

K'taka plans new airports, Hubballi soars ahead

While Karnataka fast-tracks aviation growth, Hubballi soars with rising traffic as Belagavi struggles to stay in the skies



Hubballi airport sees 37% rise in passenger traffic, gaining edge over Belagavi

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In a major infrastructure push, Karnataka has proposed three additional international airports, with top priority given to finalising the location for Bengaluru's second international airport.

State Infrastructure Development Minister MB Patil met Union Civil Aviation Minister K Ramamohan Naidu in New Delhi to accelerate key aviation projects across the state. During the meeting, Patil urged the Centre to expedite the submission of the Airports Authority of India (AAI) report, which has surveyed three shortlisted sites for Bengaluru's second airport. Once a site is finalised, the state government plans to immediately initiate land acquisition and detailed project planning.

The minister also made a strong case for upgrading Hubballi and Belagavi airports to international status. He highlighted that both airports are equipped with infrastructure that

“**Hubballi Airport is proving that quality of service and strategic connectivity can win over volume**

—Koustubh Sanshikar Member of
Hubballi Airport Advisory Committee

meets international standards—modern passenger terminals with a capacity of 2,400 travellers per hour, facilities for night landings, and runways compatible with Airbus A320 and A321 aircraft. According to Patil, international operations at these airports will enhance air connectivity across North Karnataka, South Maharashtra, and parts of Goa, providing a major boost to the region's education, industrial, and logistics sectors.

In addition, Patil called for swift environmental clearance for the Vijayapura airport, which is fully constructed and ready to begin opera-

tions, pending final approval from the Ministry of Environment.

While the state government pushes for expansion, the contrasting trajectories of Hubballi and Belagavi airports offer a telling snapshot of regional aviation trends. Despite being just 130 km apart, the two airports are experiencing sharply different patterns in passenger traffic.

Data from May 2025 shows Hubballi Airport recording a 37.1% surge in passenger traffic compared to the same period last year. In contrast, Belagavi Airport witnessed a 12% decline, attributed largely to the discontinuation of services by airlines such as Star Air and the scaling back of UDAN scheme flights.

“Hubballi Airport is proving that quality of service and strategic connectivity can win over volume,” said Koustubh Sanshikar, a member of the Hubballi Airport Advisory Committee.

As Karnataka pushes for international upgrades and fresh clearances, the state's aviation map could see a transformative shift in the months ahead.



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27 JULY 2025

Tuticorin to get new airport as PM unveils ₹4,900cr TN projects

Tuticorin, July 26: Prime Minister Narendra Modi on Saturday inaugurated, laid foundation stones and dedicated projects worth ₹4,900 crore in Tamil Nadu. The projects are related to airport, highways, railways, port and power in Tamil Nadu.

The projects include a new state-of-the-art Tuticorin airport terminal building, developed at an estimated cost of around ₹450 crore. The new terminal has a built up area of over 17,000 square meters and allied infrastructure, including a new ATC tower cum technical block, extension of runway to 3,115 meters from existing 1,350 meters to accommodate larger aircraft.

The new airport terminal is capable of serving 20 lakh passengers annually, six times more than the existing capacity. As regards railway projects, it includes the electrification of the 90 km Madurai-Bodinayakanur line, commissioned at a cost of ₹99 Crore. The ₹650 crore worth doubling of the 21 km Nagercoil Town, Kanniyakumari section, the doubling of the Aralvaymozhi-Nagercoil Junction (12.87 km) and Tirunelveli.



Prime Minister Narendra Modi upon his arrival at Thoothukudi airport, Tamil Nadu, on Saturday. — PTI

Melappalaisyam (3.6 km) sections at a cost of ₹283 crore are the other projects. The PM dedicated to the nation two strategically significant highway projects - 4-laning of 50 km Sethiyathope-Cholapuram stretch of NH-36, developed at a cost of ₹2,350 crore and 6-laning of the 5.16 km NH-138 Tuticorin Port Road, built at around ₹200 crore.

He inaugurated the North Cargo Berth-III with a cargo handling capacity of 6.96 MMTPA at V.O. Chidambaranar Port established at a cost of ₹285 crore. — PTI

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AMAR UJALA

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27 JULY 2025

नोएडा हवाई अड्डे के चौथे चरण से प्रभावित परिवारों के लिए 340 हेक्टेयर भूमि चिह्नित, बनेगा नया बसेरा

ग्रैंटर नोएडा। जेवर में बन रहे नोएडा अंतरराष्ट्रीय हवाई अड्डे के तीसरे और चौथे चरण की भूमि के अधिग्रहण में प्रभावित किसानों का विस्थापन करने के लिए जमीन चिह्नित कर ली गई है।

प्राधिकरण और प्रशासन ने मंगरौली, नीमका शाहजहांपुर आदि गांव के पास 340 हेक्टेयर भूमि चिह्नित की है। विस्थापित होने वाले 14 गांवों के परिवारों को यहां पर बसाया जाएगा। उनको सेक्टर जैसी सुविधाएं दी जाएंगी। अफसरों ने बताया कि एयरपोर्ट के तीसरे और



चौथे चरण से 14 गांवों के 17,945 परिवार प्रभावित है। इनका नया पुनर्वास स्थल अलावलपुर, मंगरौली, अहमदपुर चौरौली और नीमका शाहजहांपुर होगा। यहां पर सेक्टर जैसी सुविधाएं दी जाएंगी। नाली, सड़क से लेकर स्कूल आदि तमाम

सुविधाएं विकसित की जाएंगी। विस्थापन स्थल पर पानी, बिजली के अलावा बारात घर, शमशान घाट व दुकानें बनाई जाएंगी।

परिवार के एक सदस्य को हवाई अड्डे के संचालन से जुड़े कार्य में नौकरी दी जाएगी। वहीं इन गांवों में स्थित सात सरकारी स्कूलों को भी दूसरी जगह स्थानांतरित किया जाएगा। ये स्कूल ख्वाजपुर, थोरा, नीमका शाहजहांपुर, बनवारीवास, किशोरपुर, जेवर बांगर और रामनेर में स्थित हैं। इन स्कूलों को नई जगह पर मुफ्त जमीन दी जाएगी। ब्यूरो



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जेवर एयरपोर्ट से प्रभावित अविवाहित बेटियों को भी मिलेंगे भूखंड व पैसे

ग्रेटर नोएडा, 26 जुलाई (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट के दूसरे चरण के निर्माण के लिए जमीन अधिग्रहण प्रक्रिया तेज हो गई है। इस योजना की विशेषता यह है कि इसमें अविवाहित बेटियों को भी बेटों की तरह भूखंड और मुआवजा मिलेगा। यह कदम महिलाओं को स्वावलंबी बनाने में मदद करेगा। जिला प्रशासन द्वारा कराए गए हालिया सर्वे में सामने आया है कि इस विस्तार योजना से करीब 17,945 परिवार सीधे प्रभावित होंगे। 7 सरकारी विद्यालयों को दूसरी जगह शिफ्ट करना पड़ेगा। प्रशासन ने पुनर्वास को लेकर विस्तृत योजना तैयार कर ली है, जिसे मंजूरी के लिए उत्तर प्रदेश सरकार को भेजा गया है।

दूसरे चरण में अधिकांश प्रभावित परिवार छोटे किसान हैं, जिनकी आय खेती और पशुपालन पर निर्भर है। इनकी वार्षिक आमदनी 50 हजार से

■ जिला प्रशासन की तरफ से शासन को भेजा गया प्रस्ताव

एक लाख रुपए के बीच है। सिर्फ 4 प्रतिशत परिवारों की सालाना आय 5 लाख रुपये से अधिक है। प्रशासन का मानना है कि यह विस्थापन सिर्फ स्थान परिवर्तन नहीं, बल्कि आजीविका और सामाजिक संरचना में भी बदलाव लाएगा। इसलिए नई जगह पर पशुपालन के लिए भी सुविधाएं विकसित की जाएंगी।

