



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

25 NOVEMBER 2025

HC denies govt bid to resume aviation land

**VUJJINI
VAMSHIDHAR | DC**
HYDERABAD, NOV. 24

The Telangana High Court has set aside the government's resumption order pertaining to 9 acres of land in Survey No. 26 of Kancha Gachibowli village, Serilingampally mandal, Ranga Reddy district, which was originally alienated in favour of the civil aviation ministry in 1966-67 for installation of a VOR radio-navigational facility.

The state government, through the tahsildar of Serilingampally, issued proceedings in February 2008 for resumption of the land on the ground of failure to utilise it. Despite earlier resumption proceedings having been set aside by the court in January 2008, the then state government went ahead once again within a month to resume the land and issued fresh resumption orders by allegedly preparing unauthentic panchanama reports. The Airports Authority of India (AAI), a part of the civil aviation ministry, challenged the resumption orders issued by the government.

Justice N.V. Shravan Kumar, while setting aside the resumption proceedings, faulted the government's high-handedness in issuing the orders. He questioned how the government could proceed with resumption without possessing a single revenue record related to the original alienation or a conveyance deed.

The judge pulled up revenue authorities for preparing three false panchanamas attached to the resumption orders, purportedly documenting the possession of the land. Justice Shravan Kumar examined the three panchanamas dated 25-1-2008, 28-2-2008 and 3-3-2008 and said, on each occasion different panchas were assigned and that no notice was given to the AAI before taking physical possession. The judge reiterated the essentials of a valid panchanama, which must bear the signatures of the panchas, the person preparing the panchanama and the landowner or interested person. In this case, no notices were served upon the AAI and their signatures were not taken.

नोएडा एयरपोर्ट उड़ान भरने के लिए तैयार, जांच पूरी

ब्यूरो ऑफ सिविल एविएशन सिक्योरिटी टीम का निरीक्षण पूरा

यमुना सिटी। नोएडा अंतरराष्ट्रीय हवाई अड्डे की सुरक्षा जांच मंगलवार को पूरी हो गई। ब्यूरो ऑफ सिविल एविएशन सिक्योरिटी (बकास) की टीम ने मंगलवार को लगातार दूसरे दिन सुरक्षा मानकों को परखा। टीम जल्द ही डीजीसीए को अपनी रिपोर्ट सौंपेगी। रिपोर्ट मिलने के बाद डीजीसीए की ओर से एयरोड्रम लाइसेंस जारी किया जाएगा।

प्रदेश की बहुप्रतिक्षित और सबसे बड़ी परियोजना नोएडा अंतरराष्ट्रीय हवाई अड्डे को इसी सप्ताह नागर विमानन महानिदेशालय (डीजीसीए) से ग्रीन सिग्नल मिलने की संभावना है। ब्यूरो ऑफ सिविल एविएशन सिक्योरिटी की टीम दूसरे दिन नोएडा अंतरराष्ट्रीय पहुंची।

टीम ने एयरपोर्ट परिसर पर एंटी गेट पर होने वाली सुरक्षा का जायजा लिया। यहां पर उपकरणों की जांच की गई। इसके अलावा टैक्सी स्टैंड से पूर्व होने वाली जांच के इंतजाम परखा। टीम ने बॉर्डिंग करते हुए यात्रियों की

सभी स्थानों पर रहेगी सीसीटीवी की नजर

टर्मिनल भवन में एकीकृत कमांड सेंटर में सभी सीसीटीवी कैमरों की फुटेज की जांच बकास की टीम ने की। देखा गया कि एयरपोर्ट की एयर साइड, टैक्सी स्टैंड, टर्मिनल भवन के सभी क्षेत्र सीसीटीवी की जद में आ रहे हैं या नहीं। इस दौरान केंद्रीय औद्योगिक सुरक्षा बल की संख्या और नियुक्त प्वाइंट भी देखे गए।



ब्यूरो ऑफ सिविल एविएशन सिक्योरिटी की टीम ने दो दिनों की सुरक्षा जांच पूरी कर ली है। एयरपोर्ट में सभी तैयारियों को पूरा किया जा रहा है। -
शैलेंद्र भाटिया, नोडल अधिकारी,
नोएडा अंतरराष्ट्रीय हवाई अड्डा

नोएडा में अस्पताल के उद्घाटन के बाद एयरपोर्ट का निरीक्षण करेंगे सीएम

नोएडा। मुख्यमंत्री योगी आदित्यनाथ के बृहस्पतिवार को नोएडा के प्रस्तावित कार्यक्रम में फेरबदल हुआ है। अब मुख्यमंत्री नोएडा में केवल निजी अस्पताल का उद्घाटन करेंगे और इसके बाद नोएडा एयरपोर्ट जाकर समीक्षा करेंगे। इसके लिए पुलिस, प्राधिकरण व प्रशासन के अधिकारी तैयारी में जुट गए हैं। मुख्यमंत्री योगी आदित्यनाथ बृहस्पतिवार को एक बार फिर शहर में होंगे। योगी आदित्यनाथ के कार्यक्रम में फेरबदल हो गया है। अब मुख्यमंत्री नोएडा में सिर्फ निजी अस्पताल के शुभारंभ के कार्यक्रम में हिस्सा लेंगे। ब्यूरो

सुरक्षा जांच और लगेज की जांच का भी जायजा लिया।

एयरसाइड, टर्मिनल भवन और

अन्य स्थानों पर तैनात होने वाले सीआईएसएफ के सुरक्षा बलों की संख्या का भी आकलन किया। ब्यूरो



Corporate Communications Directorate

DESHBANDHU

DELHI

26 NOVEMBER 2025

मुख्यमंत्री योगी कल नोएडा एयरपोर्ट का करेंगे निरीक्षण

ग्रेटर नोएडा, 25 नवम्बर (देशबन्धु)। उत्तर प्रदेश के मुख्यमंत्री योगी आदित्यनाथ 27 नवम्बर को गौतम बुद्ध नगर के दौरे पर आ रहे हैं। इस दौरान उनका सबसे अहम पड़ाव जेवर में बन रहा नोएडा इंटरनेशनल ग्रीनफील्ड एयरपोर्ट होगा। सूत्रों के मुताबिक सीएम यहां चल रही तैयारियों का बारीकी से निरीक्षण करेंगे और अधिकारियों के साथ उच्चस्तरीय बैठक कर अंतिम स्थिति की समीक्षा करेंगे।

एयरपोर्ट लगभग तैयार, सिर्फ डीजीसीए का एयरोड्रम लाइसेंस बाकी

नोएडा इंटरनेशनल एयरपोर्ट का मुख्य निर्माण कार्य लगभग पूरा हो चुका है। रनवे, टर्मिनल बिल्डिंग, एटीसी टावर, हैंगर और अन्य जरूरी इंफ्रास्ट्रक्चर तैयार हैं। फिलहाल डीजीसीए (नागरिक उड्डयन महानिदेशालय) से एयरोड्रम लाइसेंस मिलने का इंतजार है। जैसे ही लाइसेंस जारी होगा, व्यवसायिक उड़ानें शुरू करने की तारीख घोषित कर दी जाएगी। अधिकारियों का दावा है कि दिसम्बर अंत या जनवरी 2026 तक पहली कामर्शियल फ्लाइट यहां उतर सकती है।



सीएम के दौरे से पहले अधिकारियों में खासा उत्साह

मुख्यमंत्री के प्रस्तावित दौरे को देखते हुए यमुना इंटरनेशनल एयरपोर्ट जेवर (यापल) के अधिकारियों ने तैयारियां दोगुनी रफ्तार से शुरू कर दी हैं। एयरपोर्ट परिसर को चमकाया जा रहा है, सड़कें दुरुस्त की जा रही हैं और सुरक्षा के पुरखा इंतजाम किए जा रहे हैं। सीएम के हेलिकॉप्टर की लैंडिंग से लेकर वीवीआईपी मूवमेंट तक हर पहलू पर बारीक नजर रखी जा रही है।

नोएडा आने के बाद सीधे एयरपोर्ट पहुंचेंगे योगी

कार्यक्रम के अनुसार मुख्यमंत्री सबसे पहले नोएडा में आयोजित किसी अन्य सरकारी कार्यक्रम में हिस्सा लेंगे। इसके तुरंत बाद वह सड़क मार्ग या हेलिकॉप्टर से जेवर एयरपोर्ट पहुंचेंगे। यहां वह

■ उत्तर भारत का सबसे बड़ा हवाई अड्डा अब अंतिम चरण में
■ शुभारंभ से पहले सीएम योगी लगे तैयारियों का जायजा

टर्मिनल बिल्डिंग, रनवे और कंट्रोल टावर का दौरा करेंगे। इसके बाद अधिकारियों और ठेकेदार कंपनी यमुना इंटरनेशनल एयरपोर्ट प्राइवेट लिमिटेड (यापल) के प्रतिनिधियों के साथ बंद कमरे में बैठक करेंगे।

दिल्ली-एनसीआर को मिलेगा दूसरा बड़ा इंटरनेशनल एयरपोर्ट

नोएडा एयरपोर्ट बनने के बाद दिल्ली-एनसीआर को इंदिरा गांधी इंटरनेशनल एयरपोर्ट के बाद दूसरा बड़ा अंतरराष्ट्रीय हवाई अड्डा मिल जाएगा। पहले चरण में यह एयरपोर्ट सालाना 1.2 करोड़ यात्रियों को हैंडल करने की क्षमता रखेगा, जिसे बाद में बढ़ाकर 7 करोड़ तक किया जाएगा। चार रनवे वाला यह एयरपोर्ट एशिया का सबसे बड़ा एयरपोर्ट बनेगा। इस दौरे से साफ है कि उत्तर प्रदेश सरकार नोएडा एयरपोर्ट को जल्द से जल्द चालू करने के लिए पूरी तरह प्रतिबद्ध है।

SKY IS LIMIT: MUMBAI INT'L AIRPORT HANDLES 1,036 FLIGHTS IN A DAY



Nov 21

Milestone achieved

1,032 flights

Previous benchmark on **Nov 11, 2023**

BREAKDOWN

755
DOMESTIC FLIGHTS

281
INT'L FLIGHTS

520
ARRIVALS

516
DEPARTURES

Passenger movement
1.70 lakh
TOTAL FOOTFALL

Over 1.21 lakh
Domestic travellers

48,961
INT'L FLYERS

MUMBAI NUMBERS

86,443
Passenger arrivals

84,045
Departures

Increased footfall due to festive season

DOMESTIC ROUTES WITH HIGH FOOTFALL

Delhi
Bengaluru
Ahmedabad
Hyderabad
Kolkata

GLOBAL LOCATIONS WOOING PAX

Dubai
Abu Dhabi
London
Doha
Jeddah

Airport facilities

Self-baggage drop units, self-check-in kiosks

Upgraded airport operations control centre

●● This milestone demonstrates Chhatrapati Shivaji Maharaj International Airport's capability to handle growing volumes efficiently, backed by robust systems and streamlined processes

—Spokesperson

Text: Dhairya Gajara



Corporate Communications Directorate

HINDUSTAN

DELHI

26 NOVEMBER 2025

नोएडा एयरपोर्ट पर सुरक्षा उपकरणों की जांच पूरी

ग्रेटर नोएडा, वरिष्ठ संवाददाता । नोएडा एयरपोर्ट से दिसंबर में उड़ान की तैयारी है। मंगलवार को नागरिक उड्डयन सुरक्षा ब्यूरो की टीम ने सुरक्षा उपकरणों की जांच पूरी कर रिपोर्ट तैयार कर ली है, जिसे नागरिक उड्डयन महा निदेशालय को सौंपा जाएगा।

दावा है कि एयरपोर्ट पर सुरक्षा उपकरण जांच में पास मिले हैं, ऐसे में अब सिर्फ एयरोड्रम लाइसेंस का इंटरजार है, जिसके बाद उड़ान का रास्ता साफ हो जाएगा। नोएडा इंटरनेशनल एयरपोर्ट लिमिटेड के नोडल अधिकारी शैलेंद्र भाटिया ने बताया कि बकास की समिति

मुख्यमंत्री कल आएंगे

एयरपोर्ट का प्रथम चरण के तहत चल रहा निर्माण कार्य पूरा हो चुका है। अब 27 नवंबर को मुख्यमंत्री योगी आदित्यनाथ एयरपोर्ट पर तैयारियों को परखेंगे। अधिकारियों के साथ समीक्षा बैठक करेंगे। एयरपोर्ट पर पहले घरेलू उड़ानें और कार्गो सेवाएं शुरू होंगी।

ने दो दिनों तक एयरपोर्ट पर सुरक्षा उपकरणों की जांच की। टीम ने पहले दिन स्क्रीनिंग सिस्टम, सीसीटीवी कैमरे, प्रवेश-नियंत्रण पॉइंट और बाहरी सुरक्षा घेरा को परखा। सुरक्षा कर्मियों की मुस्तैदी और तैयारियों को भी परखा गया।



Corporate Communications Directorate

HINDUSTAN

DELHI

26 NOVEMBER 2025

प्रमुख हवाई अड्डों पर ड्रोन रोधी प्रणाली लगेगी

तैयारी

दिल्ली, विशेष संवाददाता। देश के प्रमुख और सुरक्षा की दृष्टि से संवेदनशील हवाई अड्डों पर जल्द ही ड्रोन रोधी प्रणाली लगाई जाएगी। आतंकी हमलों से बचाव की व्यापक रणनीति के तहत इस प्रस्ताव पर तेज गति से काम हो रहा है। हवाई अड्डों की सुरक्षा और आतंकरोधी तैयारी के तहत कई अन्य कदम भी उठाए जा रहे हैं।

एक अधिकारी ने कहा कि पहलगाव के बाद ऑपरेशन सिंदूर के दौरान जिस तरह से सीमा पार से ड्रोन हमले किए गए, उसके मद्देनजर कई महत्वपूर्ण कदम उठाए जा रहे हैं। एक तरफ सीमाओं पर ड्रोन रोधी तकनीक और उपकरणों को उन्नत किया जा रहा है, वहीं आंतरिक स्तर पर संवेदनशील प्रतिष्ठानों की सुरक्षा मजबूत की जा रही है।

