

Corporate Communications Directorate

DECCAN HERALD

BANGALORE

29 JULY 2026

HAL airport set to get ILS upgrade after 29 years

AAI plans terminal demolition in 2030, building new one

ASRA MAVAD
BENGALURU, DHNS

The HAL airport in eastern Bengaluru is set to upgrade its Instrument Landing System (ILS) after 29 years.

While the ILS category remains CAT I, the upgrade will provide better guidance for aircraft to safely approach and land on a runway. CAT I allows a decision height of 200 feet (61 metres) above the ground and visibility down to 1,800 feet (550 metres), but does not aid in landing during very low visibility conditions. The new ILS will be commissioned by the Airports Authority of India (AAI) on August 6, a well-placed source told *DH*.

As a result of this upgrade and Chief Minister D K Shivakumar's recent discussion about the pro-

posal with Karnataka MPs, Bengaluru's long-running debate over reopening its old airport for commercial flights has gained fresh momentum.

The HAL airport, located in the heart of the city, served as Bengaluru's main airport until commercial operations shifted to Kempegowda International Airport (KIA) in Devanahalli in 2008.

Nearly two decades later, the proposal to revive the facility has resurfaced amid growing concerns over the distance and travel time to KIA, particularly for residents and businesses in southern, central and eastern Bengaluru.

During the meeting on Monday, the chief minister said that while the HAL airport needs to be reopened for commercial use, the Ministry of Civil



The HAL airport, located in the heart of the city, served as Bengaluru's main airport until commercial operations shifted to Kempegowda International Airport (KIA) in Devanahalli in 2008. DH FILE PHOTO

Aviation has not yet made a final decision. The meeting urged the MPs to pressure the Centre to approve the project.

The airport's reopening has also been linked to the need to augment the city's aviation capacity until a proposed second greenfield airport becomes operational. However, the move faces regulatory and commercial hurdles, including the exclusivity agreement with Bangalore International Airport Limited (BIAL), which re-

stricts another airport within a 150-km radius of KIA until May 2033.

If the proposal is approved, the AAI has prepared a 10-year master plan to demolish the existing HAL terminal in 2030 and build a new one. As per the plan, the revamped airport will have a seven-floor car parking facility and a commercial complex in addition to lane expansion of the road in front of the terminal.

"For commercial operations, changes will mainly

need to be made for the terminal building and the apron. The terminal needs to be completely rebuilt. Apart from this, the airport is ready for commercial flight operations," said an AAI official.

As per sources, the HAL airport management is yet to receive a formal proposal about reopening commercial operations from either the state or Centre.

An HAL spokesperson had earlier told *DH* that the airport and the associated Test Flying Area are critical facilities, strategically designed to cater to the test requirements of production/overhaul/development aircraft. The airport is also extensively used by other defence research organisations such as the National Flight Test Centre (NFTC) under the Aeronautical Development Agency (ADA) for prototype and development flights and future development projects, and is a designated major airbase supporting air operations for the Indian Air Force, India Navy and Indian Army.

HAL did not respond to *DH*'s queries on the CM's push to restart commercial services.



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DECCAN HERALD

BANGALORE

29 JULY 2026

Centre awaits state's formal proposal for B'luru's 2nd airport

Pre-feasibility report sent to state govt, says minister

BENGALURU, DHNS

While the Airports Authority of India (AAI) has completed the pre-feasibility study for three shortlisted sites for Bengaluru's second international airport, the state government is yet to submit a formal proposal to the Union government to take the project forward, Minister of State for Civil Aviation Murlidhar Mohol informed the Lok Sabha.

Responding to an unstarred question raised by Bangalore Central MP P C Mohan, the minister said that the pre-feasibility report had been sent to the state government.

The Centre, however, has not received any formal application under the Greenfield Airports

Policy (GAP) from either the Karnataka government or any airport developer, he said.

KIA capacity to touch 80 million MPPA by 2030

Addressing concerns regarding current passenger traffic, the Civil Aviation Ministry highlighted that Kempegowda International Airport (KIA) currently operates with an annual passenger handling capacity of 51.5 million passengers per annum (MPPA).

In the current financial year (financial year 2026-27 till June 2026), the airport has recorded a daily average footfall of 1.23 lakh, reflecting steady traffic growth across domestic and international sectors.

To cater to future demand, KIA's terminal capacity is slated to expand to 80 MPPA by August 2030. A major contributor to this capacity enhancement will be the phase 2 expansion of Terminal 2 (T2), which will scale up T2's handling capacity from 25 MPPA to 45 MPPA.



