



# Corporate Communications Directorate

AMAR UJALA

DELHI

28 JUNE 2025

## वेबसाइट पर हैं दिल्ली हवाई अड्डे के वायु प्रदूषण के आंकड़े

नई दिल्ली। दिल्ली अंतरराष्ट्रीय हवाई अड्डा लि. (डीआईएएल) ने राष्ट्रीय हरित अधिकरण को सूचित किया है कि इंदिरा गांधी अंतरराष्ट्रीय (आईजीआई) हवाई अड्डे पर विमानों से होने वाले शोर के स्तर से संबंधित आंकड़े सभी के लिए आसानी से उपलब्ध हैं। इन्हें वेबसाइट पर सुविधाजनक ढंग से प्रदर्शित किया गया है। डीआईएएल राष्ट्रीय राजधानी में आईजीआई हवाई अड्डे का संचालन करता है। हरित अधिकरण (एनजीटी) रात में विमानों के उतरने और उड़ान भरने के कारण आईजीआई हवाई अड्डे पर होने वाले ध्वनि प्रदूषण के मामले में उसकी ओर से दिये गए निर्देश के अनुपालन को लेकर दखिल याचिका पर सुनवाई कर रहा था। एजेसी

**डीआईएएल ने  
एनजीटी को  
दी जानकारी**



# Corporate Communications Directorate

DESHBANDHU

DELHI

28 JUNE 2025

## एयरपोर्ट के तीसरे और चौथे चरण में विस्थापन को लेकर 4 जुलाई से लोकसुनवाई

- एयरपोर्ट के तीसरे और चौथे चरण के लिए 14 गांव की 2053 हेक्टेयर जमीन अधिग्रहण
- जमीन अधिग्रहण से 14 गांव के 9036 परिवार का किया जाएगा विस्थापन

**ग्रेटर नोएडा, 27 जून (देशबन्धु)।** नोएडा इंटरनेशनल एयरपोर्ट के तीसरे और चौथे चरण में लोगों को विस्थापन की तैयारी शुरू हो गई है। जिला प्रशासन 14 गांव के किसानों की चार से 11 जुलाई तक लोक सुनवाई के जरिए आपत्ति दूर करेगा।

एयरपोर्ट के तीसरे और चौथे चरण में कुल 2053 हेक्टेयर भूमि चाहिए। इनमें से 14 गांव की 1888.98 हेक्टेयर जमीन का अधिग्रहण किया जाएगा, शेष भूमि प्रशासन के पास पहले से है। इन 14 गांव में रोही, पारोही, बंकापुर, दयानतपुर, सबौता मुस्तफाबाद, मुकीमपुर शिवारा, किशोरपुर, बनवारीबांस, जेवर बांगर, रामनेर, अहमदपुर चौरोली, ख्वाजपुर, थोरा व

नीमका शाहजहांपुर शामिल है। भूमि अधिग्रहण के लिए किसानों से सहमति मांगी जा चुकी है। अब इन्हें विस्थापित करने की तैयारी चल रही है। इन गांवों में 18 वर्ष से कम उम्र के 10847 बच्चे, 16343 पुरुष और 15243 महिलाएं शामिल हैं। वहीं, अधिग्रहण से प्रभावित करीब 9036 परिवार विस्थापित होंगे। इनमें 7977 पुरुष और 1385 महिलाएं शामिल हैं। इस जमीन पर दो रनवे और 750 एकड़ में विमानों के इंजन बनाने वाली कंपनी स्थापित होगी। इसके अलावा एयरपोर्ट पर क्रॉसिंग और सर्विस रनवे भी बनाए जाएंगे, जिनसे चलकर विमान हैंगर तक पहुंचेंगे।

गांव	लोक सुनवाई
रोही, पारोही, बंकापुर	4 जुलाई
दयानतपुर, सबौता, मुकीमपुर	5 जुलाई
किशोरपुर, बनवारीबांस	7 जुलाई
जेवर बांगर, रामनेर	8 जुलाई
अहमदपुर चौरोली, ख्वाजपुर	9 जुलाई
थोरा	10 जुलाई
नीमका शाहजहांपुर	11 जुलाई



# Corporate Communications Directorate

DAINIK JAGRAN

DELHI

28 JUNE 2025

## आइजीआइ एयरपोर्ट पर विमानों के ध्वनि स्तर के बारे में डेटा वेबसाइट पर किया जा रहा जारी

जागरण संवाददाता, नई दिल्ली: विमानों से ध्वनि प्रदूषण के खिलाफ दायर याचिका पर दिल्ली इंटरनेशनल एयरपोर्ट लिमिटेड (डायल) ने नेशनल ग्रीन ट्रिब्यूनल (एनजीटी) को सूचित किया है कि आइजीआइ एयरपोर्ट पर विमान के ध्वनि के स्तर का डेटा वेबसाइट पर अपडेट किया जा रहा है। एनजीटी चेयरमैन न्यायमूर्ति प्रकाश श्रीवास्तव की अध्यक्षता वाली पीठ के समक्ष डायल ने ध्वनि प्रदूषण को रोकने के उपायों को अपनाने के लिए मार्च 2024 के निर्देशों पर अनुपालन रिपोर्ट दायर की है। डायल की रिपोर्ट पर गौर करने के बाद पीठ ने कहा कि ध्वनि संबंधित डेटा सभी के

- याचिका पर डायल के जवाब के बाद एनजीटी ने बंद की कार्यवाही
- कहा, ध्वनि संबंधित डेटा सभी के लिए आसानी से सुलभ है

लिए आसानी से सुलभ है।

कहा, कि डायल की रिपोर्ट में आश्वासन दिया गया है कि एयरपोर्ट पर दर्ज किए गए सभी विमान ध्वनि स्तरों को हर महीने अपनी वेबसाइट पर प्रकाशित करेगा, जिसमें दैनिक डेटा का उल्लेख करेगा। रिपोर्ट में निर्धारित ध्वनि स्तरों के अनुपालन का भी आश्वासन दिया है। एनजीटी ने दर्ज किया कि याचिकाकर्ता ने यह भी कहा कि जुलाई से दिसंबर

2024 तक 50% से अधिक उड़ानें रनवे संख्या 29 और 11 से आ रही थीं या प्रस्थान कर रही हैं। इससे वसंत कुंज के निवासियों पर असर पड़ रहा था। एनजीटी ने कहा कि इस संबंध में उसकी तरफ से कोई अलग निर्देश नहीं दिया गया था। ऐसे में याचिका पर किसी अन्य आदेश की आवश्यकता नहीं है व इसकी कार्यवाही बंद की जाती है। एनजीटी रात में विमानों के लैंड करने-उड़ान भरने के कारण एयरपोर्ट पर होने वाले ध्वनि प्रदूषण के मामले से जुड़ी एक याचिका पर सुनवाई कर रहा था। याचिका में एनजीटी के पूर्व निर्देशों के अनुपालन को सुनिश्चित करने की मांग की गई थी।



# Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

28 JUNE 2025

## UK's F35-B at Thiruvananthapuram Airport Moved to MRO Facility

Our Political Bureau

**New Delhi:** The fifth generation F35-B fighter that has been stranded at the Thiruvananthapuram Airport after diverting from a British aircraft carrier due to a snag, has now been moved to a repair facility. A British high commission spokesperson said the UK has accepted an offer to move the aircraft to the Maintenance Repair and Overhaul facility at the airport.

"The aircraft will be moved to the hangar once UK engineering teams arrive with specialist equipment, thereby ensuring there is minimal disruption to the scheduled maintenance of other aircraft," the spokesperson said.

The advanced jet had to divert to the Indian airport after developing a serious in-flight emergency. While the nature of the technical fault has not been disclosed, it appears to be of a complex nature given that the jet has been



**Aircraft will return to active service once repairs, safety checks have been completed**

stranded for nearly two weeks. "The aircraft will return to active service once repairs and safety checks have been completed. Ground teams continue to work closely with Indian authorities to ensure safety and security precautions are observed," the spokesperson said.



# Corporate Communications Directorate

HINDUSTAN

DELHI

28 JUNE 2025

## नोएडा एयरपोर्ट परिसर में विमानों के इंजन बनेंगे

ग्रैंटर नोएडा। नोएडा इंटरनेशनल एयरपोर्ट परिसर में विमानों के इंजन बनाए जाएंगे। एयरपोर्ट के तीसरे और चौथे चरण में दो रनवे बनेंगे, जबकि 750 एकड़ में विमानों के इंजन बनाने वाली कंपनी लगेगी। इसकी प्रक्रिया तेज हो गई है। शुक्रवार से जमीन देने वाले लोगों के विस्थापन की भी तैयारी शुरू हो गई।

जिला प्रशासन के अधिकारी ने बताया कि एयरपोर्ट के तीसरे और चौथे चरण में कुल 2053 हेक्टेयर भूमि चाहिए। इनके लिए 14 गांव की 1888.98 हेक्टेयर भूमि अधिग्रहीत की जाएगी। शेष भूमि प्रशासन के पास पहले से है। इन 14 गांव में रोही, पारोही, बंकापुर, दयानतपुर, सबौता मुस्तफाबाद, मुक्रीमपुर शिवारा, किशोरपुर, बनवारीबांस, जेवर बांगर, रामनेर, अहमदपुर चौरोली, ख्वाजपुर, थोरा और नीमका शहाजहांपुर शामिल हैं। अधिग्रहण से प्रभावित करीब 9036 परिवार विस्थापित होंगे। इसके अलावा एयरपोर्ट पर क्रॉसिंग और सर्विस रनवे भी बनाए जाएंगे, जिनसे चलकर विमान हैंगर तक पहुंचेंगे।



# Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

28 JUNE 2025

## F-35B jet to be moved to MRO facility at Kerala airport: UK

**AMRITA NAYAK DUTTA**  
NEW DELHI, JUNE 27

NEARLY TWO weeks after an F-35B 'Lightning' stealth fighter jet of the Royal Navy made an emergency landing at the Thiruvananthapuram International Airport and continued to remain grounded, the UK said it has accepted an offer to move the aircraft to the Maintenance Repair and Overhaul facility at the airport.

