a number of Emirates flights were rerouted en route to Dubai on June 23. After risk assessment, Emirates will operate flights as scheduled, using flight paths well distanced from conflict areas. Some flights may incur delays due to longer re-routings or airspace congestion, but Emirates' teams are working hard to keep to schedule and minimise disruption" states an advisory by Emirates.



Flights cancelled, diverted, delayed - travel chaos leaves thousands stranded

'The mental toll of planning travel through the Middle East now is real'

Amid the tensions and unrest in the Middle East, on Monday, multiple countries closed their airspaces and several Middle Eastern airlines cancelled their flights. While Air India had temporarily suspended operations to North America, Europe and the Middle East, on Tuesday, the airlines said it will progressively resume flights to these regions. However, with several long-haul flights cancelled, delayed or diverted, travel anxiety has been running high and trip organisers report there is panic among travellers as many have been stranded around the world.

Chaos is an understatement right now, we have passengers stranded everywhere since last night and with the situation changing so frequently, there is a lot of panic among the travellers

- Akash Rastogi, Gurgaon-based travel agent

Talk of the town

As per an AP report, air tracking data from FlightAware showed 243 cancellations worldwide as of Tuesday

Qatar, Bahrain, and Kuwait reopen airspace following missile strike on U.S. base in Qatar

Bahrain, Kuwait and Qatar reopen airspace, resume flights with caution

@EmiratesSupport

Due to the recent regional situation, a number of Emirates flights were rerouted enroute to Dubai on 23 June, but there were no diversions. After a thorough and careful risk assessment, Emirates will continue to operate flights as scheduled, using flight paths well distanced from conflict areas.

@qatarairways

Qatar Airways confirms reinstatement of flights as airspace reopens in the State of Qatar.

Our focus at this time is to help our passengers return home or reach their onward journey safely and smoothly.

After briefly closing their airspace, Bahrain and Kuwait have reopened it, as per a Reuters report. Dubai Airports also resumed operations following a short suspension but warned of possible delays and cancellations on X. With Russian and Ukrainian airspace shut due to the ongoing war, the Middle East has become a key corridor for Europe-Asia flights. According to aviation risk consultancy Osprey Flight Solutions, carriers are now likely avoiding hubs like Doha and Dubai over fears of potential drone or missile strikes on US military bases in the region.

'Keep extra time in hand for layovers and diversions'

Travel operators advise Europe, Middle East, and US-bound flyers to keep extra time in hand. "We're asking passengers to allow at least 48 hours for long-haul flights, especially for layovers and diversions," says Saif Bakhtiyar, a Delhi-based travel curator. To this, Komal Yadav, manager at Adventurers.com added, "The longer routes require extra fuel, which is impacting fares, and also having a cascading effect on the time taken to travel."

It's always the common man that gets affected by the war: Flyers

@bryazz

The mental toll of planning travel through the Middle East right now is real. Constantly watching the news, feeling unsafe, and tearing the unknown, this anxiety is exhausting. Mental health matters. We can't keep pretending it doesn't. Options like opting out or getting a refund should be accessible and stress-free. 🇺🇦 🇷🇺 🇮🇷 #TravelAnxiety #MentalHealthMatters

@kalesh_13

@kalesh_13

It's always the common man that gets affected by the war.

@djamik

@qatarairways what kind of mess is going on at Doha airport? You cancelled connecting flight after waiting over 10 hours and my elderly parents and young children are stranded. Nobody's answering phone calls or chat.

It feels like the inbound tourism industry is crippled after the Iran-Israel war. Our future foreign bookings are all in limbo due to this situation

- Muzammil Nazir, Delhi-based travel agent

- With inputs from Riya Sharma and Sundas Jawed

'This is a serious setback for India's travel and tourism sector'

Speaking on the disruption in air travel, Ravi Gosain, President, IATO, said, "The escalating conflict between Iran and Israel has begun to cause widespread disruption in international air travel..."

This development is a serious setback for India's travel and tourism sector. The connectivity between India and key markets in Europe, the Middle East, and North America will be significantly affected, impacting both outbound and inbound traffic. If the situation continues to escalate, we may witness large numbers of travellers stranded at various global transit points. This will not only create logistical challenges but also lead to emotional and financial distress for passengers and increased pressure on tour operators and airline partners to provide emergency assistance."

Air India had the highest number of cancellations among carriers, totaling 25 at about 11.30am IST on Tuesday, as per an AP report

This Flight Radar 24 live map shows flights navigating around Iran, Iraq, Israel, Lebanon, Jordan and Syria at 2.00pm on June 24

'Travel insurance a must'

- Mandatorily check your flight status before leaving for the airport
 - Maintain contact with your travel agent, especially for cancellations, emergencies
 - Make sure you have a travel insurance that covers you for delays and disruptions
- Zakauddin of Holiday Hub

Air India, other domestic carriers 'progressively resume flights'

@IndiGo6E

Travel Advisory

As airports across the Middle East gradually reopen, we are prudently and progressively resuming operations on these routes. We continue to monitor the situation closely and are fully considering the safest available flight paths to ensure secure and seamless travel.

@flyspacejet

#TravelUpdate: Due to airspace closure in the Middle East, some of our flights may be affected. Passengers are advised to check their flight status

In a travel advisory, Air India announced, "As airspaces gradually reopen in certain parts of the Middle East, Air India will progressively resume flights to the region starting today, with most operations to and from the Middle East resuming from 25 June. Flights to and from Europe, previously cancelled, are also being progressively reinstated from today, while services to and from the East Coast of the US and Canada will resume at the earliest opportunity. Some flights may experience delays or cancellations due to consequential impacts and extended re-routings/flight times, but we are committed to minimising disruptions."

