

एयरपोर्ट के पास फेंके जा रहे मृत मवेशी, खतरा बनकर मंडराते पक्षी

विमानों को पक्षियों से बचाने के लिए छोड़ने पड़ते पटाखे, छह साल से अनदेखी बरकरार, मीट-मछली की दुकानें हटाने का आदेश भी फाइलों में

शहर का मुद्दा

जागरण संवाददाता, कानपुर : दिन बुधवार। घड़ी की सुइयों दोपहर 2:50 बजे का समय दर्शा रही हैं। चकेरी एयरपोर्ट पर पांच मिनट बाद दिल्ली से इंडिगो की फ्लाइट उतरने वाली है। इस बीच, परिसर के पास लगातार आठ से 10 पटाखों की आवाज गूंजती है। इसके साथ ही रनवे और आसपास से चिड़ियों का झुंड चहचहाते हुए उड़कर दूर चला जाता है। ये कयावद एयरपोर्ट पर किसी भी फ्लाइट के उड़ने और उतरने से पहले हर रोज होती है। ऐसा इसलिए किया जाता है ताकि किसी फ्लाइट के उड़ान के समय पक्षियों के टकराने से होने वाले संभावित हादसे को टाला जा सके।

बड़ा सवाल यह है कि एयरपोर्ट के पास आखिर इतने पक्षी विमानों के लिए खतरा बनकर मंडराते ही क्यों हैं? दरअसल, इसकी वजह चकेरी एयरपोर्ट के रनवे से कुछ दूर हिंदुस्तान एयरोनाटिक्स लिमिटेड (एचएएल) की जमीन पर फेंके जा रहे मृत मवेशी हैं। छह साल से यह स्थिति है पर किसी का ध्यान इस ओर नहीं है। कुछ साल पहले एयरपोर्ट के आसपास हाईवे पर मीट-मछली की दुकानों को हटाने का आदेश हुआ पर मामला फाइलों में ही बंद है। एयरपोर्ट सलाहकार समिति की हर बैठक में आसपास की गंदगी व कबाड़ी खामियां गिनाई थीं। इसके बावजूद नतीजा ढाक के तीन पात



चकेरी एयरपोर्ट के पास स्थित जगतापुर गांव के पास रनवे पर इंडिगो की फ्लाइट खड़ी है। महज कुछ मीटर की दूरी पर ही एक पक्षी भी उड़ता नजर आ रहा है, जो विमानों के उड़ान या लैंडिंग के लिए खतरनाक हो सकता है • धीरज गुप्ता

- एयरपोर्ट सलाहकार समिति की बैठक में भी उठाया जा चुका है गंदगी का मामला
- विभागों में समन्वय की कमी से सफाई व्यवस्था दुरुस्त करने पर नहीं बन पाई बात

ही रहा। विभागों में समन्वय ही नहीं बन पाया। हाल में हुए अहमदाबाद विमान हादसे के बाद भी सबक नहीं लिया गया। इससे हादसे का खतरा बरकरार है। हाल ही में एविएशन सेक्टर की नियामक एजेंसी नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने निरीक्षण के बाद हवाई अड्डों में कबाड़ी खामियां गिनाई थीं। इसके बाद से विमानों की सुरक्षा को लेकर

हाईवे किनारे खुली मीट की दुकानें, हटाने का आदेश हवा

अहिरवा में हाईवे किनारे मीट की दुकानों को हटाने के लिए एयरपोर्ट अथॉरिटी ने फह्रा था। हादसे की आशंका पर एयरपोर्ट प्रबंधन ने आसपास मीट, मछली की दुकानों के

कारण अधिक ऊंचाई तक उड़ने वाले पक्षियों के आने की आशंका जताई थी। जिला प्रशासन ने उन्हें हटाने के निर्देश दिए थे पर अभी तक अमल नहीं हो सका।

सवाल खड़े होने लगे हैं। कानपुर के चकेरी एयरपोर्ट का भी हाल इससे जुदा नहीं है। दरअसल, कानपुर-प्रयागराज हाईवे से लगी इंटरलाकिंग सड़क जगतापुर के पास मैदान तक है। जंगल में तब्दील हो चुके इस मैदान पर पशुपालक गोबर के साथ मृत मवेशियों को बोरियों में भरकर फेंक जाते हैं। यह जमीन एचएएल की बताई गई है। यहां से एयरपोर्ट की दीवार 200-300 मीटर दूरी

पर है, जिसके अंदर एयरपोर्ट का रनवे बना है। यहीं से हवाई जहाज चलकर उड़ान भरते हैं। मैदान में फेंके गए मृत मवेशियों को आवारा कुत्ते नोचते किसी भी समय देखे जा सकते हैं। बुधवार को भी मैदान में बड़ी संख्या में कुत्ते व आसमान में पक्षी मंडराते दिखाई पड़े। पक्षी भोजन की तलाश में मंडराते हैं, जिनके विमान के रास्ते में आने का खतरा है।

क्या कहते हैं जिम्मेदार

नियमानुसार एयरपोर्ट के आसपास मांस की दुकानें, जलभराव व मृत पशु नहीं फेंके जाने चाहिए। इससे पक्षी मंडराते रहते हैं, जो हादसे का कारण बन सकते हैं। नगर निगम समय-समय पर सफाई करा रहा है, लेकिन इसको लेकर और अधिक मुरतैदी की जरूरत है।
-संजय कुमार, निदेशक, चकेरी एयरपोर्ट।

एचएएल या एयरपोर्ट परिसर के भीतर सफा-सफाई की जिम्मेदारी नगर निगम की नहीं है। उस संस्थान को स्पष्ट सफाई करानी होती है। सहयोग मांगा जाता है तो नगर निगम मदद जरूर कर सकता है। जहां तक एयरपोर्ट या एचएएल परिसर के भीतर नियमित सफाई की बात है तो इसके लिए दोनों संस्थानों को नगर निगम के साथ मिलकर काम करना पड़ेगा। टैंडर निकालकर सफाई के लिए कंपनी तय की जा सकती है।
डा. अमित सिंह गौर, नगर स्वास्थ्य अधिकारी

विमानों की सुरक्षा से समझौता नहीं किया जा सकता। यह अत्यंत महत्वपूर्ण विषय है। एयरपोर्ट के आसपास गंदगी कतई नहीं होनी चाहिए। इसके लिए विभागों के बीच समन्वय बनाकर काम कराया जाएगा, ताकि भविष्य में किसी भी तरह की समस्या न हो।
जितेंद्र प्रताप सिंह, जिलाधिकारी



जगतापुर गांव में पड़ी गंदगी और कुछ दूरी पर खड़ा हवाई जहाज • जागरण

पहले खेलते थे बच्चे, अब खड़े जंगली पेड़

आसपास के लोगों के अनुसार, जंगल में बीबीपुर, देवीगंज, अहिरवा, एचएएल टाउनशिप, पटेल नगर, शंकरपुर इलाकों से पशुपालक गोबर व मृत मवेशियों के

शव फेंक जाते हैं। कूड़ा भी फेंका जा रहा है। लगभग छह साल पहले यहां खुला मैदान था, जिसमें बच्चे खेलते थे। अब जंगली पेड़ उग आने से स्थिति खराब हो गई है।



जगतापुर गांव में पड़ी गंदगी के पास इसी तरह कुत्ते, अन्य बेसहारा जानवर व पक्षी मंडराते रहते हैं। रनवे यहां से महज 100 मीटर की दूरी पर है • जागरण



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

26 JUNE 2025

Bird menace near airport: Nets for Versova refuse station

Shefali Parab-Pandit

MUMBAI

In the wake of the recent Air India crash in Ahmedabad, Mumbai suburban guardian minister Ashish Shelar has directed the BMC to implement urgent precautionary measures to tackle the bird menace near the Mumbai airport. As part of this, the civic body will install a protective

shed at the Versova Refuse Transfer Station (RTS), located 8km from the airport – a known risk zone for bird activity.

The civic authorities have been instructed to initiate the tendering process for the project within 15 days to help mitigate the risk of bird hits.

During the meeting, the rising bird activity near the Versova RTS was identified as

a major public safety risk due to potential bird hits and associated environmental and sanitation concerns. This comes in light of Central Pollution Control Board (CPCB) guidelines, which mandate that open dumping be located at least 20km from airports and air bases. This RTS is spread across 8,000 sq mt, handles approximately 400-450 metric tonnes of solid

waste daily.

Waste is usually piled up in the open before being taken away by trucks and dumpers. This attracts birds which fly at low heights and can be dangerous for planes flying nearby. Considering the risk, Shelar directed the civic body to cover the RTS and implement strong environmental measures to eliminate the bird menace.

A senior civic official present at the meeting said, "Start-ups, research institutions, and citizens will be invited to contribute innovative solutions. A dedicated multi-departmental committee will be formed to coordinate and monitor the action plan. All relevant departments have been asked to explore both immediate and long-term sustainable measures that ensure environ-

mental compliance and public safety."

Meanwhile, the BMC has proposed an upgrade of the Versova RTS to tackle the bird menace, following regular meetings with airport authorities. As part of the plan, the entire site will be covered with nets and roofs to deter birds from gathering. The civic body will soon float a tender for the upgrade.



Corporate Communications Directorate

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26 JUNE 2025

offgrid

Ujjain airport plan hits land hurdle

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BHOPAL

The aviation department's ambitious plan to develop the Ujjain airstrip into a full-fledged airport before the upcoming Simhashta has hit a major roadblock due to land availability issues. Currently spread across 64 acres, the existing airstrip falls far short of the land needed for an airport, and the lack of nearby government land means acquiring private land is now the only viable option. In response, the Ujjain

Turbulence, too many

- Ujjain airport needs 230 acres; only 64 acres available currently
- Land acquisition must involve private owners due to lack of government land
- Shivpuri project faces forest land and religious trust hurdles
- State targets wider air connectivity under Regional Connectivity Scheme (RCS)

district administration has been pressed into action to identify suitable land. Collector Raushan Kumar Singh confirmed receiving a letter from the aviation department stating that 230 acres are required. "A sur-

vey is underway to locate the required land, but no area has been finalised yet," he told Free Press.

The Ujjain airport is to be developed under the Regional Connectivity Scheme (RCS). Once completed, it

would significantly enhance air access to the city, cutting travel time for visitors, especially during high-traffic religious events.

A senior aviation department officer said that the Shivpuri airport project—for which an agreement was signed earlier—is also stuck due to land issues.

Out of the required 100 acres, around 35 acres lie in forest land and some parts fall under Madhav Ashram. "Acquiring land from the forest department is the toughest task," the officer

said, adding that despite continued efforts, no breakthrough has been achieved yet.

Further, under the same RCS initiative, airports are also being planned in Neemuch, Mandla, Chhindwara, and Khandwa.

Madhya Pradesh is aggressively expanding its air infrastructure. While previously limited to Bhopal, Indore, Jabalpur and Khajuraho, the state now boasts eight operational airports, including newly inaugurated ones at Satna and Datia.



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

26 JUNE 2025

Turbulence in Purandar over Pune's airport dream

In early May, what began as a drone survey for Pune's long-delayed Purandar International Airport ended in chaos. At Kumbharvalan, one of the seven villages impacted by the project, angry farmers clashed with police. By the end of the day, more than two dozen officers were injured — and the fault lines between development and displacement were laid bare.

The Maharashtra Airport Development Company has identified 2,873 hectares in seven villages in Purandar tehsil for the Purandar airport project.

"This is our ancestral land. We grow figs, custard apples, rice — and we are not prepared to lose it for a project that does not involve us," said Umesh Khaladkar of Pargaon, whose family has lived in the village for three generations.

The drone survey was part of the process to begin land measurement. But the administration now faces over 800 formal objections, concerns ranging



from inadequate compensation to fear of becoming landless.