A British High Commission spokesperson said a UK F-35B aircraft is awaiting repairs at the airport after developing an engineering issue.

"The aircraft will be moved to the hangar once UK engineering teams arrive with specialist equipment, thereby ensuring there is minimal disruption to scheduled maintenance of other aircraft," the spokesperson said, adding that the aircraft will return to active service once repairs and safety checks have been completed.

"Ground teams continue to work closely with Indian authorities to ensure safety and security precautions are observed. We thank the Indian authorities and Thiruvananthapuram International Airport for their continued support," the spokesperson said.

Since the emergency landing

of the fighter jet on June 14, it has remained unserviceable.

Manufactured by American defence and aerospace major Lockheed Martin and worth over USD 110 million, the F-35B jet is among the most advanced fighter jets in the world.

This jet was operating from the British aircraft carrier HMS Prince of Wales. The jet was undertaking a routine sortie outside the Indian Air Defence Identification Zone with Thiruvananthapuram earmarked as an emergency recovery airfield. After that, it could not return to the aircraft carrier after getting caught in adverse weather conditions.

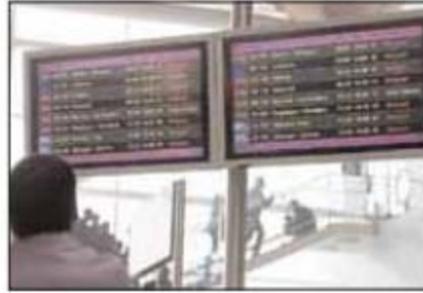
डीआईएल ने  
एनजीटी को दी  
जानकारी

पायनियर समाचार सेवा। नई दिल्ली

दिल्ली अंतरराष्ट्रीय हवाई अड्डा लिमिटेड (डीआईएल) ने राष्ट्रीय हरित अधिकरण को सूचित किया है कि इंदिरा गांधी अंतरराष्ट्रीय (आईजीआई) हवाई अड्डे पर विमानों से होने वाले शोर के स्तर से संबंधित आंकड़े सभी के लिए आसानी से उपलब्ध हैं, क्योंकि इन्हें वेबसाइट पर सुविधाजनक ढंग से प्रदर्शित किया गया है। डीआईएल राष्ट्रीय राजधानी में आईजीआई हवाई अड्डे का संचालन करता है। हरित अधिकरण रात में विमानों के उतरने और उड़ान भरने के कारण आईजीआई हवाई अड्डे पर होने वाले ध्वनि प्रदूषण के मामले में उसकी ओर से दिये गए निर्देश के अनुपालन को लेकर दखिल याचिका पर सुनवाई कर रहा था।

एनजीटी अध्यक्ष न्यायमूर्ति प्रकाश श्रीवास्तव और विशेषज्ञ सदस्य ए संथिल वेल की पीठ ने 26 मई को पारित और अब उपलब्ध आदेश में कहा कि

## वेबसाइट पर हैं आईजीआई के वायु प्रदूषण संबंधी आंकड़े



डीआईएल ने शोर शमन उपायों को अपनाने के लिए मार्च 2024 के निर्देशों पर अनुपालन रिपोर्ट दायर की है। डीआईएल ने दावा किया कि दिल्ली हवाई अड्डे के एप्रोच रनवे और डिपार्चर फनेल (रनवे के आसपास निर्दिष्ट स्थान, जहां विमान उड़ान भरने से पहले होते हैं) पर होने वाली शोर निगरानी टर्मिनल पर दर्ज की जाती है और संबंधित आंकड़े अपनी वेबसाइट पर प्रदर्शित करती है। पीठ ने रिपोर्ट का हवाला देते हुए कहा कि यह सुविधाजनक रूप से प्रदर्शित आंकड़े सभी के लिए

आसानी से सुलभ थे। अधिकरण ने कहा कि डीआईएल की रिपोर्ट में आश्वासन दिया गया है कि दिल्ली हवाई अड्डे पर दर्ज किए गए विमानों के शोर के स्तर को हर महीने वेबसाइट पर प्रकाशित किया जाएगा और दैनिक आंकड़ों का उल्लेख किया जाएगा। डीआईएल की रिपोर्ट के अनुसार, उसने नियमों द्वारा निर्धारित ध्वनि स्तर का अनुपालन सुनिश्चित किया है।

एनजीटी ने कहा, इस प्रकार, हम पाते हैं कि अधिकरण द्वारा जारी निर्देश का अनुपालन किया गया है। याचिकाकर्ता ने दलील दी कि जुलाई से दिसंबर 2024 तक रनवे-वार आगमन और प्रस्थान के विवरण से पता चलता है कि 50 प्रतिशत से अधिक उड़ानें रनवे संख्या 29 और 11 से आती-जाती हैं, जिससे वसंत कुंज के निवासियों पर असर पड़ रहा है। अधिकरण ने कहा, जहां तक रनवे 29/11 के उपयोग के संबंध में आवेदक के आरोप का सवाल है, इस संबंध में उसकी ओर से कोई अलग से विशिष्ट निर्देश नहीं था।

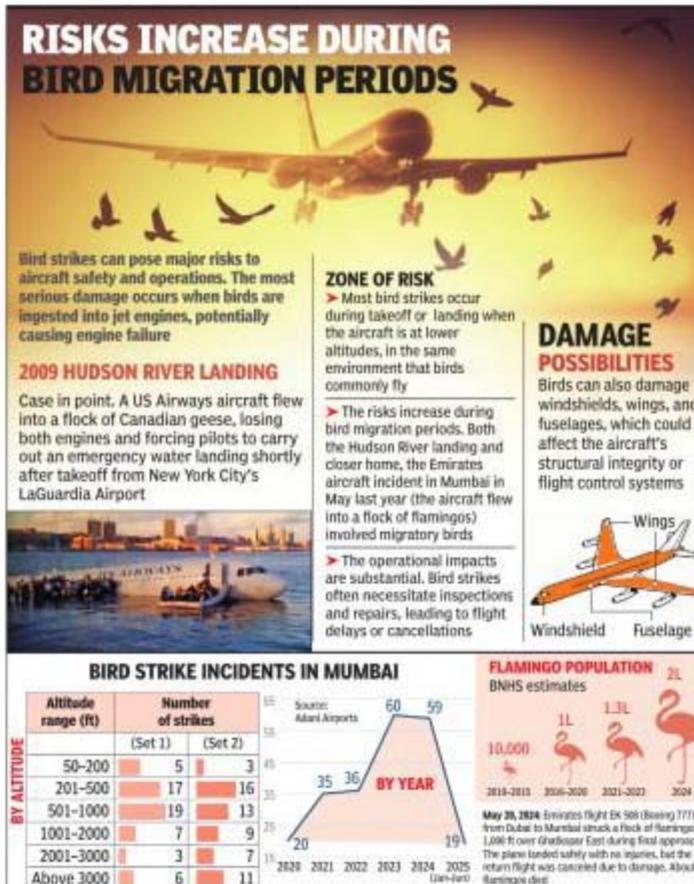
## Landfills, waste transfer site are culprits for Mumbai bird strikes

Richa.Pinto@timesofindia.com

**Mumbai:** The concern over the alarming rise in aircraft bird strike incidents was taken up at a high-level meeting held on Wednesday at Mantralaya, where BMC officials, cabinet minister Ashish Shelar, and Mumbai airport authorities convened. Data presented by Adani Airport Holdings Limited (AAHL) highlighted a steady increase in such incidents, from 20 in 2020 to 59 in 2024. In just the first half of 2025, 19 bird strikes have already been recorded.

The data also detailed the altitudes at which these strikes occurred in 2024, illustrating the danger at multiple flight levels, from five hits at 50-200 ft to 19 at 501-1,000 ft. Even above 3,000 ft, there were six incidents. The figures show the threat to aircraft, particularly during the critical phases of takeoff and landing.

Officials identified key waste management sites – Donar and Kanjurmarg landfills and the Versova waste transfer centre – as major contributors to the problem. These locations lie within the airport's flight funnel zone and attract large flocks of birds due to the improper handling of food waste. During the meeting, Shelar stressed the urgent need to mitigate this risk. He directed BMC officials to fast-track the long-pending modernisation of Versova centre. The proposed upgrade includes constructing a shed to contain waste, installing an odour control system to repel birds and deploying a mobile compaction unit to reduce waste exposure. Shelar also called for a



comprehensive problem statement to guide strategic planning. To foster innovative and technology-driven solutions, he proposed hosting a

hackathon inviting scientists, researchers, entrepreneurs, and startups to contribute. The meeting also addressed the growing presence of fla-

mingos in areas close to the airport. Airport authorities said the expanding flamingo population compounds the risk to aviation safety.



# Corporate Communications Directorate

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THE TIMES OF INDIA

AHMEDABAD

27 JUNE 2025

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## Airport urges passengers to plan ahead

TIMES NEWS NETWORK

**Ahmedabad:** The Sardar Vallabhbhai Patel International (SVPI) airport on Thursday issued a passenger advisory ahead of the rath yatra on Friday, urging travellers to factor in road closures and potential delays across the city.