340 हेक्टेयर में बनेगा नया गांव

प्रशासन ने जेवर के पास अलावलपुर, मंगरौली, अहमदपुर चरौली और नीमका शाहजहांपुर क्षेत्रों में 340 हेक्टेयर जमीन चिन्हित की है। यहां एक आधुनिक पुनर्वास कॉलोनी विकसित की जाएगी। प्रभावित परिवारों को उनके सदस्य संख्या और जरूरतों के आधार पर 50 से 500 वर्ग

मीटर के प्लॉट दिए जाएंगे। इस नए गांव में सड़कें, पानी, बिजली, सीवेज सिस्टम, राशन की दुकानें, सामुदायिक भवन, आंगनबाड़ी और श्मशान घाट जैसी मूलभूत सुविधाएं उपलब्ध होंगी।

प्रशासन के एक अधिकारी ने बताया कि प्रभावित परिवारों को एक वर्ष के लिए तीन हजार रुपये प्रति माह का गुजारा भत्ता, 50 हजार रुपए का परिवहन मुआवजा और अनुसूचित जाति व जनजाति परिवारों को अतिरिक्त 50 हजार रुपए की सहायता दी जाएगी। हर परिवार से एक सदस्य को एयरपोर्ट से जुड़े कार्यों में नौकरी मिलेगी। योजना का प्रस्ताव जिला प्रशासन ने तैयार कर सरकार को भेज दिया है। एडीएम (एलए) बच्चू सिंह ने बताया कि सरकार की मंजूरी के बाद इस योजना को लागू किया जाएगा। नोएडा एयरपोर्ट के विस्तार से जुड़ी यह योजना किसानों का भविष्य तय करेगी।

CONNECTING KUMBH | Drawing from the Prayagraj Kumbh Mela model, stakeholders have called for a new terminal at Nashik airport

Immigration clearance delay stalls int'l flights from Nashik

Prashant Nikale

NASHIK

Plans to launch international passenger flights from Nashik airport have hit a roadblock, with the Union Home Ministry yet to approve setting up an immigration checkpoint. The delay comes despite efforts to bolster aviation connectivity ahead of the 2027 Simhashta Kumbh Mela.

The Home Ministry has clarified that the Bureau of Immigration (BOI) assessed the existing infrastructure at the airport and found it inadequate for processing regular international passengers. The available space can only accommodate immigration clearance for cargo crews and chartered flight passengers, the Ministry said in a written response to a query raised in the Lok Sabha by MP Rajabhau Waje.



Pic: File photo

Immigration facility crucial for international operations

Waje had asked whether the Centre had approved the establishment of an immigration checkpoint at Nashik and whether it would be operational before the Kumbh Mela. In response, Minister of State

for Home Affairs Bandi Sanjay Kumar stated that although some police personnel have received training for immigration duties, no decision has been made to begin international passenger services. Currently, Nashik airport has the infrastructure to handle domestic and international cargo.

However, passenger handling requires a dedicated immigration system, which is missing. The lack of this facility remains the primary hurdle for launching international services.

Kumbh Mela boost and long-term benefits cited

Demand for an immigration

centre has grown in light of the upcoming Simhashta Kumbh Mela. Drawing from the Prayagraj Kumbh Mela model, stakeholders have called for a new terminal at Nashik airport and expanded infrastructure to manage international pilgrims.

HAL has reportedly approved construction of a parallel runway, which could enhance flight capacity.

If complemented by immigration clearance infrastructure, Nashik could emerge as an international aviation hub serving not just spiritual tourism but also industry, trade, agriculture and hospitality.

Waje has argued that international air connectivity would significantly reduce the load on Mumbai airport and benefit thousands of passengers from northern Maharashtra.

How is the airport infrastructure development progressing in the country?

India has witnessed high level of growth in airport infrastructure development, both in terms of quality and numbers. The number of airports has increased from 74 airports to 159 in the decade ending on 2024. In 2024 alone, 102 new Regional Connectivity Scheme (RCS) routes were launched, including 20 in the North Eastern States. RCS has facilitated affordable air travel for 15 million passengers. Significant infrastructure development is underway, including new terminals at key locations such as Varanasi, Agra, Darbhanga, and Bagdogra. In terms of Greenfield airports, 12 Greenfield Airports have been operationalized in last decade. And development of key airports like Noida (Jewar) and Navi Mumbai International Airports is progressing rapidly with operationalization targeted around August 2025. The government has set an ambitious target of developing 50 more airports in the next 5 years and connecting 120 new destinations in the next 10 years. A substantial CAPEX of over 91,000 crore is planned for airport infrastructure development under the National Infrastructure Pipeline (NIP) during FY 2019-20 to FY 2024-25, with approximately 82,600 crores already spent by November 2024. Lenders from India have now experience of conducting Techno-Economic Viability and lending airport sector which has long gestation period.

Airport projects are facing delays, in spite of the policy measures for the faster execution of infrastructure projects. How do you look at this scenario?

Some of key points which are impacting this aspect are:

- Shift to EPC mode from item rate contract is taking time to mature
- Lowest bidder winning the bids, thus resulting in award of work to an entity who may have issue of skilled professionals and skilled manpower. This process of lowest bidder also leads to selection of PMC who may not be able to support efficient project management and also contracts management.
- Land acquisition issues - protest from locals - change in airport location - thus delay in conceiving airport project as planned
- Lack of digitalization, such as effective use of technology in design, construction and project management. Tools such as BIM, MS Project, Primavera, etc. are suggested to be used.

How do you view the total capacity and capacity utilization of the current airports across the country?

Airport sector has now crossed pre-Covid numbers both for passenger and cargo. Skyrocketing passenger traffic reflects sectoral momentum. In 2024, domestic air passenger traffic more than



Technology-led growth in aviation

Nirmal G. Humbad, Managing Director, Dorsch Consult India Pvt. Ltd. talks about airport infrastructure and efficiency



Nirmal G. Humbad

doubled to 228 million, a remarkable increase from the 103 million passengers recorded earlier. Domestic air passenger traffic grew by 5.9% in the January -

November period of 2024 compared to the same period in 2023.

International routes also experienced substantial growth, with 64.5 million passengers carried between January and November 2024, marking an 11.4% increase.

The total number of air passengers annually have exceeded 350 million, firmly establishing India as the third-largest aviation market globally.

Even, cargo handling capacity is growing at 10%+ annually with a new focus on warehousing for perishables and streamlined customs protocols.

What are your suggestions to enhance the operational efficiency of Indian airports?

Airport is highly operation centric business. Technology is key and important factor in enhancing operational efficiency in airports. Digi Yatra services to

Technology is key and important factor in enhancing operational efficiency in airports. Digi Yatra services to 24 airports have significantly enhanced passenger convenience and security.

24 airports have significantly enhanced passenger convenience and security. This initiative provides a seamless, contactless travel experience for passengers. Over 8 million users have downloaded the app.

We at Dorsch are promoting technology in airports which are being designed by us and also airports in which we have conducted due diligence. Power over Ethernet (PoE) is being implemented at one of the airports. Technology in terms of Digital Twin, BRS, Perimeter Intrusion System etc. can provide huge support to airport operations.

Aviation safety is another area which

is needed to be addressed. AAI is looking for modernization of ATC. Maintenance facilities is another key factor which needs to be addressed. Building of MRO and Flight Training Schools will help. A significant stride towards enhancing aviation safety was the inauguration of the advanced Digital Flight Data Recorder and Cockpit Voice Recorder (DFDR & CVR) Laboratory at the Aircraft Accident Investigation Bureau (AAIB) in New Delhi.

How do you look at the future of Indian airports in the next 5 years?

Development of more twin airports, hub airports, MRO facilities, Flying Schools, GA Terminals based on Smart Airport and Green Airports with Sustainability Concept will happen in India. Guideline for airport implementation where guidelines does not exist, is suggested to be provided. More airports on PPP basis by combining smaller airports along with major airports as twin airport offer will happen. Also, there will be easier financing to PPP projects, with Indian banks having first-hand experience of lending large greenfield airports. Needless to add that India will remain in top three countries in world when it comes to passenger traffic.