Corporate Communications Directorate

BUSINESS LINE

DELHI

30 JULY 2026

AERA moots big overhaul of airport tariff structure

SWEEPING. Suggests higher use of non-aeronautical revenue to lower passenger charges

Rohit Vaid
New Delhi

The Airports Economic Regulatory Authority (AERA) has suggested increasing the use of non-aeronautical revenue (NAR) to offset airport charges in a move that could substantially reduce user development fee (UDF) and other aeronautical levies paid by passengers, sources told *businessline*.

AERA has made these recommendations to the Civil Aviation Ministry.

POLICY REVIEW CALL

AERA called for a review of the National Civil Aviation Policy (NCAP), 2016, provisions governing airport tariff determination, stating that the existing hybrid till mechanism, which allows only 30 per cent of non-aeronautical revenue to be used for cross-subsidising airport charges, may no longer be appropriate, given the maturity of India's airport sector and its stronger long-term growth prospects.

Sources said increasing the share of non-aeronautical revenue used for cross-



SINGLE TILL. The regulator asked the Centre to look either at a single till mechanism or increase cross-subsidisation under the existing hybrid framework

subsidisation would reduce the aeronautical revenue requirement (ARR) of airport operators, thereby lowering airport charges recovered from airlines and passengers.

SINGLE TILL MODEL

AERA said that if non-aeronautical revenue equals or exceeds an airport operator's entitled revenue requirement, UDF and other aeronautical charges could become negligible or decline significantly.

Initially, a single till model for airport tariff regulation was being followed in India before adopting the hybrid till framework under the National Civil Aviation Policy, 2016, to provide a uniform

regulatory framework while encouraging private investment in airport infrastructure.

Under the existing framework, only 30 per cent of the revenue generated from commercial activities, such as retail outlets, food and beverage services, advertising and vehicle parking is used to subsidise aeronautical charges, while the balance is retained by airport operators.

However, AERA observed that the airport sector had evolved considerably since the introduction of the hybrid till mechanism, with lower business risks and improved traffic growth prospects.

Besides, the regulator has

recommended that the government revisit the existing policy and either adopt a single till mechanism under which 100 per cent of non-aeronautical revenue is used to offset airport charges or, alternatively, increase cross-subsidisation to around 70 per cent under the existing hybrid till framework.

GLOBAL PRACTICES

Further, sources cited international practices, noting that countries such as the UK, France and Spain follow the single till mechanism, under which the entire non-aeronautical revenue is used to offset airport charges.

More than 50 per cent of the nearly 240 airports globally operate under the single till model, resulting in lower airport tariffs than those following the hybrid till framework.

These recommendations, sources said, form part of AERA's broader review of the airport economic regulatory framework and would require changes to the National Civil Aviation Policy before any revised tariff mechanism can be implemented.



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

30 JULY 2026

हवाई सफर सस्ता करने की नई रणनीति की सिफारिश

भास्कर न्यूज़ | नई दिल्ली

केंद्र सरकार की एक उच्चस्तरीय समिति ने एयरपोर्ट टैरिफ के ढांचे में बड़े बदलाव की सिफारिश की है। इसका मकसद प्रतिस्पर्धा बढ़ाना है, ताकि हवाई सफर कुछ सस्ता हो सके। नीति आयोग के सदस्य

राजीव गौबा की अध्यक्षता वाले पैनल ने मौजूदा आइटम-वार टैरिफ व्यवस्था की जगह तीन श्रेणियों वाला सरल शुल्क ढांचा अपनाने का सुझाव दिया है। समिति के मुताबिक, मौजूदा व्यवस्था बेहद सख्त है, जो एयरलाइंस को आकर्षित करने के लिए एयरपोर्ट्स को मूल्य छूट

देने से रोकती है। नए प्रस्तावित ढांचे में एयरपोर्ट आर्थिक नियामक प्राधिकरण (एरा) सिर्फ लैंडिंग-पार्किंग शुल्क, यूजर डेवलपमेंट फीस (यूडीएफ) और अन्य सेवा शुल्क- इन तीन व्यापक श्रेणियों को ही नियंत्रित करेगा, हर सेवा का अलग शुल्क तय नहीं करेगा।