“Owing to the rath yatra procession on June 27, several city roads will remain closed during the day. Passengers transiting through SVPI airport are requested to allow themselves extra time to reach the airport, plan onward travel in advance and ensure sufficient time for mandatory security protocols,” the advisory states.

With key routes expected to be shut for the annual procession, passengers flying in or out of Ahmedabad are advised to leave well in advance, allowing extra time for their journey to the airport. Travellers are reminded to arrive early to accommodate mandatory security checks and ensure a smooth transit.

## Landfills and waste transfer site are culprits for city bird strikes

Richa.Pinto@timesofindia.com

**Mumbai:** The concern over the alarming rise in aircraft bird strike incidents was taken up at a high-level meeting held on Wednesday at Mantralaya, where BMC officials, cabinet minister Ashish Shelar, and Mumbai airport authorities convened. Data presented by Adani Airport Holdings Limited (AAHL) highlighted a steady increase in such incidents, from 20 in 2020 to 59 in 2024. In just the first half of 2025, 19 bird strikes have already been recorded.

The data also detailed the altitudes at which these strikes occurred in 2024, illustrating the danger at multiple flight levels, from five hits at 50-200 ft to 19 at 501-1,000 ft. Even above 3,000 ft, there were six incidents. The figures show the threat to aircraft, particularly during the critical phases of takeoff and landing.

Officials identified key waste management sites - Deonar and Kanjurmarg landfills and the Versova waste transfer centre - as major contributors to the problem. These locations lie within the airport's flight funnel zone and attract large flocks of birds due to the improper handling of food waste. During the meeting, Shelar stressed the urgent need to mitigate this risk. He directed BMC officials to fast-track the long-pending modernisation of the Versova centre. The proposed upgrade includes constructing a shed to contain waste, installing an odour control system to repel birds and deploying a mobile compaction unit to reduce waste exposure.

Shelar also called for a

### RISKS INCREASE DURING BIRD MIGRATION PERIODS

**Bird strikes can pose major risks to aircraft safety and operations. The most serious damage occurs when birds are ingested into jet engines, potentially causing engine failure**

**2009 HUDSON RIVER LANDING**  
Case in point. A US Airways aircraft flew into a flock of Canadian geese, losing both engines and forcing pilots to carry out an emergency water landing shortly after takeoff from New York City's LaGuardia Airport

**ZONE OF RISK**  
➤ Most bird strikes occur during takeoff or landing when the aircraft is at lower altitudes, in the same environment that birds commonly fly

➤ The risks increase during bird migration periods. Both the Hudson River landing and closer home, the Emirates aircraft incident in Mumbai in May last year (the aircraft flew into a flock of flamingos) involved migratory birds

➤ The operational impacts are substantial. Bird strikes often necessitate inspections and repairs, leading to flight delays or cancellations

**DAMAGE POSSIBILITIES**  
Birds can also damage windshields, wings, and fuselages, which could affect the aircraft's structural integrity or flight control systems

**BIRD STRIKE INCIDENTS IN MUMBAI**

Altitude range (ft)	Number of strikes	
	(Set 1)	(Set 2)
50-200	5	3
201-500	17	16
501-1000	19	13
1001-2000	7	9
2001-3000	3	7
Above 3000	6	11

BY ALTITUDE

**FLAMINGO POPULATION**  
BNHS estimates

2010-2015: 10,000  
2016-2020: 1.1L  
2021-2023: 1.3L  
2024: 2L

May 28, 2024: Emirates flight EK 589 (Boeing 777) from Dubai to Mumbai struck a flock of flamingos at 1,000 ft over Ghakopur East during final approach. The plane landed safely with no injuries, but the return flight was cancelled due to damage. About 49 flamingos died.

comprehensive problem statement to guide strategic planning. To foster innovative and technology-driven solutions, he proposed hosting a hackat-

hon inviting scientists, researchers, entrepreneurs, and startups to contribute. The meeting also addressed the growing presence of flaming-

os in areas close to the airport. Airport authorities said that the expanding flamingo population compounds the risk to aviation safety



# Corporate Communications Directorate

AMAR UJALA

DELHI

28 JUNE 2025

**मुंबई से बैकॉक जा रहा था विमान**

## विमान के विंग में अटकी घास, पांच घंटे तक खड़ा रहा

मुंबई। मुंबई से बैकॉक जाने वाली एअर इंडिया की उड़ान का विमान के विंग में घास फंसी पाए जाने के



विमान की जांच करते इंजीनियर।

बाद पांच घंटे से अधिक समय तक रोके रखा गया। यह घटना 25 जून को हुई। एअर इंडिया ने कहा, इस पर तुरंत ध्यान दिया और बाद में विमान को उड़ान भरने की मंजूरी दी गई। विमान पांच घंटे खड़े रहने से यात्रियों को भारी परेशानी झेलनी पड़ी। उड़ानों के

संचालन पर नजर रखने वाली वेबसाइट फ्लाइटरेडार24.कॉम के मुताबिक, एयरबस ए320 नियो विमान को उड़ान संख्या एआई 2354 को सुबह 7:45 बजे मुंबई से रवाना होना था। एजेंसी



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28 JUNE 2025

## अहमदाबाद विमान दुर्घटना के बाद की पार्टी, 4 अधिकारी बर्खास्त

मुंबई। अहमदाबाद में हुई घातक एअर इंडिया विमान दुर्घटना के बाद अपने कार्यालय में पार्टी आयोजित करने के लिए एअर इंडिया सैट्स सर्विसेज (एआईएसएटीएस) के चार वरिष्ठ अधिकारियों को बर्खास्त कर दिया गया। टाटा समूह की एअर इंडिया और सिंगापुर की एसएटीएस लिमिटेड का संयुक्त उद्यम एआईएसएटीएस हवाई अड्डा सेवा प्रबंधन कंपनी है। हाल ही में एआईएसएटीएस कर्मचारियों के कार्यालय में नाचते हुए वीडियो क्लिप वायरल हुआ। इसकी सोशल मीडिया पर व्यापक रूप से आलोचना हुई थी। कंपनी ने पार्टी की तारीख का उल्लेख नहीं किया। एजेसी



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BUSINESS LINE

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28 JUNE 2025

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## Air India arm sacks staff for partying days after crash

Our Bureau  
Mumbai

AISATS, the joint venture ground handling arm of Air India, has sacked four executives responsible for organising an office party days

after Boeing 787 crash in Ahmedabad. The Air India's Boeing 787 crash on June 12 killed 270 persons, including 241 passengers and crew.

The video of the party that was held in AISATS corporate office in Delhi drew ire after it went viral on social

media and users criticised AISATS for insensitivity.

AISATS is a 50:50 joint venture of Air India and Singapore-based SATS. "We stand in solidarity with the families affected by the tragic loss of AI-171 and deeply regret the lapse in judgment

reflected in a recent internal video. The behaviour does not align with our values, and firm disciplinary action has been taken against those responsible as we reaffirm our commitment to empathy, professionalism and accountability," AISATS said.



# Corporate Communications Directorate

BUSINESS LINE

DELHI

28 JUNE 2025

## India considers granting 'observer' status to ICAO in AI-171 crash investigation

**Rohit Vaid**  
New Delhi

India is considering granting observer status to the International Civil Aviation Organization (ICAO) in the investigation into the crash of Air India flight AI-171, highly placed sources told *businessline*.

On its part, ICAO has proposed to the Ministry of Civil Aviation (MoCA) to be granted an observer status in the probe to maintain best global practices.

"We are considering their proposal," sources said, adding that observer status can only be granted if other parties involved in the probe do not have any objection.

### ICAO GUIDELINES

"The crash investigation is being conducted under ICAO's guidelines."

According to sources, ICAO has never before participated in any air crash in-



**BEST GLOBAL PRACTICES.** The crash investigation is being conducted under ICAO's guidelines. REUTERS

vestigation held in India. "The status, if granted, will be unprecedented," sources said. "The probe is led by India's Aircraft Accident Investigation Bureau (AAIB). The US National Transportation Safety Board (NTSB) and representatives from the UK regulator, among others, are also a part of the investigation."

The AAIB is the designated authority for such investigations.

Besides, Boeing, GE, and

others are assisting in the probe, sources said. Notably, ICAO has previously sent investigators for major international incidents that occurred mainly in conflict zones, such as MH17 in 2014.

### DATA ANALYSIS

On Thursday, MoCA said that investigation into the tragic air crash has started to analyse the data recovered from the aircraft's black boxes.

The analysis of the data,

MoCA said will help to reconstruct the sequence of events leading to the accident and identify contributing factors to enhance aviation safety and prevent future occurrences.

In a status report on recovery and examination of data from black boxes, MoCA said the analysis of cockpit voice recorders (CVR) and flight data recorders (FDR) data is underway.

As per MoCA, following the accident, the AAIB initiated an investigation and constituted a multidisciplinary team on June 13, 2025, in line with prescribed norms.

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 NTSB which is government investigative agency from the state of manufacture and design, (USA), as required for such investigations.