एक अन्य अधिकारी ने कहा कि हाल में दिल्ली घमाके की आतंकी घटना के बाद ऐसे कदम और भी जरूरी



समिति का गठन

गृह मंत्रालय के अधिकारियों के अनुसार, इस विषय पर चर्चा के लिए कई उच्च स्तरीय बैठकें हो चुकी हैं। गृह मंत्रालय इस परियोजना की देखरेख कर रहा है, जबकि नागरिक उड्डयन सुरक्षा ब्यूरो (सीसीएस) ने एक समिति गठित की है जिसमें नागरिक उड्डयन महानिदेशालय (डीजीसीए), हवाई अड्डों की सुरक्षा में तेनात सीआईएसएफ और अन्य संबंधित पक्षों के प्रतिनिधि शामिल हैं।

माने जा रहे हैं। सुरक्षा का व्यापक ऑडिट चल रहा है और जहां भी कमी मिलेगी या अतिरिक्त सतर्कता की जरूरत होगी, जरूरी आवश्यक कदम उठाए जाएंगे। इसके लिए बैठकें आयोजित की गई हैं।

चरणबद्ध तरीके से पूरी होगी परियोजना सूत्रों ने बताया, हवाई अड्डों पर एंटी ड्रोन तकनीक की विशिष्टताओं पर काम चल रहा है। गृह मंत्रालय संबंधित प्रगति की निगरानी कर रहा है। यह परियोजना चरणबद्ध रूप से लागू

की जाएगी और शुरुआती चरण में दिल्ली, मुंबई, श्रीनगर, जम्मू जैसे संवेदनशील हवाई अड्डों पर ध्यान केंद्रित किया जाएगा।

सूत्रों के अनुसार, प्रणाली के परीक्षण और अन्य मानकों के तय होने के बाद इसे लगाने की समय सीमा निर्धारित की जाएगी। इसके साथ ही विश्व के अन्य हवाई अड्डों पर उपलब्ध मॉडलों का अध्ययन भी किया जा रहा है, ताकि इसे प्रभावी रूप से लागू किया जा सके।



Corporate Communications Directorate

THE STATESMAN

KOLKATA

25 NOVEMBER 2025

Leh airport to get geothermal cooling system

STATESMAN NEWS SERVICE
Jammu, 24 November

Lt. Governor of Ladakh, Kavinder Gupta, on Monday conducted an on-site inspection of the New Terminal Building at Kushok Bakula Rimpochee Airport, Leh and reviewed the pace of construction and integration of modern, sustainable technologies.

During the visit, the Lt Governor expressed satisfaction over the significant progress achieved and commended the project team for adopting cutting-edge green technologies, including a first-of-its-kind geothermal temperature-regulation system, extensive

solar integration, and eco-sensitive architectural planning tailored to Ladakh's climatic conditions. He noted that the upcoming terminal will stand as a benchmark for sustainable infrastructure in high-altitude regions.

Kavinder Gupta emphasised that the new terminal will not only enhance passenger capacity and air connectivity but will also serve as a gateway reflecting the distinct cultural identity of Ladakh. He appreciated the efforts made to incorporate traditional Ladakhi motifs and design elements, ensuring that the terminal resonates with the region's heritage while offering world-class travel amenities.

The Lt Governor highlighted that the project aligns closely with Ladakh's vision of becoming a carbon-neutral Union Territory, and said that the airport's modern green features demonstrate the UT Administration's commitment to innovation, environmental stewardship, and high-quality public infrastructure. Reviewing key components such as passenger facilities, safety systems, terminal layout, and airside works, Gupta urged the officials to keep the momentum high and complete the project within the stipulated timeline to meet the growing travel demands of Ladakh.

Project Director, A.

Umashankar, briefed the Lt Governor on the operational features of the new terminal, including aerobridges, automated systems, enhanced passenger circulation areas, and increased departure gates. He reaffirmed that the terminal is targeted for completion by April–May 2026.



Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

25 NOVEMBER 2025

SHORN OF ROOF, PARENT CHANGED, NOW SOLD BY AIR INDIA

For 13 years, city airport's castaway craft

SANJAY MANDAL

Calcutta: Calcutta airport has finally bid goodbye to an unwanted guest, a hulking Boeing B737-200 that its owner Air India had forgotten for 13 years.

Sources said the airline only recently realised that one of its aircraft had been lying abandoned in Calcutta since 2012 and decided to sell it.

They said the 43-year-old aircraft was sold through an agent and, the week before last, ferried by road to Bengaluru where it will be used for the ground training of air crew.

Air India paid more than ₹1 crore to Calcutta airport as cumulative "charges" for the Boeing's 13-year stay, officials said.

They added that two more "unclaimed" aircraft — ATR-72s belonging to Alliance Air — had been lying at Calcutta airport for the past five years or so.

The Boeing — converted into a cargo plane in 2007 and deregistered in 2013 — was first kept in a hangar at Calcutta airport. Eventually, it was parked on a patch of earth beside the tarmac at the airport's southeastern corner, without a roof over its head.



The Boeing B737-200 at Calcutta airport before the aircraft was sold

Campbell Wilson, Air India CEO and managing director, wrote an internal message about the aircraft on November 21.

"Dear colleagues, last week, we completed the sale and transfer of a B737-200

aircraft (VT-EHH), which had been grounded since 2012. Though disposal of an old aircraft is not unusual, this one is — for it's an aircraft that we didn't even know we owned until recently!" Wilson wrote.

"It transpires that, many years before privatisation, this aircraft had been decommissioned in order to operate for India Post and was omitted from many documents.

"Over time, it was lost from memory and only came to light when our friends at Kolkata Airport informed us of its presence in a (very) remote parking bay and asked us to remove it! After verifying that it was indeed ours, we've now done so — and in so doing removed another old cobweb from our closet!"

CONTINUED ON PAGE 9 ►

Castaway craft at airport

► FROM PAGE 1

Air India, Wilson said, has so far disposed of 39 obsolete aircraft and associated engines across multiple fleets (B747, A319, A321, B737). The last one to go was a B744, long parked in Mumbai.

"One flew off last year, two have already been deconstructed onsite, and the final one will start being disassembled soon," Wilson wrote.

"It is always sad to see aircraft go, and the B747s especially so, but they have served Air India well and must make way for newer technology. (Underscoring this point, just as the last B744 disappears in late December, our first fleet B787-9 will arrive in India to carry on its proud legacy!)"

"A big thank you to everyone in Engineering, Finance, Commercial and others for driving this to completion."

Sources said the Boeing had been delivered to the erstwhile Indian Airlines in Sep-

tember 1982 and later leased by Alliance Air in February 1988.

It was returned to Indian Airlines as a freighter in July 2007. In August 2007, the aircraft came into Air India's possession when Indian Airlines was merged with it, the source added.

"The directorate-general of civil aviation deregistered the aircraft in 2013. We wrote several letters to Air India to take the aircraft away. Recently, Air India got in touch with us," a senior official at Calcutta airport said.

The Tata Group acquired Air India in January 2022. Calcutta airport officials said that during the period the airline was owned by the government, its management had simply ignored their letters.

"Now we have to deal with the two ATR aircraft," an airport official said.

These two planes are parked at a remote location on the airport's southwestern side.



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

25 NOVEMBER 2025

Air India to witness tangible changes in 2026: CEO Wilson

NEW DELHI, Nov 24: Months after the deadly Dreamliner crash in Ahmedabad that claimed 241 lives on board and several others on ground, followed by several other setbacks this year, Air India CEO Campbell Wilson on Monday said that the airline is set to witness tangible changes in 2026.

Terming 2026 as 'the year of change' for the company, Wilson announced changes across the group's fleet, in-flight upgrades including the menu with fine-dining plating and personalized attention in business class, and enhanced lounge experience. "The year 2026 will be the year of change for Air India. Tangible things will roll out," Wilson said, while speaking to reporters at its Air India Training Academy in Gurugram. "More than 50 per cent of Air India's widebody fleet will be modern by the end of 2026. More than 85 per cent of the narrowbody fleet now features the new product. In 2026, the new and retrofitted fleet will be complemented by enhanced in-flight experiences and lounges," he added.

Noting that Air India contin-



ues to invest in building the aviation ecosystem, Wilson informed that 82 per cent of Air India's narrowbody fleet will now be modern. In the case of the widebody fleet, 57 per cent will have modern interiors by the end of 2026. It will also double to 36 by the end of 2026.

The retrofit of 50 Air India Express B737-8 aircraft will be completed by mid-2026. "The first two retrofitted B787-8 will return in Q1 2026, while retrofit of all 26 legacy B787-8 is expected to be completed by mid-2027," the CEO said.

"First line-fit B787-9 will arrive by the end of 2025. Six new widebody (A350-1000 and B787-9) aircraft and at least

20 narrowbody aircraft will arrive by the end of 2026," he added.

Currently, the total weekly international flights with the upgraded aircraft are 52 per cent, which is expected to rise by 81 per cent by the end of CY26, Wilson said. Similarly, from the current 80 per cent domestic flights with a new experience, it will rise to 96 per cent by 2026. The airline is also expected to have the widest connectivity to 800 cities across the world from India via 110 codeshare and interline partnerships.

He added that about 2,000 cabin crew are being upskilled every month. - IANS



Corporate Communications Directorate

AMAR UJALA

DELHI

26 NOVEMBER 2025

इथियोपिया के ज्वालामुखी की राख से विमान सेवाएं बाधित

नई दिल्ली। इथियोपिया में 12 हजार साल बाद फटे हेलेो गुब्बो ज्वालामुखी से उठा राख



का गुबार मंगलवार को भारत के कई हिस्सों में आसमान पर छाया रहा। इससे विमान सेवाएं प्रभावित रहीं। एअर इंडिया ने बताया कि दिल्ली एयरपोर्ट से 11 उड़ानें रद्द कर दी हैं। आकासा एअर ने

भी कुछ उड़ानें रद्द कीं। दर्जनों उड़ानों में विलंब भी हुआ। मौसम विभाग ने बताया कि 8 से 15 किलोमीटर की ऊंचाई और हवा की गति 100 से 150 किमी प्रति घंटा होने के कारण राख का यह गुबार बड़ा खतरा नहीं बना। यह गुबार अब चीन की ओर बढ़ गया है। ख्युरो



Corporate Communications Directorate

AMAR UJALA

DELHI

26 NOVEMBER 2025

डीजीसीए ने पायलटों के थकान प्रबंधन की अनिवार्य ट्रेनिंग के लिए आदेश

मुंबई। पायलटों में बढ़ती थकान की शिकायतों को देखते हुए नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने एयरलाइंस के लिए नियमों को और कड़ा कर दिया है। नए निर्देशों के तहत अब एयरलाइंस को रोस्टर तैयार करने वाले शेड्यूलर और डिस्पैचर कर्मियों को भी थकान प्रबंधन (फटीग मैनेजमेंट) की ट्रेनिंग देना अनिवार्य होगा।

डीजीसीए के नए सर्कुलर में कहा है कि सभी एयरलाइंस को अब तिमाही थकान रिपोर्ट जमा करनी होगी, जिसमें थकान प्रबंधन का प्रशिक्षण प्राप्त करने वाले कर्मियों की संख्या समेत अन्य विवरण का उल्लेख करना होगा। सूत्रों के अनुसार, कई महीनों से एयरलाइंस की ओर से फटीग रिपोर्ट नहीं भेजी जा रही थीं। इंडिगो और टाटा समूह की एअर इंडिया समेत कई घरेलू एयरलाइंस ने शुरुआती दौर में नए मानकों पर आपत्ति जताई थी। संशोधित मानकों का दूसरा चरण 1 नवंबर से प्रभावी हुआ है। एजेंसी

Regional carrier Fly91 selects Hyderabad as second hub

Rohit Vaid
New Delhi

Regional airline Fly91 has identified Hyderabad as its second hub after Goa's Manohar International Airport as the carrier seeks to expand its presence.

Speaking to *businessline*, Fly91's Managing Director and CEO Manoj Chacko said the airline will base its next few aircraft in Hyderabad.

"Operations have already started with one ATR aircraft. Another ATR is expected to be inducted soon into the fleet by year-end. It will also be stationed at Hydera-



Manoj Chacko, MD and CEO, Fly91

bad," he revealed. In addition, he said the airline plans to station four to five aircraft in Hyderabad before pursuing further expansion. At present, the airline operates a fleet of ATR 72-600 aircraft.

The turboprop, which presently seats 70 but is being retrofitted to seat up to 76 passengers, is known for its fuel efficiency and operational flexibility.

SLOT AVAILABILITY

Besides operating regional routes from Goa to tier-I and tier-II cities, the airline plans to add flights to Nanded, Hubli and Mumbai, contingent upon slot availability.

"We are seriously looking at Goa-Mumbai connections and looking to connect Navi Mumbai to various destinations in the coming months. Upcoming airlines also have the right to fly to metros like Mumbai," Chacko said.

Further, Chacko, a travel and aviation veteran, said the airline expects to achieve break-even in FY26.

According to him, the airline is well funded and has raised \$25 million so far.

"We are on our way to profitability. Our targets will meet the timelines as per our current revenue," he added.

Chacko partnered with former Fairfax India head Harsha Raghavan and other professional investors to launch the airline.

Since launching operations 18 months ago, Fly91 has carried approximately 3.5 lakh passengers and operated over 7,500 flights.

Additionally, the airline

currently operates daily flights on six city pairs and a lower frequency on a few others.

Fly91 began full-fledged commercial operations in March 2024, presently connecting seven destinations — Goa, Agatti, Sindhudurg, Jalgaon, Solapur, Hyderabad and Bengaluru.

FIRST BASE

The airline is headquartered in Goa and has its first base at Manohar International Airport. It caters to destinations within a 90-minute flying radius from Goa and operates on both UDAN (regional connectivity scheme) and non-UDAN routes.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

26 NOVEMBER 2025

Ethiopia volcano ash disrupts many flights, govt says no cause for concern

DEEPAK PATEL

New Delhi, 25 November

Ethiopian volcano ash continued to impact the airspace on Tuesday, with several flight cancellations, rerouting, and delays. Aviation authorities in the country, however, assured fliers that there was no cause for concern at the moment, adding there was seamless coordination between air traffic controllers, India Meteorological Department, airlines, and international aviation agencies.