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DAINIK BHASKAR

JAIPUR

29 JULY 2026

एयरपोर्ट; 15 दिन से खड़े 8 इंडिगो विमान, बदला एविएशन गणित

जयपुर | एक समय एयरलाइंस के बीच नई उड़ानें शुरू करने और रूट बढ़ाने की होड़ रहती थी, लेकिन अब बढ़ती परिचालन लागत, महंगे एविएशन टर्बाइन फ्यूल (एटीएफ) और घटते यात्रीभार ने गणनीति बदल दी है। इसका असर जयपुर इंटरनेशनल एयरपोर्ट पर साफ दिखाई दे रहा है, जहां इंडिगो के आठ विमान पिछले करीब 15 दिनों से पार्क हैं। एविएशन विशेषज्ञों के अनुसार, यदि किसी रूट पर पर्याप्त यात्री नहीं मिल रहे हों तो विमान उड़ाने की बजाय कुछ समय के लिए पार्क रखना एयरलाइन के लिए कम घाटे का विकल्प बन जाता है।

जयपुर एयरपोर्ट पर दिसंबर 2025 में 5.75 लाख से अधिक यात्रियों का आवागमन हुआ था, जो मई 2026 में घटकर 4.32 लाख रह गया यानी 5 महीनों में 1.43

लाख यात्रियों की कमी दर्ज हुई। एयरलाइन सूत्रों के अनुसार कमजोर लोड फैक्टर और बढ़ती लागत के चलते इंडिगो, एयर इंडिया, एयर इंडिया एक्सप्रेस और अकासा ने कई सेक्टरों पर उड़ानों की संख्या कम कर दी है। एयरपोर्ट पर पहले 14 एयरक्राफ्ट पार्किंग बे थीं, जिन्हें विस्तार के बाद बढ़ाकर 33 कर दिया गया है। दिल्ली के नजदीक स्थित होने, आधुनिक कैट-III बी लाइटिंग सिस्टम, इंस्ट्रूमेंट लैंडिंग सिस्टम (आईएलएस) और पर्याप्त पार्किंग क्षमता के कारण एयरलाइंस के लिए जयपुर विमान पार्क करने का उपयुक्त केंद्र बन गया है। यहां पार्क किए गए एयरबस ए320 और एटीआर-72 विमानों को जरूरत पड़ने पर दिल्ली, अहमदाबाद, मुंबई या अन्य सेक्टरों में तुरंत भेजा जा सकता है।

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BANGALORE

29 JULY 2026

New air traffic management system kicks off at KIA in September, first in India

Point merge system helps controllers sequence aircraft more efficiently

ASRA MAVAD
BENGALURU, DHNS

Kempegowda International Airport (KIA) is set to introduce a Point Merge System (PMS) for air traffic management, a technology aimed at helping controllers sequence aircraft more efficiently as the airport looks to more than double passenger capacity by 2035.

Trials of the system are set to begin on September 3, G Sambath Kumar, General Manager (ATM), KIA, Airport Authority of India, told *DH*. With this upgrade, Bengaluru is set to become the first airport in India to deploy the technology. The trials will be conducted for three months, ending on December 2.

PMS is essentially a structured arrival-management system that uses pre-defined routes

Parallel runway ops under study

The PMS comes amid wider efforts to prepare Bengaluru's airspace for increased traffic, including the proposed use of the airport's parallel runways for departure.

However, independent parallel runway operations currently remain under study. "Independent parallel runway operations are still in process. We

have conducted simulated trials and identified certain safety gaps, which we are working to address. There are four or five activities that need to be completed before we can proceed. We will take it up only after all the safety concerns are addressed," said Kumar, adding that no deadline had been set for the launch of operations.

to organise aircraft approaching an airport.

The system consists of pre-coded routes, including arcs around a central merge point. Aircraft can be placed at different points along these routes depending on their position, speed and the required spacing between successive arrivals. Controllers can then bring aircraft into the sequence at the appropriate time and distance, creating a more orderly flow towards the runway.

For controllers, the key advantage is greater flexibility in managing spacing. "If an air-

craft has been brought too close to the one ahead, it can be kept on the route for longer before being merged. Conversely, if more aircraft need to be brought into the sequence, controllers can adjust their positioning to reduce unnecessary gaps. This gives controllers an additional tool to make adjustments even during the final 20 nautical miles of an approach, where changes can otherwise be more difficult," explained Kumar, adding that the PMS would reduce dependence on individual controller judgement while still keeping controllers in charge

of the operation.

The technology is also expected to reduce the need for aircraft to fly holding patterns or make unnecessary deviations while waiting to land.

"A smoother and more predictable arrival flow could help cut delays, fuel burn, noise and emissions, while allowing the airport to make more efficient use of its available airspace," he said. The air traffic management system is a relatively newer technology and is currently operational in only a few airports across the globe, including the Dublin and Turkey airports.

KIA currently handles around 46 aircraft movements an hour, with air traffic control authorities working towards increasing this to about 68 movements per hour and eventually beyond. The PMS is being introduced as part of preparations to handle future growth in air traffic, rather than as a response to current congestion alone, said Kumar.