Sharad Jamadar, 58, of Kumbharvalan says he only owns two acres. "If that goes, I will have nothing. I will be landless and helpless."

The seven villages — Pargaon, Khanwadi, Ekhatpur, Munjwadi, Udachiwadi, Vanpuri and Kumbharvalan — have emerged as the epicenter of defiance. Farmers there say that promises made in 2016, when the project was first

announced, remain unfulfilled.

"They said we would get five times the market rate for our land, a job for one family member, and a share in airport services," said a local farmer. "None of that is on paper."

Purandar Sub-Divisional Officer Varsha Landge, who oversees land acquisition, told Hindustan Times, "We are verifying each objection carefully. Compensation concerns, orchard losses, and loss of ancestral land are being docu-

mented. A final proposal will be shared with the farmers."

State revenue minister Chandrashekhar Bawankule has assured locals of dialogue. "No development happens without some land acquisition. But we will resolve compensation issues," Bawankule had said during a visit in the first week of May.

Urban planners argue that Pune needs a second airport to meet rising demand. The existing Lohegaon airport — a civil

enclave in an Air Force base — has severe limitations on timing, cargo and expansion. "Without Purandar, Pune's growth will be limited," said a senior official with the Maharashtra Industrial Development Corporation. But villagers aren't convinced. "We've seen what happened in Navi Mumbai. Decades passed before the displaced got homes," said a teacher in Vanpuri. In 2023, the project gained fresh traction with GMR Airports winning the bid. Yet, the state has walked a tightrope. Local leaders in Purandar claim the BJP's underperformance in the region during the Lok Sabha polls last year is partly due to the unrest. "There is a trust deficit. Villagers are not opposing the airport. They are opposing the way it's being done," said a former sarpanch. For now, the drone survey is on hold and the district administration plans to restart hearings next month.

Protests from farmers and landowners against the airport pushed the government to move the site from Khed to Purandar, where it is facing resistance again. HT PHOTO

enclave in an Air Force base — has severe limitations on timing, cargo and expansion. "Without Purandar, Pune's growth will be limited," said a senior official with the Maharashtra Industrial Development Corporation. But villagers aren't convinced. "We've seen what happened in Navi Mumbai. Decades passed before the displaced got homes," said a teacher in Vanpuri.

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MILLENNIUM POST

DELHI

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Iranian woman held for duping US citizen of \$700 at IGI Airport

OUR CORRESPONDENT

NEW DELHI: The IGI Airport Police team has arrested a 52-year-old Iranian national for duping a US citizen of \$700 in a clever currency swap scheme.

The police were informed about the incident through a complaint registered at the IGI Airport Police Station.

The accused has been identified as Fatemah Akbari (52), wife of Mijtaba resident of Tehran, Iran. According to the police, the accused was apprehended from a guest house in Saket following a detailed

investigation launched after a complaint was filed by 70-year-old Baldev Singh, a US citizen originally from Punjab.

The incident occurred on the night of June 20, when Singh was preparing to board his return flight to the United States. While unloading luggage near Departure Gate No. 7, he was approached by an Iranian couple and their child.

The couple, posing as fellow travelers en route to Dubai, engaged Singh in a friendly conversation and asked to see Indian and US currency notes, purportedly to show their child.

Trusting them, Singh handed over a ₹50 note and later showed nine \$100 bills from his bag.

The suspects took the dollars under the pretext of showing them to the child and seemingly returned them.

Singh later realised \$700 had been stolen using a currency swap trick. CCTV and GPS led police to Saket, where accused Fatemah was arrested; her husband escaped. She confessed, citing financial distress, and revealed they targeted foreigners in busy areas. Police are tracing her husband and probing similar frauds.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

27 JUNE 2025

Gr Ghaziabad soon, right time to expand city area: Yogi

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Ghaziabad: Chief minister Yogi Adityanath on Thursday announced the formation of "Greater Ghaziabad", which will bring three municipal councils into the corporation area, among them Loni, which shares a border with northeast Delhi.

"I held talks with public representatives and work on Greater Ghaziabad will start soon," said the CM, who was in the NCR city to lay the foundation stone for PSU Central Electronics Ltd's data centre.

Citing Ghaziabad's rapid infrastructure development, the latest windfall being the Hindon civil terminal that has begun to operate as NCR's second airport, Adityanath said time is right for an expansion of its urban area. "In the last eight years, Ghaziabad has made rapid progress in every field, be it infrastructure, cleanliness or law and order. Today, it is shining as an example as it has a 12-lane expressway (Delhi-Meerut), rapid rail and airport (Hindon civil terminal). It's time to expand the city by creating Greater Ghaziabad."

Greater Ghaziabad will be constituted by assimilating Loni Nagar Palika, Khoda-Makanpur Nagar Palika and Muradnagar Nagar Palika with Ghaziabad Municipal Corporation (GMC). "There was a time when Ghaziabad was associated with gang wars and films were made on the city's gang wars. But the perception has now changed," Adityanath said, adding an expansion of GMC's area would benefit the three nagar palikas.

In Aug last year, the council of ministers had vetted a proposal for Greater Ghaziabad, observing that merger with GMC would ensure all-round development of Loni and Khoda-Makanpur in terms of roads, water, sewer and electricity besides enhancing ease of doing business and ease of living since Ghaziabad is a part of Delhi-NCR. A GMC official indicated a Greater Ghaziabad board would be formed by the corporation and the merger will be mutually beneficial.

Will civic body ban public bird feeding?

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Ahmedabad: While investigations will determine whether a bird strike or technical failure caused the crash of Flight AI 171 shortly after take-off, the potential threat from bird feeding locations within a 2km radius of the Ahmedabad airport has become increasingly concerning in the wake of this tragedy.

Three such locations — open plots near Dafnala crossroads in Shahibaug, Ghevar Circle, and Ghoda Camp Road — are merely a kilometre away from the crash site at the medical hostel mess in Meghaninagar.

Another potentially hazardous site is situated along the Dafnala-Airport road and near Bhadreshwar Housing Society, opposite the police joint interrogation centre adjacent to the airport wall on Kotarpur Road.

For the past year, the Ahmedabad Municipal Corporation (AMC) has been considering implementing a ban on bird feeding in public areas like pavements, open



grounds, and traffic islands — a practice that poses significant health risks. During a

review meeting last July, the then-civic chief had directed zonal deputy municipal

commissioners to identify and close such feeding spots. According to officials who requested anonymity, grain warehouses along Ghoda Camp Road in Meghaninagar frequently experience spillage from lorries, attracting large numbers of birds. It remains to be seen whether this crash will prompt the civic body to take decisive action.

In 2019, under the Swachh Survekshan campaign to make Ahmedabad a bin and garbage-free city, AMC removed large dumpsters from all locations, but people started dumping waste on the ground where these large bins existed. This continued to attract strays and birds.

The civic body then identified 218 points where this problem prevailed, and to identify and fine errant citizens, planned installing 300 wireless CCTV cameras.

Last March, AMC's standing committee approved this Rs 2.4-crore proposal. In the central zone of the heritage city's old city area, 71 spots were identified as having the highest amount of filth.

Startups asked to help minimise bird risk to aircraft



Bird menace has increased around Versova Refuse Transfer Station

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Mumbai: In the wake of the recent plane crash in Ahmedabad – where a suspected bird hit was initially believed to be one of the causes but later ruled out – a high-level meeting was held on Wednesday at Mantralaya to address the increasing bird menace near the Versova Refuse Transfer Station (RTS), located directly along the flight path of aircraft taking off from Mumbai airport. Startups, research institutions, and citizens shall be invited to submit innovative solutions to address the issue.

RTS, operated by BMC, functions as an intermediate hub in the city's solid waste management system. Waste collected from neighbourhoods by smaller garbage trucks is brought to these stations, where it is transferred to larger vehicles or compactors. These high capacity trucks then transport the consolidated waste to landfill sites or processing facilities on the city's outskirts.

During the meeting, held at the chamber of the IT and cultural affairs minister (and Mumbai guardian minister) Ashish Shelar, it was

observed that the increasing bird activity in and around the Versova RTS poses a threat to public safety, including the potential for bird strikes leading to aircraft accidents, as well as general environmental and sanitation concerns.

The minister directed BMC for the immediate initiation of specific remedial actions, said civic officials. The meeting was attended by key stakeholders, including representatives from BMC, Directorate General of Civil Aviation (DGCA), Adani Airport Holdings Limited (AAHL), Disaster Management Cell, Maharashtra Pollution Control Board (MPCB), and the state environment department.

Directives that were issued included immediate covering of the Versova refuse transfer station, provision of shed, and environmental measures to eliminate the bird menace. BMC has been directed to initiate the process of tendering within 15 days.

Further, a detailed problem statement regarding the problem shall be prepared and circulated to all stakeholders, and a committee formed.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

26 JUNE 2025

Kerala airport to slap parking fee on UK's grounded F-35 jet

TIMES NEWS NETWORK

@CISFHQrs

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

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

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

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



The jet has been stranded since June 14

ne. A British high commission spokesperson said: "We are working to repair the UK F-35B at Thiruvananthapuram International Airport as quickly as possible. We thank the Indian authorities for their continued support." There was a move to shift the jet to the hangar as it may have to be here for a some more time, but British Navy authorities were reportedly not in favour of it.

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



Corporate Communications Directorate

THE ASIAN AGE

DELHI

26 JUNE 2025

Act swiftly on aviation lapses

The Directorate General of Civil Aviation's surprise checks on the operations of key players in the aviation sector such as airlines, airports and aircraft maintenance companies have exposed serious systemic slackness within India's aviation ecosystem. Its findings paint a profoundly unsettling picture, which include repeated maintenance lapses, unserviceable ground equipment and outdated safety infrastructure, such as worn tyres and unsecured life vests.

In the aviation sector, every operational aspect could directly affect the safety of passengers, and this level of negligence is criminal and indefensible. As shown in Air India's Boeing Dreamliner crash, even a momentary oversight by airport authorities could cost several hundreds of lives. However, if the slackness in the aviation sector is so pervasive, the safety of air travellers would be at a grave risk.

While the DGCA's decision to conduct surprise audits is commendable, the practice should not be sporadic and must be institutionalised. It must form the backbone of a continuously evolving safety culture. It should learn from best practices adopted globally. It should introduce real-time digital tracking of maintenance issues through a centralised logbook system that ensures no defect is overlooked. Ground safety, which has long been neglected, must be prioritised. Infrastructure audits should be conducted through drone surveys and GIS mapping.

India needs a truly independent and empowered air safety body, which is free of government or airline influence. Instead of recruiting only process-focused bureaucrats, the regulator body should hire people who are technologically updated and who do not treat fliers as mere numbers. Thanks to an aspiring population and the world's largest middle class, India's aviation sector has a great growth potential. However, the growth cannot come at the cost of passenger safety. The skies must be kept safe — by choice and not by chance.



