

Centre plans major aviation infra push in West Bengal

Rohit Vaid

New Delhi

A major infrastructure boost from the Centre is planned for West Bengal's aviation sector. The Airports Authority of India (AAI) plans to develop civil aviation infrastructure at four locations in the State, sources told *businessline*.

The proposed development covers the airfields at Hasimara, Kalaikunda, Malda and Balurghat.

JOINT FRAMEWORK

According to sources, AAI and the Government of West Bengal are scheduled to sign a memorandum of understanding (MoU) in Kolkata next month, which will establish a framework for the coordinated implementation of the projects.

The proposal envisages the development of civil enclaves at the Hasimara and Kalaikunda Air Force Stations, along with the revival of Balurghat Airport through its transfer back to AAI.

While Malda is included among the four locations, the specific scope of development is yet to be worked out, sources said.

Under the proposed arrangement, the responsibilities of AAI and the State



IN SYNC. The civil enclaves at Hasimara and Kalaikunda would provide facilities for civilian air operations at the existing Air Force stations (file photo) ANI

government will be defined to facilitate coordinated implementation. Accordingly, the Government of West Bengal would facilitate the availability of land required for the civil enclaves and airports, free from all encumbrances.

Besides, the State would extend support for statutory clearances, external infrastructure and inter-departmental coordination to enable timely implementation.

The proposed transfer of Balurghat Airport back to AAI would facilitate systematic planning and phased infrastructure development.

CIVILIAN ACCESS

Meanwhile, the civil enclaves at Hasimara and Kalaikunda would provide facilities for civilian air operations at the existing Air Force stations.

As per the proposal, devel-

opment at the four locations would improve regional air connectivity in the northern and western parts of the State.

The proposal places the initiatives within the Ministry of Civil Aviation's broader efforts to expand regional connectivity and optimise existing aviation infrastructure. The proposal envisages these projects as part of an expanded regional aviation network, linking infrastructure development with opportunities across the sectors identified in the proposal.

However, the details shared so far do not specify project costs, construction timelines or dates for the commencement of passenger services. Sources said that specific project costs will be worked out within the framework of the MoU.



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THE PIONEER

DELHI

28 SEPTEMBER 2026

Airport babu too bureaucratic?

A few days back, the Airport Authority of India (AAI) chief was shunted to the Ministry of Rural Development as Additional Secretary. But nobody has been replaced for the top job at AAI. Rumors are abuzz

about who will be the new AAI chief and why the current chief was suddenly shunted. The grapevine says that the top office's displeasure led to the immediate shift, citing slow movement of files on airport privatisation and complaints from private operators and a top industrialist that the airport babu was too bureaucratic.





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THE STATESMAN

KOLKATA

27 SEPTEMBER 2026

AAI strengthens baggage handling and passenger facilitation at airports

A smooth baggage experience is an important part of a seamless airport journey. As part of 'Yatri Sewa Abhiyan 2026', Airports Authority of India (AAI) on 23 September 2026 undertook focused measures at its airports to strengthen baggage-area facilities, improve passenger convenience and ensure a more organised and responsive baggage journey for arriving and departing passengers.





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THE STATESMAN

KOLKATA

27 SEPTEMBER 2026

AAI strengthens access to potable water and essential passenger amenities



Access to clean drinking water and essential amenities is a basic yet important part of a comfortable airport experience. As part of Yatri Seva Abhiyan 2026, Airports Authority of India (AAI) on 25 September 2026 undertook focused measures across its airports

to strengthen the availability, upkeep and accessibility of potable water facilities and other essential passenger amenities. Airport teams reviewed passenger-accessible drinking water points, including RO systems, water coolers, taps and Water ATMs, wherever available.



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THE STATESMAN

KOLKATA

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AAI enhances passenger information and navigation across airports

Clear directions and timely information are integral to a seamless airport experience.

As part of 'Yatri Seva Abhiyan 2026', Airports Authority of India (AAI) on 22 September 2026 undertook focused measures across its airports to strengthen wayfinding signages, flight information and passenger communication systems, enabling passengers to navigate airport facilities with greater ease and access the information they need throughout their journey. At AAI airports, teams reviewed directional signage across key passenger areas, with attention to visibility, placement, language clarity and consistency.





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THE STATESMAN

KOLKATA

27 SEPTEMBER 2026

AAI reinforces passenger assistance and smooth security facilitation

As part of the on going Yatri Seva Abhiyan 2026, Airports Authority of India (AAI) today undertook focused measures across its airports to strengthen passenger facilitation at security checkpoints and enhance the overall experience through smoother processes, courteous assistance and better coordination. The initiative emphasised the importance of ensuring that security procedures are carried out efficiently while passengers receive clear guidance and assistance throughout the process.