Around 15 of the approximately 40 approach controllers at KIA have undergone training for the new system, with further training planned for 8 more. All controllers are expected to be trained through simulator sessions and local training before the trials are gradually expanded under supervision.

BIAL declined to comment.

UPGRADATION OF NETWORK FOR MODERNISATION

E-Tender Notice No.: KIR-N-2026-K-19; dated: 23-07-2026. E-tenders are invited by the undersigned for the following work: **Name of work:** Upgradation of Network for Modernisation of PRS Network in Katihar division. **Tender Value:** ₹3,79,23,723.23; **Earnest Money:** ₹7,58,500.00. **E-tender will be closed at 15:00 hrs. on 14-08-2026 and opened at 15:30 hrs. on 14-08-2026.** The complete information with the tender document of above e-tender will be available upto 15:00 hrs of 14-08-2026 in website <http://www.irps.gov.in>

DRM (S&T), Katihar
NORTHEAST FRONTIER RAILWAY
"Serving Customers with a smile"

UP-GRADATION OF DATACOM EQUIPMENTS & ACCESSORIES

E-Tender Notice No. S&T/APDJ/12 Dated: 23-07-2026; E-Tender for: sra, invitat... hu, the

OPERATION OF THE DEPARTMENTAL MECHANIZED LAUNDRIES

Tender Notice No.: M-TSK-2026-30 Dated: 24-07-2026; E-Tender are



Corporate Communications Directorate

DAINIK NAVJYOTI

JAIPUR

29 JULY 2026

एयरपोर्ट के आसपास गंदगी और बर्ड हिट रोकने पर मंथन

नवज्योति, जयपुर। जयपुर एयरपोर्ट पर विमान सुरक्षा और स्वच्छ पर्यावरण सुनिश्चित करने के उद्देश्य से पर्यावरण प्रबंधन समिति की बैठक आयोजित की गई। बैठक की अध्यक्षता अतिरिक्त संभागीय आयुक्त दीपिका कछवाहा ने की। इसमें जयपुर नगर निगम, जेडीए, वन विभाग, जिला प्रशासन, सीआईएसएफ, विभिन्न एयरलाइंस तथा एनजीओ के प्रतिनिधियों ने भाग लिया।

बैठक में एयरपोर्ट के आसपास स्वच्छ वातावरण बनाए रखने और बर्ड हिट को घटनाओं को आशंका को कम करने के लिए व्यापक चर्चा हुई। अधिकारियों ने कहा कि एयरपोर्ट परिसर और उसके आसपास गंदगी जमा होने से पक्षियों की आवाजाही बढ़ती है, जिससे विमानों के लिए

खतरा उत्पन्न हो सकता है। इसे रोकने के लिए नियमित सफाई अभियान चलाने और टोस अपशिष्ट के प्रभावी निस्तारण पर जोर दिया गया।



बैठक में एयरपोर्ट के आसपास संचालित मांस की दुकानों को पूर्णतया हटाने की कार्रवाई नियमित रूप से जारी रखने के निर्देश दिए गए। साथ ही रनवे के आसपास घन्यजीवों की आवाजाही पर प्रभावी नियंत्रण रखने तथा एवरोडूम क्षेत्र को पूरी तरह सुरक्षित और स्वच्छ बनाए रखने पर भी सहमति बनी। बैठक में चीफ एयरपोर्ट ऑफिसर अनिमेष भट्ट और एयरपोर्ट अथॉरिटी के प्रभारी अधिकारी चरण सिंह सहित अन्य अधिकारी उपस्थित रहे।



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

29 JULY 2026

44 airports for Hub & Spoke flights

The government aims to have a total of 44 airports under the Hub-and-Spoke model, including 4 hub airports, to provide seamless international air connectivity, a senior government official said on Tuesday.

Under the model, passengers can drop baggage and complete immigration at the origin airport and travel seamlessly to overseas destinations.

‘हवाई अड्डों पर बढ़ रही’ नशों और सोने की तस्करी!