Corporate Communications Directorate

AMAR UJALA

DELHI

27 JUNE 2025

अहमदाबाद विमान हादसा

ब्लैकबॉक्स का डाटा डाउनलोड, जांच जारी

नई दिल्ली। अहमदाबाद में 12 जून को गिरे एअर इंडिया के विमान के ब्लैक बॉक्स का डाटा निकालने में सफलता मिली है। सरकार ने बृहस्पतिवार को कहा कि विमान दुर्घटना जांच ब्यूरो (एएआईबी) के प्रमुख की अध्यक्षता में एक टीम हादसे की जांच कर रही है। ब्लैक बॉक्स से डाटा निकाल लिया गया है। कम्पिउट वॉयस रिकॉर्डर और फ्लाइट डाटा रिकॉर्डर का भी विश्लेषण किया जा रहा है, ताकि हादसे की कड़ियां जोड़ी जा सकें। उड़्डयन मंत्रालय ने बताया कि अंतरराष्ट्रीय प्रोटोकाल के तहत एएआईबी के महानिदेशक के नेतृत्व में एक टीम गठित की गई है। टीम में विमानन चिकित्सा विशेषज्ञ, एक एटीसी अधिकारी और राष्ट्रीय परिवहन सुरक्षा बोर्ड के प्रतिनिधि शामिल हैं। ब्यूरो



Corporate Communications Directorate

BUSINESS LINE

DELHI

27 JUNE 2025

Ahmedabad crash: Probe agency starts analysing 'black box' data

IDENTIFYING CAUSE. Analysis of cockpit voice recorder and flight data recorder data is underway: Ministry

Rohit Vaid
New Delhi

Investigation into the Ahmedabad air crash of Air India flight AI-171, led by the Director General of the Aircraft Accident Investigation Bureau (AAIB), has begun to analyse the data recovered from the aircraft's black boxes.

The development assumes significance as the analysis of the data will help to reconstruct the sequence of events leading to the accident and identify the contributing factors to enhance aviation safety and prevent future occurrences.

On Thursday, the Ministry of Civil Aviation (MoCA), in a status report on the recov-



GETTING TO THE BOTTOM. The AAIB initiated a probe and constituted a multidisciplinary team on June 13 in line with the prescribed norms REUTERS

ery and examination of data from the black boxes, said the analysis of cockpit voice

recorder (CVR) and flight data recorder (FDR) data is underway.

According to MoCA, following the accident, the AAIB initiated an investigation and constituted a multidisciplinary team on June 13, in line with the prescribed norms.

The AAIB is the designated authority for such investigations.

As per MoCA, the team, constituted as per international protocol, is led by DG AAIB GVG Yugandhar and includes an aviation medicine specialist, an ATC officer and representatives from the National Transportation Safety Board (NTSB), which is a government investigative agency from the state of manufacture and design (USA), as required for such investigations.

Besides, the Ministry pointed out that both the CVR and the FDR were recovered — one from a rooftop of the building at the crash site on June 13, and the other from the debris on June 16.

UNDER SURVEILLANCE

“Standard operating procedures were issued for their secure handling, storage, and transportation. The devices were kept under 24x7 police protection and CCTV surveillance in Ahmedabad,” the Ministry said.

“Subsequently, the black boxes were brought from Ahmedabad to Delhi by an Indian Air Force aircraft with full security on June 24, 2025.”



Corporate Communications Directorate

BUSINESS LINE

DELHI

27 JUNE 2025

Air India broadens safety checks on Boeing fleet

Rohit Vaid
New Delhi

The Tata Group-promoted Air India has voluntarily broadened its 'reliability enhancement programme', ensuring comprehensive safety checks on its Boeing 787 and 777 fleet, sources told *businessline*.

The move comes after the Ahmedabad air crash of Air India flight AI-171.

Notably, these enhanced safety checks are in addition to the mandated inspections by the Directorate General of Civil Aviation (DGCA).

businessline was the first to report that the regulator was exploring the possibility of having all the Boeing 787s in service checked before any further flight operations.

In an order issued on June 12, 2025, the DGCA man-

dated the airline to conduct one-time pre-flight checks on its entire Boeing 787-8 and 787-9 aircraft fleet, equipped with 'GenX' engines. Sources cited that as many as 29 B787 aircraft had undergone the DGCA-mandated checks without any adverse findings.

MAINTENANCE TASK

The rest of the four B787 aircraft are on the ground for maintenance tasks scheduled before the AI171 accident. Besides, Air India has enlarged the scope of its minimum equipment list (MEL) to add even minute requirements for operations approval.

This list varies to cater to the needs of different aircraft types. "The list outlines the minimum equipment required for an aircraft to be considered airworthy, even



The move comes after the tragic Ahmedabad air crash of Air India flight AI-171.

with certain minor issues not critical for operations," sources said.

"The scope of this list has been widened to ensure the optimum serviceability 'safety reliability' of the aircraft. Air India's engineering team is monitoring the MEL for all aircraft closely."

On the spares front, Air India has engaged with OEM (original equipment manu-

facturer) and service providers to supplement the stocks of spares to increase aircraft availability. This step, according to sources, will help augment the airline's operational reliability.

"The airline had set up one of India's largest engineering warehouses to boost the ready availability of spare parts and components," sources said.

Further, the DGCA mandated additional maintenance actions to ensure the airworthiness and safety of the fleet.

FLIGHT INSPECTION

The airline was mandated to implement 'flight control inspections' during transit until further notice and carry out power assurance checks within two weeks. Additionally, the airline was required to review and address recurring snags on its B787-8 or -9 aircraft reported in the last 15 days. On June 17, the Ministry of Civil Aviation said that the "recent surveillance conducted on Air India's Boeing 787 fleet did not reveal any major safety concerns". It noted that Air India's aircraft and associated maintenance systems were found "compliant with existing safety standards".



Corporate Communications Directorate

BUSINESS LINE

DELHI

27 JUNE 2025

Scandinavian airline SAS to launch Mumbai flights

Aneesh Phadnis
Mumbai

European airlines are launching new routes to India to tap the growing demand for trade and tourism.

On Wednesday, Scandinavian airline SAS announced five weekly flights between Copenhagen and Mumbai from next June.

At present, Air India flies five times a week from Delhi to Copenhagen (temporarily reduced to thrice weekly till July 15), and IndiGo has disclosed plans to operate to Copenhagen with its wet-leased Boeing 787 aircraft.

“India is a key global market — both in terms of growing demand and economic importance. With this new route, SAS contributes to strengthening Copenhagen’s role as a global hub while supporting increased connectivity between India and Northern Europe as well as India and North America,” said Anko van der Werff, President and CEO of SAS.

The service is designed to support transfers to and from major destinations in Europe and North America,

including New York, Boston and Toronto, the airline said.

With this planned expansion, SAS joins its partner airlines Air France and KLM, which too are adding capacity to India. KLM is starting flights to Hyderabad from September, and Air France too intends to add flights to Delhi in winter.

NEW ROUTES

Other European carriers too are exploring the launch of new routes to India.

Aegean Airlines is considering flights to India on receiving the first of its four Airbus A321LR aircraft in first quarter of 2027. “We are looking for opportunities to fly to India,” Roland Jaggi, Chief Commercial Officer of Aegean Airlines, said on the sidelines of IATA AGM in Delhi earlier in June.

According to a local media report, Italy-based ITA Airways is also planning to add flights between Rome and Mumbai in 2026, complementing its service to Delhi. ITA Airways is now a part of the Lufthansa group which flies to India from Frankfurt, Munich and Zurich (flights operated by Swiss).



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

27 JUNE 2025

Air India crash: Delhi lab extracts black box data

DEEPAK PATEL
New Delhi, 26 June

Investigators probing the Air India AI171 crash have successfully extracted data from the aircraft's black boxes — the cockpit voice recorder (CVR) and flight data recorder (FDR) — at the Aircraft Accident Investigation Bureau (AAIB) lab in Delhi, the Ministry of Civil Aviation (MoCA) said on Thursday.

It added that analysis of the extracted data is currently underway at this lab.

In a statement, the MoCA said the memory module of the front black box was accessed and downloaded on June 25 (Wednesday). "These efforts aim to reconstruct the sequence of events leading to the accident and identify contributing factors to enhance aviation safety and prevent future occurrences," it said.

Chandra briefs Tata Sons board on A-I crash

Tata Sons Chairman N Chandrasekaran (*pictured*) on Thursday informed the board that the Tata group would establish a dedicated trust to provide long-term assistance to the Air India (A-I) crash victims' families.

Chandrasekaran briefed the board of directors on the steps taken by the group to support the families affected by the A-I crash on June 12. He is working closely with the airline to ensure relief and

rehabilitation measures are swiftly implemented for those impacted by the tragedy, which claimed over 270 lives, including people on the ground.

Tata Sons, which holds a majority stake in A-I, also owns a controlling interest in Tata AIG General Insurance.

Tata Sons did not respond to an email seeking comment on the board meeting.

BS REPORTER



The CVR and FDR — essential to understanding what happened in the final moments of the flight — were recovered from the crash site on June 13 and June 16, respectively. The front unit was found on a building rooftop, while the rear was located in the debris.

The AAIB, which is leading the probe, began the data extraction process at its lab the same evening, in the presence of technical experts from both India and the US National Transportation Safety Board, the investigative agency of the aircraft's country of manufacture.

The Crash Protection Module was first retrieved from the device before accessing its internal memory. The AAIB constituted a multidisciplinary team on June 13, comprising specialists in aviation medicine, air traffic control, and representatives from the NTSB.

THE COMPASS

Strong market leadership, robust demand to help IndiGo stock soar

DEVANGSHU DATTA

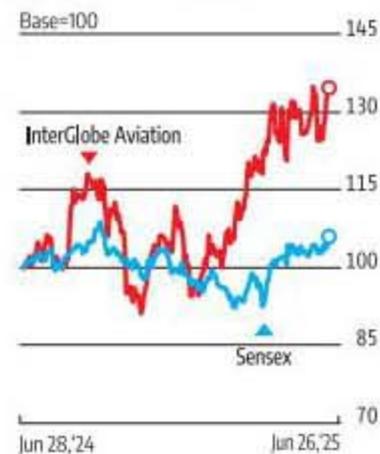
India's civil aviation sector has strong growth trends in the medium to long term, but geopolitics has had a short-term impact on international travel. Many flights were cancelled during the Iran-Israel conflict and there are fears of crude oil supply disruptions, causing price volatility in a key input. In addition, the crash at Ahmedabad has led to Boeing 787 fleets being grounded, causing further flight disruptions and it has also led to Air India being badly hit due to 787 exposures.

India is expected to see close to 10 per cent compound annual growth rate (CAGR) in passenger volumes over the next two-three years and it is among the lowest penetrated markets per capita despite being the third-largest. The number of working airports has risen to 162 from 74 in 2014, with plans to develop another 50 airports in the next few years. Supply chain issues and

technical hurdles have slowed aircraft deliveries from Boeing and Airbus to 5-6 years (from earlier 3-4), which has led to demand-supply gaps.

IndiGo (InterGlobe Aviation) is a gainer in terms of market share while the longer-term trends for Indian aviation seem quite favourable. There's been steady growth in passengers, and scaleup in the network of airports and routes. Overall domestic passenger volumes grew by around 9 per cent Y-o-Y between February-April 2025, though metro-metro traffic declined 2 per cent Y-o-Y due to a crunch in aircraft availability. IndiGo has also grown international volumes by 30 per cent Y-o-Y over January-April 2025. While there are fleet expansion plans, there may be delays in aircraft deliveries.

In effect, the data indicates that Indian civil aviation is now an oligopoly with IndiGo far ahead of the number two, Air India group. IndiGo's market share improved following the collapse



of GoFirst in May '23. IndiGo has held over 60 per cent ever since and it had 64.6 per cent share in May '25 up 300bp Y-o-Y, while the share was 26.5 per cent for Air India group (down 250bp Y-o-Y), 5.3 per cent for Akasa (up 50bp Y-o-Y),



and 2.4 per cent for SpiceJet (down 160bp Y-o-Y).

The passenger load factor was at 85.1 per cent for IndiGo (down 330bp Y-o-Y), 80.2 per cent for Air India group (down 670bp Y-o-Y), 91.4 per cent for

Akasa (up 110bp Y-o-Y), and 84 per cent for SpiceJet (down 10bp Y-o-Y). On-time performance was averaged at 69 per cent at the top six airports with 84 per cent for IndiGo, 74.7 per cent for Air India, 78.7 per cent for Akasa, and 50.1 per cent for SpiceJet.