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AMAR UJALA

DELHI

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दिल्ली एयरपोर्ट की सड़कें होंगी दुरुस्त

नई दिल्ली। आआईजीआई एयरपोर्ट परिसर की जर्जर सड़कों की मरम्मत और रखरखाव का काम वित्त वर्ष 2026-27 में किया जाएगा। डायल ने इसके लिए योजना तैयार की है। एयरपोर्ट परिसर में दिनभर बड़ी संख्या में निजी वाहनों, टैक्सियों, बसों और एयरपोर्ट सेवाओं से जुड़े वाहनों की आवाजाही होती है। लंबे समय से सड़कों की हालत खराब होने के कारण यात्रियों को परेशानी का सामना करना पड़ रहा था। योजना के तहत सड़कों की सतह दुरुस्त की जाएगी, जिससे टर्मिनल तक पहुंचना आसान होगा। व्यूरो

साफ्टवेयर में गड़बड़ी से बोइंग 737 मैक्स की लैंडिंग में अड़चन आटोमेशन के बंद होने पर पायलट संभाल सकता है मोर्चा

नई दिल्ली, प्रेस: अमेरिकी विमान निर्माता कंपनी बोइंग ने अपने कुछ बी737 मैक्स विमानों में साफ्टवेयर संबंधी गड़बड़ी की पुष्टि की है। इसके कारण लैंडिंग के दौरान विमान का आटोमेटेड फ्लाइट गाइडेंस सिस्टम काम करना बंद कर सकता है और पायलट को विमान मैनुअली उतारना पड़ सकता है। बोइंग ने कहा है कि उसके इंजीनियर इस समस्या का स्थायी समाधान तैयार कर रहे हैं। भारत में इस श्रेणी के 96 विमान हैं, जबकि दुनिया भर में करीब 2400 विमान संचालित हो रहे हैं। भारतीय विमानन नियामक डीजीसीए ने फिलहाल इस संबंध में कोई टिप्पणी या एडवाइजरी जारी नहीं की है।

बोइंग के प्रवक्ता ने रविवार को बताया कि कंपनी ने पिछले महीने 737 विमानों के आपरेटरों को साफ्टवेयर समस्या के बारे में जानकारी दी थी। इससे लैंडिंग के दौरान आटोमेशन में कर्मा (लैग) महसूस हो सकती है।

कंपनी ने आपरेटरों के साथ ऐसी स्थिति से सुरक्षित तरीके से निपटने के लिए मौजूदा पायलट प्रक्रियाओं को मजबूत करने वाली जानकारी भी साझा की है।



बोइंग मैक्स विमान • फाइल फोटो

- दुनिया भर में 2400 विमान, जबकि भारत में 96 ऐसे प्लेन
- एयरबस विमानों में भी गड़बड़ी, बोइंग ने स्थायी हल पर काम शुरू किया

बेंगलुरु में लैंडिंग के दौरान रनवे से टकराया इंडिगो का विमान

मुंबई प्रेस: गुवाहाटी से बेंगलुरु आ रहे इंडिगो के विमान का पिछला हिस्सा बेंगलुरु एयरपोर्ट पर रनवे से टकरा गया। तेज हवा के बीच दूसरी बार लैंडिंग की कोशिश के दौरान यह घटना हुई। विमान के पिछले हिस्से के जमीन से टकराने की घटना को 'टेल स्ट्राइक' कहते हैं। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने इस घटना

की जांच शुरू कर दी है। इंडिगो ने बयान में कहा कि सभी यात्री और चालक दल सुरक्षित हैं। एयरलाइन ने यह भी कहा कि इस घटना के बारे में सभी संबंधित अधिकारियों को सूचित कर दिया गया है। सूत्रों के अनुसार, इंडिगो की उड़ान 6ई 6542 को बेंगलुरु एयरपोर्ट पर दूसरी कोशिश के दौरान, विमान का पिछला हिस्सा रनवे से टकरा गया।

आइएनएस ने वाल स्ट्रीट जर्नल की रिपोर्ट के हवाले से बताया, समस्या काकपिट साफ्टवेयर के एक अपडेट से जुड़ी है।

पुराना साफ्टवेयर रखने की मांग: रिपोर्ट के अनुसार, अमेरिका की साउथवेस्ट एयरलाइंस और

यूनाइटेड एयरलाइंस ने नए 737 मैक्स विमानों में इस साफ्टवेयर के इस्तेमाल को लेकर चिंता जताई है और पुराने साफ्टवेयर संस्करण की मांग की है। अमेरिकी संघीय विमानन प्रशासन (एफएए) इस मामले की जांच कर रहा है।



Corporate Communications Directorate

HINDUSTAN

DELHI

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उड़ान के इंतजार में किताबें पढ़ सकेंगे

सहूलियत

नई दिल्ली, प्रमुख संवाददाता।
इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे से
सफर करने वाले यात्रियों के लिए उड़ान
के इंतजार का समय अब किताबों के
साथ बिताने का विकल्प भी मिलेगा।
दिल्ली एयरपोर्ट पर जीएमआर की ओर
से 'रीड@डेल' पहल शुरू की गई है।

इस पहल के तहत यात्री टर्मिनल पर
मुफ्त में किताबें पढ़ सकेंगे। फिलहाल
यह सुविधा टर्मिनल 1 पर शुरू की गई
है। डायल ने इसके बारे में जानकारी
साझा की है। इसको लेकर सकारात्मक
परिणाम मिल रहे हैं। जल्द ही इसे अन्य