Air India had to cancel some 13 flights, including on international routes, since Monday as it was carrying out precautionary checks on aircraft that flew over regions potentially affected by volcanic ash from Ethiopia. Akasa also said it had cancelled some scheduled flights to destinations in West Asia. IndiGo's Kannur-Abu Dhabi flight 6E1433 was diverted to Ahmedabad on Monday due to the ash cloud.

Hayli Gubbi volcano, located in Ethiopia's Afar Rift, erupted on Sunday for the first time in more than 10,000 years, spewing a dense ash plume up to 45,000 feet. The



- Delhi airport saw 7 cancellations and 12 delays on Tuesday
- An IndiGo flight was diverted to Ahmedabad due to the ash cloud
- MoCA said operations remained

- smooth with only minor rerouting
- AAI issued NOTAMs; ATCs, IMD and airlines are coordinating
- DGCA ordered airlines to follow volcanic-ash procedures

cloud drifted northeast at 100-120 kilometre per hour (kmph), and entered the Indian airspace on Monday evening.

On Tuesday afternoon, the IMD said in a statement that the ash cloud was moving towards China. The cloud was expected to move out of

the Indian skies by late evening.

Through the day, Delhi airport saw seven international flight cancellations and 12 delays between 1 AM and 6 PM owing to the ash cloud drifting eastward, according to an aviation source.

In a statement, the Ministry of

Civil Aviation said flight operations across India remained smooth with "only a few flights rerouted or descended as a precaution".

Air India posted on X (formerly Twitter) that it had cancelled AI 106 (Newark-Delhi), AI 102 (New York-Delhi), AI 2204 (Dubai-Hyderabad), AI 2290 (Doha-Mumbai), AI 2212 (Dubai-Chennai), AI 2250 (Dammam-Mumbai) and AI 2284 (Doha-Delhi) on Monday. For Tuesday, the airline cancelled AI 2822 (Chennai-Mumbai), AI 2466 (Hyderabad-Delhi), AI 2444/2445 (Mumbai-Hyderabad-Mumbai) and AI 2471/2472 (Mumbai-Kolkata-Mumbai).

The airline said its ground teams across the network were keeping passengers updated and providing immediate assistance, including hotel accommodation. AI said it was making "every effort to arrange alternative travel at the earliest", adding that the safety of its passengers and crew members remained its highest priority.

The Airports Authority of India (AAI) — which manages the ATCs — has issued the necessary notice to airmen (NOTAM) and all affected

flights have been kept informed, the civil aviation ministry noted.

"Operations across India remain smooth, with only a few flights rerouted or descended as a precaution. There is no cause for concern at this moment. We continue to monitor the situation closely and will provide timely updates to ensure passenger safety," it added.

On Monday, the Directorate General of Civil Aviation had directed airlines to adjust flight planning and fuel intake and to "strictly" avoid ash-affected regions and altitudes.

In its directive, the aviation regulator had said airlines must ensure that flight crew and aircraft engineers follow the prescribed procedures for operations in and around volcanic ash. "Airlines must maintain continuous monitoring of the situation. Any suspected ash encounter must be immediately reported," the DGCA had said.

As for the volcano ash, it had covered parts of Pakistan and northern India after crossing Yemen and Oman on Tuesday, news agencies reported, quoting FlightRadar24, a flight tracking website.

ज्वालामुखी के गुबार से कई उड़ानें रद्द

दीपक पटेल
नई दिल्ली, 25 नवंबर

इथियोपिया में ज्वालामुखी के गुबार का असर भारतीय हवाई क्षेत्र तक दिखने के मद्देनजर आज कई उड़ानों को रद्द करना पड़ा। साथ ही कुछ उड़ानों का मार्ग बदल दिया गया जबकि कुछ में देरी हुई। मगर सरकार ने आश्वस्त किया है कि फिलहाल चिंता की कोई बात नहीं है। सरकार ने कहा है कि हवाई यातयात नियंत्रकों, मौसम विभाग, विमानन कंपनियों और अंतरराष्ट्रीय एजेंसियों के साथ लगातार समन्वय किया जा रहा है।

प्रमुख विमानन कंपनी एयर इंडिया ने सोमवार से 13 उड़ानों को रद्द कर दिया जिसमें अंतरराष्ट्रीय उड़ान भी शामिल हैं। उसने कहा है कि उन विमानों की एहतियाती जांच की गई है जो ज्वालामुखी की राख से प्रभावित क्षेत्रों में उड़े थे। अकासा ने भी कहा कि उसने पश्चिम एशिया के लिए अपनी कुछ उड़ानें रद्द कर दी हैं। सोमवार को इंडिगो की एक उड़ान को अहमदाबाद मोड़ना पड़ा था।

विमानन उद्योग के एक सूत्र ने कहा कि राख के बादल के पूर्व की ओर बहने के कारण दिल्ली हवाई

इथियोपिया में ज्वालामुखी विस्फोट

■ दिल्ली हवाई अड्डे पर 7 अंतरराष्ट्रीय उड़ानें रद्द कर दी गईं और 12 में देरी हुई

- सरकार ने कहा देश भर में उड़ानों का संचालन सुचारु तौर पर जारी है
- ज्वालामुखी का गुबार सोमवार को भारतीय हवाई क्षेत्र में प्रवेश कर गया
- विमानों की एहतियाती जांच के लिए एयर इंडिया ने उड़ानें रद्द कीं



अड्डे पर मंगलवार को शाम 6 बजे तक 7 अंतरराष्ट्रीय उड़ानें रद्द कर दी गईं और 12 उड़ानों में देरी हुई।

इस बीच, नागर विमानन मंत्रालय ने कहा है कि देश भर में उड़ानों का संचालन सही तरीके से जारी है। फिलहाल चिंता की कोई बात नहीं है। इथियोपिया के अफार रिफ्ट में हेली गुब्बी ज्वालामुखी 10,000 से अधिक वर्षों में पहली बार रविवार को फट पड़ा जिससे

45,000 फुट तक घना राख का गुबार फैल गया। राख का बादल 100 से 120 किलोमीटर प्रति घंटे की गति से उत्तर-पूर्व की ओर बढ़ गया और सोमवार शाम को भारतीय हवाई क्षेत्र में प्रवेश कर गया।

एयर इंडिया ने सोशल मीडिया प्लेटफॉर्म एक्स पर कहा कि उसने सोमवार को कई उड़ानें रद्द कर दीं जिनमें एआई 106 (नेवार्क-दिल्ली), एआई 102 (न्यूयॉर्क-

दिल्ली), एआई 2204 (दुबई-हैदराबाद), एआई 2290 (दोहा-मुंबई), एआई 2212 (दुबई-चेन्नई), एआई 2250 (दम्मम-मुंबई) और एआई 2284 (दोहा-दिल्ली) शामिल हैं। विमानन कंपनी ने मंगलवार के लिए एआई 2822 (चेन्नई-मुंबई), एआई 2466 (हैदराबाद-दिल्ली), एआई 2444/2445 (मुंबई-हैदराबाद-मुंबई) और एआई 2471/2472 (मुंबई-कोलकाता-मुंबई) उड़ानें रद्द कर दीं।

विमानन कंपनी ने कहा कि उसकी ग्राउंड टीम पूरे नेटवर्क पर यात्रियों को अपडेट कर रही है और उन्हें ठहरने की व्यवस्था सहित तत्काल सहायता उपलब्ध कराई जा रही है। एयर इंडिया ने कहा कि वह वैकल्पिक यात्रा की जल्द से जल्द व्यवस्था करने के लिए हर संभव प्रयास कर रही है।

नागर विमानन मंत्रालय ने मंगलवार को एक्स पर कहा कि मंत्रालय हवाई यातायात नियंत्रकों (एटीसी), मौसम विभाग, विमानन कंपनियों और अंतरराष्ट्रीय विमानन एजेंसियों के साथ निर्बाध समन्वय सुनिश्चित कर रहा है।

(शेष पृष्ठ 9 पर)

एयर इंडिया ने रद्द कीं कई उड़ानें

पृष्ठ 1 का शेष

नागर विमानन मंत्रालय ने कहा कि भारतीय विमानपत्तन प्राधिकरण (एआई) ने एयरमैन (एनओटीएएम) को आवश्यक नोटिस जारी किया है और सभी प्रभावित उड़ानों को इसकी सूचना दी है।

मंत्रालय ने कहा, 'देश भर में उड़ानों का संचालन सुचारु रूप से चल रहा है। एहतियातन कुछ उड़ानों का मार्ग बदला गया है अथवा उन्हें रोक दिया गया है। फिलहाल चिंता की कोई बात नहीं है। हम स्थिति पर करीबी नजर रख रहे हैं और यात्रियों की सुरक्षा सुनिश्चित करने के लिए समय पर जानकारी देंगे।'

नागर विमानन महानिदेशालय ने सोमवार को विमानन कंपनियों को उड़ान योजना और ईंधन खपत को समायोजित करने और राख से प्रभावित क्षेत्रों एवं अधिक ऊंचाई से परहेज करने का निर्देश दिया था।

विमानन नियामक ने अपने निर्देश में कहा है कि विमानन कंपनियों को यह सुनिश्चित करना चाहिए कि चालक दल और विमान इंजीनियर राख के बादल वाले क्षेत्रों और उसके आसपास जाने के लिए निर्धारित प्रक्रियाओं का पालन करें। डीजीसीए ने कहा था, 'विमानन कंपनियों को स्थिति पर लगातार नजर रखनी चाहिए। राख का सामना जैसी किसी भी हालत में तुरंत उसकी जानकारी देनी चाहिए।'



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

26 NOVEMBER 2025

1 घंटे आकाश में चक्कर लगाया फिर फ्लाइट सूरत डायवर्ट

भास्कर न्यूज़ | सूरत

महाराष्ट्र के शिरडी एयरपोर्ट पर सोमवार देर शाम तकनीकी समस्या के कारण एक यात्री विमान को सूरत एयरपोर्ट पर डायवर्ट करना पड़ा। जानकारी के अनुसार, शिरडी एयरपोर्ट की टेक्सी-लेन लाइट्स में आई अचानक खराबी के कारण विमान को लैंडिंग की अनुमति नहीं मिल सकी, इसलिए विमान लगभग एक घंटे तक हवा में चक्कर लगाता रहा। बाद में उसे सूरत एयरपोर्ट पर उतारा गया। एयरपोर्ट अधिकारियों के मुताबिक, शिरडी-हैदराबाद रूट को इस फ्लाइट में कई यात्री सवार थे। टेक्सी-लेन लाइट्स काम नहीं करने से विमान रात में लैंड नहीं हो सकता था। दूसरी ओर वडोदरा और औरंगाबाद एयरपोर्ट भी उस समय तक बंद हो चुके थे, जबकि पुणे एयरपोर्ट रात में डायवर्जन की अनुमति नहीं देता। ऐसे में सूरत का 24x7 ऑपरेशनल एयरपोर्ट ही सुरक्षित विकल्प बचा, जहां विमान सफलतापूर्वक लैंड कराया गया। फ्लाइट के डायवर्ट होने के बाद यात्रियों को दो विकल्प दिए गए। कुछ यात्री सूरत से आगे हैदराबाद के लिए दूसरी उड़ान से भेजे गए, जबकि शिरडी जाने वाले यात्रियों के लिए एयरलाइन की ओर से कार की व्यवस्था कराई गई और उन्हें शिरडी खाना किया गया।



Corporate Communications Directorate

DESHBANDHU

DELHI

26 NOVEMBER 2025

हेली गुब्बी ज्वालामुखी विस्फोट का असर

एयर इंडिया ने कई अंतरराष्ट्रीय और घरेलू उड़ानें रद्द कीं

नई दिल्ली, 25 नवम्बर (एजेंसियां)। हेली गुब्बी ज्वालामुखी विस्फोट के बाद सावधानी के तौर पर एयर इंडिया ने अपनी कई महत्वपूर्ण अंतरराष्ट्रीय और घरेलू उड़ानें रद्द कर दी हैं। कंपनी के अनुसार, जिन विमानों ने विस्फोट के बाद प्रभावित भौगोलिक क्षेत्र के ऊपर से उड़ान भरी थी, उनकी सुरक्षा जांच की जा रही है। इसी वजह से उड़ान संचालन अस्थायी तौर पर प्रभावित हुआ है। एयर इंडिया ने अपने आधिकारिक सोशल मीडिया प्लेटफॉर्म 'एक्स' पर एडवाइजरी जारी करते हुए कहा कि यात्रियों की सुरक्षा सर्वोच्च प्राथमिकता है और इसलिए यह निर्णय मजबूरी में लिया गया है। कंपनी ने उड़ान रद्द होने के कारण यात्रियों को हुई परेशानी के लिए खेद भी जताया है। एयर इंडिया ने कहा, 'हमारे नेटवर्क में काम कर रही ग्राउंड टीम लगातार यात्रियों को यात्रा स्थिति की जानकारी दे रही है और तुरंत सहायता प्रदान कर रही है। जरूरत पड़ने पर होटल



ठहराव की व्यवस्था भी की जा रही है। हम जल्द से जल्द वैकल्पिक यात्रा की व्यवस्था करने की कोशिश कर रहे हैं। यह एक अप्रत्याशित और हमारे नियंत्रण से बाहर की स्थिति है। यात्रियों और क्रू मेंबर्स की सुरक्षा हमारे लिए सर्वोच्च प्राथमिकता है। 25 नवंबर को रद्द की गई फ्लाइट में एआई 2822 - चेन्नई से मुंबई, एआई 2466 - हैदराबाद से दिल्ली, एआई 2444 / 2445 - मुंबई-हैदराबाद-मुंबई, और एआई 2471 / 2472 - मुंबई-कोलकाता-मुंबई शामिल हैं। इससे पहले 24 नवंबर को रद्द की गई फ्लाइटों में एआई 106 - न्यूयॉर्क से दिल्ली, एआई 102 - न्यूयॉर्क से दिल्ली, एआई 2204 - दुबई से हैदराबाद, एआई 2290 - दोहा से मुंबई शामिल थीं।



Corporate Communications Directorate

DESHBANDHU

DELHI

26 NOVEMBER 2025

अकासा एयर फरवरी से डिब्रूगढ़ के लिए शुरू करेगी उड़ान

नई दिल्ली। नवोदित विमान सेवा कंपनी अकासा एयर ने अपने नेटवर्क का विस्तार करते हुए अगले साल फरवरी से असम के डिब्रूगढ़ के लिए उड़ान शुरू करने की घोषणा की है। एयरलाइंस ने मंगलवार को एक प्रेस विज्ञप्ति में बताया कि वह 01 फरवरी 2026 से पश्चिम बंगाल के बागडोगरा से डिब्रूगढ़ के लिए सीधी उड़ान शुरू करेगी जबकि बेंगलुरु से बागडोगरा के रास्ते डिब्रूगढ़ के लिए उड़ान उपलब्ध होगी। यह उड़ान सप्ताह में तीन दिन मंगलवार, गुरुवार और शनिवार को उपलब्ध होगी। उड़ान संख्या क्यूपी 1850 सुबह 5:25 बजे बेंगलुरु से रवाना होगी और 8:20 पर बागडोगरा पहुंचेगी। वहां से 8:55 पर वह डिब्रूगढ़ के लिए उड़ान भरेगी। वापसी में उड़ान संख्या क्यूपी 1851 डिब्रूगढ़ से 11:15 बजे रवाना होगी और दोपहर बाद 12:45 बजे बागडोगरा पहुंचेगी।



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

25 NOVEMBER 2025

Ethiopia volcano diverts IndiGo flight to India

New Delhi, Nov 24: Aviation regulator DGCA on Monday issued an advisory to airlines and airports to deal with possible disruptions due to the ash plume from the volcanic activity in Ethiopia.