As of now, air turbine fuel (ATF) price for June '25 was at ₹83,073 per kilolitre (down 13 per cent Y-o-Y and down 3 per cent month-on-month (M-o-M)). For Q1FY26, ATF price stood at ₹86,000, while it was ₹93,767 for Q4FY25, down 7 per cent quarter-on-quarter (Q-o-Q) and 13 per cent Y-o-Y. This is benign pricing trends – fuel contributes close to 40 per cent of operating costs. Lower ATF prices should increase margins considerably, but this could change if conflicts lead to sustained price spikes.

Globally, IndiGo is among the most efficient low-cost air carriers in terms of CASK (Cost per available seat km) and in FY25, it reported a 17 per cent Y-o-Y

increase in revenue, driven by 11 per cent Y-o-Y rise in passenger volumes.

Ebitda grew 11 per cent Y-o-Y, despite higher forex loss on rupee depreciation, increase in lease expenses, grounded aircraft and higher airport fees. In FY25, the company added 67 aircraft to the fleet, taking total count to 434. Management guided for double-digit capacity growth in FY26.

There's reason to maintain a positive outlook due to the robust sector demand, the strong market leadership and the growing domestic and international network. The stock trades at a PE of around 25x based on expected FY26 earnings and it could receive a valuation boost if growth continues as per schedule.

According to Bloomberg, 7 of the 8 analysts polled in June are bullish on the stock. Their average on-year target price is ₹6,192 versus the current price of ₹5,691.

दुर्घटनाग्रस्त विमान के ब्लैक बॉक्स से डाटा सफलतापूर्वक निकाला

डाटा रिकार्डर की जांच का काम दिल्ली एएआइवी लैब में चल रहा

जागरण न्यूस, नई दिल्ली : 12 जून को अहमदाबाद में दुर्घटनाग्रस्त हुए एअर इंडिया के बोइंग ड्रीमलाइन विमान एआइ-171 से प्राप्त दोनों ब्लैक बॉक्स का डाटा सफलतापूर्वक निकाल लिया गया है। इसकी जांच विमान दुर्घटना जांच ब्यूरो (एएआइबी) और अमेरिकी सरकार की एजेंसी नेशनल ट्रांसपोर्टेशन सेफ्टी बोर्ड (एनटीएसबी) के वरिष्ठ अधिकारी कर रहे हैं।

नागरिक विमानन मंत्रालय के अनुसार, अभी दुर्घटनाग्रस्त विमान के काकपिट वायस रिकार्डर (सीवीआर) और फ्लाइट डाटा रिकार्डर (एफडीआर) से निकाले गए डाटा की जांच की जा रही है। जांच का काम दिल्ली स्थित एएआइबी की लैब में हो रहा है। डाटा मिलने के बाद दुर्घटना की गुत्थियों को सुलझाया जा सकेगा। सरकार ने यह भी कहा है कि दुर्घटना के कारणों की तह में जाकर ही यह सुनिश्चित किया जा सकेगा कि आगे इस तरह का कोई हादसा नहीं हो। सीवीआर और एफडीआर को हादसे के अगले दिन यानी 13 जून को दुर्घटनास्थल के पास एक भवन की छत से बरामद किया गया था। इन्हें सुरक्षित लाने के लिए विशेष संचालन प्रक्रिया अपनाई गई। चौबीसों घंटे पुलिस निगरानी और



अहमदाबाद में दुर्घटनाग्रस्त विमान

- डाटा डाउनलोड करने के बाद भारत और अमेरिकी एजेंसियां जुटीं गुत्थी सुलझाने में
- सीवीआर और एफडीआर को दुर्घटनास्थल के पास एक भवन की छत से बरामद किया था

विमान हादसे के बाद हवाई सफर का भय चरम पर

बंगलुरु, रायटर : हाल ही में अहमदाबाद में 260 यात्रियों को ले जा रहे एअर इंडिया के विमान 171 के दिल दहला देने वाले हादसे की दहशत अब भी विमान यात्रा करने वाले भारतीय यात्रियों के दिलो-दिमाग पर छाई हुई है। उरे-सहमे लोग अब हवाई यात्रा करने से कतराने लगे हैं। सेवानिवृत्त वायुसेना अधिकारी दिनेश के. ने बताया कि बोइंग 787-8 ड्रीमलाइनर के अहमदाबाद से उड़ान भरने के कुछ ही क्षणों बाद दुर्घटनाग्रस्त होने के बाद से उनके 500 डॉलर के थैरेपी कोर्स के लिए मांग में तेजी आई है।

सुरक्षा कैमरे में रखा गया। इन्हें अहमदाबाद से दो विशेष विमानों (जिन्हें विशेष सुरक्षा दी गई थी) से 24 जून को दिल्ली लाया गया। उसी दिन इन्हें एएआइबी के कार्यालय ले

याह कोर्स लोगों को उड़ने के डर से पार पाने में मदद करता है। 55 वर्षीय दिनेश बंगलुरु में 'फियर आफ फ्लाईंग साल्यूशंस' के लिए अपने काकपिट विस्टा केंद्र में उड़ान सिमुलेशन और परामर्श का संयोजन करते हैं, जो भारत में एकमात्र ऐसा केंद्र है। 2014 में वायुसेना से सेवानिवृत्त हुए दिनेश बताते हैं कि वह 14 घंटे का 'काकपिट विस्टा कोर्स' कराते हैं और विमान हादसे के बाद उनके सेंटर पर इस संबंध में सी से अधिक लोगों ने मदद मांगी है जबकि पहले औसतन प्रति माह दस जानकारियां मांगी जाती थीं।

जाया गया। इसके बाद एएआइबी के महानिदेशक (डीजी) और दूसरे तकनीकी अधिकारियों के साथ एनटीएसबी के अधिकारियों ने डाटा हासिल करने की प्रक्रिया शुरू की।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

27 JUNE 2025

विमान हादसे के बाद हवाई सफर का भय चरम पर

बेंगलुरु, रायटर : हाल ही में अहमदाबाद में 260 यात्रियों को ले जा रहे एअर इंडिया के विमान 171 के दिल दहला देने वाले हादसे की दहशत अब भी विमान यात्रा करने वाले भारतीय यात्रियों के दिलो-दिमाग पर छाई हुई है। डरे-सहमे लोग अब हवाई यात्रा करने से कतराने लगे हैं। सेवानिवृत्त वायुसेना अधिकारी दिनेश के. ने बताया कि बोइंग 787-8 ड्रीमलाइनर के अहमदाबाद से उड़ान भरने के कुछ ही क्षणों बाद दुर्घटनाग्रस्त होने के बाद से उनके 500 डालर के थैरेपी कोर्स के लिए मांग में तेजी आई है।

55 वर्षीय दिनेश बेंगलुरु में 'फ्लायर आफ फ्लाइंग साल्यूशंस' के लिए अपने काकपिट विस्टा केंद्र में उड़ान सिमुलेशन और परामर्श का संयोजन करते हैं, जो भारत में एकमात्र ऐसा केंद्र है। 2014 में वायुसेना से सेवानिवृत्त हुए दिनेश बताते हैं कि वह 14 घंटे का 'काकपिट विस्टा कोर्स' कराते हैं और विमान हादसे के बाद उनके सेंटर पर इस संबंध में सौ से अधिक लोगों ने मदद मांगी है, जबकि पहले औसतन प्रति माह दस जानकारियां

उड़ान बुकिंग में 15-20 प्रतिशत की गिरावट आई, जबकि 30-40 प्रतिशत बुक की गई टिकटें भी रद्द

मांगी जाती थीं। उन्होंने बताया, "उड़ने का डर आमतौर पर विमान पर होने वाली चीजों से संबंधित होता है। जैसे आवाजें, गति, कंपन आदि जिसका 'एक्सपोजर थैरेपी' ही एकमात्र समाधान है।" उनके सेंटर में बोइंग के लिए एक सिमुलेटर है, जो लोगों को यह अनुभव करने में मदद करता है कि लैंडिंग और टेकआफ काकपिट से कैसे दिखाई देते हैं और यह समझने में मदद करता है कि उड़ान के दौरान हर कंपन या आवाज खतरे का संकेत नहीं होती। दिनेश को मिले वाट्सएप संदेशों में व्यक्तियों ने दुर्घटना के बाद "आत्मविश्वास खोने" की शिकायत की, जबकि अन्य ने कहा कि यह 'दिमाग पर बड़ा बोझ' है। 1,600 से अधिक एजेंटों वाले भारतीय पर्यटन ऑपरेटर संघ ने कहा कि एअर इंडिया की दुर्घटना के तुरंत बाद कुल उड़ान बुकिंग में 15-20 प्रतिशत की गिरावट

आई, जबकि 30-40 प्रतिशत बुक की गई टिकटें भी रद्द कर दी गईं। समूह के अध्यक्ष रवि गोसाईं ने कहा, "हमें विमान के प्रकार के बारे में बहुत असामान्य प्रश्न मिल रहे हैं। पहले यात्रियों को इस बात की परवाह नहीं थी कि यह किस प्रकार का विमान है। अब लोग ड्रीमलाइनर्स के बारे में सुनना नहीं चाहते।"

12 जून की दुर्घटना के बाद से इंटरनेट मीडिया और टीवी चैनलों पर एक डरावना 59-सेकंड का सीसीटीवी क्लिप वायरल हो गया था जिसमें बोइंग 787-8 ड्रीमलाइनर की दुर्घटना का भयावह दृश्य निरंतर दिखाया जाता रहा है। विशेषज्ञों ने कहा कि कुछ यात्री इतने चिंतित हैं कि वे अपने हवाई यात्रा योजनाओं को पूरी तरह से पुनर्निर्धारित या रद्द कर रहे हैं। अहमदाबाद से मिली एयरपोर्ट सीसीटीवी रिकार्डिंग में दिखाया गया है कि एअर इंडिया का विमान टेकआफ के बाद 650 फीट (198.12 मीटर) की ऊंचाई पर गया, लेकिन अचानक नीचे गिरने लगा और पास की इमारत पर गिरकर आग का गोला बन गया।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

27 JUNE 2025

Two Wks After AI Crash, Probe Lead not Named

AAIB eyes ex-Airbus safety exec Rebbapragada

Arindam Majumder

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

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

Official Order Awaited >> 12

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

A TIMELINE OF AIRLINE PROBES

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

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



Official Order Awaited

>> From Page 1

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

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

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

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

AAIB has started a formal inquiry

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

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

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

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



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

27 JUNE 2025

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

Press Trust of India

New Delhi: Tata Sons and Singapore Airlines invested ₹9,558 crore in loss-making Air India in 2024-25, with the promoters pumping in ₹4,306 crore alone in March this year.

The airline, being piloted by Tatas since January 2023, has embarked on an ambitious five-year transformation plan. In November 2024, Vistara — a joint venture between Tatas and Singapore Airlines — was merged with Air India, following which the Singaporean carrier acquired a 25.1% stake in Air India.

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

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

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

In March this year, Tata Sons pumped in ₹3,224.82 crore, and Singapore Airlines invested ₹1,000.68 crore in Air India, according to regulatory filings accessed by business intelligence platform Toller.

Through the preferential allotment route, Tata Sons was issued little over 523 crore equity shares and Singapore Airlines was allotted little more than 175 crore equity shares at a price of ₹5,1632 apiece, the filings showed.

The equity shares, having a face value of ₹4 apiece, were issued with a premium of ₹2,1632 per equity share. They were allotted on March 20.

Prior to the funding in March, Singapore Airlines had invested ₹5,202.5 crore in Air India in 2024-25.

For the nine months ended December 31, 2024, Air India Group's loss before exceptional items stood at ₹1,033.1 crore while revenues were ₹6,396.8 crore, as per the provisional figures mentioned in the filings.