यात्रियों को नहीं देना होगा कोई शुल्क



एयरपोर्ट पर हर वर्ग के लिए किताबें उपलब्ध हैं। बच्चों के लिए भी
उनकी रुचि की किताबें उपलब्ध होंगी। लोगों की लोकप्रियता और
भागीदारी को देखते हुए इसे आगे बढ़ाने का भी प्रस्ताव है।
एयरपोर्ट प्रशासन के मुताबिक, पहल का उद्देश्य यात्रियों को उड़ान
के इंतजार के दौरान पढ़ने के लिए प्रोत्साहित करना है। यात्रियों
को इसके लिए कोई अतिरिक्त शुल्क नहीं देना होगा। यात्री उड़ान से पहले अपने
इंतजार के समय का इस्तेमाल किताब, पत्रिका आदि पढ़ने में कर सकेंगे।

टर्मिनल पर भी शुरू किया जाएगा।
फिलहाल टर्मिनल 1 पर यह सुविधा 24
घंटे उपलब्ध रहेगी।

**फिजिकल और डिजिटल दोनों
रूप में उपलब्ध :** यात्रियों को यहां
अपनी पसंद की किताब लेकर पढ़ने का
अवसर मिलेगा। यहां फिजिकल और

डिजिटल दोनों माध्यमों में किताबें
उपलब्ध हैं। डिजिटल माध्यम से पढ़ने
के इच्छुक यात्री क्यूआर कोड स्कैन कर
10 हजार से अधिक पत्रिकाओं और
समाचार पत्रों को पढ़ सकते हैं। इसके
लिए एक डिजिटल लाइब्रेरी उपलब्ध
कराई गई है।

Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

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{ WHEN THE SNIFFER SQUAD REUNITES }

Nose for trouble: How five Labrador siblings sniff out narcotics trail at airports

Dheeraj Bengrut

dheeraj.bengrut@htlive.com

PUNE: When Ovi stopped by a wheeled luggage at Pune airport in August 2026 and signalled her handler, customs officials knew she had sniffed trouble. Inside the luggage's specially created compartment was 3.028 kg hydroponic cannabis worth around ₹1.8 crore. The packets were vacuum-sealed and carefully stashed in the luggage, which had arrived from Bangkok, purportedly to prevent the odour from escaping. But it did not elude Ovi's olfactory receptors.

The Labrador is one of five siblings trained by the customs department as detector dogs, and employed across the country in customs formations.

Born in December 2020 near the Attari border, Punjab, to Coco – also a detector dog – the five have since been separated by many miles but continue to share a curious connection whenever they meet during refresher training.

Ovi and Orly are the two females of the pack, while Ora, Opal and Oreo are male. Ovi is posted with Pune Customs, while her siblings are serving at different locations, including

Trichy, Chennai and New Delhi.

The five pups were brought from the Sashastra Seema Bal (SSB), Alwar, Rajasthan, and trained at the Customs K9 Training Centre near the Attari-Wagah border.

"Coco, who gave birth to them, was also an excellent detector dog – so in a way, the five are continuing her legacy," said Veena Rao, superintendent at the Customs Canine Centre (CBIC), Amritsar.

Trained for the kill

The pups went through eight months of specialised training in narcotics detection. While each performed well, Ovi emerged the batch topper, said Rao. Post-training, they were assigned to different Customs commissionerates.

They can recognise specific target odours and alert their handlers on detection. While their primary target is narcotics, the Customs K-9 teams also assist in detecting gold and material linked to wildlife smuggling, including animal skins and other wildlife-derived products.

As operating in crowded airports is a challenge due to a chaotic mix of aircraft noise, heavy baggage movement and sensory overload from competing



OFF DUTY, IT'S SIBLING TIME: When they're not sniffing out drugs, the five Labrador siblings – Ovi, Orly, Ora, Opal and Oreo – are happy to stop for a family photo. Despite being posted miles apart, the siblings recognise each other instantly whenever they reunite for refresher training.

odours, the dogs have to remain focused through such distractions and identify a target odour even when smugglers attempt to conceal material in sealed packets, baggage or specially constructed compartments. Rao said the five siblings have settled into their respective postings and contributed to detection efforts in different parts of the country.

"Each is an asset having contributed to detection. They have been trained specifically to identify narcotics and are deployed according to the requirements of their respective commissionerates," said Rao.

Ovi's journey from a trainee to an operational K-9 officer has been evident at Pune airport. She was brought into the Pune K-9 team after Sam, a Customs

sniffer dog who had served at the airport for nine years, retired in 2022. Since her deployment, Ovi has been assigned to international flight operations, including arrivals from Bangkok. Last month's detection, said her handler Sunil Kamble, "was the result of continuous training and the understanding developed between the animal and its handler". "She is extremely alert –

once she get a particular scent, she remains focussed on that area and does not get distracted easily," Kamble said, adding regular exercise and training are necessary to keep the dogs up to speed. "We get an early start every morning. I take her for a jog before conducting exercises. She needs to remain active because her physical fitness has a direct bearing on her performance during duty," he said. Her diet is also monitored – she is given meats and curd in the summers. The quantity is monitored to prevent overfeeding.