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HINDU

DELHI

27 JULY 2025

Rajasthan CMO, Jaipur airport get bomb threat

Press Trust of India

JAIPUR

A search operation was launched at the Rajasthan Chief Minister's Office and Jaipur airport on Saturday after a bomb threat, officials said. The threat sent to the official email ID of Jaipur airport warned that both the places would be blown up within one to two hours, prompting immediate action from security forces.

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STATEMEN

KOLKATA

26 JULY 2025

Overnight rains flood areas near city airport

STATESMAN NEWS SERVICE
KOLKATA, 25 JULY

Heavy overnight rains triggered by a low-pressure system over the Bay of Bengal have caused waterlogging across several parts of Kolkata, including low-lying areas adjacent to the city's international airport, officials said on Friday.

Water has accumulated on the land surrounding the runway of Netaji Subhas Chandra Bose International Airport, though authorities confirmed that the runway itself remains clear and operational. "Pre-emptive measures, including deployment of pumps and ground staff, have ensured that flight operations continue without dis-



ruption," said an official from the Airports Authority of India.

"However, with rainfall expected to continue, there is concern that rising water levels could impact airport operations." The India Meteorological Department (IMD)

has forecast sustained rainfall in Kolkata and across all districts of South Bengal through Monday, with heavier spells likely in coastal regions.

Several city areas including Kaikhali, Dum Dum, Esplanade, Posta, and

Burrabazar were inundated following the downpour, along with parts of the AJC Bose Road flyover. The heaviest rainfall was recorded in Dhapa at 107 mm, followed by Ultadanga (101 mm), Maniktala (97 mm), and Tollygunge's Topsia (79 mm).

IMD officials warned that intermittent heavy showers could persist throughout the day. Emergency teams and municipal staff have been deployed to manage the situation and restore normalcy in affected neighbourhoods. The rain, caused by a low-pressure system developing over the northwestern Bay of Bengal, has raised concerns of further urban flooding across Kolkata and adjoining districts.



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TIMES OF INDIA

BANGLORE

26 JULY 2025

KIA gets another hoax bomb threat

Bengaluru: Kempegowda International Airport (KIA) received another hoax bomb threat via email on July 22.

According to the complaint, the NOC section of Airports Authority of India received the email, from the ID nivethapethuraju_udhayanidhi@hotmail.com, at 4.16pm on July 22. The miscreant stated that "cigarette packet-looking IED blast" was looming at Bengaluru airport. TNN



Corporate Communications Directorate

TIMES OF INDIA

CHENNAI

26 JULY 2025

PM to unveil new terminal at Tuticorin airport

Madurai: Prime Minister Narendra Modi will arrive in Tuticorin on Saturday evening for a two-day visit to Tamil Nadu. Arriving from Maldives, where he is on an official visit, he will inaugurate the new terminal building of Tuticorin airport around 7.45pm.

Modi will walk through the new terminal building after opening it. Subsequently, he will lay foundation stones and inaugurate various projects.

Tight security arrangements were made in Tuticorin ahead of the PM's visit. Nearly 1,500 police were deployed in and around the airport. Security arrangements have also been made along the sea. TNN



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TIMES OF INDIA

HYDERABAD

26 JULY 2025

Govt releases ₹205cr for Mamnoor airport

Hyderabad: Work on developing Telangana's second commercial airport received a major push on Saturday, with the state govt issuing orders for the release of ₹205 crore towards land acquisition for the Mamnoor airport project in Warangal. The funds will facilitate the acquisition of 280 acres for expansion of the airport. TNN

भास्कर एक्सप्लूजिव

सवाल: क्या 'रिप्स' सिस्टम पहले से बंद था?

प्लेन क्रैश: आखिरी '10 मिनट' का डेटा ब्लैक बॉक्स में नहीं

एएआईबी की रिपोर्ट, रिप्स और आखिरी रिकॉर्डिंग पर चुप्पी

एम. रिवाज हारामी | नई दिल्ली

12 जून को अहमदाबाद में क्रैश हुए एअर इंडिया के विमान एआई-171 (बोइंग 787-8) की जांच में ब्लैक बॉक्स की एक 'चुप्पी' ने नए सवाल खड़े कर दिए हैं। दरअसल, विमान की पावर सप्लाय बंद होने या फिर क्रैश होने के 10 मिनट बाद तक की हरेक बातचीत, तकनीकी समस्या ब्लैक बॉक्स में रिकॉर्ड होती है। लेकिन, एआई-171 की क्रैश लैंडिंग में ऐसा नहीं हुआ। यह खुलासा एयरक्राफ्ट एक्सप्लेन इन्वेस्टिगेशन ब्यूरो (एएआईबी) की हादसे पर बनी प्रारंभिक रिपोर्ट में हुआ है।

रिपोर्ट की पड़ताल में पता चला कि एआई-171 का आखिरी मेडे कॉल भारतीय समयानुसार 13:39:05 बजे आया और विमान 13:39:11 बजे क्रैश हुआ। ठीक इसी समय ब्लैक बॉक्स की रिकॉर्डिंग भी बंद हो गई। यहीं से गड़बड़ी की आशंका सामने आ रही है, क्योंकि क्रैश के बाद रिप्स सिस्टम से ब्लैक बॉक्स को रिकॉर्डिंग होने चाहिए थी। इंटरनेशनल सिविल एविएशन ऑर्गनाइजेशन और फेडरल एविएशन एडमिनिस्ट्रेशन के नियमानुसार यह अनिवार्य है। रिप्स (रिकॉर्डर इंडिपेंडेंट पावर सप्लाय) एक बैटरी संचालित प्रणाली है जो इंजन फेल होने, पावर लॉस में भी ब्लैक बॉक्स को सक्रिय रखती है। यदि यह फेल हो जाए तो जांचकर्ताओं को आखिरी पलों की कोई विश्वसनीय जानकारी नहीं मिलती। बोइंग-787 जैसे विमानों में आगे की तरफ एनहेंस्ड एयरबोर्ड फ्लाइट रिकॉर्डर में रिप्स सिस्टम लगे हैं। लेकिन, एआई-171 की क्रैश लैंडिंग के साथ ही रिप्स से रिकॉर्डर को सप्लाय बंद हो गई थी। ब्लैक बॉक्स में उसी वक्त तक की रिकॉर्डिंग है, जब इंजन दोबारा स्टार्ट करने का प्रयास हो रहा था। रिप्स कैसे फेल हुआ? गड़बड़ी कहां से आई? इस पर अब तक कोई आधिकारिक स्पष्टीकरण नहीं आया है।

12/6
एआई-171 क्रैश

जान गंवाने वाले पायलट कैप्टन सभरवाल और क्लाइव कुंदर के घर पहुंचा भास्कर

कैप्टन के पिता 'मौन', कुंदर के परिवार ने घर छोड़ा



सुमित



कुंदर

एआई-171 विमान क्रैश में कैप्टन सुमित सभरवाल और फर्स्ट फ्लाइट ऑफिसर क्लाइव कुंदर भी नहीं बचे। ऊपर से विदेशी मीडिया ने बिना किसी सबूत के हादसे की मनमानी थ्योरी गढ़ते हुए पायलट्स पर दोष मढ़ने की कोशिश की। इससे मुंबई के पकई के जलवायु विहार और गोरेगांव वेस्ट की सनटेक सिटी में रहने वाले लोग उदास हैं। दोनों पायलट यहीं रहते थे। भास्कर जब सुमित के घर पहुंचा तो बुजुर्ग पिता पुष्पराम सभरवाल ने बात नहीं की। वहाँ, कुंदर का परिवार घर नहीं मिला। पड़ोसियों ने बताया कि वो लोग कहीं चले गए हैं। भास्कर ने पड़ोसियों और दोनों पायलट्स के साथ

काम कर चुके साथियों से बातचीत की। सुमित के पूर्व सहकर्मी नील पाइस ने बताया कि उन्होंने सितंबर 2024 में ही अपनी आखिरी क्लास-बन मेडिकल परीक्षा पास की थी, जो एक पायलट की मनो-शारीरिक फिटनेस की जांच करती है। सुमित शांत, विनम्र और जिम्मेदार पायलट थे, जिनके साथ उड़ान भरी जा सकती थी। मां की मृत्यु के बाद वो मुंबई में पिता की देखभाल के लिए आ गए थे। यहीं बसने की तैयारी में थे। पत्नी से अलग होने के बाद भी कभी कोई शिकायत नहीं की। पता नहीं, विदेशी मीडिया उन पर अंगुली क्यों उठा रहा है?