Currently, Air India is grappling with the fallout of the fatal crash of its London Gatwick-bound Boeing 787-8 aircraft soon after take-off from Ahmedabad on June 12. In the accident where the aircraft crashed into a medical hostel complex in Ahmedabad, 270 people died, including 241 who were onboard. One passenger survived.



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

27 JUNE 2025

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

Bloomberg

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

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

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

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





Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

27 JUNE 2025

Closing the stable door...

The world's third largest aviation market deserves much better than a toothless regulator

THE AVIATION REGULATOR'S flurry of activity in the wake of the Air India plane crash is a textbook example of closing the stable door after the horse has bolted. As expected, Air India has faced intense scrutiny after the June 12 accident that killed 271 people. Last week, the Directorate General of Civil Aviation (DGCA) warned that it may suspend or even withdraw the airline's operating licence if it did not remove three officials guilty of repeated lapses from roles linked to crew rescheduling and rostering. It also introduced a new audit framework for the sector that aims to replace the siloed style of domain-specific safety checks carried out by different directorates with a "360-degree evaluation" across airports, airlines, maintenance firms, training institutes, and ground handling companies.

And on Tuesday, the findings of a special DGCA audit only added to the mounting fears of flyers. It discovered instances of aircraft defects reappearing at airports in Delhi and Mumbai, which pointed to "ineffective monitoring and inadequate rectification action". Although the regulator did not name any entities, its survey covered areas critical to flight safety and the anomalies ranged from a faded line marking of a runway to a lack of update of obstruction limitation data and a flight getting delayed due to worn-out tyres. The DGCA has given a week to fix the lapses. In addition to routine measures such as an annual audit of Air India that the DGCA has cancelled as the airline grapples with the West Asia turmoil, these are necessary and welcome steps.

However, the timing of it all begs the question: Why wait until a tragedy strikes to stir into urgent action? A regulator should not be seen as an enforcer only when public confidence takes a beating. This is not to suggest that airlines do not have their task cut out to prioritise safety. Obviously they can't cut corners and risk passenger safety in a virtually duopolistic Indian market that is ranked the third-largest in the world. On its part, the DGCA has pulled up airlines periodically. For instance, it has penalised Air India, albeit with measly fines, for violations in the past and had briefly placed SpiceJet under an enhanced surveillance mechanism last year. The DGCA often issues advisories rather than taking decisive action against airlines that violate safety regulations or operational guidelines, suggesting a weakness in enforcement.

For the DGCA to be effective, there is a need to address its structural weaknesses. It derives its authority via the executive, not a parliamentary law, and functions as a subordinate office of the ministry of civil aviation. It is handicapped by a lack of operational and financial autonomy and is severely understaffed — as of March, 814 out of its 1,692 sanctioned positions were vacant. A reliance on civil service hiring processes contributes to an inability to attract experts, while it desperately needs to cut the red tape to allow speedy decision-making. Inspiration can be drawn from similar agencies in the US and the UK, which enjoy greater autonomy with their own personnel and procurement systems. In fact, back in 2013, the previous government had mooted replacing the DGCA with a Civil Aviation Authority, on the lines of the Federal Aviation Administration in the US. Rethinking such a revamp plan is warranted, as India's regulatory infrastructure struggles to keep pace with a growing aviation market and ensure it does not compromise consumer interests and safety.



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

27 JUNE 2025

AI-171 black box data extracted, analysis on

● AAIB DG leading probe into plane crash, govt says

NITIN KUMAR
New Delhi, June 26

INVESTIGATORS HAVE SUCCESSFULLY retrieved and downloaded crucial data from the black boxes of the Air India flight AI-171, which crashed on June 12 killing 271 people. The ministry of civil aviation said on Thursday that both the cockpit voice recorder (CVR) and the flight data recorder (FDR) were accessed at the Aircraft Accident Investigation Bureau (AAIB) laboratory in Delhi, and the analysis of their contents was underway.

This marks a significant step forward in the investigation, as the black boxes are cen-

KEY EVIDENCE

June 13: First black box recovered a day after plane crash

June 16: Second black box recovered from the debris

June 24: Black boxes brought to AAIB lab in Delhi from Ahmedabad

June 25: Memory module successfully accessed and its data downloaded



tral to understanding the final moments of the Boeing 787-8 aircraft's flight from Ahmedabad to London Gatwick, which ended in tragedy when it crashed into a medical hostel complex shortly after take-off.

Continued on Page 10

AI-171 black box data extracted

OF THE 271 fatalities, 241 were passengers and crew on board.

The ministry said that the memory module from the CVR was successfully accessed and its data downloaded on June 25, following the retrieval of the crash protection module from the front black box.

The data is expected to help investigators reconstruct the events leading up to the crash and identify any systemic or technical failures, with the aim of improving aviation safety.

The recorders were recovered from the crashsite in separate operations. The front unit was found on a building

rooftop on June 13, while the rear was located in the wreckage on June 16, the ministry said. The devices were flown to Delhi under heavy security by the Indian Air Force on June 24.

That same evening, AAIB experts, along with technical specialists from the US National Transportation Safety Board (NTSB), began the process of data extraction.

The investigation is being conducted under the Aircraft

(Investigation of Accidents and Incidents) Rules, 2017, and in line with international guide-

Data is expected to help investigators reconstruct the events leading up to the crash

lines under Annex 13 of the ICAO (International Civil Aviation Organisation) Chicago Convention. A multi-disciplinary team, constituted on June 13, is led by

the director general (DG) of AAIB, is conducting the investigation.

The team includes experts in aviation medicine, air traffic control, and representatives

from the NTSB, as mandated for crashes involving aircraft manufactured in the US.

Officials said that the inquiry is progressing in a time-bound manner and in full compliance with both domestic regulations and international commitments.

Meanwhile, heightened concerns over aviation safety in the wake of the crash have led to a spate of flight cancellations and diversions. The Directorate General of Civil Aviation has responded by tightening pre-flight safety protocols to prevent any further incidents.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

26 JUNE 2025

Tata Sons, Singapore Airlines invest ₹9,558 crore in Air India in 2024-25

PTI
NEW DELHI

Tata Sons and Singapore Airlines invested Rs 9,558 crore in loss-making Air India in 2024-25, with the promoters pumping in Rs 4,306 crore alone in March this year.

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

In response to queries about fundraising, an Air India spokesperson told PTI on Wednesday that its share-



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holders have together infused fresh capital of more than Rs 9,500 crore in 2024-25 to meet the airline's capital expenditure requirements.

Tata Sons invested Rs 3,224.82 crore, and Singapore Airlines put in Rs 6,333.18 crore

in Air India, taking the total fund infusion to Rs 9,558 crore in the financial year ended March 2025.

"Pursuant to the merger of Vistara with Air India in November 2024, the shareholders have together infused fresh capital of over Rs 9,500 crore in the fiscal year 2024-25. The said infusion is to meet the company's requirement towards capital expenditure, working capital and growth initiatives," the Air India spokesperson said in a statement to PTI. In March this year, Tata Sons pumped in Rs 3,224.82 crore, and Singapore Airlines invested Rs 1,080.68 crore in Air India, according to regulatory filings accessed by business intelligence platform Tofler.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

26 JUNE 2025

Air safety under a cloud

India's air safety record appears seriously jeopardised by multiple acts of omission and commission, and a lot of the rot has been exposed by the surprise surveillance carried out by the Directorate General of Civil Aviation (DGCA) in Delhi and Mumbai airports. The litany of defects in planes and airports and the dereliction of duty by various aviation units should shock every passenger who places implicit trust in the regulator. The DGCA found, inter alia, aircraft maintenance engineers not attending to snags, key aspects of flying operations such as thrust reverser systems unserviceable, flap slat levers not locked, tyres worn out and training systems out of date. These findings are bound to also alarm authorities at foreign airports, which provide slots to Indian airlines to operate commercial flights. In the absence of robust systems to meet minimum safety standards, 142 airlines from 17 countries are banned from operating in the European Union, and 24 countries are similarly banned in the United States. Indian aviation has suffered a periodic jolt, such as the terrible Air India AI 171 crash in Ahmedabad on June 12 and the Air India Express crash in Kozhikode five years ago, but these did not create hurdles for domestic growth or international operations. It is wholly appropriate that post-Ahmedabad, the DGCA has made public some of its findings from the surprise surveillance, although it failed to identify the errant entities. It should be pointed out that such inspections are not out of the ordinary and normally form part of the annual safety surveillance and audit programme of the organisation. So it is logical to ask how past reviews were followed up.

The burden of ensuring safe skies is growing heavier on the DGCA with the steady growth in passenger flights and the in-principle sanction accorded to 21 greenfield airport proposals. The Civil Aviation Ministry said recently that over the past three years, Indian airlines ordered 1,700 new aircraft, and passenger traffic grew 5.4% in the domestic sector and 11.4% in the international sector during 2024. Such steady expansion highlights fast-paced economic activity and pent-up demand but equally underscores the need for unstinting attention to safety. This is particularly true for airports in tier 2 and 3 cities where flight operations may be small. It must be evident to the DGCA that sunlight is the best disinfectant, and a more transparent administration will bring pressure on all participants to raise their safety game. Last year, the regulator aligned its national safety plan more closely with the International Civil Aviation Organisation (ICAO), and goal number 1 for 2024-28 was Continuous Reduction of Operational Safety Risks. Ironically, the latest audit shows that not everyone in the sector feels persuaded to follow zero tolerance approaches. Airlines and airports have enjoyed the carrots of rising revenues, and the proverbial stick now needs to make an appearance.

Airlines and airports have enjoyed the carrots of rising revenues, and the proverbial stick now needs to make an appearance.

एयर इंडिया विमान हादसे के डाटा का एएआईबी की लैब में किया जा रहा है विश्लेषण ब्लैक बॉक्स का डाटा निकाला



मौत का विमान

नई दिल्ली, विशेष संवाददाता। अहमदाबाद में हादसे का शिकार हुए एयर इंडिया के विमान एआई-171 के ब्लैक बॉक्स से जुड़े कॉर्कपिट वॉयस रिकॉर्डर (सीवीआर) और फ्लाइट डेटा रिकॉर्डर (एफडीआर) के डाटा को वायुयान दुर्घटना अन्वेषण ब्यूरो (एएआईबी) की लैब में डाउनलोड किया जा चुका है। अब डाटा का विश्लेषण किया जा रहा है।

जानकारी के मुताबिक दुर्घटना के बाद सीवीआर और एफडीआर को बरामद किया गया। इसमें से एक हादसे के अगले दिन 13 जून को दुर्घटना स्थल पर इमारत की छत से और दूसरा 16 जून को मलबे से बरामद किया गया। अब 24 जून को पूरी सुरक्षा के साथ भारतीय वायु सेना के विमान द्वारा ब्लैक बॉक्स अहमदाबाद से दिल्ली लाए गए



थे। सामने वाला ब्लैक बॉक्स एएआईबी के महानिदेशक की मौजूदगी में 24 जून को दोपहर दो बजे लैब पहुंचा, जबकि पीछे वाला ब्लैक बॉक्स एएआईबी की दूसरी टीम द्वारा उसी दिन शाम सवा पांच बजे लैब में लाया गया। सरकार का कहना है कि सभी कार्यवाही समयबद्ध तरीके से घरेलू कानूनों और अंतरराष्ट्रीय मानकों के अनुरूप की जा रही है।

मेमोरी मॉड्यूल तक पहुंचने बाद मिला डाटा : 25 जून को मेमोरी मॉड्यूल तक सफलतापूर्वक पहुंच सुनिश्चित हो पाई, जिसके बाद डेटा को