The handler-dog relationship is equally important. A K-9 officer must understand subtle changes in the animal's behaviour and responses, while the dog has to respond consistently to its handler's instructions. "Working with a sniffer dog requires patience, discipline and trust. You cannot treat the dog like an ordinary pet. The dog has to be trained, exercised and handled according to a fixed routine," Kamble said.

Famous five

"Like Ovi, all her four siblings are highly trained and perform extremely well in their respective areas of deployment. Their work requires them to be extremely quick and alert – they

have to quickly screen baggage and identify suspicious consignments within a short period. As drugs are concealed in different ways to escape the human eye, the capability of a trained canine becomes extremely important," said Rao.

On December 18, 2022, Customs intercepted a female Ugandan passenger, who had arrived from Addis Ababa to Chennai airport, after Orio detected drugs concealed in her checked-in baggage, leading to the recovery of 1,542 grams of methaqualone and 644 grams of heroin, collectively valued at around ₹5.35 crore. The passenger was arrested and further investigation was initiated.

Collectively, the five siblings have helped the Customs department detect narcotics and other contraband worth over ₹100 crore over the last four years.

Distance however has not weakened their bond. Each time they attend a refresher training, they recognise one another immediately. "They interact with each other and show a familiarity that is quite remarkable considering they have spent most of their working lives at different locations," said Rao.

"Their contribution in detecting narcotics and other prohibited items is significant," Rao said.



Corporate Communications Directorate

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{ SAFETY HAZARD }

Laser lights banned near IGI over 'pilot vision distraction'

Jignasa Sinha

jignasa.sinha@hindustantimes.com

NEW DELHI: Police have banned the use of laser beams at events near IGI Airport following instances of "pilot vision distraction," which poses a serious safety hazard to passengers, crew, and aircraft operations, officials said.

According to a September 19 order issued by ACP (Palam) Pradeep Kumar Meena under Section 163 of the Bharatiya Nagarik Suraksha Sanhita (BNSS), the restriction will continue until November 17. It will be extended after that, a police officer said.

The order stated that the restrictions apply to individuals, groups, event organisers, owners, occupiers and employees of banquet halls, hotels, restaurants, buildings and land within the Palam sub-division of the IGI Airport area.

The move comes after the Air Traffic Control (ATC) reported several instances of pilots being distracted by laser beams while landing. In February and March, two Delhi-bound flights from Hong Kong faced difficulties during landing.

Police said several farmhouses, banquet halls, hotels and restaurants around IGI Airport use lights — including laser beams and light shows — during marriages, parties and other events. These light shows can distract pilots as they descend towards the landing strip, added police.

"Laser beams directed towards aircraft can distract pilots at a critical stage of flight, particularly during landing. The restriction has been imposed as an immediate preventive measure to ensure the safety of aircraft, passengers and crew," the officer said.

The order noted that the use of laser beams, especially in the open during night hours, was not specifically regulated by any existing rules or regulations. It said the prohibition was therefore necessary to prevent danger to human life and the safety of aircraft and to contain the nuisance caused by laser beams in the vicinity of the airport.

According to police, the first such incident this year was reported in February, after which complaints of laser interference with aircraft operations were received on multiple occasions from pilots of both domestic and international flights.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

28 SEPTEMBER 2026

Boeing detects software issue with MAX planes

It may impact automated flight guidance system

PRESS TRUST OF INDIA

New Delhi/Mumbai, 27 September

Boeing has detected a software issue in some of its B737 MAX planes that could result in disengagement of the automated flight guidance system after a missed landing approach and the aircraft maker is working on a permanent solution, according to sources.

In India, there are around 96 Boeing 737 MAX planes operated by Air India Express and Akasa Air. While Air India Express has around 53 planes, Akasa Air currently operates 43 such aircraft.

A Boeing spokesperson on

Sunday said its engineers are working on a software update to permanently address the issue.

"Last month, we informed all 737 operators about a software issue where pilots may experience a reduction in automation during a landing scenario. We shared information with operators that reinforced existing pilot procedures for safely handling such cases," the spokesperson said in a statement.

The sources said aircraft manufacturer has identified a software issue affecting certain Boeing 737 MAX aircraft, which could result in the automated flight guidance system disengaging after a missed approach

if the subsequent approach path differs from the one originally planned.

Boeing has issued an advisory to operators to reset the system following a missed approach as a precautionary measure to address the software issue, they added.

"We are closely coordinating with Boeing and can confirm that there is no impact to the safety of Akasa Air operations... Our aircraft continue to operate safely in accordance with established procedures and applicable regulatory requirements," an airline spokesperson told PTI in a statement.

Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

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crisis

Gujarat's \$60 billion economy struggles with limited air connectivity

Melvyn Thomas
SURAT

A city that drives a \$55-billion to \$65-billion economy, processes more than 90% of the world's diamonds and manufactures nearly 40% of India's synthetic textiles is being forced to confront an uncomfortable aviation reality: Surat's economic ambitions are expanding far faster than its flight connectivity.

Despite a ₹353-crore integrated passenger terminal designed to handle 2.6 million passengers annually, Surat International Airport continues to operate with a comparatively limited scheduled flight network. Official operational data cited in the report show domestic aircraft movements falling from 17,542 in FY2019-20 to around 10,850 in FY2024-25, a contraction of about 38.1%.



The disparity becomes sharper when passenger demand is examined. The report says domestic passenger traffic rose from around 14.5 lakh in FY2019-20 to 15.66 lakh in FY2024-25, while DGCA city-pair data reportedly showed passenger load factors of 84% to 93% across FY2019 to FY2025.

In other words, the report's central finding is blunt: "The

demand exists; the aircraft allocations do not."

August 2026 figures cited in the report further highlight the capacity gap. Surat handled 105,829 domestic passengers and 7,021 international passengers during the month, while commercial air freight touched 686.80 metric tonnes. Yet the airport averaged fewer than 20 commercial departures a day, according

to the analysis.

The report also raises concerns over what it calls reported "dry selling" patterns, alleging that bulk offline seat blocks could reduce publicly visible inventory and interact with airline revenue-management systems, potentially pushing remaining retail fares into higher pricing tiers. These claims are presented as matters requiring independent regulatory scrutiny, rather than established findings.

The fare comparison cited in the report is striking. Seven-day advance fares from Surat to Delhi, Bengaluru, Hyderabad and Kolkata are listed substantially above comparable fares from Ahmedabad and Pune, with the report estimating a Surat surcharge of ₹6,000 to ₹9,500 per ticket in some cases.

The consequences extend beyond passengers. The rep-

ort estimates that 1,500 to 2,500 business travellers a day may be using Mumbai or Ahmedabad for air journeys because of limited Surat connectivity, potentially masking the city's true aviation demand in airline origin-and-destination data.

The proposed remedy is not merely more flights but greater transparency and regulatory examination, including DGCA scrutiny of group bookings, CCI examination of inventory practices, an official South Gujarat travel-demand survey and stronger direct connectivity to major business destinations.

For a city seeking global economic status, the question is increasingly difficult to ignore: can Surat's aviation infrastructure remain constrained while its economy continues to expand?



Corporate Communications Directorate

HINDUSTAN

DELHI

28 SEPTEMBER 2026

बोइंग ने मैक्स विमानों में सॉफ्टवेयर गड़बड़ी पकड़ी

नई दिल्ली/ मुंबई, एजेंसी। विमान निर्माता कंपनी बोइंग ने अपने बी-737 मैक्स विमानों में सॉफ्टवेयर से जुड़ी बड़ी खामी पकड़ी है। कंपनी के अनुसार, विमान की लैंडिंग किसी भी कारण से नाकाम हो जाने पर सॉफ्टवेयर आधारित स्वचालित उड़ान निर्देशन प्रणाली (ऑटोमैटेड फ्लाइट गाइडेंस सिस्टम) बंद हो सकती है।

बोइंग के एक प्रवक्ता ने रविवार को बताया कंपनी के इंजीनियर सॉफ्टवेयर अपडेट पर काम कर रहे हैं। जानकारी

■ लैंडिंग की नाकाम कोशिश पर बंद हो सकती है प्रणाली

के अनुसार, भारत में वर्तमान में 96 बी-737 मैक्स हैं। इनमें से एयर इंडिया एक्सप्रेस के बेड़े में 53 और अकासा एयरलाइंस के पास 43 विमान हैं। अकासा के प्रवक्ता ने कहा कि कंपनी बोइंग के साथ मिलकर काम कर रही है और यह सुनिश्चित कर रही है। कंपनी की उड़ानों की सुरक्षा पर कोई असर नहीं पड़ा है।



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सांसत : विमान का पिछला हिस्सा जमीन से टकराया

मुंबई, एजेंसी। बेंगलुरु हवाई अड्डे पर रविवार को लैंडिंग के दौरान इंडिगो के एक विमान का पिछला हिस्सा जमीन से टकरा गया। हालांकि, पायलट ने विमान को सुरक्षित रनवे पर उतार लिया। विमान में सवार सभी यात्री और कर्मचारी सुरक्षित हैं।

इंडिगो एयरलाइंस की ओर से बताया गया कि उड़ान संख्या 6ई-6542 गुवाहाटी से बेंगलुरु जा रही थी। विमान दोपहर करीब डेढ़ बजे बेंगलुरु स्थित केम्पेगौड़ा हवाई अड्डे पर पहुंचा, उस वक्त वहां तेज हवाएं चल रही थीं। पहली लैंडिंग असफल रही। इसके बाद 1:34 बजे दोबारा लैंडिंग की कोशिश