शेष पेज 10 पर

भास्कर एक्सपर्ट

अमित सिंह, संस्थापक, सेफ्टी मैटर्स, सिविल एविएशन

विमान हादसे के बेहद अहम मिनटों के सबूत गुम हैं...

उस विमान हादसे के 10 बेहद अहम मिनटों के सबूत गुम हो गए हैं। इससे ब्लैक बॉक्स की विश्वसनीयता तथा 'चेन ऑफ कस्टडी' अब संदेह के घेरे में है। क्या रिकॉर्डर सिर्फ विमान की पावर से चल रहा था और 'रिप्स' चालू ही नहीं हुआ? दुर्घटना में विमान इस कदर क्षतिग्रस्त हो गया कि रिप्स भी निष्क्रिय हो गया? यह गड़बड़ी सिर्फ तकनीकी नहीं, यह रेगुलेटरी उल्लंघन भी है, क्योंकि 'रिप्स' कोई विकल्प नहीं, यह अनिवार्य सुरक्षा प्रणाली है। अगर यह तकनीकी खराबी या जानबूझकर हस्तक्षेप के कारण सक्रिय नहीं हुआ तो इसके गंभीर परिणाम हैं।

प्लेन क्रैश: आखिरी '10 मिनट'...

एक और सहयोगी रजनीश शर्मा ने बताया कि हमें मीडिया से बात करने की अनुमति नहीं है, लेकिन मैं यह पूरी ईमानदारी से कह सकता हूँ कि सुमित ईमानदार और प्रोफेशनल थे। उन्होंने जीवन में कभी शराब नहीं पी। हमेशा खुश रहते थे। इसी तरह, फर्स्ट ऑफिसर क्लाइव कुंदर को जानने वाले बताते हैं कि वह गोवा मूल के थे और हाल ही में उन्होंने गोरेगांव वेस्ट की सनटेक सिटी में नया अपार्टमेंट लिया था। उनकी कोई भी मानसिक समस्या की जानकारी अब तक सामने नहीं आई है। उनकी बहन (नाम अनुरोध पर गोपनीय) ने 'भास्कर' से बातचीत में केवल इतना कहा- कुंदर का जीवन रंगों से भरा था और वह मजबूत इंसान थे।

अब तक 156 परिवारों को मिला मुआवजा: एअर इंडिया ने शनिवार को बताया कि हादसे के कुछ दिन बाद ही कंपनी ने पीड़ित परिवारों को अंतिम मुआवजा भुगतान देना शुरू कर दिया था। 229 मृत यात्रियों में से अब तक 147 और दुर्घटनास्थल पर जान गंवाने वाले 19 लोगों के परिवारों को अंतिम मुआवजा 25-25 लाख रुपए दिया जा चुका है। इसके अतिरिक्त, 52 अन्य के आवश्यक दस्तावेजों का सत्यापन कर लिया गया है।

Corporate Communications Directorate

DAILY GUARDIAN

DELHI

26 JULY 2025

SpiceJet to lease 5 Boeing 737 planes

TDG NETWORK
NEW DELHI

SpiceJet has finalised an agreement to lease five Boeing 737 planes, and the aircraft are scheduled to join its fleet in October.

The aircraft are being inducted on a damp-lease basis, where operational crew will be shared between the operator and the airline, according to a release on Friday.

The airline said it has finalised a lease agreement to induct five Boeing 737 aircraft, and they are scheduled to join the fleet in October and will cater to the peak winter season as well as the early summer season of 2026.

"SpiceJet is also in advanced discussions with other lessors to further enhance its fleet and strength-



"SpiceJet is also in advanced discussions with other lessors to further enhance its fleet and strengthen both domestic and international operations," it added.

en both domestic and international operations," it added.

The budget carrier, which had been facing multiple headwinds, operates Boeing 737s and Q-400s. It did not mention the current num-

ber of operational planes in its fleet.

As per data available on fleet tracking website Planespotters.net, the airline has 20 planes in operation and 33 on the ground for various reasons as on July 24.



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

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RS DANIK JAGRAN

DELHI

27 JULY 2025

एअर इंडिया ने हादसे के पीड़ित 166 परिवारों को दिया मुआवजा

मुंबई: एअर इंडिया ने शनिवार को कहा कि उसने पिछले महीने अहमदाबाद विमान दुर्घटना के 166 पीड़ितों के परिवारों को अंतरिम मुआवजा दे दिया है। इसके अलावा, 52 अन्य पीड़ितों के परिवारों को भुगतान की प्रक्रिया जारी है। यह दुर्घटना एअर इंडिया की उड़ान संख्या एआइ171 के रूप में संचालित बोइंग 787-8 ड्रीमलाइनर से जुड़ी थी। (पेज-10)



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RS DANIK JAGRAN

DELHI

27 JULY 2025

एअर इंडिया ने अहमदाबाद हादसे के 166 पीड़ित परिवारों को दिया मुआवजा

मुंबई प्रेस : निजी विमानन कंपनी एअर इंडिया ने शनिवार को कहा कि उसने पिछले महीने अहमदाबाद विमान दुर्घटना के 166 पीड़ितों के परिवारों को अंतरिम मुआवजा दे दिया है। इसके अलावा, 52 अन्य पीड़ितों के परिवारों को भुगतान की प्रक्रिया जारी है। यह दुर्घटना एअर इंडिया की उड़ान संख्या एआइ-171 के रूप में संचालित बोइंग 787-8 ड्रीमलाइनर से जुड़ी थी। विमान में सवार 242 लोगों में से 241 की मौत हो गई, जबकि जमीन पर हताहतों सहित कुल 260 लोगों की मौत हो गई।

एअर इंडिया ने 14 जून को घोषणा की थी कि वह अहमदाबाद विमान दुर्घटना में मारे गए और जीवित बचे प्रत्येक व्यक्ति के परिवारों को तत्काल वित्तीय जरूरतों को पूरा करने में मदद के लिए 25 लाख रुपये या लगभग 21,500 पाउंड का अंतरिम मुआवजा प्रदान करेगी। एयरलाइन ने कहा कि एअर इंडिया

52 अन्य पीड़ितों के परिवारों को भुगतान की प्रक्रिया जारी है

ने 229 मृत यात्रियों में से 147 और दुर्घटनास्थल पर जान गंवाने वाले 19 लोगों के परिवारों को अंतरिम मुआवजा जारी कर दिया है।

इसके अलावा 52 अन्य लोगों के आवश्यक दस्तावेजों का सत्यापन कर लिया गया है और अंतरिम मुआवजा परिवारों को जारी किया जाएगा। टाटा समूह की एयरलाइन ने स्पष्ट किया कि अंतरिम भुगतान को किसी भी अंतिम मुआवजे में समायोजित किया जाएगा। टाटा समूह ने दुर्घटना पीड़ितों को समर्पित एआइ-171 मेमोरियल एंड वेलफेयर ट्रस्ट भी पंजीकृत किया है। इसने दुर्घटना में क्षतिग्रस्त हुए बीजे मेडिकल कालेज छात्रावास के बुनियादी ढांचे के पुनर्निर्माण में सहयोग देने का संकल्प लिया है।

THREE YEARS SINCE ACQUISITION...

Plane Maintenance Remains Achilles' Heel for Air India

Botched records, oversight at AIESL & complicated merger hurting carrier

Arindam Majumder

New Delhi: This June, a few days before the high-fatality Boeing 787 crash in Ahmedabad, the civil aviation regulator had sent a show cause notice to three senior officials of the Air India engineering team. It wanted an explanation for the use of multiple aircraft components beyond their life period.