डीजी और एनटीएसबी की निगरानी में हो रही जांच

बताया गया है कि 24 जून की शाम को ही एएआईबी के महानिदेशक (डीजी) और राष्ट्रीय परिवहन सुरक्षा बोर्ड (एनटीएसबी) के तकनीकी सदस्यों की निगरानी में सीवीआर और एफडीआर से जुड़े डाटा विश्लेषण की प्रक्रिया को शुरू किया गया। फ्रंट ब्लैक बॉक्स से क्लैश प्रोटेशन मॉड्यूल को सुरक्षित रूप से निकाला गया।

लैब में डाउनलोड किया गया। अब डेटा के विश्लेषण की प्रक्रिया चल रही है। ध्यान रहे कि विमान हादसे के बाद एक बहु-विषयक टीम का गठन किया। अंतरराष्ट्रीय प्रोटोकॉल के अनुसार गठित इस टीम का नेतृत्व डीजी एएआईबी करते हैं। टीम में विमानन चिकित्सा विशेषज्ञ, एक एटीसी के अधिकारी और राष्ट्रीय परिवहन सुरक्षा बोर्ड (एनटीएसबी) के प्रतिनिधि शामिल होते हैं, जो कि जांच के लिए आवश्यक विनिर्माण और डिजाइन राज्य (अमेरिका) की सरकारी जांच एजेंसी है।

‘मुख्य जांचकर्ता की नियुक्ति में देरी क्यों’

कांग्रेस ने अहमदाबाद विमान दुर्घटना की जांच के लिए मुख्य जांचकर्ता की नियुक्ति में देरी को लेकर केंद्र सरकार पर निशाना साधा है। पार्टी का कहना है कि मुख्य जांचकर्ता की नियुक्ति में देरी के अपराध को माफ नहीं किया जा सकता। पार्टी महासचिव जयराम रमेश ने ‘एवस’ पर एक पोस्ट कर कहा कि अहमदाबाद में एयर इंडिया के विमान के दुर्घटनाग्रस्त होने के लगभग एक पखवाड़ा बीत चुका है। पर अभी तक विमान दुर्घटना अन्वेषण ब्यूरो ने विमान हादसे की जांच के लिए प्रमुख जांचकर्ता नियुक्त नहीं की है। रमेश ने कहा कि इस देरी को माफ नहीं किया जा सकता है। यह अक्षम्य है। अपने पोस्ट के साथ उन्होंने एक रिपोर्ट भी साझा की है, जिसमें दावा किया गया है कि सरकार ने अभी तक मुख्य जांचकर्ता की नियुक्ति नहीं की है। कांग्रेस के आरोपों पर एएआईबी की तरफ से कोई प्रतिक्रिया नहीं आई है।



Corporate Communications Directorate

HINDUSTAN

DELHI

27 JUNE 2025

यात्रियों की शिकायतों के बाद भी हो रही अनदेखी

नई दिल्ली, विशेष संवाददाता। अहमदाबाद विमान हादसे और उसके बाद उड़ान सेवा को लेकर सामने आ रही तमाम शिकायतों के बाद विशेष व्यापक ऑडिट किया जा रहा है।

नागर विमानन महानिदेशालय (डीजीसीए) के निर्देश पर किए जा रहे ऑडिट के दौरान तमाम खामियां सामने आ रही हैं। अभी तक की जांच से पता चलता है कि विमानन कंपनियां और उड़ान सेवा क्षेत्र से जुड़े ऑपरेटरों द्वारा उन मामलों का भी संज्ञान नहीं लिया, जिन्हें लेकर यात्रियों द्वारा शिकायतें की जा रही थीं। चुनिंदा मामलों में शिकायतों के आधार पर काम हुआ लेकिन सिर्फ खानापूर्ति के लिए। सूत्र बताते हैं कि यात्रियों की तरफ से सीट खराब होने, सीट का कवर खराब होने से लेकर हवाई अड्डे पर बैगेज ट्रॉली उपलब्ध न होने या उसके ठीक से काम न करने जैसी तमाम शिकायतें की गईं। कुछ मामलों में शिकायतें लॉगबुक के अंदर भी दर्ज पाई गईं लेकिन जब उनका सत्यापन किया गया तो समस्या जस की तस थी। कुछ शिकायतों के आधार पर सुधार के लिए काम किया गया लेकिन

समस्या के निस्तारण के लिए सही व्यवस्था नहीं

अभी तक की जांच से पता चलता है कि हवाई अड्डे पर आने वाले यात्रियों को बेहतर सेवा मुहैया कराने के लिए कोई व्यवस्थित एकीकृत सिस्टम नहीं है। ऑपरेटर लगातार शिकायतों की अनदेखी कर रहे हैं या फिर उन्हें रिकॉर्ड में दर्ज नहीं कर रहे। इतना ही नहीं, कई मामलों में नियमों की अनदेखी कर हवाई सेवा के लिए जोखिम भी बढ़ा रहे हैं।

महज औपचारिकता मात्रा के लिए। उड़ान रद्द होने या फिर देरी में भी अधिकांश कंपनियों ने समय पर जानकारी नहीं दी, जिससे यात्रियों को परेशानी हुई। इतना ही नहीं, कई गंभीर मामलों में यात्रियों द्वारा फोटो के साथ सोशल मीडिया प्लेटफॉर्म पर शिकायतें की गईं, जिसमें संबंधित हवाई अड्डे, एयरपोर्ट अथॉरिटी, संबंधित विमान कंपनी को टैग किया गया लेकिन उन शिकायतों को विमानन कंपनियों व ऑपरेटर द्वारा अपने रिकॉर्ड में कहीं पर दर्ज नहीं किया गया।

Black boxes from crashed jet under examination, says govt

Neha LM Tripathi

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NEW DELHI: Investigators have started analysing data extracted from the black box retrieved from Air India flight 171 to find clues on why the Boeing 787 Dreamliner crashed shortly after take off from Ahmedabad airport on June 12, the government said on Thursday.

A team led by the Aircraft Accident Investigation Bureau (AAIB), the designated authority for air crash investigations in India, extracted both cockpit voice recorder and flight data recorder data after the devices were recovered from the crash site and flown to the bureau's lab in Delhi, the government said in a statement. The team, set up according to International Civil Aviation Organisation norms, is led by the Director General of AAIB and includes technical experts from AAIB and the US National Transportation Safety Board (NTSB), an aviation medicine specialist and an ATC (air traffic control) officer, the government said.

The statement indicates a cru-



Both black boxes were found within a week of the June 12 crash in Ahmedabad.

REUTERS

cial break in the investigation. Investigators typically face lengthy delays in air crash probes when damaged black boxes must be sent to original equipment manufacturers for extracting the data.

The Boeing 787 has two black boxes, one at each end of the aircraft, for redundancy. Each black box, which is in fact coloured bright orange, in a 787 contains what is known as the enhanced airborne data

recorder that includes the flight data recorder and the cockpit voice recorder. One set was recovered from a rooftop of a building at the crash site on June 13 and the other from the wreckage on June 16 and kept under police protection.

Shortly after takeoff, the aircraft crashed into a medical college complex in Meghaninagar and burst into flames, killing 241 of the 242 passengers and crew on board and at least 19 more in

the vicinity. The tail of the aircraft that was lodged on the roof of the mess of the medical college's residential wing and other debris strewn over the site are being moved to a building on the airport premises.

"..The black boxes were brought from Ahmedabad to Delhi by IAF aircraft with full security on 24 June, 2025. The front black box arrived at AAIB Lab, Delhi with the DG of AAIB at 1400 hrs on 24 June, 2025,"

the statement said.

"The rear black box was brought by a second AAIB team and reached AAIB Lab, Delhi at 1715 hrs on 24 June," it added.

Efforts to extract data began the same evening.

"The Crash Protection Module (CPM) from the front black box was safely retrieved, and on 25 June, 2025, the memory module was successfully accessed and its data downloaded at the AAIB lab," it read.

The analysis of cockpit voice recorder and flight data recorder data, the government said, aim to reconstruct the sequence of events leading to the accident and identify contributing factors to enhance aviation safety and prevent future occurrences.

India, as a signatory to the (ICAO) Chicago Convention (1944), investigates aircraft accidents in accordance with ICAO Annex 13 and the Aircraft (Investigation of Accidents and Incidents) Rules, 2017. "All actions have been taken in full compliance with domestic laws and international obligations in a time bound manner," the government said.



Corporate Communications Directorate

THE INDIAN EXPRESS

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AI 171 crash: Analysis of black box data underway at Delhi lab, says ministry

SUKALP SHARMA
NEW DELHI, JUNE 26

DATA FROM the black boxes of the Air India Boeing 787-8 aircraft that crashed in Ahmedabad on June 12 is being extracted and analysed at the Aircraft Accident Investigation Bureau's (AAIB) new state-of-the-art laboratory in Delhi, the Ministry of Civil Aviation (MoCA) said on Thursday.

At least 260 people — 241 on board and another 19 on the

ground — were killed when the London-bound flight (AI 171) crashed soon after takeoff in Ahmedabad.

"On the evening of June 24, 2025, the team led by DG (director general) AAIB with technical members from AAIB and NTSB began the data extraction process. The Crash Protection Module (CPM) from the front black box was safely retrieved, and on June 25, 2025, the memory module was successfully

CONTINUED ON PAGE 2

• AI 171 crash: Analysis of black box data underway, says ministry

accessed and its data downloaded at the AAIB Lab," MoCA said in an official release on Thursday.

"The analysis of CVR (cockpit voice recorder) and FDR (flight data recorder) data is underway. These efforts aim to reconstruct the sequence of events leading to the accident and identify contributing factors to enhance aviation safety and prevent future occurrences. All actions have been taken in full compliance with domestic laws and international obligations in a time bound manner," it said.

Earlier, there were reports that the black boxes — FDR and CVR — could be sent to the US as AAIB's lab may not be fully equipped to handle damaged units. Sources had indicated that there were deliberations on whether to send the units to the US's National Transportation Safety Board (NTSB) Vehicle Recorder Laboratory for data ex-

traction and analysis, or to the AAIB's new lab in Delhi.

While the government had said the decision on where to extract and analyse data would be taken by the AAIB, the NTSB had declined to comment on the possibility of the black boxes being taken to the US. "The investigation is being led by India's AAIB. As stipulated by international treaty, the country leading the investigation is the entity to release any information about the investigation," an NTSB spokesperson had said on Wednesday in response to queries from *The Indian Express*.

The black boxes are critical in aircraft accident investigations as they provide data on scores of parameters and aircraft systems, helping the investigators identify the most likely causes of an accident.

MoCA said the AAIB "promptly initiated" an investigation and constituted a multi-

disciplinary team following the crash. This team, constituted as per international protocol, is led by AAIB Director General GVG Yugandhar, and includes an aviation medicine specialist, an Air Traffic Control officer, and representatives from the US's NTSB. The NTSB is assisting the AAIB in the probe as the aircraft was designed and manufactured in the US by an American company — Boeing.

Boeing 787 aircraft have two combined black box sets, each with the joint functions of CVR and DFDR (digital flight data recorder). According to industry insiders, the black box set is called an Enhanced Airborne Flight Recorder (EAFR), and regulations require two units to be located in the aircraft — one at the front and one in the rear section — in case a unit is significantly damaged or not recovered.

In the AI 171 crash, the first EAFR was recovered from the

crash site on June 13, while the second was recovered from the aircraft debris on June 16.

"Standard Operating Procedures were issued for their secure handling, storage and transportation. The devices were kept under 24x7 police protection and CCTV surveillance in Ahmedabad. Subsequently, the black boxes were brought from Ahmedabad to Delhi by IAF (Indian Air Force) aircraft with full security on June 24, 2025. The front black box arrived at AAIB Lab, Delhi, at 1400 hrs on June 24, 2025. The rear black box was brought by a second AAIB team and reached AAIB Lab, Delhi, at 1715 hrs on June 24, 2025," MoCA said in its official release.