Flight chaos as Israel-Iran conflict affects Hyd air travel

At Least 6,000 Travel Daily To West Asia

Sunny.Baski@timesofindia.com

Hyderabad: The escalating conflict between Israel and Iran has impacted air travel from Hyderabad to West Asian countries, disrupting the plans of hundreds of travellers.

On Tuesday, a total of 18 flights, including nine departures and nine arrivals connecting the city with Kuwait, Doha, Jeddah, Dubai, Riyadh, and Abu Dhabi, were cancelled. Hyderabad maintains significant air connectivity to West Asia, with at least 6,000 passengers travel-

ALTERNATE ROUTES MAY TAKE LONGER TIME

- Israel-Iran conflict has disrupted air travel between Hyderabad & West Asian countries

- 18 flights** (nine arrivals and nine departures) were cancelled on Tuesday

- Affected destinations include - Kuwait, Doha, Jeddah, Dubai, Riyadh & Abu Dhabi

- Hyderabad sees around 6,000 passengers travelling daily to West Asian countries

- Flight operations stabilised by evening, though rerouting may cause delays

- IndiGo advised passengers to monitor flight status due to restricted Iranian airspace



- Some passengers were stranded at Hyderabad airport, with rescheduling issues reported

- Air India announced cautious route adjustments and plans to resume most operations today

MONTHLY AVG TRAFFIC

Destination	FLYERS
Dubai	93,000
Doha	42,000
Abu Dhabi	38,000
Jeddah	31,000
Singapore	31,000

Flyers request airlines for updates on rescheduling

ling daily between these destinations.

By the evening, however, flight operations into, out of, and through the Gulf countries had stabilised and were operating as scheduled. "As airspace over Iran remains

restricted, some flights may take alternate routes, which could result in longer travel times. We recommend keeping a close watch on your flight status for the latest updates," said IndiGo.

Meanwhile, some pas-

sengers were stranded at the Rajiv Gandhi International Airport, Shamshabad, due to the cancellations.

"The flight services from Hyderabad to Doha were cancelled. My wife and child are stuck at the airport and try-

ing to call +1877-777-2827. It is getting busy, and the flight codes are QR4779, QR0703, and QR7664, and their PNR is 4NT8BI. Kindly provide us with an update on rescheduling," posted Tejeshwar Reddy on X.

Later in the day, Air India stated that some flights might experience delays or cancellations due to consequential impacts and extended re-routings/flight times.

"Air India will continue to avoid airspaces assessed as unsafe at any given time.

We will progressively resume flights to the region starting today, with most operations to and from the Middle East resuming from June 25," said Air India.

Another passenger Hars-ha posted "@qatarairways I had a flight on 24th June at 3:55am from Hyderabad to Doha and Doha to Montreal at 8.30am local time. I went to the airport and waited there for 2 hours and the local staff said all flights to Doha had been cancelled. So what is the procedure to do now?"



Corporate Communications Directorate

THE TRIBUNE

DELHI

25 JUNE 2025

DGCA uncovers multiple lapses in airlines, airports

NEW DELHI, JUNE 24

Aviation watchdog DGCA has detected multiple violations related to airlines, airports, aircraft maintenance works and repeated defects in multiple cases during its surveillance at major airports, an exercise carried out in less than two weeks after the Air India plane crash.

Without disclosing names of the airlines, airports and other entities in relation to the defects, the regulator on Tuesday said surveillance covered multiple critical areas such as flight operations, airworthiness, ramp safety, Air Traffic Control (ATC), communication, navigation and surveillance (CNS) systems and pre-flight medical evaluations.

The surveillance was done last week and DGCA is stepping up efforts to strengthen the overall safety oversight of the aviation ecosystem.

From a faded centre line marking of a runway at an airport to non-updation of obstruction limitation data

Tells entities to take corrective action in seven days

for three years to a scheduled carrier's domestic flight being held up due to worn tyres, the watchdog came across multiple defects in the aviation ecosystem.

Noting that the comprehensive surveillance will continue in future to detect hazards in the aviation ecosystem, the DGCA said the findings had been communicated to the entities concerned for taking corrective actions within seven days.

Two teams led by the Joint Director General carried out the surveillance during night and early morning hours at major airports, including Delhi and Mumbai airports.

The DGCA listed multiple cases wherein the reported defects reappeared many times on the aircraft indicating ineffective monitoring. — PTI



Corporate Communications Directorate

THE TRIBUNE

DELHI

25 JUNE 2025

AI plane black box being examined in India, says minister

TRIBUNE NEWS SERVICE

NEW DELHI, JUNE 24

Civil Aviation Minister Kishore Chandra Gopal Reddy said on Tuesday that the black box of the Air India AI171 plane, which crashed in Ahmedabad on June 12, was in India and was being examined by the Aircraft Accident Investigation Bureau (AAIB).

The Aviation Minister's statement came amid speculations that the black box was being sent to the United States for analysis. Naidu dismissed these claims, saying, "It is all speculation. The black box is very much in India and it is currently being investigated by the AAIB."

Refraining from providing a timeline, the minister clarified that retrieving data from the black box was a "very technical matter".