Ash clouds from the recent eruption of the HayliGubbi volcano in Ethiopia are impacting flight operations, and there are reports suggesting that clouds might also

be drifting towards the western parts of India.

Akasa Air, IndiGo and KLM are among the airlines that cancelled some flights due to the ash plume issue on Monday.

In a detailed advisory, the Directorate General of Civil Aviation (DGCA) asked airlines to strictly avoid published volcanic ash affected areas and flight levels, adjust flight planning, routing, and fuel

considerations based on the latest advisories.

Also, airlines have been asked to immediately report any suspected ash encounter, including engine performance anomalies or cabin smoke/odour.

DGCA noted that if volcanic ash affects airport operations, then the operator concerned must immediately inspect runways, taxiways, and aprons.

Depending on the contamination, the operations may be restricted, and cleaning procedures have to be completed before resuming movements, it added. Among others, operators have been asked to continuously monitor the situation related to the volcanic ash cloud and stay updated through satellite imagery and meteorological data, among others. "Following recent

volcanic activity in Ethiopia and the resulting ash plume in the surrounding airspace, our flights to and from Jeddah, Kuwait, and Abu Dhabi scheduled for 24th and 25th November 2025 have been cancelled," Akasa Air said in a statement. The airline also said its teams will continue to assess the situation in compliance with international aviation advisories. — PTI



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

25 NOVEMBER 2025

Flights cancelled as Ethiopian volcanic ash drifts towards India

NEW DELHI, PTI: Aviation regulator DGCA on Monday issued an advisory to airlines and airports to deal with possible disruptions due to the ash plume from the volcanic activity in Ethiopia.

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Corporate Communications Directorate

DECCAN HERALD

BANGALORE

25 NOVEMBER 2025

AI eyes 26 new planes in 2026

GURUGRAM, PTI: Air India Group expects to induct 26 wide-body and narrow-body planes, and operate 81% of its international flights with upgraded aircraft by the end of 2026, while overall capacity will remain almost unchanged next year.

“2026 will be a year of very visible change for Air India, notwithstanding the headwinds that we have faced in the last few months, whether it be AI 171 (crash) or other events, we’re continuing our capital expenditure commitments...,” Air India CEO and MD Campbell Wilson said on Monday.

In 2026, the airline will have lesser number of long-haul Boeing 777 planes, as some of the leased ones are being returned, and three such aircraft owned by the airline will be retired from the fleet. Currently, Air India Group has nearly 300 aircraft.

आसमान से गुजरा राख का गुबार, अब एयरलाइंस के लिए सतर्कता की बारी

आठ अंतरराष्ट्रीय उड़ानें रद्द, प्रस्थान से जुड़ीं 86 प्रतिशत उड़ानें वहीं विलंबित

गौतम कुमार मिश्रा • जागरण

नई दिल्ली: इथियोपिया के हावली गुब्बो ज्वालामुखी विस्फोट से उठा राख का गुबार भारत के आसमान से मंगलवार की रात ही गुजर गया। नई दिल्ली के आसमान को इस गुबार ने सोमवार देर रात ही पार कर लिया था। मंगलवार को आइजीआइ एयरपोर्ट से संचालित होने वाली विमानों की समयसारिणी पर इसका सीमित असर ही रहा। हालांकि इसके गुजर जाने के बाद भी तमाम एयरलाइंस जिनके विमानों का उड़ान के दौरान राख के गुबार से सामना हुआ, उन्हें अब एहतियातन चेकिंग की प्रक्रिया से गुजरना पड़ रहा है। इस कारण संभव है कि अभी अंतरराष्ट्रीय मार्गों पर आने वाले समय में कुछ उड़ानों के विलंबित या रद्द होने की स्थिति बने।

देश के सबसे बड़े आइजीआइ एयरपोर्ट की बात करें, तो ज्वालामुखी विस्फोट से उठे राख के गुबार के पूर्व की ओर बढ़ रही चाल के कारण आठ अंतरराष्ट्रीय उड़ानों को रद्द किया गया। इनमें सर्वाधिक उड़ानें एअर इंडिया की थीं। रद्द उड़ानों में अधिकांश उड़ानें या तो मध्य पूर्व की थी या फिर यूरोप से आने वाली ऐसी उड़ानें, जिनका उड़ान के दौरान ज्वालामुखी विस्फोट से बने राख के गुबार से सामना हो सकता



आइजीआइ एयरपोर्ट में एटीसी टावर • जागरण

था। रद्द की गई उड़ानों में लंदन, बहरीन, दुबई, दम्माम से आने वाली उड़ानें शामिल रहीं। बाद में जब यह स्पष्ट हुआ कि गुबार भारत से पूर्व की ओर जा रहा है, तब पूर्व की ओर से भारत आ रही उड़ानों को भी रद्द किया जाने लगा। चीन की राजधानी को जाने वाली व वहां से आने वाली एयर चाइना की दो उड़ानों को रद्द किया गया। एअर इंडिया की टोक्यो से आने वाली उड़ान को भी रद्द किया गया। अब स्वभाविक तौर पर इनके प्रस्थान से जुड़ी उड़ानों को भी रद्द किया जाएगा। रद्द उड़ानों के अलावा उड़ानों के विलंबित होना भी यात्रियों के लिए परेशानी का कारण बना। मंगलवार की शाम आठ बजे तक आइजीआइ एयरपोर्ट की प्रस्थान से जुड़ी करीब 86 प्रतिशत उड़ानें विलंबित रहीं। विलंबित उड़ानों में औसतन 32 मिनट का विलंब दर्ज किया गया।

32 मिनट का विलंब औसतन विलंबित उड़ानों में दर्ज हुआ

1982 से कई ज्वालामुखी विस्फोटों ने विमानन को प्रभावित किया अब तक

ज्वालामुखी राख से विमानों को ये होता है खतरा

विशेषज्ञों के मुताबिक, ज्वालामुखी राख सिलिका से भरपूर होती है, जो विमान के इंजनों में जमकर उन्हें बंद कर सकती है। दूसरी महत्वपूर्ण समस्या है कि राख दृश्यता घटाती है और विमानों की सतह को नुकसान पहुंचाती है। इसलिए विमानों की एहतियातन चेकिंग का सिलसिला शुरू हो सकता है।

दरअसल एयरलाइंस वाले इस बात की पूरी तसल्ली करना चाहते थे कि राख के बादल अब उड़ान के रास्ते में नहीं आएंगे।

अन्य एयरपोर्ट पर भी असर: इथियोपिया से उठे राख के गुबार की रफ्तार से केवल आइजीआइ एयरपोर्ट की उड़ानें ही प्रभावित हुईं, ऐसा भी नहीं है। मुंबई, जयपुर, अहमदाबाद समेत उत्तर और पश्चिम भारत के एयरपोर्ट पर उड़ानें रद्द और विलंबित रहीं, जिससे यात्री परेशान रहे।

राख का गुबार हमेशा विमानन के लिए रहा चुनौती : ज्वालामुखी विस्फोट से बने राख का गुबार विमानन के लिए हमेशा से चुनौती रहा है। यह चुनौती समय-समय पर परेशान करती रही है। ये घटनाएं न केवल स्थानीय उड़ानों को प्रभावित करती हैं, बल्कि वैश्विक नेटवर्क को ठप कर देती हैं। ज्वालामुखी राख एक स्थायी खतरा है। विश्व

मौसम संगठन के अनुसार, 1982 से अब तक 60 से ज्यादा विस्फोटों ने विमानन को प्रभावित किया है। वर्ष 2010 में आइसलैंड में हुए ज्वालामुखी विस्फोट के बाद कई हवाई क्षेत्र बंद करने पड़े। यूरोप की कई एयरलाइंस को तगड़ा घाटा हुआ। इससे पहले वर्ष 1982 में इंडोनेशिया में ब्रिटिश एयरवेज की उड़ान के इंजन राख से बंद हो गए, लेकिन पायलट ने सुरक्षित लैंडिंग कराई। इस घटना ने वैश्विक स्तर पर राख निगरानी प्रणाली विकसित करने को प्रेरित किया। वर्ष 1989 में अलास्का का रेडोबट ज्वालामुखी फटा। अमेरिका के पश्चिमी तट पर उड़ानें ठप हो गईं। राख ने 50 से ज्यादा उड़ानें प्रभावित कीं। ऐसे ही वर्ष 2006 में अलास्का के माउंट आगस्टाइन ज्वालामुखी में कई महीनों तक चले विस्फोटों से अलास्का की व्यावसायिक उड़ानें बाधित रहीं।

इथियोपिया में हुए ज्वालामुखी विस्फोट के धुएं का दिल्ली में भी असर, 11 उड़ानें रद्द

गौतम कुमार मिश्रा • जागरण

नई दिल्ली : इथियोपिया के हायली गुब्बी ज्वालामुखी विस्फोट से उठे राख के बादल भारत के आसमान से मंगलवार रात गुजर गए। नई दिल्ली के आसमान को इन बादलों ने सोमवार देर रात ही पार कर लिया। मंगलवार को आइजीआइ एयरपोर्ट से संचालित होने वाली विमानों की समय सारिणी पर इसका सीमित असर रहा। बादलों के गुजर जाने के बाद भी तमाम एयरलाइंस जिनके विमानों का उड़ान के दौरान राख के बादलों से सामना हुआ, उन्हें जांच की प्रक्रिया से गुजरना पड़ रहा है। संभव है कि अंतरराष्ट्रीय मार्गों पर आने वाले समय में कुछ उड़ानों के विलंबित या रद्द होने की स्थिति बने।

आइजीआइ एयरपोर्ट पर ज्वालामुखी विस्फोट से उठे राख के बादल की पूर्व की ओर बढ़ रही चाल के कारण आठ अंतरराष्ट्रीय उड़ानों को रद्द किया गया। इनमें सर्वाधिक उड़ानें एअर इंडिया की थीं। रद्द उड़ानों में अधिकांश उड़ानें या तो मध्य पूर्व की थीं या फिर यूरोप से आने

अमेरिका व यूरोप सहित कई देशों से भारत आने वाली अंतरराष्ट्रीय उड़ानों को किया जा रहा रद्द

1982 से अब तक 60 से ज्यादा ज्वालामुखी विस्फोटों ने विमानन को प्रभावित किया है



आइजीआइ एयरपोर्ट, एटीसी टावर। जागरण

वाली ऐसी उड़ानें जिनका उड़ान के दौरान ज्वालामुखी विस्फोट से बने बादलों से सामना हो सकता था। रद्द की गई उड़ानों में लंदन, बहरीन, दुबई से आने वाली उड़ानें शामिल रहीं। बाद में जब यह स्पष्ट हुआ कि बादल भारत से पूर्व की ओर रवाना हो रहे हैं तब पूर्व की ओर से

विस्फोट से पैदा राख के गुबार पर रखी जा रही नजर : मंत्रालय

नई दिल्ली, एएनआइ: नागरिक उड़्डयन मंत्रालय इथियोपिया में ज्वालामुखी विस्फोट से उत्पन्न राख के गुबार के कारण उड़ानों पर पड़ने वाले प्रभाव पर नजर रख रहा है। मंत्रालय ने कहा कि फिलहाल चिंता का कोई कारण नहीं है। मंत्रालय ने कहा कि इथियोपिया में ज्वालामुखी विस्फोट व राख के गुबार के पूर्व की ओर बढ़ने के बाद नागरिक उड़्डयन मंत्रालय एटीसी, आइईएमडी, विमानन कंपनियों और अंतरराष्ट्रीय विमानन एजेंसियों के साथ मिलकर काम कर रहा है। इसने कहा कि आवश्यक नोटम (नोटिस टू एयरमैन) जारी कर दिया गया है।

भारत आ रही उड़ानों को भी रद्द किया जाने लगा। बीजिंग जाने वाली व वहां से आने वाली एअर चाइना की दो उड़ानों को रद्द किया गया। एअर इंडिया की टोक्यो से आने वाली उड़ान को भी रद्द किया गया। अब स्वभाविक तौर पर इनके प्रस्थान से जुड़ी उड़ानों को भी रद्द किया जाएगा।