The new AAIB lab, built with the support of government-owned Hindustan Aeronautics Ltd (HAL) and inaugurated in April, has enhanced the agency's ability to repair damaged black

boxes, retrieve data, and conduct thorough analyses of accidents with high accuracy.

Earlier, the AAIB was using a black box lab under the Directorate General of Civil Aviation (DGCA), but the facility was old and lacked a few key capabilities needed for thorough and accurate data retrieval and analysis, said a source. That was one of the reasons why a number of black boxes from aircraft involved in serious accidents were sent to overseas labs.

The purpose of the FDR is to record flight data on numerous parameters of aircraft operations, while the CVR records the flight crew's voices, as well as other sounds inside the cockpit, including engine noise, stall warnings, landing gear extension and retraction, and other clicks and pops. Communications with Air Traffic Control, automated radio weather briefings, and conversation between the pilots and ground or cabin crew are also

recorded.

With the data retrieved from the FDR, investigators can generate a reconstruction of the flight, including the aircraft's attitude, instrument readings, power settings, and other details.

"They (FDR and CVR) can provide information that may be difficult or impossible to obtain by other means. When used in conjunction with other information gained in the investigation, the recorders are playing an ever-increasing role in determining the probable cause of an aircraft accident," the NTSB says on its website.

By regulation, aircraft must monitor at least 88 important parameters such as time, altitude, airspeed, heading, and aircraft attitude. Some FDRs can record the status of over 1,000 other in-flight characteristics that can aid in the investigation. These can be anything from flap position to auto-pilot mode or even smoke alarms, the NTSB states.



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HOW AIRLINE MANAGED IRAN MISSILE CRISIS

Over 90 flights with more than 20,000 flyers had to be diverted: Qatar Airways CEO

SUKALP SHARMA
NEW DELHI, JUNE 26

WHEN QATAR announced a sudden closure of its airspace Monday evening, shortly before Iran launched a volley of missiles at the US military base—Al Udeid Air Base in Qatar—over 90 Qatar Airways flights with more than 20,000 passengers were on their way to its hub Doha, and had to be diverted to airports in various countries, including 15 to India, the airline's chief executive Badr Mohammed Al Meer said in a letter to passengers, detailing how the global airline managed the crisis over the next two days.

He described the crisis as "an operational crisis few airlines will ever encounter, and one that "challenged the very core of what it means to run a global airline".

The airspace closure snowballed into a major international disruption, given Qatar Airways' extensive network and Doha being a mega hub airport, where thousands of passengers transit daily. Iran's missile attack—in retaliation of American airstrikes at its nuclear facilities—led to other West Asian countries including the UAE, Bahrain, and Kuwait also shutting down their airspaces for a few hours, which deepened the disruption further. "At the time (of the airspace closure), over 90 Qatar Airways flights carrying more than 20,000 passengers to Doha, were forced to divert immediately. 25 flights diverted into airports across Saudi Arabia, 18 into Turkey, 15 into India, 13 into Oman, and 5 into the United Arab Emirates. The remaining aircraft were re-routed to major hubs including London, Barcelona, and others across Europe, Asia, and the Middle East," wrote Al Meer, terming the Qatari airspace closure as "unexpected and unprecedented".

“At the time (of the airspace closure), over 90 Qatar Airways flights carrying more than 20,000 passengers to Doha, were forced to divert immediately. 25 flights diverted into airports across Saudi Arabia, 18 into Turkey, 15 into India, 13 into Oman, and 5 into the United Arab Emirates.”

— **BADR MOHAMMED AL MEER**
CHIEF EXECUTIVE, QATAR AIRWAYS

"At around 18:00 local time on Monday, 23 June, an unexpected and unprecedented closure of Qatari airspace forced Qatar Airways to suspend global operations with immediate effect. Shortly after, airspace was also closed in Bahrain, the UAE, and Kuwait. Hamad International Airport (Doha), one of the world's busiest and most connected global hubs, was brought to a standstill, with almost 100 aircraft en route to Doha, several already on approach to our runways, and others lining up for departure," he said.

Scale of the disruption

With all departures from Doha suspended until past midnight (Qatar time), the airline's "routine, seamlessly synchronised global operation" was instantly scattered into dozens and dozens of disrupted flight scenarios across continents, "each with their own complexities and requirements".

According to Al Meer, over 10,000 passengers were already in transit at the Doha airport when the disruption began, finding themselves caught in the middle of "one of the most severe and complex operational challenges

in modern aviation history".

"Around the world, some of our flight crews had timed out of legal operating hours. Most of our fleet, including A380s carrying more than 450 passengers each, were now out of position, some grounded at airports with curfews. Several flights had to wait for clearance to enter restricted regional airspace. Aircraft routing plans were rewritten in parallel with passenger itineraries. Over 151 flights were immediately disrupted. Every part of the operation had to adapt in real-time—without precedent, and without pause," Al Meer wrote in the letter. He added that the priority for Qatar Airways was clear—to care for passengers impacted by the situation, and to restore its global operations "as safely and swiftly as possible".

Crisis mitigation efforts

Once the Qatari airspace reopened shortly after midnight on Tuesday, the diverted aircraft began returning to Doha over the course of several hours. As a result, the number of passengers in transit at the Doha airport ballooned to over 22,000 by 5 am (Qatar time). "As an airline, our business continuity plans were activated, and our teams coordinated on hard resource planning, catering, ground transport, hotel accommodation, and real-time alignment with passenger movements, immigration, customs, and every airport stakeholder. Over 4,600 customers were provided hotel accommodation, using approximately 3,200 rooms across Doha. Many of these passengers received onward boarding passes for their rescheduled flights before even leaving the terminal—allowing for a smoother re-entry once our operations resumed," the Qatar Airways CEO said.

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Black box analysis begins in AI crash probe

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NEW DELHI

Investigators have started analysing data extracted from the black box retrieved from Air India flight I71 to find clues on why the Boeing 787 Dreamliner crashed shortly after take off from Ahmedabad airport on 12 June, the government said on Thursday.

A team led by the Aircraft Accident Investigation Bureau (AAIB), the designated authority for air crash investigations in India, extracted both cockpit voice recorder and flight data recorders data after the devices were recovered from the crash site and flown to the bureau's lab in Delhi, the government said in a statement. The team, set up according to International Civil Aviation



The Boeing 787 has two black boxes. AFP

Organisation norms, is led by the director general of AAIB and includes technical experts from AAIB and the US National Transportation Safety Board (NTSB), an aviation medicine specialist and an ATC (air traffic control) officer, the government said.

The statement indicates a crucial break in the investigation. Investigators typically

face lengthy delays in air crash probes when damaged black boxes must be sent to original equipment manufacturers for extracting the data.

The Boeing 787 has two black boxes, one at each end of the aircraft, for redundancy. Each black box, which is in fact bright orange, in a 787 contains what is known as the

enhanced airborne data recorder (EADR) that includes the flight data recorder (FDR) and the cockpit voice recorder (CVR).

One set was recovered from the rooftop of a building at the crash site on 13 June and the other from the wreckage on 16 June and kept under police protection and CCTV surveillance.

Shortly after takeoff, the air-

craft crashed into a medical college complex in nearby Meghanagar and burst into flames, killing 241 of the 242 passengers and crew on board and at least 19 more in the vicinity. The tail of the aircraft that was lodged on the roof of the mess of the residential wing of the medical college and other debris strewn over

the site are being moved to a building on the airport premises. "...The black boxes were brought from Ahmedabad to Delhi by IAF aircraft with full security on 24 June, 2025. The front black box arrived at AAIB Lab, Delhi with the DG (director general) of AAIB at 1400 hrs on 24 June 2025," the statement said.

Data extraction began the same evening.

Hindustan Times



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

27 JUNE 2025

DEVELOP A ROBUST AVIATION MAINTENANCE ECOSYSTEM IN INDIA

THE recent Air India crash, whose causes are still being investigated, casts a harsh light on an issue critical for aviation safety—the country’s maintenance, repair and overhaul (MRO) ecosystem. It’s not merely about fixing aircraft, but having a well-regulated backbone to ensure that every plane taking off is fit to do so. MRO is not an option; it’s a critical pillar of aviation safety. However, the sector is in a nascent stage in India even after years of regulatory efforts to establish an ecosystem. The crash and the frequent flight cancellations due to technical glitches should be seen as a warning for the government to address the challenges the sector faces and clear the hurdles to its development.

The Directorate General of Civil Aviation (DGCA)—the body that oversees aviation safety and enforces MRO standards in the country—faces its own share of challenges. A Parliamentary Standing Committee report tabled just days before the Air India incident highlighted that the DGCA is facing a staggering 53 percent vacancy. How can the country’s primary safety regulator effectively audit MRO providers, ensure compliance with complex civil aviation requirements and oversee a rapidly expanding sector—reflected in the number of airports growing from 74 to 220—with over half its sanctioned posts vacant? Similarly high levels of vacancy plague the Bureau of Civil Aviation Security, which is responsible for security, and the Aircraft Accident Investigation Bureau. All this adds up to a systemic oversight deficit in the country.

The domestic MRO sector is hobbled by some inherent deficiencies. A Niti Aayog report has highlighted manufacturing monopolies that restrict access to vital data and manuals, inadequate infrastructure such as modern hangars and specialised training facilities, and a lack of universal recognition for DGCA’s certifications, which severely hinders India’s ability to undertake high-value MRO work. While policy adjustments like GST reduction are welcome steps, they alone cannot address the foundational issues hampering the sector’s growth and efficacy. The safety of the millions flying every day rests squarely on ensuring the regulator tasked with overseeing it has the resources to perform its job. The recent crash unequivocally underscores this. Building a robust MRO infrastructure and filling critical regulatory vacancies are not avoidable expenses—they are essential investments needed to save lives.

Blackbox of AI 171 being analysed: Centre

RAJESH KUMAR ■
New Delhi

In a major breakthrough, the Aircraft Accident Investigation Bureau (AAIB) has recovered, downloaded and begun analysing the Cockpit Voice Recorder (CVR) and the Flight Data Recorder (FDR), which together are colloquially known as the Black Box. The black box of Air India 171 was brought from Ahmedabad to Delhi on June 24. This means the probe agencies are now a step closer to understanding why AI 171, Air India's Boeing 787-8 Dreamliner, crashed seconds after take-off.

Providing a detailed update a fortnight after the fatal accident, the Ministry of Civil Aviation shared the status report, amid speculations that the black boxes were damaged in the crash and questions over the recovery of usable data. There were reports that the Government may send black boxes to US to retrieve data.

"Following the unfortunate accident involving Air India Flight AI-171, the AAIB promptly initiated an investigation and constituted a multidisciplinary team on 13 June



File Photo

2025, in line with prescribed norms. The team, constituted as per international protocol, is led by DG AAIB, and includes an aviation medicine specialist, an ATC officer and representatives from National Transportation Safety Board (NTSB), a US-Government investigative agency, as required for such investigations," the ministry said in a statement on Thursday.

The ministry also said on June 24 evening, the team led by AAIB Director General GVG Yugandhar with technical members from AAIB and NTSB began the data extraction process. "The front black box arrived AAIB Lab, Delhi with the DG, AAIB at 1400 hrs on 24 June, 2025. The rear black box was brought by a sec-

ond AAIB team and reached AAIB Lab, Delhi at 1715 hrs on 24 June, 2025," the statement added. The AAIB Lab was inaugurated in the national capital in April this year.

"The Crash Protection Module (CPM) from the front black box was safely retrieved, and on 25 June, 2025, the memory module was successfully accessed and its data downloaded at the AAIB Lab. The analysis of CVR (Cockpit Voice Recorder) and FDR (Flight Data Recorder) data is underway. These efforts aim to reconstruct the sequence of events leading to the accident and identify contributing factors to enhance aviation safety and prevent future occurrences," the statement added.