देश और विदेश में आसानी से तथा जल्दी आवागमन के लिए सामान्य तौर पर विमानों का इस्तेमाल होता है लेकिन तस्करी ने इस सुविधा को नशों और सोने की तस्करी के लिए इस्तेमाल करना शुरू कर दिया है। पिछले 2 महीनों में ही देश के विभिन्न हवाई अड्डों पर नशों और सोने की बरामदगी की चंद घटनाएं निम्न में दर्ज हैं :

* 1 जून को 'वाराणसी हवाई अड्डे' पर 'बैंकाक' से आई 3 महिलाओं सहित 6 नागरिकों के टूली बैग से 19 करोड़ रुपयों से अधिक मूल्य का 19.7 किलो उच्च श्रेणी का गांजा बरामद किया गया।

* 1 जून को ही 'मुम्बई हवाई अड्डे' पर अधिकारियों ने एक बड़े गिरोह का पर्दाफाश कर 'नवी मुम्बई' के एक जौहरी सहित 3 लोगों को गिरफ्तार करके उनसे 4.2 करोड़ रुपए मूल्य का 2.5 किलो सोना बरामद किया।

* 7 जून को 'दिल्ली हवाई अड्डे' पर 'कुआलालम्पुर' से आए 2 यात्रियों के सामान में गीजर में छिपाया हुआ 5.38 करोड़ रुपए मूल्य का 15.38 किलो उच्च श्रेणी का गांजा पकड़ा गया।

* 8 जून को 'मुम्बई हवाई अड्डे' पर 5 करोड़ रुपए मूल्य का 3.2 किलो सोना (वैक्स फॉर्म में) पकड़ा गया। इस सिलसिले में एक भाजपा कार्यकर्ता और एयरपोर्ट स्टाफ समेत 7 लोग गिरफ्तार किए गए।

* 9 जून को 'दिल्ली हवाई अड्डे' पर 'डायरेक्टोरेट आफ रैवेन्यू इंटेलीजेंस' (डी.आर.आई.) ने 'बेंगलुरु' जाने वाले एक यात्री के सामान से लेडीज सूट में छिपाई 5.6 करोड़ रुपयों की 7 किलो 'एम्फेटेमिन ड्रग' बरामद की।

* 16 जून को 'दिल्ली हवाई अड्डे' पर 'कुआलालम्पुर' से आए एक भारतीय यात्री से 34.67 करोड़ रुपयों की 6.9 किलो हेरोइन जब्त की गई।

* 24 जून को 'हैदराबाद हवाई अड्डे' पर 'कुआलालम्पुर' से आए 2 यात्रियों से 3.36 करोड़ रुपयों का 2.271 किलो सोना बरामद किया गया, जिसे उन्होंने अपनी पैंट के कमर के हिस्से में सिलाई करके छुपा रखा था।

* 30 जून को 'चेन्नई हवाई अड्डे' पर अधिकारियों ने 'अदीस अबाबा' से आई एक 'केन्याई' महिला को गिरफ्तार किया जिसने कैप्सूलों के रूप में निगल कर 850 ग्राम 'कोकीन' अपने पेट में छिपा रखी थी।

* 30 जून को ही 'दिल्ली हवाई अड्डे' पर अधिकारियों ने 'बैंकाक' से लींटे 2 भारतीय यात्रियों के पास से 5.56 करोड़ रुपए मूल्य का 15.93 किलो उच्च श्रेणी का गांजा बरामद किया।

* 2 जुलाई को 'कोच्चि हवाई अड्डे' पर 'कुआलालम्पुर' से आए एक यात्री से 1.5 करोड़ रुपए मूल्य का 1 किलो सोना जब्त किया गया।

* 2 जुलाई को ही 'अमृतसर हवाई अड्डे' पर 'मेलबर्न' से आए एक यात्री से 70 लाख रुपए मूल्य का 484 ग्राम सोना जब्त किया गया।

* 5 जुलाई को 'मुम्बई हवाई अड्डे' पर दुबई से आई एक महिला यात्री के पास से पैंट और कमरबंद के अंदर छिपा कर लाया गया 6 करोड़ रुपए मूल्य का 4 किलो सोना बरामद हुआ।

* 17 जुलाई को 'मुम्बई हवाई अड्डे' पर अधिकारियों ने 3 फिलीपीनी नागरिकों और एयरपोर्ट स्टाफ के 3 सदस्यों को गिरफ्तार करके उनसे 7.49 करोड़ रुपए का 5 किलो से अधिक सोना जब्त किया।

* 24 जुलाई को 'मुम्बई हवाई अड्डे' पर विमान के टायलैट में छिपा कर रखा हुआ 5.63 करोड़ रुपए मूल्य का 3.866 किलो सोना जब्त करके विमान के सफाई कर्मचारियों समेत 5 लोगों को गिरफ्तार किया गया।

* 27 जुलाई को 'दिल्ली हवाई अड्डे' पर 'जकार्ता' से आए एक यात्री को गिरफ्तार करके अधिकारियों ने उसके पास से 744 ग्राम सोना पकड़ा।