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RS DAINIK JAGRAN

DELHI

26 NOVEMBER 2025

पायलटों की थकान से निपटने को डीजीसीए ने उठाए सख्त कदम

मुंबई प्रेस : पायलटों की थकान की समस्या से निपटने और उड़ान सुरक्षा को बढ़ाने के लिए नागरिक उड़यन महानिदेशालय (डीजीसीए) ने फ्लाइट ड्यूटी टाइम लिमिटेशन नियमों को लेकर सख्त कदम उठाए हैं। इनमें मुख्य रूप से पायलटों के लिए आराम की अवधि बढ़ाना और रात में उड़ान के घंटे कम करना शामिल है। भारतीय विमान कंपनियों को अब पायलटों के लिए रोस्टर तैयार करने वाले शेड्यूलर और डिस्पैचर को थकान प्रबंधन की ट्रेनिंग देना जरूरी है।

डीजीसीए ने 20 नवंबर के एक सर्कुलर में विमान कंपनियों को हर तीन महीने में थकान (फटीग रिपोर्ट) से संबंधित विस्तृत रिपोर्ट जमा करने का निर्देश दिया है। इसमें उन क्रू मेंबर्स की संख्या को बताना होगा जिन्होंने फटीग मैनेजमेंट के संबंध में प्रशिक्षण लिया हो, कितनी फटीग रिपोर्ट प्राप्त हुई, कितनी रिपोर्ट स्वीकार की गई या खारिज कर दी गई। विमान कंपनियों को किसी भी

रोस्टर तैयार करने वाले शेड्यूलर और डिस्पैचर को थकान प्रबंधन की ट्रेनिंग देना जरूरी

हर तीन महीने में थकान (फटीग रिपोर्ट) से संबंधित विस्तृत रिपोर्ट जमा करने का निर्देश

फटीग रिपोर्ट को खारिज करने का कारण भी बताना होगा। एक सूत्र ने बताया कि ये निर्देश तब आए जब डीजीसीए को पता चला कि उसे कई महीनों से विमान कंपनियों से थकान की रिपोर्ट नहीं मिल रही थी, खासकर एक जुलाई से नए ड्यूटी टाइम लिमिटेशन और आराम की अवधि से संबंधित नियमों के पहले चरण के लागू होने के बाद। इंडिगो और टाटा ग्रुप की एअर इंडिया समेत घरेलू विमान कंपनियों ने शुरू में नए नियमों को लागू करने का विरोध किया था। बदले हुए नियमों का दूसरा चरण कुछ छूट के साथ एक नवंबर से लागू हुआ।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

26 NOVEMBER 2025

DGCA Tightens Rules to Tackle Pilot Fatigue

Mumbai: Indian airlines are now required to provide training in fatigue management to schedulers and dispatchers who prepare rosters for pilots, with the aviation watchdog seeking to strengthen measures to address persisting concerns over fatigue among the cockpit crew.

Besides, the Directorate General of Civil Aviation (DGCA), in a circular dated November 20, has directed airlines to submit detailed quarterly fatigue reports with information about the number of crew trained on fatigue management, how many fatigue reports were received, accepted or rejected. The carriers also have to mention reasons for rejection of any fatigue reports.

The directions came after DGCA found that it was not receiving fatigue reports from the airlines for many months, particularly after the implementation of the first phase of the new duty period and rest norms from July 1.

Domestic airlines, including IndiGo and Air India, had opposed the implementation of the new norms. The second phase, with certain relaxations, of the revised norms came into force on November 1. **PTI**



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

26 NOVEMBER 2025

Volcanic ash clouds flight operations



Several flights were cancelled and others faced delays after the ash plumes from Ethiopia's Hayli Gubbi volcano reached India

NITIN KUMAR
New Delhi, November 25

MULTIPLE FLIGHTS WERE cancelled on Tuesday and several others delayed as ash plumes from the long-dormant Hayli Gubbi volcano in northern Ethiopia, which has erupted for the first time in more than 12,000 years, drifted into the Indian airspace.

The ash cloud drifted northeast at 100-120 km per hour (kmph) and entered India on Monday evening. IndiGo, SpiceJet, Air India, and Akasa Air

announced domestic and international flight diversions as well cancellations.

Air India said on Tuesday it has cancelled multiple flights over the past two days as it was carrying out precautionary checks on aircraft that flew over regions potentially affected by volcanic ash from Ethiopia. It said the cancellations were due to precautionary checks on those aircraft which had flown over certain geographical locations after the volcanic eruption.

Continued on Page 7

Volcanic ash clouds flight operations

THE AIRLINE SAID its ground teams across the network are keeping passengers updated and providing immediate assistance, including hotel accommodation. It noted that it is making "every effort to arrange alternative travel at the earliest", adding that the safety of its passengers and crew members remains its highest priority.

IndiGo cancelled around half a dozen flights and diverted several others. The airline also suspended some services to West Asia, while Dutch carrier KLM cancelled its Amsterdam-Delhi flight due to the volcanic ash plume. An IndiGo flight from Kannur to Abu Dhabi was also diverted to Ahmedabad on Monday, while a Kannur-Abu Dhabi flight 6E1433 was diverted to Ahmedabad.

Akasa Air is also said to have

cancelled flights to West Asian destinations, like Jeddah, Kuwait, and Abu Dhabi on November 24 and 25.

On Tuesday, the civil aviation ministry said the government is closely monitoring the situation

and there is no cause for concern at the moment. "Following the November 23 volcanic eruption in Ethiopia and the eastward movement of the ash

cloud, MoCA — along with ATC, IMD, airlines and international aviation agencies — is ensuring seamless coordination," it said.

"Operations across India remain smooth, with only a few flights rerouted or descended as a precaution. There is no cause for concern at this moment. We continue to monitor the situation closely and will provide timely updates to ensure passengers safety," MoCA said on X.

IndiGo cancelled around half a dozen flights and diverted several others



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

26 NOVEMBER 2025

DGCA's new norms to check pilot, crew fatigue

PRESS TRUST OF INDIA
Mumbai, November 25

INDIAN AIRLINES ARE now required to provide training in fatigue management to schedulers and dispatchers who prepare rosters for pilots with the aviation watchdog seeking to strengthen measures to address persisting concerns over fatigue among the cockpit crew.

Besides, the Directorate General of Civil Aviation (DGCA), in a circular dated November 20, has directed airlines to submit detailed quarterly fatigue reports with information about the number of crew trained on fatigue management, how many fatigue reports were received, accepted or rejected. The carriers also have to mention reasons for rejection of any fatigue reports.

A source said the directions came after DGCA found that it was not receiving fatigue reports from the airlines for many months, particularly after the implementation of the first phase of the new duty period and rest norms from July 1. Domestic airlines, including IndiGo and Tata Group-owned Air India, had initially opposed the implementation of the new norms. The second phase, with certain relaxations, of the revised norms came into force from November 1.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

25 NOVEMBER 2025

| **offgrid** |

Narrow escape after Afghan jet's runway blunder

FPJ News Service

MUMBAI

A major aviation mishap was narrowly avoided at Delhi's Indira Gandhi International Airport on Sunday when an Ariana Afghan Airlines flight from Kabul mistakenly landed on the wrong runway — one that was simultaneously being used for another aircraft's take-off. A senior DGCA official confirmed that a full investigation is under way.

Flight FG-311, an A310 aircraft, had been cleared to land on runway 29L. However, the pilots brought it down on runway 29R instead. According to the pilot-in-command (PIC), the aircraft lost its Instrument Landing System (ILS) signal at around 4 nautical miles from touchdown. Without lateral guidance and facing poor visibility, the aircraft veered right and the captain executed a visual landing on 29R.



The ILS, a crucial precision-guidance system used for landings in poor weather or low visibility, reportedly

malfunctioned at a critical phase. The PIC stated that both onboard ILS systems failed after the Final Ap-

proach Fix, leaving the crew without reliable alignment support. He also told investigators that the Delhi tower did not alert the cockpit about the deviation during approach.

ATC records, however, show that the pilots had clearly acknowledged landing clearance for runway 29L only. It was only after touchdown that the captain realised he had landed on the adjacent runway, the DGCA official said.

The PIC attributed the runway mix-up to the ILS failure and the resulting loss of lateral guidance in challenging visibility conditions. Investigators are now examining whether the fault lay with the aircraft's ILS system or other operational factors.

No injuries were reported, but the incident has raised serious questions about navigational reliability and air-traffic oversight at one of the country's busiest airports.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

25 NOVEMBER 2025

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

PTI
GURUGRAM

Air India Group expects to induct 26 wide-body and narrow-body planes, and operate 81 per cent of its international flights with upgraded aircraft by the end of 2026, while overall capacity will remain almost unchanged next year.

"2026 will be a year of very visible change for Air India, notwithstanding the headwinds that we have faced in the last few months, whether it be AI 171 (crash) or other events, we're continuing our capital expenditure commitments..." Air India CEO and MD Campbell Wilson said on



Monday. In his first official media briefing after the fatal Dreamliner plane crash on June 12, Wilson talked about new planes induction trajectory, aircraft retrofit efforts, upgradation initiatives, supply chain woes, plane crash, US travel demand, pilots and passenger loyalty programme.

US travel demand takes a hit Campbell Wilson

Air India has taken a hit in travel demand to the US due to various factors, including air-

space curbs, but the situation is transitory, and the airline is very confident about the market's long-term prospects, its chief Wilson said on Monday.

North America is a key international segment for the Tata Group-owned Air India, which is working on revamping its legacy fleet that includes Boeing 777 planes. To a query on whether travel demand to the US has been impacted, the airline's CEO and MD replied in the affirmative.

Wilson on Monday said interim compensation has been given to 95% of the families that were affected by the plane crash in June this year.

अत्यधिक ऊंचाई पर होने के कारण राख का असर जमीन पर नहीं दिखा ज्वालामुखी की राख से कई उड़ानें रद्द, अब चीन की तरफ बढ़ा गुबार

परेशानी

नई दिल्ली, एजेंसी। इथियोपिया में फटे हेली गुब्बो ज्वालामुखी की राख का गुबार मंगलवार को भारत के ऊपर से होकर गुजरा। इसके चलते देश की विमान सेवा प्रभावित हुई। अत्यधिक ऊंचाई के कारण राख का असर फिलहाल जमीन पर नहीं दिखा। देर शाम राख का गुबार भारत से पूरी तरह बाहर निकल गया और यह चीन की तरफ बढ़ गया।

ज्वालामुखी की राख की वजह से एयर इंडिया ने कुछ अंतरराष्ट्रीय समेत 13 उड़ानें सोमवार रात से मंगलवार तक रद्द हुईं। इसमें से सात दिल्ली की थीं। इसके अलावा विभिन्न विमान कंपनियों को प्रभावित क्षेत्र से गुजरने वाले विमानों की जांच करनी पड़ी, जिसके चलते दिल्ली की 10 समेत करीब एक दर्जन उड़ानें विलंब हुआ। हालांकि, उड्डयन मंत्रालय ने कहा कि देश सभी हवाई अड्डों पर संचालन पूरी तरह सुचारु है और अभी तक केवल कुछ उड़ानों को

पर संचालन पूरी तरह सुचारु है और अभी तक केवल कुछ उड़ानों को सावधानी के तौर पर रो-डायरेक्ट या कम ऊंचाई पर उड़ान भरने के लिए निर्देशित किया गया है।

इस संकट का ज्यादा असर जेद्दा, कुवैत और अबू धाबी जैसे खाड़ी गंतव्यों वाली उड़ानों पर देखने को मिला। राख से बचने के लिए बदले हुए मार्ग से विमानों ने उड़ान भरी। मौसम विभाग के अनुसार रविवार को हुए ज्वालामुखी विस्फोट से उत्पन्न विशाल राख का गुबार मंगलवार को पूर्वी दिशा में बढ़ा। विशेषज्ञों ने दावा किया कि राख से जमीन पर कोई खतरा पैदा नहीं हुआ। हालांकि 8.5 किलोमीटर से 15 किमी की ऊंचाई पर इसकी मौजूदगी से विमानन सुरक्षा के लिए चिंता बढ़ गई।

अधिक ऊंचाई पर हवाओं के साथ बहकर आया यह राख पूर्वी यूपी, बिहार, पूर्वोत्तर भारत और गुजरात के कुछ हिस्सों ऊपर से गुजरा और मौसम विभाग के पूर्वानुमान के अनुसार राजस्थान, उत्तर-पश्चिम महाराष्ट्र, दिल्ली, हरियाणा, पंजाब और अंत में हिमालय क्षेत्र तक फैला। देर शाम यह भारतीय हवाई क्षेत्र से बाहर निकल गया।

विस्फोट के बाद इस तरह फैली राख

इथियोपिया के हेली गुब्बो ज्वालामुखी में विस्फोट के दो दिन के भीतर ही इसकी राख हवा के साथ हजारों किलोमीटर की दूरी तय कर दिल्ली पहुंच गई।



उड्डयन मंत्रालय ने बढ़ाई निगरानी

नई दिल्ली, वि.सं.। राख के गुबार के चलते अंतरराष्ट्रीय हवाई मार्गों पर संभावित खतरे को देखते हुए उड्डयन मंत्रालय सक्रिय होकर काम कर रहा है।

एयर ट्राफिक कंट्रोल (एटीसी), भारतीय मौसम विभाग एयरलाइंस और अंतरराष्ट्रीय एविएशन एजेंसियों के साथ समन्वय रखकर स्थिति पर नजर रखी जा रही है। एयरपोर्ट अथॉरिटी ऑफ इंडिया ने आवश्यक नोटम जारी किया है।

Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

26 NOVEMBER 2025

Volcano ash passes over India, impacts aviation but not AQI

Jayashree Nandi and Jasjeev Gandhiok

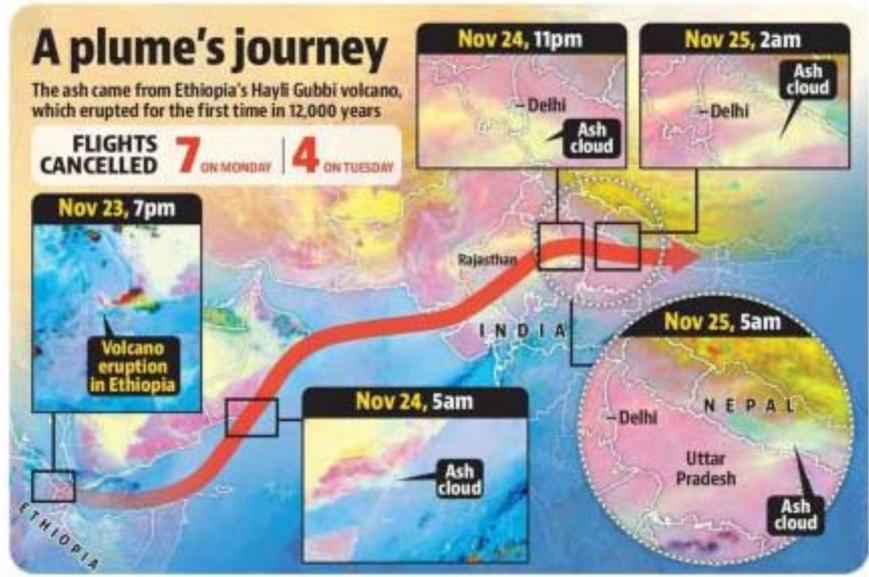
NEW DELHI: The vast windborne cloud of volcanic ash released during Monday's eruption in Ethiopia swept across the Indian landmass on Tuesday, passing over Gujarat, Rajasthan, NCR, Uttar Pradesh, Bihar and the northeast before advancing toward China, the India Meteorological Department (IMD) said. The plume traced an extraordinary high-altitude trajectory across West Asia and India, but its impact on Delhi's already toxic air remained negligible, officials said.