- गुवाहाटी से आ रहा था विमान, यात्री-कर्म सुरक्षित
- तेज हवाओं से पहली लैंडिंग नाकाम हो गई थी

की गई, लेकिन विमान की टेल (पिछला हिस्सा) रनवे से टकरा गई। हालांकि, पायलट विमान लैंड कराने में कामयाब रहे।

बताया जा रहा है कि तेज हवाओं की वजह से यह घटना हुई। कंपनी ने विमान को ग्राउंड कर मामले की जांच शुरू कर दी है। जांच पूरी होने के बाद जरूरी मंजूरी मिलने पर ही यह विमान फिर से उड़ान भरना शुरू करेगा।



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विमान सात यात्रियों को छोड़ रवाना हुआ

नई दिल्ली, लखनऊ। राम मनोहर लोहिया अयुर्विज्ञान संस्थान के डॉक्टर समेत सात यात्रियों को दिल्ली एयरपोर्ट पर लखनऊ की फ्लाइट में बैठने से रोक दिया गया। डॉक्टर व अन्य यात्रियों का आरोप है कि एयरलाइंस स्टाफ ने उनके बॉर्डिंग पास रख लिए और रोके रखा। इस चक्कर में उनकी फ्लाइट छूट गई।

यात्रियों ने काउंटर पर अपनी आपत्ति दर्ज कराई। हैरत ये है कि उदयपुर से कुछ डॉक्टर व परिवारीजन ईडिगो की ही फ्लाइट से दिल्ली पहुंचे थे और वहां से उसी एयरलाइंस की कनेक्टिंग फ्लाइट थी। डॉ. अश्विनी अवस्थी, सोनल, प्रियंका, मुस्कान, सुभाष, जीवेश और नारायण को लखनऊ जाना था। यात्री दिल्ली एयरपोर्ट पर उतरे थे।



Corporate Communications Directorate

THE HINDUSTAN TIMES

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Boeing finds 737 MAX software bug affecting auto landing guidance

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: Boeing is working to resolve a software bug in its B737 MAX jets that disengage the automated flight guidance system during the second landing attempt at an airport, the company said on Sunday.

The original equipment manufacturer (OEM) has been working towards resolving the glitch, it said.

Indian airlines have 96 of these jets — Air India Express has 53 aircraft and Akasa Air has 43.

A Boeing spokesperson in a statement on Sunday said, "Last month, we informed all 737 operators about a software issue where pilots may experience a reduction in automation during a landing scenario. We shared information with operators that reinforced existing pilot procedures for safely handling such cases."

Akasa Air spokesperson said that they were in communication with Boeing.

"We are closely coordinating with Boeing and can confirm that there is no impact to the safety of Akasa Air operations. Our aircraft continue to operate safely in accordance with established procedures and applicable regulatory requirements. The safety of our passengers and crew

THE ISSUE SPRANG FROM A COCKPIT SOFTWARE UPDATE AND CAN OCCUR WHEN CREWS ALTER THEIR PLANNED FLIGHT PATH AFTER A MISSED APPROACH

remains our highest priority," the airline spokesperson said.

Air India Express did not offer a comment.

According to officials aware of the matter, in order to address the issue, Boeing has issued an advisory to all its airline partners to reset the system once a MAX landed at an airport in a second attempt, as a precautionary measure.

A query sent to the civil aviation ministry on if the Directorate General of Civil Aviation (DGCA) had issued any advisory to airlines, did not elicit a response.

This glitch comes days after Airbus too, earlier in the week, detected a quality issue with the surface protection coating on the fuselage of many of its narrow-body aircraft A321Neo planes. These aircraft are operated by both Air India and IndiGo. India has around 190 A321Neo planes.



Corporate Communications Directorate

THE HINDU

DELHI

28 SEPTEMBER 2026

IndiGo A321 plane involved in another tail strike

An IndiGo Airbus A321 was involved in yet another tail strike at Bengaluru airport on Sunday, marking at least the ninth known such incident involving the airline's A321 fleet. In a statement, IndiGo said an "abnormal runway contact" occurred during "gusty wind conditions" in Bengaluru. The aircraft was operating a flight from Guwahati. It aborted its initial landing attempt at Bengaluru airport before making a final landing at 12.15 p.m., industry sources said. A tail strike occurs when the rear section of an aircraft comes into contact with the runway during landing, take-off, or a go-around.

Boeing finds glitch in guidance system of some 737-MAX planes

Press Trust of India
NEW DELHI/MUMBAI

Boeing has detected a software issue in some of its B737-MAX planes that could result in disengagement of the automated flight guidance system after a missed landing approach, and the aircraft maker is working on a permanent solution, according to sources.

In India, there are 96 Boeing 737-MAX planes operated by Air India Express (53) and Akasa Air (43).

"Last month, we informed all 737 operators about a software issue where pilots may experience a reduction in automation during a landing scenario. We shared information with operators that reinforced existing pilot procedures for safely handling such cases," the spokesperson said in a statement.



Boeing has issued an advisory to operators to reset the system as a precautionary measure to address the issue. FILE PHOTO

Boeing has issued an advisory to operators to reset the system following a missed approach as a precautionary measure to address the issue, sources said.