* और अब 27 जुलाई को ही 'वाराणसी' के 'अंतर्राष्ट्रीय हवाई अड्डे' पर अधिकारियों ने 'शारजाह' से आए एक भारतीय को गिरफ्तार करके उसके पास से 70 लाख रुपए का 491.290 ग्राम 24 कैरेट का सोना जब्त किया जो उसने विमान की सीट के नीचे छिपा रखा था।

देश के हवाई अड्डों के जरिए हो रही नशों और सोने की तस्करी को रोकने का काम मुख्य तौर पर कस्टम विभाग और सुरक्षा एजेंसियों का है। ये एजेंसियां कुछ हद तक इस काम में सफल भी हो रही हैं, लेकिन जिस तरह विदेशों से आने वाले यात्रियों द्वारा नशा और सोना लाने के मामले बढ़ रहे हैं, उन्हें देखते हुए देश के सभी बड़े-छोटे हवाई अड्डों पर सुरक्षा और निगरानी तंत्र को और मजबूत करने की जरूरत है।

-विजय कुमार

Corporate Communications Directorate

THE ASIAN AGE

DELHI

30 JULY 2026

Services remains broad-based with growth across sub-sectors

FC CORRESPONDENT
NEW DELHI, JULY 29

The government on Wednesday said eight of the 19 sub-sectors of formal services recorded double-digit growth in May 2026, while 16 sub-sectors registered positive growth.

The ministry of statistics and programme implementation (MoSPI) said this was the second sub-sectoral trial Index of Services Production (ISP) for May 2026, with 2024-25 as the base year.

"Except for air transport, post and courier services and information and broadcasting, all the categories recorded positive growth in May 2026 on an annual basis. Air transport declined by 2.8 per cent, post and courier slipped by 1 per cent, and information and broadcasting contracted by 7.6

GOOD DEMAND

● Barring air transport, post & courier and information and broadcasting, all the categories recorded positive growth in May 2026.

● It is the second sub-sectoral trial ISP for the month of May 2026.

● Air transport declined by 2.8%, post and courier slipped by 1%.

Top sub-sectors reporting strong growth in May 2026.

- Accommodation and food (27.4 per cent)
- Real estate (17.7%)
- Retail trade (13.3%)
- Banking (12.1%)
- Telecommunications (11.8%)



per cent in May," the ministry said.

The top sub-sectors reporting growth in May 2026 were accommodation and food services at 27.4 per cent, real estate at 17.7 per cent, retail trade at 13.3 per cent, banking at 12.1 per cent and telecommunications at 11.8 per cent.

"The maiden sub-sectors trial ISP for April 2026 was

released on July 14, 2026," it said.

The ministry said monthly Index of Services Productions are being published on an experimental basis.

"The publication of trial series would enable MoSPI to examine data quality, test its resilience and also receive feedback from stakeholders and users," it said.



Corporate Communications Directorate

BUSINESS LINE

DELHI

30 JULY 2026

‘No abnormality in fuel control switch on Boeing aircraft’

INSPECTION UPDATE. Further inspection underway, says MoS for Civil Aviation

Our Bureau
New Delhi

The civil aviation safety regulator's inspection of the thrust control module at Boeing's facility is continuing even as detailed examination of the fuel control switch locking mechanism found no abnormality, the Centre informed Parliament.

Notably, the Directorate General of Civil Aviation's (DGCA) OEM-level testing of the fuel control switch locking mechanism was ordered as part of continued airworthiness measures following the February 2026 Dreamliner grounding.

In a written reply to the Rajya Sabha, Minister of State for Civil Aviation Murlidhar Mohol said structural integrity checks of the fuel control switch detents



MORE QUESTIONS. Responding to a question regarding reports on pilot conduct, the Minister reiterated that the investigation was in progress

carried out at the OEM facility in Seattle did not reveal any abnormalities, while further inspection of the complete thrust control module is underway.

FINAL REPORT

The reply came in response to a question seeking the reasons for the delay in publication of the Aircraft Accident Investigation Bureau's

cannot be predicted as it depends on several factors and is an evolving process involving multiple variables.

Responding to a question relating to reports on pilot conduct, the Minister reiterated that the investigation was under progress and that all probable causes were being investigated.

WEBSITE DETAILS

He also said the final investigation report, including all the findings, will be made public and published on the Aircraft Accident Investigation Bureau's website after completion of the investigation. Last month, *business-line* reported that a DGCA team visited one of Boeing's facilities in the United States to inspect the fuel control switch system installed on an Air India Boeing 787 aircraft as part of the regulator's assessment.

(AAIB) final report on the AI-171 crash, whether pilot conduct was among the causes being examined, and the outcome of the DGCA's OEM-level testing of the fuel control switch locking mechanism.