A day later, the Directorate General of Civil Aviation (DGCA) issued a warning to airline chief executive Campbell Wilson, and its head of engineering, after an alert by the Canadian civil aviation regulator that a flight to Toronto had a malfunctioning business class seat belt.

These aren't the only red flags—the airline has received as many as five other notices in the recent past. An Air India spokesperson said most of the issues were identified by the airline and self-reported to the DGCA, and have since been fixed.

Nonetheless, the big question remains: Where do Air India's maintenance problems originate?

A number of flags thrown up by auditors, as well as a crash-led deeper inspection, have laid bare the weaknesses in Air India's engineering process, with one key issue standing out.

AI Engineering Services (AIESL), which is a critical provider of engineering services to the airline, is a government owned entity. When the airline was privatised a few years ago, this critical organisation was kept out of the deal.

Shoddy Recordkeeping >> 7



Rough Skies

DGCA has flagged Air India over maintenance lapses

AT AIESL

Mandated aviation software not adopted

Data gaps surfaced during system migration

Poor recordkeeping

Tata missed deep-rooted issues; scale of task may have been underestimated

Complex integration added pressure on engineering

Shoddy Record-keeping

>>> From Page 1

Several lapses stem from AIESL's history of poor record-keeping, which arises from a lack of investment by the government as well as a lack of oversight, something that could threaten Tata group's ambitious turnaround plan for Air India.

"A lot of questions are being asked by the regulator and the management. Engineering and flight operations are the core pillar which can make or break an airline," said an Air India engineer.

He pointed to an incident in February when an Air India Airbus A320 enroute Kathmandu had to return to Delhi airport after the engineering team alerted that the plane's emergency evacuation slide may be past its expiry date. After the aircraft landed, inspection showed the slide had been replaced barely a few days ago. "Such incidents are frequent and point to a gap in maintenance record-keeping," said the engineer.

Airlines meticulously maintain detailed records of all maintenance work performed on their aircraft to ensure continued airworthiness and compliance with safety regulations. These records document everything, from routine inspections and repairs to the replacement of parts, essentially providing a comprehensive history of the aircraft's condition.

This ensures safe operations, while

also helping in predictive maintenance of parts and components, leading to cost savings.

In Air India's case, these records were maintained by AIESL, with whom there were multiple quality concerns. There are questions over the robustness of the practice; for instance, some records were maintained on Microsoft Excel spreadsheets, though the organisation was supposed to use a specific software developed by RAMCO Systems.

After the airline's takeover, the new owners implemented a newer generation system called AMOS and imported all maintenance records in 2024, when this lapse was flagged.

People aware of developments said that since the data transfer was an automated process, some gaps were not plugged. "If the older system had no data on the surveillance checks of a particular aircraft, the new software obviously couldn't capture that. As a result, suddenly, the engineering team was swarmed with a problem where aircraft were developing technical snags even after being cleared for take-off, as there was no predictive maintenance," a second Air India engineer told ET.

An Air India spokesperson said that after the transition to the new software, the airline has been verifying all data, including the maintenance dates of the escape slides. "This physical verification process had been

completed for all wide-body aircraft and for all but a few narrow-body ones. It has, since, been completed for all remaining aircraft."

QUESTIONS ON DUE DILIGENCE

The data migration is only a facet of the struggle the Tatas face to restore the airline's reputation, three and a half years after its acquisition. Many in the conglomerate now feel due diligence during the takeover was not up to the mark and may have underplayed the enormity of the task at hand.

The Tatas had flown in multiple consultants, who had combed over financial records, business contracts and maintenance records for over three months. A consultant involved in the process said the audit had flagged irregular supply of data for flight data monitoring and defect reports filed by pilots, non-availability of internal investigation reports on failed components, and total absence of any oversight of CAMO.

The Continuing Airworthiness Management Organisation (CAMO) is responsible for ensuring an aircraft remains airworthy and compliant with all relevant aviation safety regulations. "We found at least 15 aircraft that do not have a Certificate of Airworthiness. I am not surprised by these findings, but what I am surprised with is that similar issues persist three years after change in ownership," the consultant said.

AIESL didn't respond to ET's queries but an official said three years should have been enough for the new ow-

The data migration is only a facet of the struggle the Tatas face to restore Air India's reputation, over 3 years after its acquisition

ners to identify and plug the gaps.

At the time, despite the matters raised during diligence, the acquisition went ahead. The airline then undertook another massive exercise of merging four airlines — Vistara, Air India, Air Asia India and Air India Express —

into two, Air India and Air India Express, leading to further complexity.

A former civil aviation secretary, not willing to be identified, told ET the government had asked Tata group to hold the merger till things were under control. "Since there were multiple issues, both regulatory and passenger-related, we had asked them to go slow. But ultimately, it's a private business. It's their call," he said.

A senior DGCA official said many of the issues were voluntarily reported by the airline, which is a good practice. "But it still leaves the question of why (the problems) weren't discovered before, and why these planes were being operated."

Wilson, after taking charge as CEO, had divided the turnaround plan into three phases, named taxi, take-off and climb. Three years hence, amid intense regulatory scrutiny and a hit in customer sentiment following the crash, the airline is back at the apron. It will probably take some extraordinary airmanship to get it to line up on the runway again.



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ECONOMIC TIMES

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PSYCHOLOGICAL IMPACT OF TRAGEDY

Fear at 35,000 ft: Anxiety Soars After Air Crash

Mental health pros address emotional aftershocks triggered by social media

Lijee Philip & Kala Vijayraghavan

Mumbai: Last month's plane crash in Ahmedabad has made fliers nervous. "After a tragedy like this, fear of flying naturally spikes," said Shefali Batra, a leading Mumbai-based psychiatrist.

While investigations continue into whether pilot error or a mechanical fault with the Air India Boeing 787 Dreamliner plane was to blame for the accident that killed 260 people, what's undeniable is the psychological fallout—a surge of flight anxiety, even among seasoned travellers.

A series of flight incidents associated with Air India and other airlines since the June 12 crash has added to their woes.

Mental health professionals say the emotional aftershocks of the Air India crash are real and spreading, triggered by increased access to social media content. "Social media exposure to aviation disasters is amplifying anxiety," said Anjali Chhabria, a Mumbai-based psychiatrist. "Even if someone hasn't experienced trauma personally, the constant stream of bad news creates a sense of danger."

K Dinesh, founder, Cockpit Vista, and a retired Indian Air Force wing commander, has seen it all.

Degrees of Phobia

►► From Page 1

From CEOs gripping books like life jackets, elderly couples haunted by decades-old trauma, and flyers frozen at boarding gates: some drown the fear in music or medication, others, in booze. "Bars near boarding gates aren't just for leisure. Some passengers knock back four or five pegs just to get on board."

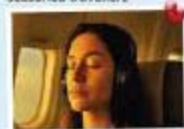
Psychologists say the fear is heightened among high-calibre travellers who're used to being in charge, like engineers, scientists, and entrepreneurs. "Flying forces them to surrender—to an unseen pi-

lot in a sealed cockpit," said K Dinesh of a Bengaluru-based counselling centre for fearful flyers which has seen a marked rise in inquiries after the Air India crash. Using flight simulators, it recreates take-offs, landings, turbulence, and cabin sounds in a controlled setting. He said, "By the course's end, most begin to regain confidence."

In a typical 180-seater aircraft, nearly 30-40% of passengers are silently battling some form of anxiety or phobia of varying degrees—a figure that aligns with global aviation data. The fear often permeates those with deep knowledge and analytical minds, said aviation experts.

Feeling the Pressure

 Spike in anxiety not just among first-time travellers, but also seasoned travellers



 Therapists see clients with heightened stress around travel, panic attacks before boarding, and intrusive thoughts triggered by news coverage



 Psychologists offer targeted interventions—from cognitive behavioral therapy to breathing techniques—to help individuals regain confidence in air travel



 For many, recovery comes via an 'enabler,' who nudges them to seek professional help



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ECONOMIC TIMES

DELHI

27 JULY 2025

Air India Pays Interim Damages to Families of 166 Crash Victims

PTI

Mumbai: Private carrier Air India on Saturday said it has paid the interim compensation to the families of 166 victims of the Ahmedabad plane crash last month.