## एअर इंडिया • विमान को कुछ सेकंड पहले कर लिया डाउन प्लेन क्रैश; पायलट की सूझबूझ ने 2 हजार से ज्यादा जानें बचाईं



भास्कर न्यूज़ | नई दिल्ली

अहमदाबाद में 12 जून को एअर इंडिया विमान हादसे में जान गंवाने वालों की संख्या हजारों में हो सकती थी। हालांकि, कैप्टन सुमीत सभरवाल



कैप्टन सुमीत

(56) की वजह से कई जानें बच गईं। सूत्रों के अनुसार, कैप्टन सुमीत को जब ये अहसास हो गया कि वे विमान क्रैश होने से नहीं रोक सकेंगे तो उन्होंने जानबूझकर विमान को ऐसी जगह गिराया जहां नुकसान कम से कम हो। बोइंग 787 विमान मेडिकल कॉलेज के हॉस्टल पर गिरा। यह इलाका कम आबादी वाला था, लेकिन इसके चारों ओर घनी बस्ती और तीन बड़े अस्पताल हैं। विमान 3 सेकंड पहले या बाद

में गिरता, तो तबाही बहुत बड़ी होती। क्रैश साइट के दाईं ओर मिलिट्री हॉस्पिटल है। आगे सिविल अस्पताल और थोड़ी दूरी पर गुजरात कैसर सोसाइटी मेडिकल कॉलेज भी है।

दुर्घटना के बाद हादसे की जगह की जांच करने वाले एक अधिकारी ने बताया कि गिरते हुए विमान की ट्रेजेक्टरी के अनुसार यह सीधा 1200 बेंड वाले सिविल हॉस्पिटल पर क्रैश होने जा रहा था। शुरुआती जांच से पता चलता है कि पायलट ने इसे कुछ सेकंड पहले ही डाउन कर दिया। इससे, यह मेडिकल कॉलेज के हॉस्टल की छत से फिसलते हुए पेड़ों के बीच गिरा। यहां हॉस्टल की चार इमारतें और मेस बिल्डिंग के पास बड़ा खाली ब्लॉक था। इससे अस्पताल में मौजूद दो हजार से ज्यादा लोगों की जान बच गई। कैप्टन सुमीत को 8200 घंटे की उड़ान का अनुभव था।



## Corporate Communications Directorate

DECCAN HERALD

BANGALORE

27 JUNE 2025

# Black box data downloaded in AI crash probe

## Analysis of CVR and FDR begins at Delhi lab

**SHEMIN JOY**  
NEW DELHI, DHNS

The memory module from the front black box of Air India's Boeing 787-8 Dreamliner, which crashed in Ahmedabad on June 12, has been successfully accessed and its data downloaded at a state-of-the-art government laboratory in New Delhi, the

Ministry of Civil Aviation said on Thursday.

In a statement, the ministry said that analysis of the Cockpit Voice Recorder (CVR) and Flight Data Recorder (FDR) is underway.

These efforts "aim to reconstruct" the sequence of events leading to the accident and identify the contributing factors to enhance aviation

safety and prevent future occurrences.

The examination of the two black boxes — CVR and FDR — is underway at the laboratory of the Aircraft Accident Investigation Bureau (AAIB), which initiated its probe into the crash with a multi-disciplinary team.

The team, constituted as per international protocol, is led by the AAIB Director General and includes an aviation medicine specialist, an ATC officer and representatives from the National Transportation Safety Board (NTSB), which is the government investigative agency from the country of manufacture and design,



Wreckage shows the tail section of the Air India Boeing 787-8 near the airport in Ahmedabad on June 14. AFP

which is the United States in this case, as required for such investigations.

The black boxes were brought from Ahmedabad to

Delhi by an Air Force aircraft with full security on June 24. The front black box arrived at the AAIB Lab, Delhi at 2 PM on June 24 while the rear black

box was brought by a second AAIB team and reached the lab at 5.15 pm the same day.

"On the evening of June 24, the team led by DG, AAIB, with technical members from the 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, the memory module was successfully accessed and its data downloaded at the AAIB Lab," the statement said.

### Sequence of events

"The analysis of CVR and 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," it said.

Both the CVR and FDR were recovered — one from the rooftop of a building at the crash site on June 13, and the other from the debris on June 16.

Standard Operating Procedures were issued for their secure handling, storage and transportation, and the devices were kept under 24x7 police protection and CCTV surveillance in Ahmedabad, the statement added.



# Corporate Communications Directorate

DECCAN HERALD

BANGALORE

27 JUNE 2025

## Audits on air safety must not stop

**T**he recent crash of the Air India flight AI171 in Ahmedabad which killed 275 people has prompted a study on the problems faced by the country's aviation sector. A preliminary audit, conducted by the DGCA (Directorate General of Civil Aviation) in the form of surprise checks on airline companies, airports, and maintenance facilities has brought to light serious gaps. These checks covered areas such as flight operations, airworthiness, ramp safety, air traffic control, communication, navigation systems, and pre-flight medical evaluations. It was found that safety infrastructure was outdated or ineffective in many places, as evidenced by worn-out tyres and unsecured life vests. Lighting and runway markings were poor even at major airports. There were many cases of reported defects reappearing later. Ground equipment were found to be unserviceable. Any single issue of this kind could lead to a mishap if not attended to in time. Studies have shown that most air crashes happen during landing or take-off. This underlines the importance of ground operations and communications and especially the need for free space around airports which should serve as safety corridors or buffer zones. Most of the old airports in India, including in Ahmedabad, are located in thickly populated areas. It should be noted that the number of casualties in the Ahmedabad crash increased because the aircraft came down on the buildings.

This week, another Air India flight, AI130 from London to Mumbai, saw seven people, including crew members, fall ill mid-air. They experienced nausea and dizziness, allegedly due to food poisoning or possible cabin decompression. Such incidents point to air safety standards and create a sense of insecurity among passengers. Some international flights were also cancelled in recent days, creating uncertainty and disruption.

The problems found in the DGCA checks are systemic and should be addressed effectively. As the regulator of the aviation sector responsible for formulating and enforcing safety measures, the DGCA did well to make surprise audits after the Ahmedabad crash. However, such audits and follow-up measures should be done regularly. It should also ensure that the problems identified in the checks are resolved immediately. There must be accountability for lapses in all areas. The DGCA should function as an independent regulator, free of all forms of pressure, including from the government. India's aviation sector has made rapid progress in recent years and is set to grow further. Passenger safety should be the most important consideration for all the stakeholders - there cannot be any compromise on that.

**The DGCA checks expose worrying lapses; review and rectification should be continuous**

## आत्मनिर्भर भारत: पहली बार देश में जांच रहे ब्लैकबाक्स

नई दिल्ली, एएनआइ: अहमदाबाद में हुई एअर इंडिया विमान दुर्घटना में ब्लैकबाक्स की जांच पूरी तरह से भारत में की जा रही है। देश में पहली बार ब्लैकबाक्स को डिकोड किया जा रहा है। ब्लैकबाक्स से प्राप्त डेटा की जांच के लिए नई दिल्ली में एयरक्राफ्ट एक्सपर्टिजेंट इन्वेस्टिगेशन ब्यूरो (एएआइबी) लैब में कार्य चल रहा है। इससे पूर्व विमान दुर्घटना में ब्लैकबाक्स को ब्रिटेन, अमेरिका, फ्रांस, इटली, कनाडा और रूस जैसे देशों के विदेशी डिकोडिंग केंद्रों में जांच के लिए भेजा जाता था।

भारतीय लैब्स में पहले गंभीर विमान दुर्घटनाओं से ब्लैकबाक्स डेटा निकालने के लिए आवश्यक उपकरण नहीं थे। 2017 के बाद स्थिति बदली। प्रधानमंत्री नरेन्द्र मोदी के आत्मनिर्भर भारत पहल के तहत रक्षा, विमानन और अन्य रणनीतिक क्षेत्रों में स्वदेशी तकनीक के विकास के लिए जोर दिया गया। नतीजतन, दिल्ली में एएआइबी



हादसे का शिकार विमान।

- नई दिल्ली स्थित एएआइबी लैब में ब्लैकबाक्स को किया जा रहा डिकोड
- 2017 से पहले भारतीय लैब में जांच के लिए नहीं थे तकनीकी संसाधन

### जयपुर में उड़ान से पहले विमान में आई खराबी, रद

जागरण संवाददाता, जयपुर : जयपुर अंतरराष्ट्रीय हवाई अड्डे से अहमदाबाद जाने वाली इंडिगो एयरलाइंस के विमान में शुक्रवार को उड़ान भरने से कुछ सेकेंड पहले तकनीकी खराबी आ गई। इसके बाद विमान को रनव से वापस एपन में पहुंचाया गया। कोशिशों के बाद भी खराबी दूर न होने पर फ्लाइट को रद करना पड़ा। उधर, मुंबई में समाचार एजेंसी पीटीआइ के अनुसार, 25 जून को बैकअप जाने वाली एअर इंडिया की उड़ान संख्या एआइ 2354 के एक विंग में घास फँस जाने के बाद पांच घंटे तक रोके रखा गया।

लैब पूरी तरह से देश में कॉकपिट वायस रिकार्डर्स (सीवीआर) और फ्लाइट डेटा रिकार्डर्स (एफडीआर) को डिकोड करने के लिए सुसज्जित है। एएआइबी का गठन 2012 में प्रमुख विमान दुर्घटनाओं की जांच के लिए किया

गया था। यह 2017 तक सीमित संसाधन में कार्य कर रहा था। नागरिक उड्डयन मंत्रालय के अनुसार, फ्रंट ब्लैकबाक्स से क्रैश प्रोटेक्शन मॉड्यूल से 25 जून को मेमोरी मॉड्यूल को सफलतापूर्वक एक्सेस किया गया है।

### अहमदाबाद विमान दुर्घटना के बाद पार्टी करने पर चार अधिकारी बर्खास्त

मुंबई, प्रेंट: अहमदाबाद विमान दुर्घटना के कुछ दिन बाद एयर इंडिया एसएटीएस सर्विसेज (एआइएसएटीएस) के कार्यालय में पार्टी करने का वीडियो इंटरनेट मीडिया में प्रसारित हो गया। वायरल वीडियो के सामने आते ही कंपनी ने चार वरिष्ठ अधिकारियों को बर्खास्त कर दिया।