Aviation, however, bore the brunt. As on Monday, several flights were cancelled, delayed or diverted as a precaution, with airlines and aviation authorities responding to fast-changing upper-air conditions.

Carried by strong westerly winds in the upper atmosphere, the plume initially travelled across Yemen, Oman and the Arabian Sea before entering Indian airspace over the country's western coast in Gujarat and Rajasthan around 6.30pm on Monday. By 11pm, its outer edge had reached Delhi at altitudes between 9km and 15km, continuing its rapid eastward sweep through Tuesday.

IMD said that, as of 10.30 pm, satellite imagery showed the ash plume had completely exited India. "These ash particles are moving at 8-15km above the surface, so the main impact was on aviation operations over Delhi, Kolkata and Mumbai. There was no impact on the surface or the weather. There is no concern of exposure because at that height wind speeds are 100-150 kmph—the particles move away before they can settle," said IMD director general M Mohapatra.

By 8.30pm Tuesday, IMD said the plume had largely exited India, except for a thinning tail



over the northeast. Flight operations across multiple sectors were disrupted. Airlines began cancelling flights late Monday, after the Directorate General of Civil Aviation issued an advisory warning of possible hazards to aircraft engines. Key air routes across northwest India were affected. IndiGo's Kannur-Abu Dhabi service was diverted to Ahmedabad to avoid the plume.

Air India, which cancelled seven flights on Monday, scrapped four more on Tuesday, including Chennai-Mumbai and Hyderabad-Delhi services. In a statement, the airline said the cancellations were precautionary. "We are carrying out checks on aircraft that flew over certain geographical locations after the

Hayli Gubbi volcanic eruption," it said on X. At Delhi's IGI Airport, seven international flights were cancelled and 12 delayed by 6pm Tuesday, officials said.

Akasa Air cancelled its international services to and from Jeddah, Kuwait and Abu Dhabi on November 24 and 25, affecting several Gulf-bound passengers.

The Union ministry of civil aviation said it was coordinating closely with air traffic control, IMD, airlines and global aviation agencies. "AAI has issued the necessary NOTAM and all affected flights have been kept informed. Operations remain smooth, with only a few flights rerouted or descended as a precaution," it said on X. Despite

initial fears that the ash cloud might worsen pollution in Delhi, its presence was barely detectable at ground level. Delhi's AQI was 370 at 11pm Monday when the plume first skimmed the city. By 4pm Tuesday, it had dipped to 353, according to the Central Pollution Control Board's national bulletin.

HT's analysis of real-time monitoring data showed only minor, inconsistent fluctuations. At Mandir Marg, PM2.5 rose from 173 $\mu\text{g}/\text{m}^3$ at 11pm to 185 $\mu\text{g}/\text{m}^3$ at midnight, then touched 218 $\mu\text{g}/\text{m}^3$ at 2am. SO₂ levels showed a brief rise from 41.3 $\mu\text{g}/\text{m}^3$ to 61.8 $\mu\text{g}/\text{m}^3$. At Anand Vihar, PM2.5 increased from 328 $\mu\text{g}/\text{m}^3$ to 382 $\mu\text{g}/\text{m}^3$ at midnight, while SO₂ rose slightly from 9.2

$\mu\text{g}/\text{m}^3$ to 12.9 $\mu\text{g}/\text{m}^3$. At Punjabi Bagh, PM2.5 climbed from 306 $\mu\text{g}/\text{m}^3$ to 345 $\mu\text{g}/\text{m}^3$ even as SO₂ dipped—showing no clear pattern attributable to the plume.

Prof Abhinav Goel, Faculty of Environmental Studies at FLAME University, said the ash cloud was travelling at elevations between 27,000 and 50,000 feet—far above the tropospheric layer where Delhi's pollution accumulates. "Most pollutants that deteriorate Delhi's air are confined to the lower layers of the atmosphere. This ash cloud is in the stratosphere. Although heavier particles may eventually descend, any deposition is more likely to affect soil, vegetation or water bodies than immediate air quality."



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

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Flights cancelled for checks, ash cloud now beyond India

**Jayashree Nandi
and Jasjeev Gandhiok**

letters@hindustantimes.com

NEW DELHI: The volcanic ash cloud from Ethiopia's Hayli Gubbi volcano moved beyond India after sweeping across the country on Tuesday, while airlines said they were conducting safety checks on aircraft that may have flown through the affected airspace, officials said.

Satellite imagery showed the ash plume had exited Indian airspace by 10:30pm, the India Mete-

orological Department said. The cloud, travelling at altitudes between nine and 15 kilometres, had passed over Gujarat, Rajasthan, the National Capital Region, Uttar Pradesh, Bihar and the northeast before advancing toward China.

Airlines cancelled and delayed dozens of flights as a precautionary measure after the Directorate General of Civil Aviation issued an advisory warning of possible hazards to aircraft engines from volcanic ash. Air India cancelled seven flights on Monday and four

more on Tuesday, including Chennai-Mumbai and Hyderabad-Delhi services. The airline said it was conducting checks on aircraft that flew over certain geographical areas after the eruption.

"We are carrying out checks on aircraft that flew over certain geographical locations after the Hayli Gubbi volcanic eruption," Air India said in a statement.

Key air routes across north-west India were affected. IndiGo's Kannur-Abu Dhabi service was diverted to Ahmedabad to avoid the plume.

→P3

Aviation and the ash factor

Airlines on Tuesday grounded some planes for precautionary inspections after ash from Ethiopia's Hayli Gubbi volcano drifted across the Arabian Sea into Indian airspace. While such disruptions are relatively rare, the aviation industry treats volcanic ash with extreme caution — for good reason. Here's why

WHAT ASH CAN DO

The microscopic particles pose unique dangers to jet engines that aren't immediately obvious to passengers or even flight crews.

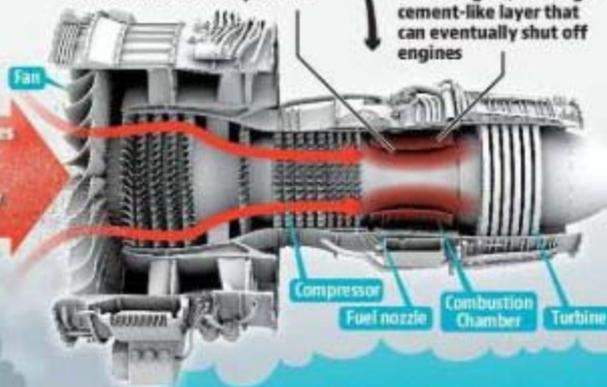


Volcanic ash consists of tiny fragments of pulverised rock and glass, typically measuring between 0.01mm and 2mm

1 When sucked into jet engines operating at temperatures exceeding 1,400°C, these particles behave differently from ordinary dust.

2 Inside the combustion chamber, the ash melts into a glassy coating that adheres to turbine blades and other components

3 This molten material can then solidify as it moves through cooler sections of the engine, forming a cement-like layer that can eventually shut off engines



HAS IT HAPPENED BEFORE?

Yes. The most dramatic demonstration of these dangers occurred on June 24, 1982, when British Airways Flight 009 flew through an ash cloud from Indonesia's Mount Galunggung volcano.

Captain Eric Moody and his crew were flying a Boeing 747 with 247 passengers from Kuala Lumpur to Perth when, at 37,000 feet, they noticed St Elmo's fire — a static electricity discharge. Then, one by one, all four Rolls-Royce engines failed and the aircraft became a glider. After 15 minutes without power, having descended to 12,000 feet, the engines restarted. Enough molten ash had solidified and broken off to allow them to function again. The aircraft landed safely in Jakarta, though one engine failed again during landing.

Post-flight examination revealed the turbine blade tips had been ground away and the windscreen was so badly frosted that the crew had to land using side windows for visibility.

THE LESSONS LEARNT

The BA 009 incident, along with similar encounters in the 1980s and 1990s prompted major changes in aviation safety protocols.

- Volcanic Ash Advisory Centres (VAACs) that monitor eruptions globally and track ash cloud movement
- Clear protocols for flight route alterations when ash is detected
- Guidelines for safe ash concentration levels (though even low concentrations can cause damage)
- Requirements for engine inspections after potential ash encounters

THE BOTTOM LINE

Modern aviation now has robust systems to manage the risk. Nine VAACs monitor eruptions globally, issuing real-time alerts. Pilots get ash cloud location updates and can reroute in advance. And precautionary checks look for, and rule out, exactly what can go wrong.

• AVIATION

Hayli Gubbi: Why volcanic ash is dangerous for aircraft

Abrasive volcanic ash particles can damage engines, clog sensors, impair pneumatics, and compromise visibility



SUKALP SHARMA

THE ERUPTION of the Hayli Gubbi volcano in Ethiopia on Sunday disrupted airline schedules in various countries, including India. Some flights were cancelled, a number of others faced delays, while a few had to be diverted. India's aviation safety regulator, the Directorate General of Civil Aviation (DGCA), on Monday issued an urgent operational advisory to all Indian airlines asking them to strictly avoid volcanic ash-affected areas and flight altitudes. It also directed carriers to immediately report any suspected ash encounter, "including engine performance anomalies or cabin smoke/odour".

Following the eruption, reported as the first for Hayli Gubbi in around 12,000 years, the ash clouds drifted over various countries, including Yemen, Oman, Pakistan, and parts of India. The ash clouds entered India on Monday from Gujarat and Rajasthan, and then moved towards Delhi and Uttar Pradesh, in the southwest to north-easterly direction. These are expected to move fully into China by Tuesday evening. The eruption had set thick plumes of smoke and volcanic ash up to 14 km into the sky.

But why is volcanic ash such a major concern for the aviation sector?

Volcanic ash particles are extremely abrasive and can clog important sensors, impair pneumatics, make the cockpit windcreens opaque, but more critically, they can damage the turbine blades of the aircraft engine and lead to it stalling or flaming out. Along with abrasive particles, volcanic ash clouds also contain some toxic gases that can potentially enter the aircraft's ventilation system. This could lead to a drop in the cabin's air quality and cause respiratory troubles.

Enemy of the jet engine

From an aviation safety perspective, the most significant threat posed by volcanic ash is to aircraft engines. A jet engine draws in air, compresses it, and ignites it by mixing it with aviation fuel. The resultant high-pressure gases rush backwards, which in turn pushes the engine and the plane forward. Proper balance between airflow and jet fuel is crucial for the jet engine to function, and a disruption in airflow could lead to an engine flameout or shutdown.



Ash billows from the eruption of the Hayli Gubbi volcano in Ethiopia's Afar region on Sunday. AP

The hottest part of a jet engine heats up to over 1,500 degree Celsius, while volcanic ash, which contains a lot of silica, melts at around 1,000 degree. When volcanic ash, which is effectively like powdered glass, enters the engine's combustion chamber, it melts and changes into something very similar to molten glass. This then goes to the turbine blades of the engine, and could easily form a layer of molten glass on them. This layer could effectively prevent the blades from functioning properly, which could result in the engine shutting down. And if all engines shut down, the plane is basically a glider.

If that happens, pilots are required to shut the engines down and glide the aircraft down through cold air. The cold air, as it passes through the engine, shatters the glass layer on the turbine blades. If all goes well, the engines can resume working, at least enough to allow the plane to divert to the nearest airport and land safely. But some of the damage to the engines and their innumerable components from volcanic ash could end up being permanent.

Key points

If volcanic ash enters the combustion chamber of the aircraft's engine, it can result in the shut-down of the engine.

- Volcanic ash contains toxic gases, which can enter aircrafts' ventilation system, causing a drop in cabin's air quality.



• SCIENCE OF VOLCANO ERUPTIONS

- Volcanoes erupt because of how heat moves beneath Earth's surface. Deep within the planet, it is so hot that rocks slowly melt to become a thick, flowing substance called magma. Since it is lighter than the solid rock around it, magma rises, collecting in chambers near the surface.
- As these chambers fill up, pressure exerted on the surrounding rock increases. Eventually, some of the magma pushes through the cracks in the rock, and vents onto the surface. This is a volcanic eruption; the magma that has erupted is called lava.

In a sector that is laser-focused on safety, it is just not worth the risk.

Past scares

The aviation sector's dread of volcanic ash is not theoretical. There have been incidents in the past that show just how real and present the danger is following a volcanic eruption.

In 1982, a British Airways Boeing 747 aircraft operating a flight from London to New Zealand's Auckland flew into a cloud of volcanic ash caused by the eruption of Mount Galunggung in Indonesia. All four engines of the 747 shut down after encountering the ash. Fortunately, the pilots were able to glide the plane away from the ash cloud and were successful in restarting the engines, after which the plane diverted to Jakarta and landed there. A number of engine parts were found to have been damaged significantly from volcanic ash particles, and the pilots' windscreens were also sandblasted by the ash, impairing their ability to see outside the aircraft as they flew.