Besides, payment to the families of another 52 victims is in the process, it added. The plane crash, one of the worst air disasters in India in decades, involved a Boeing 787-8 Dreamliner operating as Air India flight AI171.



Of the 242 people on-board, 241 were killed, while the total death toll stood at 260, including casualties on the ground.

On June 14, Air India announced that it will provide an interim compensation of ₹25 lakh, or approximately £21,500, to the families of each of the deceased and survivors of the Ahmedabad plane crash to help address immediate financial needs.

"Air India has released the interim compensation to the families of 147 of the 229 deceased passengers and also the 19 who lost their lives at the accident site," the airline said in the statement.

In addition, the requisite documents of 52 others have been verified, and the interim compensation will be released progressively to the families, it noted.

Airlines asked to prevent unauthorised transport of live animals into India

S. Vijay Kumar
CHENNAI

In a bid to prevent the unauthorised carriage of live animals into India, the Directorate General of Civil Aviation (DGCA) has issued fresh guidelines to airlines operators, official sources said on Friday.

Amid multiple instances reported by airlines regarding the carriage of live animals into India by passengers without proper declaration or clearance, classified as unbeknownst imports, the DGCA asked the operators to devise strategies to detect and deter the violation of deportation conditions.

Going by rules laid down by the Animal Quarantine and Certification Services and Indian Customs, such animals were subject to immediate deportation to their country of origin, with appropriate intimation to concerned stakeholders and authorities



The DGCA has asked the airline operators to detect violation of deportation conditions while carrying live animals to India.

in that country.

Sole responsibility

Though the carriage of animals/birds by air was governed by the Aeronautical Information Circular (AIC) of 1985, the DGCA's advisory intended to further guide and ensure compliance with the latest instructions/orders of the Indian Customs and other law-enforcing agencies and facilitate the safe and legally compliant deportation

of animals by all aircraft operators/airlines operating in India. "The airline that transported the undeclared live animals shall be solely responsible for deportation in accordance with applicable laws. All costs associated with deportation, including animal handling, in-transit welfare, documentation, and repatriation logistics shall be borne by the airline," the advisory said.

As part of the preventive measures, the operators were advised to make sure that the employees deployed at check-in counters, boarding gates and in-flight operations were adequately trained and sensitised on customs and quarantine rules and regulations pertaining to transport of live animals. Passenger advisories and signage regarding restrictions on import of live animals should be displayed prominently, the sources said.



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HINDU

DELHI

27 JULY 2025

Interim compensation paid to 166 families, says Air India

Private carrier Air India on Saturday said it had paid interim compensation to the families of 166 victims of the Ahmedabad plane crash last month. Besides, payment to the families of another 52 victims is in the process, it added. The plane crash involved a Boeing 787-8 Dreamliner operating as Air India flight AI71. On June 14, Air India announced that it will provide an interim compensation of ₹25 lakh to the families of each of the deceased and survivors of the Ahmedabad plane crash to help address immediate financial needs. The interim payment will be adjusted against any final compensation, the Tata Group airline clarified. PTI



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HINDUSTAN TIMES

DELHI

27 JULY 2025

AIR INDIA: HAVE RELEASED INTERIM COMPENSATION TO FAMILIES OF 166

MUMBAI: Private carrier Air India on Saturday said it has paid the interim compensation to the families of 166 victims of the Ahmedabad plane crash last month. Besides, payment to the families of another 52 victims is in the process, it added.

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PTI



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HINDUSTAN TIMES

PATNA

26 JULY 2026

{ GOVT TELLS PARLIAMENT }

112 AI pilots took sick leave 4 days after crash

HT Correspondent

letters@hindustantimes.com

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

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

"Air India reported a minor increase in sick leaves reported by pilots across all fleets in the aftermath of the AI-171 accident,

On 16.06.202, a total of 112 pilots reported sick, comprising 51 commanders (P1) and 61 first officers (P2)," said minister of state for civil aviation Murlidhar Mohol in a written reply.

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

The airline official cited above added that there had been an increase in pilots reporting they were unwell the day after the incident. "The spike was very minor in the beginning and it peaked on June 16," this person added. "DGCA has already

issued a medical circular regarding mental health of flight crews and air traffic controllers (ATCOs) on 22 Feb 2023, which lays down guidelines for operators (scheduled and non-scheduled) and DGCA-empowered medical examiners," Mohol said.

He added that the guidelines include "quick and effective methods to assess mental health that can easily be performed by the DGCA-empowered medical examiners during the Class 1/2/3 medical examination." The government has also introduced a standalone, customised training capsule for flight crew and ATCOs to help manage the adverse effects of mental health conditions, it stated, the written reply added.

"Besides, on mental health monitoring, the organisations (scheduled and non-scheduled

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

GOVERNMENT HAS ALSO INTRODUCED A STANDALONE, CUSTOMISED TRAINING CAPSULE FOR FLIGHT CREW AND ATCOS

Corporate Communications Directorate

INDIAN EXPRESS

DELHI

26 JULY 2025

Take all commentary constructively with grace, open mind, A-I CEO tells employees

SUKALP SHARMA
NEW DELHI, JULY 25

WITH AIR India going through a period of "intense scrutiny"—internal as well as external—in the wake of the June 12 Ahmedabad crash, the Tata Group airline's chief executive officer Campbell Wilson has urged employees to take "all commentary constructively with grace and an open mind" and act wherever there is an opportunity to do so. Wilson also underscored that Air India's systems and culture must "prize transparency and integrity as well as action".

"It is natural that, following an accident, there is a period of intense scrutiny. Some of it must come from internal examination and self-reflection, while some of it will come from external parties. Sometimes the extra attention means that normal issues get misinterpreted or sensationalised, but sometimes the scrutiny highlights genuine areas for improvement. We must take all commentary constructively with grace and an open mind and, where there is an opportunity to act, must do so. For, as I have said before, continuous improvement is a hallmark of aviation, and it is why the industry



Air India CEO Campbell Wilson. File

has become so dramatically safer over the years," Wilson said in a message to employees.

Wilson's comments come close on the heels of a few highly publicised aircraft snags over the past few weeks, which have drawn significant public attention in the wake of the Ahmedabad air crash, in which 260 people died.

The airline is also understood to be under the scanner of the DGCA on safety-related issues. Over the past few weeks, Air India has been subject to a few regulatory actions by the DGCA, the latest being four show-cause notices that were issued Wednesday—following voluntary disclosures from Air India—over lapses pertaining to inadequate cabin crew deployment, mandatory crew rest periods and crew training and op-

erational procedures. Of its own accord, the airline has taken a "safety pause", which involves additional voluntary technical checks on aircraft and adopting a cautious approach in flight operations. "As we approach the half-way mark of our Safety Pause, you will have read that we have now completed the inspection of fuel switches on our B737 fleet following the earlier exercise on our B787s. In both cases, nothing untoward was found. Reliability enhancement work, using the additional ground time made available by the Pause, continues, while partial restoration of our temporary schedule reduction commences on 1st August ahead of full restoration planned for 1st October," Wilson said.

A preliminary investigation report into the June 12 accident said that the Air India Boeing 787-8 aircraft crashed after both its engines were starved of fuel as the two fuel control switches transitioned from 'Run' to 'Cutoff' position within a second of each other moments after lift-off. Following the initial probe report, the airline started voluntary checks of the fuel control switches on its Boeing 787 fleet, which was followed by a DGCA directive to all operators

to do so on most of the Boeing aircraft registered in India.

"To improve, our culture and systems must prize transparency and integrity as well as action. And to support this, in recent years we have improved training and promulgated SOPs to give direction and clarity, strengthened standards, instilled processes to drive compliance and consistency, and introduced performance management practices to rise higher," Wilson said.