एआइएसएटीएस टाटा समूह के स्वामित्व वाली एअर इंडिया व सिंगापुर की एसएटीएस लिमिटेड के बीच एक संयुक्त उद्यम है। एआइएसएटीएस ने कहा कि पार्टी के लिए जिम्मेदार लोगों पर कड़ी अनुशासनात्मक कार्रवाई की गई है। वहीं, भारतीय अधिकारियों ने विमान हादसे की जांच में संयुक्त राष्ट्र निकाय आइसीएओ के विशेषज्ञ को पर्यवेक्षक का दर्जा देने का फैसला किया है।

## एअर इंडिया के विमान को मुंबई में पांच घंटे से ज्यादा समय तक रोककर रखा गया

मुंबई प्रेट: मुंबई से 25 जून को बँकाक जाने वाली एअर इंडिया की एक उड़ान को विमान के एक विंग में घास फंसी हुई पाए जाने के बाद पांच घंटे से अधिक समय तक रोके रखा गया। एअर इंडिया ने एक बयान में कहा कि इस पर तुरंत ध्यान दिया गया और बाद में विमान को परिचालन के लिए मंजूरी दे दी गई।

टाटा समूह द्वारा संचालित एअर इंडिया ने विमान में सवार यात्रियों और चालक दल की संख्या, विमान का प्रकार, प्रस्थान का निर्धारित समय और यात्री कितनी देर तक मुंबई हवाई अड्डे पर फंसे रहे जैसे अन्य महत्वपूर्ण विवरण साझा नहीं किए। हालाँकि, उड़ानों के संचालन पर नजर रखने वाली वेबसाइट फ्लाइटरेडार24.कॉम के अनुसार, एयरबस ए320 नियोजित विमान द्वारा संचालित उड़ान संख्या एआइ 2354 को सुबह 7:45 बजे मुंबई से रवाना होना था। हालाँकि, यह पांच घंटे से अधिक की देरी के बाद दोपहर करीब एक बजे रवाना हुई।

एअर इंडिया ने शुक्रवार को एक बयान में कहा कि एआइ 2354 को 25 जून 2025 को मुंबई से बँकाक के लिए उड़ान भरनी थी, लेकिन उसे रोक दिया गया, क्योंकि विमान के बाएँ विंग के नीचे घास फंसी हुई पाई गई थी।

एयरलाइन ने कहा कि यात्रियों को

मुंबई से बँकाक के लिए विमान को भरनी थी उड़ान, विमान के बाएँ विंग के नीचे घास फंसी हुई पाई गई

यात्रियों को विमान से उतार दिया गया और उनके जलपान की व्यवस्था की गई



प्रतीकचक्र।

विमान से उतार दिया गया और उनके जलपान की व्यवस्था की गई। फ्लाइट क्रू के नए सदस्यों के आते ही विमान रवाना हो गई।

यह घटना ऐसे समय में हुई है, जब डीजीसीए ने प्रमुख हवाई अड्डों पर अपनी निगरानी के दौरान एयरलाइनों, हवाई अड्डों, विमान रखरखाव कार्यों से संबंधित कई उल्लंघनों और कई मामलों में बार-बार होने वाली खामियों का पता लगाया है। यह कार्रवाई अहमदाबाद में 12 जून को एअर इंडिया के विमान हादसे के दो सप्ताह से भी कम समय बाद हुई है।

## जयपुर में उड़ान से ठीक पहले विमान में आई खराबी, रद्द

जासं, जयपुर: जयपुर अंतरराष्ट्रीय हवाई अड्डे से अहमदाबाद जाने वाली इंडिगो एयरलाइंस के विमान में शुक्रवार को उड़ान भरने से कुछ सेकेंड पहले तकनीकी खराबी आ गई। इसके बाद पायलट ने एयर ट्राफिक कंट्रोल और हवाई अड्डा प्राधिकरण को सूचना दी। विमान को रनव से वापस एप्रन में पहुंचाया गया। इंजीनियरों की टीम ने विमान को ठीक करने का प्रयास किया लेकिन काफी कोशिश के बावजूद सफल नहीं होने पर फ्लाइट को रद्द कर दिया गया।

जानकारी के अनुसार, विमान 6ई-7217 को सुबह 8:35 बजे उड़ान भरनी थी। उड़ान भरने से कुछ सेकेंड पहले तकनीकी खराबी की जानकारी मिली। इस पर फ्लाइट में सवार 60 यात्रियों को हवाई अड्डे की लॉबी में भेज दिया गया। बाद में फ्लाइट रद्द होने के कारण यात्रियों को काफी परेशानी का सामना करना पड़ा। वहीं, जयपुर हवाई अड्डे से स्पाइसजेट के विमान एसजी-1077 को सुबह 5:05 बजे पुणे के लिए रवाना होना था लेकिन संचालन संबंधी समस्याओं से विमान तय समय पर उड़ान नहीं भर सका।



# Corporate Communications Directorate

HARI BHUMI

DELHI

28 JUNE 2025

## पटना जा रहे इंडिगो का टायर रांची में पंक्चर

रांची। रांची के बिरसा मुंडा  
एयरपोर्ट पर शुक्रवार की दोपहर  
अजीबोगरीब स्थिति बन गई, पटना



जा रहे इंडिगो  
एयरलाइंस के  
विमान का टायर  
पंक्चर हो गया।  
जिसके बाद इस  
विमान को रांची  
में ही ग्राउंडेड

करना पड़ा। इसी विमान में  
लखनऊ जाने वाले यात्री भी सवार  
थे। घटना का पता चलते ही  
यात्रियों में हड़कंप मच गया। इसके  
बाद इस उड़ान को रद्द कर दिया  
गया।



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HINDUSTAN

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28 JUNE 2025

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## विमानन कंपनी के चार लोग बर्खास्त

मुंबई, एजेंसी। हवाई अड्डे पर सेवाएं प्रदान करने वाली कंपनी एयर इंडिया एस्पर्टोएस सर्विसेज ने विमान हादसे के कुछ दिन बाद अपने ऑफिस में पार्टी आयोजित करने को लेकर चार वरिष्ठ अधिकारियों को बर्खास्त कर दिया है।

इस पार्टी का वीडियो सोशल मीडिया पर वायरल होने के बाद कंपनी को तीखी आलोचना का सामना करना पड़ा।

## Delay in revealing details about Air India crash is causing anxiety

**T**wo weeks have passed since the fatal crash of Air India flight AI 171 in Ahmedabad on June 12. The vital digital flight data recorder (DFDR) and cockpit voice recorder (CVR) have been recovered. Initial reports mentioned they were damaged and were being sent to the U.S. for the National Transportation Safety Board (NTSB) to decode. Subsequently, authorities announced it was being decoded in India.

With rumours and theories going around, blaming the Boeing 787-8 Dreamliner aircraft, and various YouTube experts dishing out various interpretations, there is fear not only among the passengers but also the operating crew of Air India. The continued procrastination in coming out with information that could put to rest the wild rumours and the silence by the Directorate-General of Civil Aviation (DGCA), as well as the airline, compel me to reassure the public that flying is safe, and it is the system that is at fault.

The only visual clue we have is the CCTV footage released by the airport operator. Though it does not show the first part of the take-off run, it does provide vital clue about the second part, and why “human error”, and not the aircraft, is at fault. If the entire take-off sequence was available in the video, it would have put to rest the rumour that the flight did not use the full length of the runway but took off from an intersection. It was clarified by the flight tracker service provider that the full length was used but a new doubt has sprung up: if the aircraft used



**Captain A. Ranganathan**

is a former airline instructor pilot and aviation safety adviser

The Tatas and Boeing have to come out with some positive information soon to reassure pilots, crew, and public

the turning pad before the end of the runway to expedite departure. It’s hoped that in the interest of Air India and Boeing, the DFDR findings would be released immediately.

Going by the footage, one can see the aircraft emerging from the right at the four-second mark. In that frame, one can see an aircraft taxiing on Taxiway B to turn into the parallel taxi track. The B intersection is approximately 600 feet from runway 23-end. All the main wheels and the nose wheel of AI 171 are on the runway as it passes the B intersection in the seventh second of the video. This is a clear indication that the aircraft has not reached the minimum speed for lift-off. At the eight-second mark, AI 171 is almost at the end of the runway and has not rotated for take-off. Take-off rotation is close to five seconds, and at a speed of 174 knots (as mentioned in some of the radar plots), the aircraft would cover close to 1,500 feet in that period. That would take it well into the overrun area, which is not paved and which will have compacted sand and gravel.

The first sign of rotation appears at the 15-second mark and one can see a cloud of dust rising. A couple of seconds later, one can see the aircraft nose yaw (swing) to the right, indicating right-engine failure. One can see the exhaust from the left engine for the next three seconds, blowing dust and debris away. The left engine also stops, and the aircraft nose-high attitude clearly indicates impending stall. The ingestion of debris into the engine and possible bird ingestion during the flight portion

on the overrun area, could have resulted in both engines failing due to foreign object damage. Birds, though not visible in the low-resolution footage, must be there as the runway and the taxiway at the Ahmedabad airport are surrounded by lush growth of grass and weeds. That is visible in the video footage.