CVR data is expected to

shed light on cockpit conversations, crew responses, and ambient sounds, while the FDR contains parameters like altitude, airspeed, flight control inputs and engine performance.

Air India's Boeing 787-8 aircraft enroute to London Gatwick crashed into a medical hostel complex soon after take-off from Ahmedabad on June 12, killing over 270 people, including 241 people who were onboard the plane. India, as a signatory to the ICAO Chicago Convention (1944), investigates aircraft accidents in accordance with ICAO (International Civil Aviation Organisation) Annex 13 and the Aircraft (Investigation of Accidents and Incidents) Rules, 2017, the ministry said.

Meanwhile, a high-level multi-disciplinary committee, headed by the Union Home Secretary, is examining the causes that led to the Air India plane crash in Ahmedabad, and also suggest comprehensive guidelines to prevent such incidents in the future.

The ministry also emphasised that all actions have been taken in full compliance with domestic laws and international obligations in a time-bound manner.



Corporate Communications Directorate

PUNJAB KESARI

DELHI

27 JUNE 2025

अब पायलट बनना होगा आसान, डीजीसीए कराएगा आरटीआर एग्जाम

नई दिल्ली, (पंजाब केसरी): अब देश में पायलट बनना पहले के मुकाबले आसान हो जाएगा, क्योंकि सरकार ने भारत में पायलटों के लिए व्यापार करने में आसानी और उड़ान भरने में आसानी को बढ़ावा देते हुए, भारतीय वायुयान अधिनियम के अंतर्गत आरटीआर परीक्षा करने का अधिकार नागर विमानन महानिदेशालय (डीजीसीए) को दे दिया है। इससे पहले रेडियो टेलीफोन रिस्ट्रिक्टेड (आरटीआर) परीक्षा करने का अधिकार दूरसंचार विभाग के पास था। केंद्रीय नागर विमानन मंत्री राम मोहन नायडू ने सोशल मीडिया प्लेटफॉर्म 'एक्स' पर पोस्ट करते हुए लिखा कि भारत के नागरिक उड्डयन परिस्थितिकी तंत्र के आधुनिकीकरण के लिए ऐतिहासिक अधिनियम 'भारतीय वायुयान अधिनियम' 1 जनवरी 2025 को लागू हुआ था। भारत में पायलटों के लिए व्यापार करने में आसानी और उड़ान भरने में आसानी को बढ़ावा देते हुए, अधिनियम के परिवर्तनकारी प्रावधान डीजीसीए को आरटीआर परीक्षा आयोजित करने का अधिकार देते हैं, जिसे पहले दूरसंचार विभाग आयोजित करता था। अब डीजीसीए द्वारा कर्माश्रित पायलट लाइसेंस (सीपीएल) और आरटीआर दोनों जारी किए जाने के साथ इच्छुक पायलटों को अब दोहरी एजेंसी प्रक्रिया का सामना नहीं करना पड़ेगा।



Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

26 JUNE 2025

100 यात्रियों का लगेज छोड़ उड़ा विमान

पत्रिका न्यूज नेटवर्क

patrika.com

चंडीगढ़. चंडीगढ़ से एयर इंडिया का विमान 100 यात्रियों का लगेज छोड़कर लेह पहुंच गया। यात्रियों ने

लेह में लगेज न मिलने पर हंगामा किया और शिकायत दर्ज कराई। एयरलाइन ने बताया कि सुरक्षा कारणों से सामान छोड़ना पड़ा, जो बुधवार को भेज दिया गया।



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

27 JUNE 2025

Tata Sons to set up ₹500cr trust for crash victim families

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Mumbai: The main owner of Air India, following the devastating flight 171 crash that became the most severe aviation disaster in a decade, will set up a welfare trust for affected families. Tata Sons, which owns about 74% of Air India, intends to allocate Rs 500 crore to the foundation, to be called AI171 Trust.

Sources indicate that Tata Trusts, the largest shareholder of Tata Sons, is expected to contribute an equivalent sum. The crash claimed over 250 lives, with 241 passengers on board and 19 individuals on the ground. Tata Sons and Air India have previously announced a joint financial assistance of Rs 1.25 crore to the families of the deceased.

Apart from Tata Sons, Singapore Airlines owns around 25% of Air India while the employee trust holds the remaining 1%. Sources said the Tata Sons board approved the welfare trust proposal on Thursday.

The next steps involve legal procedures, including registration of the public charitable trust, and formation of the board of trustees. Tata Sons chairman N Chandrasekaran is expected to lead the AI171 Trust, which will include non-Tata members.

This initiative mirrors Indian Hotels' (Taj chain) response to the 26/11 Mumbai terror attacks. The company established the Taj Public Service Welfare Trust in Dec 2008 to assist victims, families, security forces, and affected employees. The Taj Mahal Pa-

The meeting took place 29 days subsequent to its previous board assembly. During the May 29 meeting, the board had approved the financial statements for Q4 and fiscal year ending March 31, 2025, while also approving capital investments over Rs 30,000

LENDING A HELPING HAND

► Tata Sons chairman N Chandrasekaran is expected to lead the AI171 Trust, which will include non-Tata members

► Tata Sons and Air India have previously announced a joint financial assistance of ₹1.25 crore to the families of the people who were killed

► Total compensation claims arising from the crash could reach \$475 million (exceeding Rs 4,000 crore), with liability settlements accounting for \$350 million—substantially higher than the aircraft's worth of \$125 million

lace hotel lost 36 individuals, including staff members, during the attacks.

The Taj Public Service Welfare Trust subsequently broadened its scope beyond 26/11 victims, extending support to injured and specially-abled soldiers and to migrant workers, frontline staff and healthcare professionals during the Covid-19 pandemic.

The unscheduled Tata Sons board meeting on Thursday comes two days after its director and Tata Trusts chairman Noel Tata visited the crash site and injured patients in Ahmedabad.

crore for new businesses, including semiconductor projects and Air India. Chandrasekaran, who is also the chairman of Air India, has increased his involvement in the airline's operations after the incident. His engagement includes interactions with govt officials, supervising safety assessments and aircraft maintenance.

The settlement would encompass personal accident benefits through passengers' travel insurance policies, credit card-associated coverage, and government initiatives such as PMSBY.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

27 JUNE 2025

Refund scam: Fake call centre busted

TIMES NEWS NETWORK

New Delhi: An aviation refund scam was busted after police arrested 40-year-old Akshay Sharma for allegedly running an international fake call centre in Kirti Nagar.

The accused duped nationals of the US, UK and Canada by posing as a legitimate travel agency and fraudulently securing airline refunds using forged death and medical certificates.

Sharma's centre lured victims through online ads and collected their payment details under the guise of flight bookings. Refunds were then claimed by impersonating customers.

According to police, the scam came to light during a digital surveillance by the Intelligence Fusion and Strategic Operations (IFSO) unit of the special cell that received intelligence inputs about a Kirti Nagar-based entity involved in cyber fraud. "Our team traced misleading flight ads and uncovered a wider racket targeting foreign nationals," said a senior officer.

A case under sections of BNS and the IT Act was registered at the special cell police station. The accused was apprehended on June 24 during a search when officers seized forged certificates.

Sharma, police said, operated the fake call centre and used SEO and advertising tools to make his website and booking numbers appear at the top of search results. "Once customers called, the syndicate would extract their financial details, book tickets in their names, and later cancel them using forged medical or death documents," the officer added.

Sharma confessed to the long-running operation and said he had set up the centre to exploit the airline refund systems. Police are tracing more financial links.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

27 JUNE 2025

Black box data downloaded, AI crash info likely in 1 week

TIMES NEWS NETWORK

New Delhi: Data from a black box of the Air India Dreamliner that crashed in Ahmedabad on June 12 has been downloaded, govt said on Thursday. Preliminary information about causes leading to the accident is likely within the next seven to 10 days.

With the black boxes being examined locally, the final report is expected to be out in a month, instead of the six-month timeframe given earlier, sources said.

Civil aviation ministry said the crash protection module from the front black box was safely retrieved, and on Wednesday, the memory module was successfully accessed. Its data was downloaded at Aircraft Accident Investigation Bureau lab.

While the Cockpit Voice Recorder (CVR) of AI-171 which crashed within minutes of take-off was recovered on June 13, the Flight Data Recorders (FDR) were found in the debris three days later. Like the earlier practice, this time too, there were plans to send the black boxes to the US for examination, especially as it involved the first Dreamliner crash. But on PM Modi's suggestion, it was decided to send them to the AAIB lab, sources said.

As a result, the two were flown to Delhi in separate Indian Air Force planes last Tuesday.

"The analysis of CVR and



With the black boxes being examined locally, the final report is expected to be out in a month, instead of the six-month timeframe given earlier, sources said.

FDR data is underway. These efforts aim to reconstruct the sequence of events leading to the accident and identify contributing factors to enhance aviation safety and prevent future occurrences. All actions have been taken in full compliance with domestic laws and international obligations in a time-bound manner," the official statement said.

Information about the causes is being expected in record time, in less than a month, as this is the first example of the data of a plane that crashed in Indian territory being examined in the country's labs itself, said a senior official. The lab is compliant with international standards. A team of over 20 experts from National Transportation Safety Board (NTSB) in the US, who arrived in Ahmedabad on June 13, are now in the Capital, examining the data with Indian experts.

The delay in announcing the composition of the team probing the AI-171 crash a fortnight after the accident has raised questions about the investigation. The govt statement defended the process followed.

"Following the unfortunate accident (on June 12), AAIB promptly initiated an investigation and constituted a multi-disciplinary team on June 13, 2025, in line with prescribed norms. The team, constituted as per international protocol, is led by DG AAIB, and includes an aviation medicine specialist, an air traffic control (ATC) officer, and representatives from NTSB which is the govt investigating agency from the state of manufacture and design (US), as required for such investigations," it said. Apart from DG AAIB GVG Yugandhar, names of others on the probe panel have so far not been made public.

REUTERS



Corporate Communications Directorate

THE TRIBUNE

DELHI

26 JUNE 2025

Aviation safety

DGCA audit reveals shocking neglect

THE devastating crash of Air India flight AI171 in Ahmedabad, killing 275 people, has jolted the nation into confronting the simmering crisis in Indian aviation. As grief engulfs the families of the deceased, the preliminary audit by the Directorate General of Civil Aviation (DGCA) reveals a grim reality: systemic safety lapses across the aviation ecosystem. From dangerously worn aircraft tyres and ineffective repairs to faded runway markings and poor lighting at major airports, the findings suggest not an isolated oversight but a culture of complacency. In the aftermath of the tragedy, the DGCA's 360-degree audit framework and deployment of multidisciplinary teams are welcome steps. But the rot runs deeper.

Disturbingly, just days after the crash, another Air India flight — AI130 from London to Mumbai — saw seven individuals, including crew members, fall ill mid-air. Passengers experienced nausea and dizziness, allegedly due to food poisoning or possible cabin decompression. These mid-air medical emergencies further spotlight the glaring gaps in in-flight safety and quality control. Meanwhile, multiple international flights have been cancelled in recent days, disrupting passengers and exposing further cracks in the airline's operations.

This isn't a coincidence; it's a pattern of overlooked warnings, underfunded maintenance, lax oversight and poor crisis preparedness. It is no longer about a single crash or isolated incident; India's aviation sector is in the midst of a systemic failure. Passengers are paying the price, some with inconvenience, others with their lives. India's booming aviation market cannot be built on compromised safety. Regulatory reforms must now be matched by accountability. Airlines that repeatedly flout norms must face penalties, and whistleblowers should be encouraged to speak up. The AI171 crash must become a watershed moment. The country must finally stop treating air safety as an afterthought. Lives depend on it.