The Air India CEO said the airline has invested significantly in the adoption of digital systems to replace paper-based ones, in order to have "more complete, accurate, accessible and usable data" that does not reside in silos. He said that Air India has focussed on improving reporting—on safety or other matters—by "making it easier to do" with more encouragement and better protection for those reporting.

"But ultimately, performance and improvement are dependent on people. People following prescribed processes. People acting in a conscientious manner. People striving to do better. People doing the right thing, all the time, not just when someone else is watching," Wilson said.

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JAAN SATTA

DELHI

27 JULY 2025

अहमदाबाद हादसा एअर इंडिया ने दिया 166 पीड़ित परिवारों को अंतरिम मुआवजा

नई दिल्ली, 26 जुलाई (ब्यूरो)।

निजी विमानन कंपनी एअर इंडिया ने शनिवार को कहा कि उसने पिछले महीने अहमदाबाद में हुई विमान हादसे के 166 पीड़ित परिवारों को अंतरिम मुआवजा दे दिया है। इसके अलावा 52 अन्य पीड़ितों के परिवारों को भुगतान की प्रक्रिया जारी है।

विमानन कंपनी ने एक बयान में कहा कि एअर इंडिया ने मारे गए 229 यात्रियों में से 147 के परिवारों और दुर्घटनास्थल पर जान गंवाने वाले 19 लोगों के परिवारों को अंतरिम मुआवजा जारी कर दिया है। विमान में सवार 242 लोगों में से 241 की मौत हो गई, जबकि जमीन पर जान गंवाने वाली सहित कुल मृतकों की संख्या 260 थी। इसके अलावा 52 अन्य लोगों के आवश्यक दस्तावेजों का सत्यापन कर लिया गया है और परिवारों को अंतरिम मुआवजा क्रमशः जारी किया जाएगा। टाटा समूह की विमानन कंपनी ने स्पष्ट किया कि अंतरिम भुगतान को किसी भी अंतिम मुआवजे के साथ समाश्रित किया जाएगा। टाटा समूह ने दुर्घटना पीड़ितों को समर्पित 'एआइ-171 मेमोरियल एंड वेलफेयर ट्रस्ट' भी पंजीकृत किया है। इसने दुर्घटना में क्षतिग्रस्त हुए चीजे मेडिकल कालेज छात्रावास के बुनियादी ढांचे के पुनर्निर्माण में सहयोग देने का संकल्प भी लिया है।

Corporate Communications Directorate

MILLANIUM POST

KOLKATA

26 JULY 2025

Air India has improved training, strengthened standards, says airline's CEO Campbell Wilson

OUR CORRESPONDENT

NEW DELHI: Air India has improved training, strengthened standards and has been focused on improving reporting about safety and other matters, the airline's CEO Campbell Wilson said on Friday.

Against the backdrop of its plane crash that killed 260 people on June 12, Wilson said it is natural that there is a period of intense scrutiny following an accident and that all commentary must be taken constructively with grace and an open mind.

The Tata Group-owned airline, which has come under intense scrutiny following the accident, has taken certain measures, including temporary curtailment of flights and completion of inspection of its Boeing 787 and 737 fleets.



Air India CEO Campbell Wilson

In recent years, Wilson said the airline has improved training and promulgated Standard Operating Procedures (SOPs) to give direction and clarity, strengthened standards, instilled processes to drive compliance and consistency, and introduced performance management practices to rise higher.

"We have focussed on improving reporting, whether it be of safety or other matters, by making it easier to do, more

encouraged, more protected and put to more use, and we have adopted philosophies such as those from Baines-Simmons to take opportunities for organisational learning and improvement before jumping to blame or punishment," he said in a message to Air India staff.

Baines-Simmons is a leading aviation safety training and consulting firm.

There have been some incidents involving Air India planes in recent weeks, and aviation regulator DGCA has also issued show cause notices for certain violations following voluntary disclosures made by the carrier.

"We have invested significantly in the adoption of digital systems to replace paper-based ones, so that we have more complete, accurate, accessible and usable data that does not reside in silos," Wilson said.

According to him, sometimes the extra attention means that normal issues get misinterpreted or sensationalised, but sometimes the scrutiny highlights genuine areas for improvement.

"We must take all commentary constructively with grace and an open mind and, where there is an opportunity to act, must do so," he noted.

Wilson, who is the CEO and MD, highlighted that the airline's Net Promoter Score (NPS) touched an all-time record high in July.

NPS is an indicator of passenger satisfaction across various touch points.

"... so far in July more than 1,00,000 have taken the opportunity to give such feedback, and have collectively delivered us an all-time record high NPS score of +34.



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RAJASTHAN PATRIKA

DELHI

27 JULY 2025

जिला उपभोक्ता आयोग जोधपुर का फैसला विमानन कंपनी इंडिगो पर 1.40 लाख रुपए का हर्जाना लगाया

पत्रिका न्यूज़ नेटवर्क
patrika.com

जोधपुर. जिला उपभोक्ता आयोग जोधपुर द्वितीय ने इंडिगो विमानन कंपनी पर सेवा में कमी मानते हुए एक लाख 40 हजार रुपए का हर्जाना लगाया है। इसके अलावा, 5100 रुपए टैक्सी किराया और 10 हजार रुपए परिवाद व्यय 45 दिन में अदा करने का आदेश दिया है।

आयोग के अध्यक्ष डॉ. यतीश कुमार शर्मा और सदस्य डॉ. अनुराधा व्यास ने यह आदेश अनिल एवं अन्य की ओर से दायर परिवाद स्वीकार करते हुए दिया। परिवादियों ने 25 फरवरी, 2023 को जोधपुर से दिल्ली होते हुए वाराणसी जाने के लिए इंडिगो से टिकट बुक कराए थे। जोधपुर से

विमान निर्धारित समय से 24 मिनट देरी से रवाना हुआ और दिल्ली में एक यात्री को व्हील चेयर न मिलने के बावजूद सभी यात्री बोर्डिंग गेट 33 पहुंचे। वहां गेट बदलने की सूचना स्क्रीन पर नहीं थी। जब परिवारी गेट 23 पर पहुंचे तो अंतिम कॉल के कुछ ही सेकंड बाद उन्हें बोर्डिंग नहीं करने दिया गया। शिकायत के बाद उन्हें देर शाम की फ्लाइट दी गई, जिससे वे रात 10 बजे वाराणसी पहुंचे।

आयोग ने इंडिगो के खिलाफ सेवा में दोष और अनुचित व्यापार व्यवहार के लिए हर यात्री को 20 हजार रुपए हर्जाना, 5100 रुपए टैक्सी किराया और 10 हजार रुपए परिवाद व्यय देने का आदेश दिया है।

Govt tells AI to 'end backseat driving' in key departments

Govt Officials
Met DGCA To
Discuss Safety
Measures

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New Delhi: Two key messages given by the Union aviation ministry to Tata Sons and Air India chairman N Chandrababhan on Friday were to "end the culture of backseat driving" in key AI departments with a caveat hearing on safety and that people holding posts in these core departments should have the final authority to take decisions and not be there merely to fall guys when things go south, thereby protecting the at-large backseat drivers.

Union minister Ram Madhav, secretary Sanjay Kumar Sinha and DGCA chief Punit Ahluwalia held a meeting with Chandrababhan on Friday to discuss steps to improve airline's safety. Chandrababhan is known to have agreed to these suggestions.

"Some departments, like safety, training, maintenance, engineering and integrated operation control centre (IOCC), are key to ensuring overall operations take place safely. There were observations about some of these departments having a dichotomy in terms of someone being the post holder but someone else calling the shots. This needs to be resolved and we are hopeful the same will happen," said people close to him.

After the June 12 AI ITI crash and subsequent minor incidents, the ministry has been holding



After the June 12 AI ITI crash, civil aviation ministry has been holding high-level discussions with AI management headed by CEO Wilson

discussions with AI management headed by CEO Campbell Wilson. Tens of thousands of passengers estimated in the Chandrababhan-Sinha-Sinha-Kishore meeting on Friday.