On the status of the investigation, Mohol said there was "no delay" in the probe, adding that the timeline for a major accident investigation



Corporate Communications Directorate

BUSINESS LINE

DELHI

30 JULY 2026

IndiGo to stop Reunion flights from October

Aneesh Phadnis
Mumbai

Chennai will lose connectivity with Reunion as IndiGo plans to stop its flights to the Indian Ocean island from October 22.

IndiGo began operations to Reunion on April 30 with three weekly flights. This was scaled down to two flights per week, and now the airline is suspending its service from October in view of "evolving market conditions".

Reunion is the third destination to drop off Chennai's network map in recent months after Dammam (Saudi Arabia) and Phuket (Thailand). While Dammam

was being served by Air India Express, Thai AirAsia flew to Phuket.

NETWORK PRIORITIES
In a statement, IndiGo said the decision was taken after a strategic assessment of network priorities in light of evolving market conditions and operating environment.

"IndiGo continues to evaluate opportunities across its network to ensure capacity is deployed where it can deliver the greatest value to customers and support its long-term growth ambitions. IndiGo also continues to evaluate future opportunities to operate to Reunion Island in collaboration with the local airport and

tourism authorities, including potential seasonal services in 2027," the airline said.

Affected passengers will be contacted and offered refunds, it added.

IndiGo's move to pull out of Reunion is not an isolated example. The airline has suspended flights to six overseas destinations till September-end, citing high operating costs. Air India, too, reduced its flights in summer and carriers from Thailand and Vietnam too cut capacity to India.

DIFFERENT ROUTE

Sources point out that the Chennai market has presented different challenges for airlines. A lot of passengers

Data by Cirium show Indian overseas carriers scheduled 1,343 international flights from Chennai in August compared to 1,538 flights in the same month last year

from Chennai are now connecting via Bengaluru, which is the third largest airport in the country.

International capacity at the Chennai airport is 12.7 per cent lower on a year-on-year basis, data from aviation

analytics firm Cirium shows.

Indian and overseas carriers have scheduled 1,343 international flights (one way) from Chennai in August compared to 1,538 flights in the same month last year.

KEY CHALLENGES

Currently, Air India and Air India Express are not operating any international flights from Chennai. The Tata Group-owned airlines had around six daily services to Colombo, Singapore and destinations in West Asia last August.

Online portals show Air India is restarting its Chennai-Singapore service in September.

Air India did not respond to an e-mail query.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

30 JULY 2026

No abnormality found in fuel control switch on AI132 flight: Govt

The government has said that Boeing's detailed examination of the Dreamliner aircraft's fuel control switch locking mechanism did not find any abnormality following an Air India pilot flagging possible issues with the system after operating a London-Bengaluru flight (AI132) in February this year. The government statement, in a written reply by Union Minister of State for Civil Aviation Murlidhar Mohol to the Rajya Sabha, did not refer to the fuel switches of Air India flight AI171, also a Boeing 787-8, that crashed in Ahmedabad immediately after take-off on June 12 last year. Even in that case, the jetliner's fuel switches have been under the spotlight because a preliminary inquiry said they were switched off within a gap of one second. A full report into the investigation is pending.

PTI



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

29 JULY 2026

Centre to submit Air India flight crash report in Oct.

DC CORRESPONDENT
NEW DELHI, JULY 28

The Centre on Tuesday informed the Supreme Court that the draft final report of the probe conducted by the Aircraft Accident Investigation Bureau into the June 2025 crash of Air India Flight AI-171 crash in Ahmedabad would be filed before the apex court in the first week of October in a sealed cover.

A three-judge bench of Chief Justice of India Surya Kant, Justice Joymalya

Bagchi and Justice V. Mohana took note of the submissions of Solicitor

General Tushar Mehta that the Federation of Indian Pilots can provide its inputs to the AAIB which, in turn, can peruse and deal with them if found necessary during the investigation.

Mehta told the apex court that four simulation tests have been conducted as sought in an application by one of the petitioners. The final draft report will be filed before the top court in a sealed cover, he said. The top court was

hearing petitions filed by an NGO, a law student and the father of the deceased pilot, seeking an independent, court-monitored investigation into the crash. It posted the pleas for hearing on October 13.

The AAIB had said there is an "absolute statutory prohibition" on disclosing cockpit voice recordings and airborne image recordings from the June 12, 2025, Ahmedabad plane crash to any external committee. Air India's Boeing 787-8 flight AI171, crashed after the plane took off from Ahmedabad.