"We are closely coordinating with Boeing and can confirm that there is no impact to the safety of Akasa Air operations. Our aircraft continue to operate safely in accordance with established procedures and applicable regulatory requirements," an airline

spokesperson said in a statement.

However, the carrier did not specifically mention whether any of its Boeing 737-MAX planes had been impacted due to the issue. There was no response from Air India Express.

There was no immediate response from the Directorate General of Civil Aviation on whether it was probing the issue and whether any advisory was issued to airlines.

LOKSATYA

DELHI

28 SEPTEMBER 2026

बोइंग मैक्स विमानों में सॉफ्टवेयर खामी, स्वचालित उड़ान मार्गदर्शन प्रभावित होने की आशंका

- कंपनी इस समस्या का स्थायी समाधान करने के लिए सॉफ्टवेयर में आवश्यक बदलाव करने में जुटी

नई दिल्ली, लोकसत्य।

बोइंग ने अपने 737 मैक्स विमानों में सॉफ्टवेयर से जुड़ी एक समस्या की पहचान की है, जिसके कारण विमान के उतरने की असफल कोशिश के बाद स्वचालित उड़ान मार्गदर्शन प्रणाली बंद हो सकती है। सूत्रों के अनुसार, कंपनी इस समस्या का स्थायी समाधान करने के लिए सॉफ्टवेयर में आवश्यक बदलाव करने में जुटी है।

भारत में एयर इंडिया एक्सप्रेस और अकासा एयर के बेड़े में करीब 96 बोइंग 737 मैक्स विमान हैं। इनमें एयर इंडिया एक्सप्रेस के करीब 53 और



अकासा एयर के 43 विमान शामिल हैं।

बोइंग के प्रवक्ता ने रविवार को कहा कि कंपनी के इंजीनियर इस समस्या को स्थायी रूप से दूर करने के लिए सॉफ्टवेयर में बदलाव कर रहे हैं। उन्होंने कहा कि कंपनी ने पिछले महीने 737 विमानों का संचालन करने वाली सभी कंपनियों को इस समस्या की जानकारी दी थी और ऐसे मामलों से

सुरक्षित तरीके से निपटने के लिए मौजूदा पायलट प्रक्रियाओं को दोहराया था।

सूत्रों के अनुसार, यदि विमान को उतरने में असफल होने के बाद दोबारा उतारने की कोशिश की जाती है और नया उड़ान मार्ग पहले से तय मार्ग से अलग होता है, तो स्वचालित उड़ान मार्गदर्शन प्रणाली बंद हो सकती है। बोइंग ने एहतियाती कदम के तौर पर

विमान संचालकों को उतरने की असफल कोशिश के बाद प्रणाली को रीसेट करने की सलाह दी है। अकासा एयर ने कहा कि वह बोइंग के साथ लगातार संपर्क में है और इस समस्या का उसके परिचालन की सुरक्षा पर कोई असर नहीं है। एयरलाइन ने कहा कि उसके विमान निर्धारित प्रक्रियाओं और लागू नियामकीय आवश्यकताओं के अनुसार सुरक्षित रूप से उड़ान भर रहे हैं। हालांकि, एयरलाइन ने यह स्पष्ट नहीं किया कि उसके कितने 737 मैक्स विमान इस समस्या से प्रभावित हैं। एयर इंडिया एक्सप्रेस की ओर से तत्काल कोई प्रतिक्रिया नहीं मिल सकी। नागर विमानन महानिदेशालय (डीजीसीए) की ओर से भी तत्काल यह स्पष्ट नहीं किया गया कि वह मामले को देख रहा है या एयरलाइन कंपनियों के लिए कोई सलाह जारी की जा रही है।

Corporate Communications Directorate

THE PIONEER

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Boeing flags software glitch in 737 MAX jets

ASHOKE RAJ
■ New Delhi

Boeing has identified a software problem on some 737 MAX aircraft that can reduce automated flight guidance after a missed landing, and the manufacturer is preparing a permanent software update.

The condition can appear when a crew flies a precision approach with autopilot engaged, executes a go-around, and then changes the programmed path for a subsequent approach. In that sequence, the flight management computer may drop vertical navigation (VNAV) and leave the aircraft in a simpler pitch mode. Boeing has told operators the situation is not an immediate safety concern and that existing pilot procedures cover it. As an interim step, it has advised crews to reset the system after a missed approach.



A Boeing spokesperson said the company informed all 737 operators last month. "We shared information with operators that reinforced existing pilot procedures for safely handling such cases. Our engineers are working on a software update to permanently address the issue."

The US Federal Aviation Administration said it is reviewing a potential issue in a software update for flight computers on certain

737 MAX airplanes and is working with Boeing and airlines. It said it will convene a Corrective Action Review Board and act at once if it finds a safety concern. Some US airlines have asked Boeing not to deliver new jets with the affected software version.