### Many questions

The questions that arise are: 1) Was a wrong weight and temperature entered in the Flight Management Computer? 2) Did the pilots not use the full length of the runway for take-off, considering the high temperature? 3) Why did the pilots not recognise a slower than normal acceleration? Were they not observing the Speed Trend Vector on the Primary Flight Display Speed Tape? The trend vector would have indicated the estimated speed in 10 seconds, and at 100 knots, it should be showing more than the V2 speed. If they recognised that, why did they not reject the take-off when they still had 3,000 feet of runway left? The aircraft could have safely stopped by the end of the runway. 4) Even when they were approaching B intersection and they recognised insufficient speed, they had 600 feet of runway, 60 metres of paved strip at the end of the runway, and another 240 metres of firm ground as Runway End Safety Area (RESA). This 1,600-feet-plus clear space beyond the boundary wall would have been sufficient for stopping with maximum brakes and max-reversers. The aircraft may have been damaged but a safe stop could

have been achieved. The lack of situational awareness and performance knowledge is an area of concern. The training appears to be deficient when it comes to runway markings. Air India has a history of not recognising the runway markings and touchdown areas.

1) January 20, 1999: VT-EVA Air India B-747-400 at Frankfurt. Probable cause: “The ground contact about 1,000m in front of the touchdown zone (coming short) was the consequence of an unstabilised final approach which was not discontinued by initiating a go-around procedure in a timely manner. The contributing factors were: 1. The glideslope interception from above; 2. A hydraulic malfunction during the approach requiring to perform the referring checklist; 3. The rapid deterioration of the visibility; 4. The continuation of the manual approach although the flight crew was not qualified for CAT II/III approaches; and 5. Poor crew co-ordination and missing crew resource management.”

2) May 22, 2010: Air India Express 812: High and fast approach and late touch down resulted in overrun and fatal crash

3) January 14, 2014: Air India B 787-800, registration VT-ANM, performing flight AI-301 from Sydney, NS to Melbourne, VI (Australia), was descending towards Melbourne International airport. The aircraft aligned with Melbourne’s Essendon Airport’s runway 35 (1,500 metres/4,930 feet length) and descended towards that runway when the air traffic controller intervened,

instructing the crew to turn left and subsequently telling the crew their runway was in their two o’clock position, they were still cleared for the visual approach runway 34.

4) September 7, 2018: Air India 263 operating on Delhi-Thiruvananthapuram-Male sector, touched down on under construction runway at Male.

5) August 7, 2020: Air India Express 1344 overshot the runway, resulting in 21 fatalities. The approach was high and fast and there was a very late touchdown.

6) December 5, 2024: An Air India flight (AI2592) from Mopa Airport to Hyderabad was involved in a serious incident where the pilots attempted to take off from a taxiway instead of the designated runway. The ATC instructed the pilots to reject the take-off.

All these point to serious deficiencies in training and safety standards. Fatigue and stress, which is adding to human errors, is another area that the airline has to address. So many lives have been lost and there is a fear induced by the lack of human failure understanding. There is no accountability and the Tatas will need to take a very bold stand to correct the drift. A captain returning from take-off point or cabin crew reporting sick due to fear are not healthy trends for portraying a safe airline culture. The Tatas and Boeing have to come out with some positive information as soon as possible to reassure the pilots, crew, and public. Procrastination will cost them a huge price.

# Two weeks on, black box data of AI flight are being analysed

Black boxes were brought from Ahmedabad to Delhi and data extraction from both sets has been completed, says Ministry; probe team distinct from a first responder team yet to be appointed

**Jagriti Chandra**

NEW DELHI

**T**he two black boxes from Air India flight 171, involved in a tragic crash earlier this month, were transported from Ahmedabad to the New Delhi headquarters of the air accidents investigating agency, 12 days after the first one was retrieved and nine days after the recovery of the second.

Data extraction from both black boxes has been completed, and its analysis is under way, the Civil Aviation Ministry said in a statement on Thursday.

However, more than two weeks since the crash, the Aircraft Accident Investigation Bureau (AAIB) is yet to constitute an investigation team, distinct from its “GO Team” or a first responder team, formed on the day of the crash on June 12 led by its Director-General (DG), Group Captain G.V.G. Yugandhar.

“The black boxes were brought from Ahmedabad to Delhi by an IAF aircraft



**Deep dive:** The Boeing 787-8 aircraft involved in the crash on June 12 has two black boxes. VIJAY SONEJI

with full security on June 24, 2025,” the press statement said.

The data extraction process started in the evening of June 24 by a team led by the D-G, AAIB with technical members from the AAIB and the top air crash probe agency of the U.S., National Transport Safety Board (NTSB). After the extraction comes analysis of data.

“The analysis of CVR [cockpit voice recorder] and FDR [flight data recorder] data is under way,”

the statement said.

The statement added that the Crash Protection Module (CPM) from the front black box was safely retrieved, and on June 25, 2025, the memory module was successfully accessed and its data downloaded at the AAIB lab. Experts inferred that this would mean that the black box data was not damaged in the crash.

Following questions on why the AAIB had not issued a public order announcing the composition

of a probe panel and the specialisation of each of the members even as it maintained that the probe started on the day of the crash, the Ministry statement said a “multidisciplinary team” was constituted on June 13.

The team is led by the D-G, AAIB, and includes an aviation medicine specialist, an ATC officer, and representatives from the NTSB. The same team was earlier described as a GO Team.

Former investigators associated with the AAIB said a GO Team secures initial evidence, but a separate team is formed for investigation to which all the evidence are handed over.

“As the head of a statutory body formed by an Act of Parliament that is attached to the Ministry of Civil Aviation, the D-G can’t conduct the probe but can order one. Infact, he is not even supposed to know what is unfolding in the probe,” a former investigator said, speaking on condition of anonymity.



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### PARL COMMITTEE SUMMONS CIVIL AVIATION SECY

**NEW DELHI:** The Parliament committee on transport, tourism and culture has summoned civil aviation secretary Samir Kumar Sinha to appear before it on July 8 to discuss issues regarding safety concerns in the aviation sector, officials aware of the development said on Friday.

"The committee met on June 23 to discuss air congestion and related issues. It was decided to have a discussion regarding safety concerns in Indian aviation," one of the officials said.

This comes after the Gatwick bound Air India flight, formerly AI 171, on June 12, crashed moments after take-off from Ahmedabad airport, killing 241 of the 242 people on board. While the Aircraft Accident Investigation Bureau (AAIB) is investigating the matter, aviation regulator Directorate General of Civil Aviation (DGCA) ordered additional and mandatory checks to be performed on all B787 aircraft of Air India.

"The civil aviation secretary has been summoned by the committee with an aim to have detailed discussion on various aspects of aviation safety," another official said.

HT reached out to the civil aviation ministry (MoCA) but did not get its response till the time of going to print.

Meanwhile, Air India, which has 33 B787 aircraft in its fleet, has completed the mandatory checks (as instructed by the DGCA) on 28 of them. The airline has also been conducting additional checks on their wide-body aircraft and hence is operating with 15% reduced capacity. **HTC**

# Global aviation body may join probe into AI crash

**Neha LM Tripathi**

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**NEW DELHI:** The International Civil Aviation Organisation is likely to join the investigation into the Air India Flight 171 crash, officials aware of the matter said on Friday, adding that India had requested the UN aviation body to be an observer.

The ICAO made a written request to the Indian government on June 20 seeking "observer status" for one of its investigators in the probe being led by India's Aircraft Accident Investigation Bureau (AAIB), according to officials familiar with the development.

"The ICAO offered to be a part of the investigation due to its critical nature and significant public interest," an official said.

India has approved the request, with an ICAO official expected to be designated as observer within the next two days, the official added.

The participation represents an unusual step for the Montreal-based organisation. According to ICAO's website, the body "does not normally participate in aircraft accident investigations, except when the state or states with due authority under Annex 13—Aircraft Accident and Incident Investigation request our assistance directly."

It was not clear if a request to ICAO was made by authorities in the UK—which lost 52 of its citizens in the June 12 tragedy—or the US, where the plane-maker Boeing is headquartered. Members from both countries have been part of analyses till now.

Former DGCA joint director general JS Rawat underscored the rarity of such involvement. "In my career of more than three decades, this is the first time that the ICAO has requested the state



**Wreckage of the Air India aircraft which crashed in Ahmedabad on June 12.**

(India) to be a part of the investigation," he said.

HT has seen the email sent by India's ICAO representative Angshumali Rastogi to civil aviation secretary Samir Kumar Sinha, in which the UN body stated that "the presence of an observer will greatly enhance the efficiency and effectiveness of the ongoing investigation."

Aviation safety expert Mohan Ranganathan clarified the observer's limited role: "The investigation is solely conducted by the AAIB. The UK civil aviation authority, the engine and aircraft manufacturer along with US National Transportation Safety Board and ICAO do not play a main role apart from assistance."

The AAIB is currently investigating the crash of Air India Flight 171 which went down shortly after take-off from Ahmedabad on June 12, killing at least 271 people. The probe involves other international stakeholders, including Boeing as the aircraft manufacturer, Rolls-Royce for the engines, and aviation authorities from countries where the aircraft was certified.

The civil aviation ministry and ICAO did not respond to queries seeking comment.

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From  Archives

KANISHKA BOMBING, 1985



Irish Naval Service personnel retrieve the bodies Air India Flight 182 passengers from the Atlantic Ocean. WIKIMEDIA COMMONS

# Air India Kanishka crashes in Atlantic, 329 on board killed

HT's initial report put forth the scale of disaster. Probe later revealed that the plane was bombed

**HT Correspondent**

**LONDON:** An Air India jumbo jet, "Kanishka" (Flight AI 182) carrying 329 passengers crashed into the Atlantic Ocean, some 90 miles south-west of Ireland at about 8.30am on Sunday with no survivors likely. There were 307 passengers and 22 crew members

The search and rescue operations were hampered by the worsening weather conditions.

The flight, coming from Montreal, would have landed at Heathrow airport in another 40 minutes. It was later scheduled to reach Delhi and Bombay. Air India regional director Francis Da Gama told reporters at Heathrow airport that there was no indication of survivors and ships in the area have picked up three bodies.