Then in 1989, all four engines of a KLM Boeing 747 failed when the aircraft, which was less than six months old, flew through a thick volcanic ash cloud from Mount Redoubt in Alaska, which had erupted a day earlier. The pilots of the aircraft, flying to Tokyo from Amsterdam, failed in the first few attempts to restart the engines, but eventually succeeded. The aircraft then diverted to Anchorage in Alaska. All four engines had suffered significant damage and had to be replaced. The incident caused over \$80 million worth of damage to the aircraft.

DGCA's urgent advisory on Hayli Gubbi ash clouds

The DGCA on Monday asked Indian airlines to conduct post-flight engine and airframe inspections for aircraft operating near the affected areas, and suspend or delay operations to impacted airports if conditions worsen. They were also asked to monitor for engine performance fluctuations, cabin smoke or odour events, weather changes affecting ash dispersion, and to ensure compliance with aircraft manufacturer recommendations and volcanic ash guidance material from the International Civil Aviation Organization (ICAO).

Flight dispatchers were directed to continuously monitor volcanic ash advisories, satellite imagery, meteorological data, and ash movement forecasts.

"If volcanic ash affects an airport, the operators (airlines) may advise immediate inspection of runways, taxiways, and aprons to be conducted," the DGCA advisory read. It added that airport operations "may be restricted or suspended" based on contamination, and cleaning procedures must be completed before resumption of operations.

Airlines are closely monitoring the situation in line with the DGCA advisory. Tata group airline Air India said that it cancelled 11 flights between Monday and Tuesday due to precautionary checks on its aircraft that had flown over certain areas after the Hayli Gubbi eruption. A few IndiGo and Akasa Air flights are also learnt to have been cancelled or delayed.

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

How ash clouds from Ethiopia volcano reached all the way to India

AMITABH SINHA
New Delhi, November 25

A high-altitude cloud of volcanic ash from Ethiopia that had entered the Indian region on Monday afternoon is expected to fully cross over to China by Tuesday evening. The volcanic ash emerged from a rare eruption of the Hayli Gubbi volcano in the northeastern part of Ethiopia, near the Red Sea coastline.

The volcanic ash was travelling at the height at which most long-distance airplanes fly. Airline schedules had to be disrupted to avoid it. The India Meteorological Department said the situation would revert to normal from Tuesday evening.

What was it?

The Hayli Gubbi volcano erupted on Sunday, by all accounts for the first time in

about 12,000 years. There was no lava or magma flow, but large amounts of gas and plume, consisting possibly of small fragments of rocks, glass and some other material, were ejected in an explosive eruption. The heavier among these would have fallen in nearby areas, but the very fine particles, and gases like sulphur dioxide or carbon dioxide, would rise very high in the atmosphere, about 15-40 km above the surface.

This happens mainly because the air around the volcano heats up severely, becomes lighter and rises, taking along with it the finer particles and gases.

At that height, air currents are very strong, and the volcanic plume generally travels in the direction of the air current. This is what happened in the case of the plume coming out of Ethiopian eruptions. Following air currents, the volcanic ash

Eastward journey

- Volcanic plumes followed air currents towards the Indian region, entering from Gujarat and Rajasthan, and then moving towards Delhi and Uttar Pradesh.

- The movement of volcanic plumes is not a long-term phenomenon. Their impact can cease to exist within the next couple of days.

and gases travelled eastwards towards the Indian region, entering from Gujarat and Rajasthan, and then moving towards Delhi and Uttar Pradesh, in the southwest to northeasterly direction. Following the same trajectory, these are expected to move completely into China by Tuesday evening.

Was it dangerous?

The material coming out of volcanic eruptions is a major health hazard. This plume was moving at very high altitudes, because of which there was no threat to human beings. But they did pose a risk to airplanes. Commercial airlines, mainly on long-distance international routes, usually fly between 10-14 km above the Earth.

There is an international network of centres that track volcanic eruptions all over the world and issue alerts of possible

risks. They are communicated to civil aviation authorities in real time, based on which air traffic is managed.

What next?

The movement of volcanic plumes is a short-term phenomenon. Their impact would most likely cease to exist completely within the next couple of days. Over time, the fine particles in the plume disperse, and spread out in concentrations that are no longer a matter of concern. Clouds and rain wash out a lot of these, significantly mitigating their effects.

The gases in the plume, like sulphur dioxide or carbon dioxide, can remain much longer, but these gases already exist in the atmosphere. Their quantity in the plume is not so high as to make any appreciable difference to their existing concentration in the atmosphere.



JANSATTA

DELHI

26 NOVEMBER 2025

इथियोपिया से राख का गुबार, दिल्ली में 17 उड़ानों पर असर ज्वालामुखी विस्फोट की राख अब भारत से चीन की ओर बढ़ी

जनसत्ता ब्यूरो
नई दिल्ली, 25 नवंबर।

इथियोपिया में हेलेी गुब्बी ज्वालामुखी फटने से राख के बादल मंगलवार को भारत के कुछ हिस्सों में पहुंच गए, जिसका हवाई यातायात पर असर पड़ा, लेकिन मौसम या हवा की गुणवत्ता पर इसका कोई असर नहीं पड़ा। भारत मौसम विज्ञान विभाग (आइएमडी) के अनुसार राख का गुबार चीन की ओर बढ़ रहा है। मंगलवार को दिल्ली हवाई अड्डे पर कम से कम सात अंतरराष्ट्रीय उड़ानें रद्द कर दी गईं और 10 से ज्यादा विदेशी उड़ानें विलंबित रहीं।

मौसम विभाग और नागर विमानन मंत्रालय ने कहा कि वे हालात पर करीब से नजर रख रहे हैं। मंत्रालय ने कहा कि राख के गुबार की वजह से कुछ उड़ान रद्द कर दी गईं और कई में देरी हुई। इससे पहले दिन में, एअर इंडिया ने कुछ अंतरराष्ट्रीय सेवाओं समेत 13 उड़ान रद्द कर दी थीं, क्योंकि प्रभावित इलाकों से गुजरने वाले उसके कुछ हवाई जहाजों की जांच की गई थी।

मौसम विज्ञान के महानिदेशक मृत्युंजय महापात्रा ने कहा कि इसका असर केवल ऊपरी आसमान तक ही सीमित था। महापात्रा ने कहा कि ज्वालामुखी की राख केवल ऊपरी क्षोभमंडल में देखी जा रही है और यह उड़ानों पर असर डाल रही है। इसका हवा की गुणवत्ता या मौसम पर कोई असर नहीं है। राख का बादल चीन की ओर बढ़ रहा है और जल्द ही भारतीय आसमान से दूर चला जाएगा। उन्होंने बताया कि ज्वालामुखी की राख मंगलवार को गुजरात, दिल्ली-एनसीआर, राजस्थान, पंजाब और हरियाणा के आसमान तक पहुंच गई थी। भारत से इथियोपिया की दूरी 4,200 किलोमीटर है। इथियोपिया के अफार इलाके में ज्वालामुखी हेलेी गुब्बी रविवार को फट गया था, जिससे राख का एक बड़ा गुबार आसमान में लगभग 14 किलोमीटर (45,000 फुट) तक उठा। यह गुबार लाल सागर के पार पूरब की ओर



और अरब प्रायद्वीप और भारतीय उपमहाद्वीप की ओर फैल गया। आइएमडी ने एक बयान में कहा कि तेज हवाओं ने राख के बादल को इथियोपिया से लाल सागर के पार यमन और ओमान तक और आगे अरब सागर के ऊपर से पश्चिमी और उत्तरी भारत की ओर बढ़ाया था। इसमें कहा गया कि आइएमडी सैटेलाइट चित्रों, ज्वालामुखी राख सलाहकार केंद्रों से मिली सलाह और फैलाव माडल पर करीब से नजर रख रहा है।

वहीं, हवाई अड्डे के एक अधिकारी ने बताया कि ज्वालामुखी के राख के गुबार के कारण दिल्ली हवाई अड्डे पर आने व जाने सहित सात अंतरराष्ट्रीय उड़ानें रद्द कर दी गईं और 12 अंतरराष्ट्रीय उड़ानें विलंबित रहीं। राष्ट्रीय राजधानी स्थित इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डा देश का सबसे बड़ा हवाई अड्डा है, जहां से प्रतिदिन 1,500 से अधिक उड़ानों का संचालन होता है।

मंगलवार को अन्य भारतीय विमानन कंपनियों की ओर से स्थिति के बारे में तत्काल कोई जानकारी नहीं दी गई।

नागरिक उड्डयन महानिदेशालय ने सोमवार को विमानन कंपनियों से कहा था कि वे ज्वालामुखी की राख से प्रभावित क्षेत्रों व उड़ान स्तर पर नियमों का सख्ती से पालन करें।



Corporate Communications Directorate

MINT

DELHI

26 NOVEMBER 2025

DGCA tightens pilot fatigue rules

Indian airlines are now required to provide training in fatigue management to schedulers and dispatchers who prepare rosters for pilots, with the aviation watchdog seeking to strengthen measures to address persisting concerns over fatigue among the cockpit crew.

Besides, the Directorate General of Civil Aviation (DGCA), in a circular dated 20 November, has directed airlines to submit detailed quarterly fatigue reports with information about the number of crew trained on fatigue management, how many fatigue reports were received, accepted or rejected. The carriers also have to mention reasons for rejection of any fatigue reports.

PTI



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

25 NOVEMBER 2025

Air India expects to induct 26 new planes in 2026: CEO

GURUGRAM: Air India Group expects to induct 26 aircraft by end-2026 and operate 81 per cent of its international flights with upgraded planes, even as overall capacity remains nearly flat next year. CEO Campbell Wilson said on Monday that 2026 will mark “very visible change” despite recent challenges.

In his first media briefing since the fatal accident, Wilson outlined the induction timeline, retrofit progress, supply chain delays, and fleet changes. Air India will receive its first Boeing 787-9 from its 570-aircraft order before Christmas, with operations starting in January. However, capacity will stay flat in 2026 as new planes arrive while leased aircraft are returned and many jets remain in retrofit.

The airline will also phase out some Boeing 777s and retire three owned aircraft. Air India Group currently has nearly 300 planes.

Wide-body upgrades will intensify in 2026, with two refurbished Boeing 787-8s returning in February and two to three aircraft entering retrofit monthly.

Two-thirds of the 787 fleet will be upgraded by end-2026.

Next year, the group expects six new wide-body jets – 787-9s and A350-1000s – and 20 narrow-body aircraft. Vistara aircraft will begin receiving Air India branding this month. AGENCIES



Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

26 NOVEMBER 2025

आसमान में उड़ रही ज्वालामुखी की राख से कई उड़ानें प्रभावित कई फ्लाइटें रद्द, कई लेट, कई के बदले गए रूट

■ NBT रिपोर्ट, नई दिल्ली

Pival Bhattacharjee

इधियोपिया में हुए ज्वालामुखी विस्फोट की राख का असर भारत की उड़ानों पर पड़ा। दिल्ली, मुंबई, कोच्चि, हैदराबाद, बेंगलुरु और अहमदाबाद आने-जाने वाली कई उड़ानें प्रभावित हुई हैं। कई उड़ानें रद्द हुईं तो कई देरी से रवाना हुईं। दिल्ली एयरपोर्ट के सुत्रों के मुताबिक, 25 नवंबर को 1 बजे से 6 बजे के बीच कुल 7 इंटरनेशनल उड़ानें रद्द करने पड़ीं, जबकि 12 इंटरनेशनल उड़ानों में देरी हुई।

मंगलवार को सिविल एविएशन सिविल एविएशन मिनिसट्री ने कहा कि ज्वालामुखी फटने से राख के बादल आने के बाद जो एयर ट्राफिक

कंट्रोल (एटीसी), भारतीय मौसम विभाग (आईएमडी), एयरलाइंस और अंतरराष्ट्रीय विमानन एजेंसियों के साथ मिलकर तालमेल बनाए हुए हैं। राख के बादल की तीव्रता और दिशा पर लगातार नजर रखी जा रही है। अधिकारियों के अनुसार, राख के घने बादल रातभर पूर्व की ओर बढ़ते रहे, जिसके कारण हाई-एल्टिट्यूड फ्लाइट ऑपरेशन प्रभावित हुए। हालांकि, सतही स्तर पर भारतीय हवाई अड्डों में संचालन सुरक्षित और सही तरीके से होता रहा। मौसम विभाग के मुताबिक, काफी ऊंचाई में मौजूद यह राख का गुबार भारत से चीन की ओर जा रहा है। डायरेक्टोरेट जनरल ऑफ सिविल एविएशन (डीजीसीए) ने एयरलाइंस को प्रभावित क्षेत्रों से दूर उड़ान भरने की सलाह दी।



Corporate Communications Directorate

THE STATESMAN

DELHI

26 NOVEMBER 2025

Volcanic ash: DGCA issues advisory, Civil Aviation Ministry says flight ops across India remain smooth

STATESMAN NEWS SERVICE
New Delhi, 25 November

Aviation regulator Directorate General of Civil Aviation (DGCA) has issued an advisory to all airlines and airports after volcanic ash from Ethiopia's Hayli Gubbi eruption drifted across parts of the Middle East, affecting routes that pass through the Muscat Flight Information Region.

Ethiopia's Hayli Gubbi volcano erupted for the first time in nearly 10,000 years, prompting India to issue aviation alerts as ash clouds drifted across several northern states. Major carriers, including IndiGo and Akasa Air, adjusted their operations in response to the shifting plume as the impact on airspace became clearer.



Authorities instructed airports to maintain heightened readiness as the ash cloud, travelling rapidly at high altitudes, entered Gujarat before moving over Rajasthan, Delhi, Haryana and Punjab. At Delhi airport, several international flights bound for destinations such as Hong Kong, Dubai, Jeddah, Helsinki were delayed, reflecting the wider operational disruption.

Meanwhile, the Ministry of Civil Aviation on Tuesday said flight operations across India remain smooth, with

only a few flights rerouted or descended as a precaution.