Boeing has delivered more than 2,400 737 MAX aircraft worldwide. It is not yet public how many of those jets carry the software ver-

sions linked to the glitch.

In India, Air India Express and Akasa Air operate about 96 Boeing 737 MAX aircraft between them — roughly 53 and 43 respectively.

Akasa Air said it is coordinating with Boeing and that safety and operations are unaffected. "Our aircraft continue to operate safely in accordance with established procedures and applicable regulatory requirements," a

spokesperson said. Air India Express had not commented. The Directorate General of Civil Aviation had not issued an immediate public statement.

Separately, Airbus has found a quality deviation in surface-protection coating on stringers in the lower forward fuselage of a significant number of A321neo aircraft.

Airbus said the source has been identified and contained, a remedy is available, and the matter is a quality issue rather than a safety issue. Affected aircraft can continue to fly.

Sources said about a dozen IndiGo A321neos are involved, with no reported impact on Air India's A321neo fleet. IndiGo and Air India together operate about 190 of the type. Corrective recoating is expected to take up to two years and does not require removing the stringers.



Corporate Communications Directorate

THE TELEGRAPH

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Pilots seek berth in crash report review

AMIYA KUMAR
KUSHWAHA

New Delhi: The Federation of Indian Pilots (FIP) has requested civil aviation minister Ram Mohan Naidu to include it as an independent technical stakeholder in the proposed review of the draft final probe report on the Air India plane crash in Ahmedabad last year.

The FIP has, in its letter to Naidu, said "the AI-171 accident involved highly complex interactions between aircraft systems, flight operations, crew actions, human factors, maintenance, organisational factors, regulatory oversight and other technical domains", underscoring the need for an independent pilot perspective.

The demand follows reports about the government considering directing the report to an independent committee for examination.

The FIP said if an independent review mechanism had been directed or is being constituted, the pilot body should be formally nominated and represented in that process as an independent techni-

cal stakeholder representing the pilot community.

The Aircraft Accident Investigation Bureau (AAIB), which is probing the accident, had told the Supreme Court in July that its draft final report would be ready by October.

"The final investigation report will consequently be of enormous significance not merely for the parties directly connected with the accident, but for the future safety of Indian civil aviation," the FIP said in the letter.

The group said it believed an independent review that excluded a pilot perspective would leave an important technical dimension insufficiently represented. It requested that a FIP-nominated senior professional pilot be included in the process and that the representative be given access to relevant portions of the report, subject to confidentiality requirements. It also sought to submit a written technical observation on the report. The pilot body clarified that its participation in the review would not prejudice the probe or advocate predetermined finding.

Corporate Communications Directorate

THE TIMES OF INDIA

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Boeing flags 737 MAX glitch that may turn off auto pilot

Desi Airlines
Have 100 Of
These Planes

TIMES NEWS NETWORK

New Delhi: Boeing has identified a software issue that could potentially lead to auto pilot disengaging during certain go-arounds (aborting landing to take off again and make a second attempt) on the B737 MAX when pilots change their planned altitude and path. India has about 100 of these aircraft between Air India Express and Akasa.

Aviation insiders say this is not a safety scare and Boeing has issued an advisory to pilots regarding what to do in the rare event of a B737 MAX going around and then the altitude window being changed from what is in the system for that particular sector.

A Boeing spokesperson



Boeing has issued an advisory to pilots on what to do in the situation

said: "Last month, we informed all 737 operators about a software issue where pilots may not have access to automated flight guidance during a specific landing scenario. We shared information with operators that reinforced existing pilot procedures for safely handling such cases. Our engineers are working on a software update to permanently address the issue."

A spokesperson for Akasa said: "We are closely coordinating with Boeing and can confirm there is no impact to

safety... Our aircraft continue to operate safely in accordance with established procedures and applicable regulatory requirements."

AI Express has over 50 of these planes.

US Federal Aviation Administration has said in a statement that it will "convene a corrective action review board and take immediate action if it identifies a safety concern".

What was to be Boeing's answer to rival Airbus's best-selling A320 new engine option which boasts lower fuel burns, the B737 MAX came under intense scrutiny soon after it entered commercial passenger service in May 2017. Two back-to-back MAX crashes within five months—Lion Air in Oct 2018 and Ethiopian Airlines in March 2019—that left 346 people dead led to the aircraft being grounded globally in March 2019. After Boeing made some crucial changes, the aircraft was allowed to fly again in Dec 2020.

IndiGo A321
suffers tail
strike in B'loru

New Delhi: In yet another instance of an IndiGo Airbus A321 tail strike, an aircraft (VT-NHP) operating a Guwahati-Bengaluru flight Sunday suffered one while going around at its destination, reports **Saurabh Sinha**.

Flight 6E 6542 aborted landing in its first approach. While making an ascent, it suffered a tail strike. The aircraft landed safely in its second attempt. DGCA has launched a probe.

An IndiGo spokesperson said the flight experienced "abnormal runway contact" while landing during gusty weather at Kempegowda International Airport, adding, "All customers and crew are safe... All relevant authorities were informed and the aircraft is undergoing maintenance checks."