A Royal Air Force (RAF) Nimrod rescue plane and two RAF helicopters have been searching for survivors since the morning. Some life-rafts have been sighted, but they are not inflated.

The flight, piloted by 57-year-old Capt HS Narendra and Capt Binder had been in routine contact with Ireland's Shannon airport. Then it suddenly disappeared from the airport radar which was monitoring the flight. It seems to have dropped from a height of 31,000 ft, like a stone into the sea. The possibility of sabotage is not entirely ruled out. "We will have to wait for the results of the inquiry before we know the cause of the crash," said Da Gama

There was, it appears, no time even for SOS signals. The redundancy of the aircraft's system makes it highly unlikely that the plane would go down so suddenly because of technical trouble, Shannon airport traffic controller Tim Keane said. Therefore the possibility of an explosion and sabotage cannot be ruled out. Its wreckage, according to ships nearby and the rescue planes, is spread over four miles.

Shannon flight controllers in the last radio contact said the pilot routinely sought clearance to head for London Heathrow for a planned stopover. "There was no sign of anything not going right," a Shannon spokesman said.

Even if that had been the case the pilot would have had time to send an SOS before crashing. The mounting evi-

dence that the "plane dropped like a stone from the sky" could also indicate an explosion, he said.

A returning member of a search and rescue mission used that expression earlier while talking to reporters, but said an explosion was "only one of many possibilities which will have to be investigated."

Reports which have not yet been officially confirmed claimed the site of the wreckage was exactly where radar contact with the plane was lost.

"We have got people working at the wreckage to determine the cause," said Mr Maman Purewal, an Air India spokeswoman in London. "We have no survivors so far."

The Irish Navy and rescue-vessel services sent ships to the scene of the crash, 195 km south-west of the Irish coast. The US air force sent two H-53 "Jolly Green Giant" helicopters and a C-130 Hercules from bases in Britain. A second American Hercules, based in Iceland, was en route to the scene. An Air India spokesman told a hastily called press conference at Heathrow airport that the airline had been on high alert over a long period before the crash because of threats.

Captain Peter Harris of the British Coastguard told the British Broadcasting Corporation in an interview that it was unimaginable that all four of the plane's jet engines had suddenly failed.

"The sea resembles the sight of a battlefield" one of the people engaged in the operation to locate any survivors said, adding there were many bodies but survivors in sight. The captain of an Irish navy patrol boat reported being surrounded by bodies and wreckage today at the spot of the crash.

Commander Jim Robinson, skipper of the 1,000-tonne vessel Aisling, said six ships and several helicopters were plucking bodies out of the sea. "There's no sign of any survivors at all", he said over a ship-to-shore telephone.

He said 68 bodies had so far been picked up in the search operation, 29 of them by his boat-which is normally used for protecting Irish fishing grounds. "We can see more bodies scattered about, but there's not as much wreckage around now. I think most of it has sunk", he said.

Many of the people whose bodies were recovered were wearing slippers provided to first class passengers on long distance flights. The fact that the bodies did not carry any major injuries, leads experts to believe that an explosion in the front portion of the plane was unlikely.



HT carried reports on the Air India Kanishka bombing on front page of June 24, 1985 edition.

## ONGOING INVESTIGATION INTO JUNE 12 CRASH OF AI'S BOEING 787-8 IN AHMEDABAD

# UN body's request to have its observer in AI 171 crash probe accepted: sources

SUKALP SHARMA  
NEW DELHI, JUNE 27

INDIA'S AVIATION authorities are learnt to have accorded the observer status to an expert from the International Civil Aviation Organization (ICAO) in the ongoing investigation into the June 12 crash of Air India's Boeing 787-8 aircraft in Ahmedabad.

The United Nations' aviation body had requested the government to allow it to appoint an "expert observer" in the probe that is being led by India's Aircraft Accident Investigation Bureau (AAIB). Earlier, a few reports suggested that the government had rejected ICAO's offer, but sources indicated that the proposal — although unusual — was duly considered and it was decided to allow ICAO's request. Earlier on Friday, senior government officials had said that any decision on the matter would be taken keeping in view the procedures and protocols followed for air accident investigations and the needs of this specific probe. ICAO usually joins aircraft accident investigations in very specific circumstances, like when the accident occurs in a conflict zone or the plane is brought down by military action, or if the inves-



Wreckage of the Air India plane that crashed on June 12 in Ahmedabad, Gujarat.

Express file

tigating agency in charge of the probe seeks the UN body's assistance. Officials said ICAO's request to join the Ahmedabad crash probe was unusual as neither of these conditions were there.

In its request to the government, ICAO is learnt to have suggested that its presence in the probe would help ensure that international standards, procedures and best practices are followed, which would in turn reinforce the credibility and integrity of the probe process. The request from ICAO came from agency's Secretary General Juan Carlos Salazar, and was communicated to the Ministry of Civil Aviation (MoCA) through India's representative in the ICAO Council, *The Indian Express* has learnt.

All but one of the 242 people on board the London-bound flight (AI 171) died in the accident, which also led to casualties on the

ground. Besides Indians, there were 53 British, one Canadian and seven Portuguese nationals.

Another government official said the AAIB-led probe was already being assisted by representatives from the US National Transportation Safety Board (NTSB), plane maker Boeing, and engine manufacturer GE, and there was no question of international standards and protocols not being followed. The official said the government has no problem in onboarding any other overseas organisation or expert, if such a need is actually there. Instances of ICAO joining air crash probes include the downing of Malaysia Airlines flight MH17 in 2014 and Ukrainian International Airlines flight PS-572 in 2020, both of which were accidental shoot-downs around conflict zones. In both these cases, the investigating agencies had sought ICAO's assistance.

## Aviation safety: House panel to meet on July 8

SUKALP SHARMA  
NEW DELHI, JUNE 27

THE PARLIAMENTARY Standing Committee on Transport, Tourism and Culture will meet on July 8 to discuss overall civil aviation safety in the country, with Civil Aviation Secretary Samir Kumar Sinha scheduled to brief the panel, according to sources in the know.

The meeting comes close on the heels of the deadly crash of an Air India Boeing 787-8 aircraft in Ahmedabad on June 12, and a series of helicopter accidents in Uttarakhand over the past couple of months. But the meeting is not specific to these accidents, and will be focused on an overall review of safety-related aspects of India's civil aviation ecosystem, *The Indian Express* has learnt.

The parliamentary panel—headed by Rajya Sabha MP and JD(U)'s Working President Sanjay Jha—could ask other aviation sector stakeholders like safety regulator Directorate General of Civil Aviation (DGCA), Airports

Authority of India (AAI), airlines, and private airport operators to attend the meeting, it is learnt. A decision on who all should be invited for the meeting is likely to be taken in due course.

"The committee's meeting is not about the Air India crash or the helicopter crashes. It is not an investigating agency. Aviation safety is a subject that the committee has taken up regularly in the past as well and the focus of the forthcoming meeting will be on the overall safety scenario in the aviation sector," said a source.

An Air India Boeing 787-8 aircraft operating flight AI 171 from Ahmedabad to London Gatwick crashed moments after take-off. All but one of the 242 people on board the ill-fated aircraft perished in the crash. There were a number of casualties on the ground as well. This was the worst aviation disaster for an Indian airline in at least four decades, and the first fatal accident involving the Boeing 787 series of aircraft.

FULL REPORT ON  
[www.indianexpress.com](http://www.indianexpress.com)





# Corporate Communications Directorate

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MILLENNIUM POST

KOLKATA

27 JUNE 2025

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## AI flight returns to Kolkata after passenger falls ill midair

**KOLKATA:** An Air India flight operating on the Vancouver-Kolkata-Delhi sector on Thursday returned to Kolkata shortly after take-off due to a medical emergency on board, an official said.

The flight AI 186 from Vancouver, with 162 passengers and crew on board, had landed in Kolkata for its

scheduled "technical halt" and took off for Delhi later.

Due to the ongoing geopolitical events, including the closure of Pakistani airspace, have led AI to reroute some of its international flights and take a "technical halt" in Kolkata.

After being airborne for more than 25 minutes, the aircraft had to

come back and made a precautionary landing, as a passenger became ill, an Air India official said.

It was diverted back to the NSCBI Airport here at 6.20 pm and it landed here after 7 pm, an Airports Authority of India (AAI) official said.

According to the Air India spokesperson, the passenger was not

feeling well and therefore the aircraft came back so that the passenger could be provided with medical help.

The pilots of the aircraft sought doctors and an ambulance on arrival.