In a post on X, the Ministry said: "Following the 23 Nov volcanic eruption in Ethiopia and the eastward movement of the ash cloud, MoCA—along with ATC, IMD, airlines and international aviation agencies—is ensuring seamless coordination."

"AAI has issued the necessary NOTAM and all affected flights have been kept informed. Operations across India remain smooth, with only a few flights rerouted or descended as a precaution. There is no cause for concern at this moment. We continue to monitor the situation closely and will provide timely updates to ensure passenger safety," the Ministry further said.





Corporate Communications Directorate

THE STATESMAN

DELHI

26 NOVEMBER 2025

DGCA mandates annual fatigue training for pilots, cabin crew

STATESMAN NEWS SERVICE

New Delhi, 25 November

To help the crew members manage fatigue better, the Directorate General of Civil Aviation (DGCA) on Tuesday issued a new set of instructions.

The aviation regulator said that all airlines must provide at least one hour of training every year on how tiredness affects pilots and cabin crew. This training will be part of their regular annual ground training. As per the guidelines, the yearly training should explain rules about flying hours, duty hours, and rest, how sleep works and what disturbs the body clock, causes of fatigue, including health issues and how being tired affects performance.

"The airlines also need to train on how to reduce or

prevent fatigue, how lifestyle, food, exercise, and family life affect rest, and provide information on sleep disorders, effects of long flights and many short flights, and effects of flying across time zones," it mentioned.

Further, the training can also include people like flight schedulers and dispatch teams, since they help plan crew duties.

DGCA also asked the airlines to release a clear fatigue reporting policy to all staff, create an independent Fatigue Review Committee to study reports and suggest solutions. The report needs to be shared with the aviation regulator every three months. This report should include the number of crew trained, the number of fatigue reports received, how many were accepted or rejected, and the reason behind rejections, the DGCA said.



Volcanic ash from Ethiopia affects flight operations; no impact on air

Priyangi Agarwal
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New Delhi: Plumes of ash from a volcanic eruption in Ethiopia, which reached India late on Monday night, drifted away from the country by Tuesday night and entered China.

A few planes were cancelled or rerouted as a precaution, but flight operations across India largely remained smooth, said ministry of civil aviation.

The ash had no impact on the weather and air quality of Delhi as well as the rest of the country as its movement was limited to the upper troposphere. In fact, the capital's air quality index (AQI) improved to 353 from Monday's 382. The AQI improved further to 347 at 8pm. All three, though, are in the very poor bracket.

The city's air is likely to remain in the very poor category till Nov 28. It may hover between the severe and very poor ranges during the subsequent six days, according to the Centre's Air Quality Early Warning System for Delhi.

Meanwhile, at IGI Airport, seven international flights were cancelled between 1 am and 6 pm on Tuesday, and 12 international flights were delayed.

Air India said it cancelled 11 flights across the country after carrying out precautionary checks on those aircraft that had flown over certain geographical locations since the Hayli Gubbi volcano erupted on Nov 23.

"Our ground teams are keeping passengers updated on the status of their flights and are providing immediate assistance, including hotel accommodation. We are making every effort to arrange alternative travel at the earliest," said Air India.

Stressing that there is no cause for concern, the ministry said it is ensuring seamless coordination with air traffic controls, India Meteorological Department (IMD),

WHAT ARE YOU SMOKING?



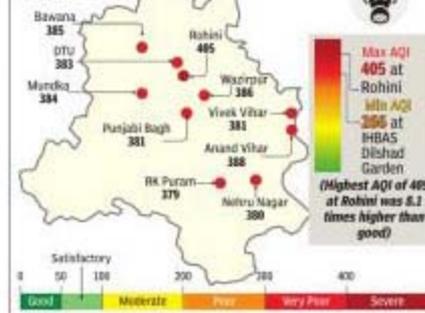
Delhi's air quality is likely to remain in the very poor category till Nov 28

It may hover in the severe to very poor range during the subsequent six days

AQI on Nov 25



HALL OF SHAME AT 4 PM



AQI in the past few days



ABOUT THE VOLCANO ERUPTION:

- Hayli Gubbi, a long-dormant volcano in Ethiopia's Erta Ale Range, has erupted for the first time in 12,000 years
- Huge cloud of ash from the volcano along the winds reached India, including Delhi-NCR
- It has moved towards China
- The plumes of ash primarily impacted flight operations
- No significant impact of ash was seen on air quality

What volcanic ash contains:

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

Impact on flight operations in Delhi:

Flights cancelled: **7**
Flights delayed: **12**

airlines and international aviation agencies.

The eruption of Hayli Gubbi, a shield volcano in Ethiopia's Afar region, produced a large ash plume. Comprising sulphur dioxide, it reached an altitude of over 14 km and spread eastward across the Red Sea and towards the Arabian Peninsula and Indian sub-continent. High-level winds carried the ash cloud,

said IMD, adding that it closely monitored satellite imagery, updates from volcanic ash advisory centres (VAAC) and dispersion models.

Mrutyunjay Mohapatra, director general of meteorology at IMD, said, "The ash entered India through Rajasthan and passed over Gujarat; northwest India, including Delhi-NCR; UP; Bihar and then northeastern states. As

it travelled at a height of eight to 15km, it had no impact on the people, air quality and temperature," he said.

Throughout, IMD's met offices in Mumbai, New Delhi and Kolkata continued issuing International Civil Aviation Organisation-standard "significant meteorological information" weather warnings to airports, including advisories on avoidance of affected airspace.



Corporate Communications Directorate

THE TIMES OF INDIA

BANGALORE

25 NOVEMBER 2025

Aircraft from Kabul lands on IGI runway meant for departures

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New Delhi: A disaster was averted at Delhi's IGI Airport on Sunday when an Afghan Ariana flight from Kabul cleared to land on a runway touched down on a nearby parallel take-off airstrip. Luckily, no aircraft was taxiing to take off. In a written explanation sought from him, the captain of the 35-year-old Afghan Airbus A310 claimed that his aircraft "unintentionally deviated from the intended approach path" due to poor visibility and "instrument landing system (ILS) malfunction".

Directorate General of Civil Aviation (DGCA) has off-rostered an air traffic controller as "it was visible on the radar that the aircraft is heading to a wrong runway, yet the pilot wasn't stopped", said an official. The regulator is also examining the ILS malfunction claim, something not reported by any other aircraft operating around 12.06pm when Afghan

Ariana FG 311 landed. Other planes landed on 29 left or 29L, used only for landing, after the fiasco.

Flight tracking sites show the aircraft heading to the designated 29L deviating to the right on final approach and touching down on nearby runway 29 right or 29R. Afghan carriers are barred from flying to or over Europe since 2010 due to safety concerns. Indian aviation authorities are writing to their counterparts in Afghanistan about the wrong landing. "The aircraft was established on ILS for 29L. The pilot-in-command claims losing ILS at four nautical miles (about 7.5km from touchdown) and that he landed using visual approach on runway 29R. He also said in his statement that the Delhi air traffic control (ATC) did not warn about deviation and the same happened as a result of the ILS system failure and associated loss of lateral guidance in low visibility," said people in the know.

Volcanic ash disrupts flights heading west, may now hit ops in NW India

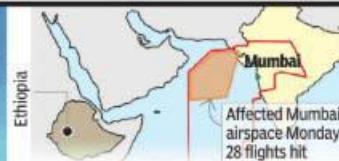
Manju.V@timesofindia.com

Mumbai: Ash spewed by Ethiopia's Hayli Gubbi volcano as it erupted after lying dormant for about 10,000 years on Sunday drifted into busy international air routes west of India on Monday, forcing many aircraft flying west over the Arabian Sea to reroute and take longer paths. At least one flight was diverted: IndiGo 6E-1433 from Kannur to Abu Dhabi departed at 9.35am and around noon diverted to Ahmedabad to avoid the affected airspace.

"A total of 28 flights bound from Mumbai to Muscat FIR (Flight Information Region) and beyond were rerouted to avoid the volcanic ash," said a



Hayli Gubbi volcano in Ethiopia's Afar erupted Sunday after lying dormant for about 10,000 years



28 FLIGHTS AFFECTED

> **Plume of ash** reached Pak airspace by Monday evening, and is **expected to reach northwest India – Rajasthan, Delhi-NCR, Punjab – by Monday night**

> Since the plume is far above earth's surface, it is mainly **expected to impact flight operations and not air quality**

senior official from the Mumbai air traffic control. They included flights leaving from Mumbai as well as those traversing the Mumbai air space.

The plume moving along winds at a height of 10-15km

above the surface is on course to reach parts of northwest India, including Delhi-NCR, by Monday night and will mainly impact flight operations.

▶ **DGCA advisory, P 2**

Avoid flight levels and regions impacted by ash plume: DGCA

Manju.V@timesofindia.com

Mumbai: Throughout Monday, Mumbai's Meteorological Watch Office released a series of SIGMET (Significant Meteorological Information) alerts for the Arabian Sea sector of the Mumbai Flight Information Region (FIR). The warnings marked out a large polygon-shaped area over the Arabian Sea containing volcanic ash from Ethiopia's Hayli Gubbi eruption from the surface up to about 50,000ft. The notices said part of the ash cloud was moving northeast while another section remained stationary.

After lying dormant for an estimated 10,000 years, Hayli Gubbi erupted on Sunday, sending ash high enough into the atmosphere for winds to carry it across the Red Sea and the Arabian Peninsula. Satellite imagery later showed the plume entering Muscat FIR and edging toward Mumbai FIR, forcing flight routings. By Monday evening, the ash cloud reached Pakistan airspace. "It is likely to reach northern India by Tuesday morning, but the cloud might dissipate by then," an AAI official said.

Advisories from the Toulouse Volcanic Ash Advisory Center confirmed that the explosive phase of the eruption stopped, but residual ash and gas continue to drift.

Muscat's air navigation authority also issued a NOTAM (notice to airmen) reporting ash clouds in the northeast, south, and southeast sections of its airspace, between 19,000ft and 38,000ft, moving in a northeastward track. Pilots operating in these regions were instructed to exercise caution.

Directorate General of Civil Aviation (DGCA) has advised airlines to avoid flight levels and regions impacted by



VOLCANIC ASH A HAZARD TO AIRCRAFT

- > Volcanic ash poses a serious hazard to aircraft because it contains fine particles of glass, rock, and mineral crystals. When jets fly through ash clouds, the fine, abrasive particles melt in the engine's high temperatures and then solidify on its turbine blades, potentially causing engine stall or complete shutdown
- > Ash also abrades windscreens and sensors, contaminates cabin air and can block pitot tubes that gauge aircraft speed

IMPACT OF VOLCANIC ERUPTIONS ON AVIATION IN THE PAST

EYJAFJALLAJÖKULL, ICELAND IN 2010

- > It began its eruption on March 20, 2010, after 187 years of quiet. On April 14, the volcano began a more forceful eruption, emitting plumes of ash which was reported over Norway, Sweden, northwestern Russia, northern Poland, northern Germany, northern France, and the southern UK
- > It triggered the biggest airspace shutdown since World War II: over 100,000 flights cancelled, affecting about 10 million passengers
- > European airspace restrictions lasted almost a week



MOUNT PINATUBO, PHILIPPINES IN 1991

- > One of the largest eruptions of the 20th century, ash clouds rose to over 100,000 ft and entered major air routes over Southeast Asia
- > More than 20 aircraft suffered ash encounters; several engines were damaged
- > Airlines had to reroute or cancel flights across the Philippines and parts

MOUNT GALUNG-GUNG, INDONESIA IN 1982

- > On June 24, 1982, BA Flight 009 inadvertently flew into its ash cloud, losing all 4 engines temporarily. Pilots managed to restart the engines and divert the flight
- > Airports in Indonesia closed multiple times; airlines rerouted traffic

the ash plume. Airports where the ash, comprising silica, rocky material, and gases like sulphur dioxide, is expected to reach in India have been asked to inspect runways for contamination and suspend operations if required.

IndiGo and Akasa posted

on X that they were closely monitoring the volcanic activity in Ethiopia and its potential impact on flight operations in nearby regions.

Mrityunjay Mohapatra, director general, Meteorology IMD, told TOI, "The plumes of ash are moving to-

wards northwest India at the height of 10-15km above the surface. It is expected to reach Delhi-NCR by Monday night. It is not in the lower level and aircrafts which move at the same height are to be impacted."

(With inputs from Delhi)

How Air India lost a plane in cobweb of sarkari apathy

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

Subhro.Niyogi

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

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

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

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



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

and memory.

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

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

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

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

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

across India.

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

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



Corporate Communications Directorate

THE TRIBUNE

DELHI

26 NOVEMBER 2025

Ethiopian volcanic ash sends air traffic into spin

SHEKHAR SINGH
TRIBUNE NEWS SERVICE

NEW DELHI, NOVEMBER 25

India's aviation network was pushed into an unusual spell of disruption after a massive ash plume from Ethiopia's Hayli Gubbi volcano drifted across West Asia and into northern India, triggering flight delays, cancellations and precautionary route changes across several states despite immediate intervention by the Ministry of Civil Aviation.

The ministry on Tuesday said it had been in continuous

Ai cancels 11 flights, ministry says no cause for concern

coordination with the air traffic control (ATC), the India Meteorological Department (IMD), airlines, the Airports Authority of India (AAI) and international aviation agencies after the volcanic eruption on November 23. The ministry said the AAI issued NOTAM — notice to airmen containing information essential to flight operations — and

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Ethiopian volcanic ash...

that operations had remained largely stable, with only a limited number of flights rerouted or made to descend as a safety measure. It noted that there had been "no cause for concern" at any point, even as the ash cloud shifted closer to Indian airspace. Across Rajasthan, Gujarat, Maharashtra, Delhi-NCR and Punjab, however, the fallout was visible. Airlines operating long-haul flights as also on the Gulf route were hit the hardest, as aircraft that may have passed through contaminated zones were pulled aside for precau-

tionary inspections.

Air India cancelled 11 flights on Monday and Tuesday after receiving instructions to carry out mandatory checks on aircraft that had flown over specific regions following the eruption. The airline informed passengers that its ground staff had been assisting with rebooking and accommodation, and reiterated that safety took precedence over schedules. It expressed regret for the inconvenience caused but said the situation was beyond its control.