Following the minor incidents, AI ITI is being probed separately. AI post-holders were called to regulatory agencies concerned multiple times. With knowledge of AI's inside functioning, regulatory officials often "let it be" for the "scapegoats" as those rarely calling the shots were not before them. "Unko kyaan bolita hain (What can we say to them)," shrugged some officials who face this dilemma.

On June 21, the DGCA had ordered the removal of three AI officials in charge of crew scheduling following "lapses in licensing, trial, and recovery requirements", while warning it could go to the extent of shutting down AI if lapses in crew scheduling continued.

One other thing that has been noted is that the management by officials following the June 12 crash is the airline's decision to keep them from planes that were grounded in the post-June 12 AI ITI at its mega Gurgaon complex. Things like seats, in-

orders have been kept on display. While it was perhaps meant to serve as a reminder of the need for safety, it is usually ditched by a large number of employees.

"We need positive energy and that place brings just negativity. We look at those seats and feel someone might have perished on them," said many employees.

A senior govt official said: "With Tata and Singapore Airlines as its stakeholders, this is the best chance AI has to become the airline of JRE's dreams. Along with Indigo, India today is looking at the possibility of two big Indian airlines, with some promising airlines that can also make it big some day. Govt will help Indian airlines, and that is what it is doing with AI handholding at this difficult time. AI's safety is gov't responsibility also in a highly regulated sector like aviation."

All airlines have their own issues, and AI is not alone. "Our attention on AI as of now is like a teacher paying extra attention to a promising student who might not be doing well for some reason," govt officials said, adding, "It is true the well-run Singapore Airlines helps its JV come out of this



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TIMES OF INDIA

DELHI

27 JULY 2025

AI pays interim relief of ₹25L to 166 crash victims' kin

New Delhi: Air India said on Saturday it has so far released the interim compensation amount of Rs 25 lakh each to the families of 167 of the 229 deceased AI 171 passengers and also the 19 who lost their lives at the accident site. "The interim payment will be adjusted against any final compensation," the airline said in a statement.

Requisite documents of 52 others have been verified, to whose families the interim compensation will be released progressively," the airline said. "Air India stands in solidarity with the families and those affected by the AI171 accident. We continue to mourn their loss and remain fully committed to providing support during this difficult time. Over a month ago, AI started releasing interim payment of Rs 25 lakh to the affected families, to help them meet their immediate financial needs," the airline said in a statement.

The Tata Group has also registered "The AI-171 Memorial and Welfare Trust", dedicated to crash victims. "The trust has pledged an ex gratia payment of Rs 1 crore in respect of each of the deceased, and support for rehabilitating the B J Medical College Hostel infrastructure," the statement added. "The trust will provide aid and assistance for alleviation of any trauma or distress suffered by the first responders, medical and disaster relief professionals, social workers, and governmental staff," it said. 06

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TRIBUNE

DELHI

27 JULY 2025

Families of 166 AI crash victims get interim relief

MUMBAI, JULY 26

Private carrier Air India on Saturday said it had paid the interim compensation to the families of 166 victims of the Ahmedabad plane crash last month. Besides, payment to the families of another 52 victims is in the process, it added. The plane crash, one of the worst air disasters in India in decades, involved a Boeing 787-8 Dreamliner operating as Air India flight AI71.

Of the 242 people onboard, 241 were killed, while the total death toll stood at 260, including casualties on the ground. On June 14, Air India announced that it will provide an interim compensation of Rs 25 lakh, or approximately GBP 21,500, to the families of each of the deceased and survivors of the Ahmedabad plane crash to help address immediate financial needs.

"Air India has released the interim compensation to the families of 147 of the 229 deceased passengers and also the 19 who lost their lives at the accident site," the airline said in the statement.

In addition, the requisite documents of 52 others have been verified, and the interim compensation will be released progressively to the families, it noted. The interim payment will be adjusted against any final compensation, the Tata Group airline clarified. — PTI

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TRIBUNE

DELHI

27 JULY 2025

Air Accident Investigation Bureau's interim report on June 12 crash is so vague that the bereaved families and the public are nowhere near the truth

Air India crash report hides more than it reveals

PUSHPA GERIMAJI

IT'S been a fortnight since the Air Accident Investigation Bureau (AAIB) released its interim report on the Air India Boeing 171 crash that occurred in Ahmedabad on June 12. Instead of quelling speculations on what could have caused the disaster, the report has triggered more theories, hypotheses and even controversies in the past two weeks. The report is so vague and obfuscated that consumers are nowhere near the truth as to what happened in those 98 seconds from the time of take-off till the deadly crash. The report, in fact, shows the investigation agency in very poor light.

One of the most crucial pieces of information in the initial probe comes from the cockpit voice recorder (CVR), which records all the conversations and noises in the cockpit. It would have also recorded the advisories, cautions and warnings issued by the Crew Alerting System of the aircraft. However, the report does not give us the full verbatim transcript of the CVR. Instead, like a film teaser, it gives us only two bits of incomplete conversation between the pilots. And here, too, in the third person, raising more questions than answers.

After reporting that the two switches that supply fuel to the engines transitioned to the 'Off' position just 3 seconds after take-off, the report says that one of the pilots says, "Why did you cut off?", while the other says he did not do so. The report does not even identify who said what.

Obviously, after the fuel cut-off, there would be panic, alarm, and further conversation between the pilots till one of them (we do not know who) called out "May Day". Why has that been kept away from us? And why is the report giving the manufacturers of the airplane and the engine a clean chit, when the investigation into what caused the fuel cut-off is still on?

Somehow, the report gives the impression that it is highly selective and manipulative in what it is revealing.

Consumers as well as the bereaved families must therefore call for more transparency in the investigation and release of the full verbatim text of the CVR from the time the plane took off till it crashed.

In South Korea, for example, the families of those who died in the Jeju Air crash last year are demanding a full transcript of the Black Box data. On December 29, the flight that took off from Thailand crashed while landing at Muam International Airport in South Korea, killing all but two of the 181 on board.

On January 31 this year, the South Korean Aviation and Railway Accident Investigation Board published its preliminary report. It said the Boeing 737-800 made an emergency landing due to a bird strike and landed on its belly without its landing gear deployed, overran the runway and crashed into the embankment, including the localisers, bursting into flames.

Examination of the engines had shown bird feathers and bird blood stains in both. The report also noted that the CVR and flight data recorder (FDR) stopped recording from 08:54:50, thereby denying the investigators the last 4 minutes and 7 seconds of the crucial data.

In the Jeju Air crash case, a subsequent interim report (not yet released to the public) reportedly blamed the pilots for mistakenly cutting off the left engine, which was still working, instead of the right that was totally damaged, leading to a complete shutdown of both the engines. However, the bereaved families to whom the report was first presented in a private meeting, have refused to accept this. They have demanded a full transcript of the Black Box data and other documents as proof.

I have looked at several recently issued preliminary reports pertaining to air crashes in different countries. And I must mention the one released on March 20 by the Transportation Safety Board of



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Canada on the Endeavour Air crash at the Pearson airport in Toronto on February 17 this year. The plane crash-landed, caught fire, overturned and slid down the runway, leaving the passengers hanging upside down. Miraculously, all the 80 on board survived the crash, even though 21 of them received injuries, two of them serious ones. The flight was coming from Minneapolis, USA.

The 20-page report makes no insinuations, blames no one, it just gives full, precise facts detailing the plane's descent till

it crashed, besides other mandatory information. For example, exactly 2.6 seconds before the touchdown, the aircraft's high rate of descent remained at 1,100 feet per minute, triggering a 'sink rate' alert in the cockpit, the report says.

The speed remained the same at less than 1 second before touchdown. This was way above the rate of descent for hard landing in the Bombardier's manual. The precise pitch altitude of the aircraft at touchdown, the air speed, ground speed, the cockpit warnings, the weather condi-

tions, are all recorded. It also gives a list of areas that would be the focus of the investigation before the final report.

Of course, each accident is different and usually caused by not just one but several factors, and the AI Boeing 171 crash investigation certainly seems more complicated than others, but like I said before, the report should respect the consumers' right to full and accurate information on the cause of the crash.

— The writer is a consumer affairs and rights expert