After deplaning the sick passenger, the aircraft again departed from Kolkata at 8.30 pm to go to Delhi, the Air India spokesperson said. AGENCIES



# Corporate Communications Directorate

PUNJAB KESARI

DELHI

28 JUNE 2025

## बोइंग और एअर इंडिया अधिकारियों से करेगी पूछताछ संसदीय समिति

नई दिल्ली, (पंजाब केसरी): अहमदाबाद हवाई अड्डे से उड़ान भरने के कुछ सेकंड के भीतर ही बोइंग ड्रीमलाइनर विमान के दुर्घटनाग्रस्त होने से संबंधित हवाई सुरक्षा मुद्दों पर पूछताछ के लिए बोइंग के अधिकारियों, एयर इंडिया के प्रतिनिधियों, नागरिक उड्डयन सचिव और डीजीसीए अधिकारियों को परिवहन संबंधी संसदीय समिति ने बुलाया है। बैठक जुलाई के पहले सप्ताह में होने की संभावना है। सूत्रों के अनुसार, विमानन क्षेत्र में विमानों के रखरखाव के साथ-साथ कई कमियां अब बहुत बड़ी चिंता का विषय हैं। समिति चार धाम तीर्थयात्रा मार्ग पर हाल ही में हुई लगातार हेलीकॉप्टर दुर्घटनाओं पर भी विचार करेगी। सूत्रों ने बताया कि चर्चा में नागरिक उड्डयन महानिदेशक (डीजीसीए) की भूमिका, विमान रखरखाव कार्यक्रम और पायलटों की मानसिक फिटनेस शामिल होगी।

- अहमदाबाद विमान दुर्घटना :बैठक जुलाई के पहले सप्ताह में होने की संभावना
- समिति की रिपोर्ट संसद के अगले सत्र में पेश की जाएगी

समिति की रिपोर्ट संभवतः संसद के अगले सत्र में पेश की जाएगी। इस बैठक से पहले, समिति पर्यटन को विकसित करने पर ध्यान केंद्रित करते हुए पूर्वोत्तर राज्यों के लिए हवाई और सड़क संपर्क की समीक्षा करने के लिए गंगटोक में एक परामर्श आयोजित करने वाली है। समिति के सदस्यों से एयरलाइन और उसके संचालन का प्रत्यक्ष मूल्यांकन करने के लिए एयर इंडिया के विमान से यात्रा करने की उम्मीद है।



# Corporate Communications Directorate

PUNJAB KESARI

DELHI

28 JUNE 2025

## प्लेन क्रेश की जांच में नहीं ली जाएगी संयुक्त राष्ट्र की मदद

**नई दिल्ली, (पंजाब केसरी):** गुजरात के अहमदाबाद में 12 जून को हुए एअर इंडिया विमान हादसे की जांच में सहयोग करने के लिए संयुक्त राष्ट्र द्वारा जांचकर्ता को शामिल किए जाने की मांग को भारत ने ठुकरा दिया है। रॉयटर्स ने सूत्रों के हवाले से बताया कि भारत इसकी अनुमति नहीं देगा। कुछ सुरक्षा विशेषज्ञों ने ब्लैक बॉक्स डेटा के विश्लेषण में देरी के लिए इसकी आलोचना की थी।

बता दें, 12 जून अहमदाबाद में बोइंग 787-8 ड्रीमलाइनर दुर्घटना में 260 लोगों की मौत की घटना के बाद संयुक्त राष्ट्र विमानन एजेंसी ने जांच में सहायता प्रदान करने के लिए भारत को अपने एक जांचकर्ता की पेशकश की थी। इससे पहले, अंतरराष्ट्रीय नागरिक उड्डयन संगठन ने कुछ जांच में मदद करने के लिए जांचकर्ताओं को तैनात किया था, जैसे कि 2014 में मलेशियाई विमान के लापता होने



की जांच और फिर 2020 में एक यूक्रेनी जेटलाइनर की जांच। हालांकि, दोनों ही बार एजेंसी से सहायता मांगी गई थी। आईसीएओ ने भारत में मौजूद जांचकर्ता को पर्यवेक्षक का दर्जा देने के लिए कहा था, लेकिन भारतीय अधिकारियों ने इस प्रस्ताव को अस्वीकार कर दिया। भारत के विमान दुर्घटना जांच ब्यूरो ने इस पर कोई टिप्पणी नहीं की है। भारत के नागरिक उड्डयन मंत्रालय ने गुरुवार को कहा कि जांचकर्ताओं ने दुर्घटनाओं के लगभग दो सप्ताह बाद फ्लाइट रिकॉर्डर डेटा डाउनलोड कर लिया है।



# Corporate Communications Directorate

THE STATESMAN

DELHI

27 JUNE 2025

## Aviation Lapses

The findings of the Directorate General of Civil Aviation (DGCA) following its special audit of aircraft maintenance practices at the country's two busiest airports - Delhi and Mumbai - serve as a timely and troubling reminder of the cracks widening beneath the surface of the nation's booming aviation sector. In the wake of this month's Air India tragedy that claimed 271 lives, the DGCA has unearthed what can only be described as systemic neglect. Defects on aircraft were not just present - they were seen to reappear multiple times, pointing to incomplete repairs and a casual approach to airworthiness. The regulator stopped short of naming the airlines or detailing the specific faults, but the implication is unmistakable: India's busiest air hubs are not doing enough to ensure that planes are safe when they leave the tarmac. That maintenance engineers skipped prescribed safety precautions and left work orders unfulfilled makes this audit outcome all the more alarming. Aircraft maintenance is not a field where corners can be cut or shortcuts taken. Each unchecked defect carries risk, and when these accumulate - as appears to have happened here - they can endanger not just equipment but human lives. Equally unsettling is the discovery that in one case, airport authorities failed to conduct required surveys despite fresh construction near the airport. That lapse has chilling resonance in the shadow of the Air India crash, which saw a plane slam into a structure on the airport perimeter. Whether negligence, oversight, or complacency is to blame, such disregard for situational hazards amounts to an open invitation to disaster. This is not merely a technical matter for airlines or the DGCA to resolve behind closed doors. The rapid growth of India's air travel market, now the world's third-largest, has outpaced the safety culture that must underpin such expansion. While fleets expand and passenger loads surge, what seems to be lagging is the discipline, rigour, and accountability required to maintain high safety standards. The regulator's seven-day deadline to operators for corrective measures is a necessary first step, but deeper institutional change is overdue. The maintenance ecosystem - from airline management to contracted repair units - needs urgent reform, including stronger internal audits, transparent reporting systems, and greater protection for whistleblowers willing to flag unsafe practices. Without these, the sector risks slipping into a dangerous pattern where cosmetic fixes substitute for genuine solutions. Public confidence in Indian aviation is already fragile after the recent disaster. If passengers cannot trust that every aircraft they board is free of known defects, the consequences will reach far beyond regulatory warnings - they will touch the very viability of the industry itself. India's aviation sector stands at a crossroads. It can either learn hard lessons now, embedding safety into its foundations - or wait for another tragedy to drive home the cost of ignoring them. And we have not even discussed liability under torts and criminal law.





# Corporate Communications Directorate

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THE STATESMAN

KOLKATA

27 JUNE 2025

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# Corporate Communications Directorate

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THE TIMES OF INDIA

DELHI

28 JUNE 2025

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## Flyer's death forces Del-bound AI flight to land in Kolkata

**Kolkata:** A 54-year-old passenger on a Vancouver-Delhi Air India flight, which had landed at Kolkata airport for refuelling, died after she fell sick mid-air, reports **Tamaghna Banerjee**.

The medical emergency prompted the pilot of AI-186 to make an emergency landing at Kolkata airport Thursday evening, moments after it had taken off. The passenger, Rajbir Kaur Bhinder, was rushed to the nearest hospital where she was declared dead on arrival by an attending doctor.

Bhinder was a resident of Faridkot in Punjab. "She was brought to the hospital in an unconscious state. Family members said she had a history of unconsciousness in flight. We checked her immediately but found her dead," said a senior hospital official. Officials then called Baguiati police and sent the body for a postmortem.

Cops said a preliminary investigation suggested she suffered a cardiac arrest but a detailed post-mortem report was awaited to confirm the reason behind her death.



# Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

28 JUNE 2025

## Tatas suspend 4 after AI SATS party video sparks outrage

Reeba Zachariah &  
Saurabh Sinha | TNN

**Mumbai/New Delhi:** Following public backlash over a video showing Air India SATS executives partying in their Gurugram office shortly after the June 12 Air India flight 171 crash, Tata Group has taken disciplinary action against several people.

Four senior officials were suspended from Air India SATS, while multiple others were issued a warning, the company said on Friday.

The video, which garnered over 3.8 million views on X, captured several executives dancing with loud music playing during a celebration at Air India SATS's Gurugram premises on June 20. The celebration was widely criticised as inappropriate and inconsiderate, particularly as affected families were still mourning.

The AI-171 crash on June 12 resulted in fatalities of all crew members and passengers except one, along with casualties on the ground.

"Air India SATS deeply regrets the lapse in judgment

### Mumbai airport guard dragged for 12m by cabbie after spat over illegal parking

A security guard at Mumbai airport's Terminal 1 was dragged for nearly 12 metres after being knocked down and trapped under the bonnet of a cab whose driver tried to flee during an argument over illegal parking this week, reports **V Narayan**.

The driver was caught after ramming into a stationary SUV and handed over to police. An FIR was registered against him and he was released after being served a notice as per procedure. The guard sustained injuries to his back and hands.

Airport police said guards Afroz Siddiqui (39) and Santosh Yadav (39) were managing traffic at the U-turn near the airport's arrival gate on Wednesday afternoon. A driver with a cab aggregator, Mohammed Shadab Khalil (35), had parked his car at the bend, obstructing traffic. Siddiqui asked him to move, but Khalil allegedly hurled abuses and refused.

Siddiqui then called Yadav for assistance. On seeing this, Khalil allegedly stepped on the accelerator and tried to escape. "Siddiqui was standing ahead on the road when the cab driver knocked him down," said Yadav in his police complaint. Siddiqui got trapped between the bonnet and the two front wheels. "Despite knowing this, the driver kept accelerating and dragged him before throwing him to the side of the road," the complaint stated. Khalil was eventually caught after crashing into the SUV. A police officer said the SUV driver nabbed Khalil and handed him over to the guards. Siddiqui was rushed to V N Desai Hospital. Khalil has been booked under charges of rash driving and endangering life under the MV Act.

reflected in a recent internal video," said a spokesperson of the company, which provides ground handling services at airports. "The beha-

viour does not align with our values, and firm disciplinary action has been taken against those responsible," the spokesperson added.