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

29 JULY 2026

Final report on Air India crash to be submitted in Oct, SC told

There are demands for independent probe into 2025 Ahmedabad accident

NEW DELHI, DHNS

The Supreme Court on Tuesday decided to first await the final investigation report by the Aircraft Accident Investigation Bureau (AAIB) before considering demands for an independent probe into the 2025 Ahmed-

abad Air India Flight AI-171 crash that killed 260 people. The SC was informed that the draft final report would be submitted to it in a sealed cover during the first week of October.

A bench led by Chief Justice of India Surya Kant noted that the AAIB had made substan-

tial progress in its probe and posted the matter for further hearing on October 13.

The court was hearing a batch of petitions filed by an NGO, a law student, and Pushkar Raj Sabharwal, father of the deceased pilot Captain Sumeet Sabharwal, seeking a court-monitored independent investigation headed by a retired Supreme Court judge.

Solicitor General Tushar Mehta, appearing for the Centre, submitted that the Federation of Indian Pilots could provide inputs to the AAIB, which

OCTOBER HEARING

- SC posts matter for Oct 13
- AAIB opposes parallel inquiry
- Petitioners seek judge-monitored investigation
- Families allege preliminary report focuses on pilot error

would consider them if found necessary. The AAIB, in its counter affidavit, has strongly opposed a parallel probe, asserting that the investigation follows a "complete code" under the Chicago Convention,

ICAO Annex 13, and Indian laws, leaving no room for another body.

The bureau clarified that the probe is not an "in-house" exercise limited to the Directorate General of Civil Aviation officials but involves international experts from countries whose citizens were among the victims. It includes simulations and technical analysis to reconstruct the sequence of events.

The London-bound Boeing 787-8 Dreamliner crashed into the BJ Medical College hostel complex shortly after takeoff

from Ahmedabad on June 12, 2025, killing 241 of the 242 people on board and 19 people on the ground.

The petitioners have alleged that the preliminary report appeared to focus on pilot error without conclusive evidence and said an independent probe was essential for a fair and technically sound investigation to ensure passenger safety in future. The AAIB has also opposed the demand for access to cockpit voice recorder data, citing statutory prohibitions on its public disclosure.

Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

30 JULY 2026

एअर इंडिया के ड्रीमलाइनर विमान के फ्यूल कंट्रोल स्विच में नहीं थी खामी

नई दिल्ली, प्रेस : केंद्र सरकार ने कहा है कि इस साल फरवरी में लंदन से बेंगलुरु आने वाली एअर इंडिया की फ्लाइट एआइ 132 के बोइंग 787 ड्रीमलाइनर विमान के फ्यूल कंट्रोल स्विच में कोई खामी नहीं थी। बोइंग ने इस मामले में विस्तृत जांच की है। इस फ्लाइट के एक पायलट ने फ्यूल कंट्रोल स्विच लाकिंग मैकेनिज्म में गड़बड़ी की शिकायत दी थी।

केंद्रीय नागरिक उड्डयन राज्य मंत्री मुरलीधर मोहलाल ने राज्यसभा में लिखित उत्तर में यह जानकारी दी। इस बयान में एअर इंडिया की उड़ान संख्या एआइ171 का उल्लेख नहीं किया गया, जोकि पिछले वर्ष 12 जून को अहमदाबाद में उड़ान भरने के तुरंत बाद दुर्घटनाग्रस्त हो गई थी। उस हादसे में कुल 260 लोगों की जान गई थी। उस मामले में भी ड्रीमलाइनर के ईंधन स्विच पर फोकस किया गया था, क्योंकि प्रारंभिक जांच में कहा गया था कि वे एक सेकंड के अंतराल में बंद कर दिए गए थे। उस मामले की पूरी रिपोर्ट अभी लंबित है। मंत्री ने बताया कि दो फरवरी को एअर

नागरिक उड्डयन मंत्री मोहलाल ने राज्यसभा में दी जानकारी, कहा-थ्रस्ट कंट्रोल माइयूल की हो रही जांच



मुरलीधर मोहलाल।

फरवरी में लंदन से बेंगलुरु आने वाली फ्लाइट के पायलट ने की थी गड़बड़ी की शिकायत

इंडिया के एक पायलट ने बोइंग 787-8 विमान के ईंधन नियंत्रण स्विच में गड़बड़ी की सूचना दी थी। विमान को लंदन के हीथ्रो हवाई अड्डे से बेंगलुरु में उतरने के बाद जांच के लिए ग्राउंड किया गया था। इसके बाद नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने बोइंग को ईंधन नियंत्रण स्विच लाकिंग सिस्टम का परीक्षण करने का निर्देश दिया था। मंत्री ने कहा कि ईंधन नियंत्रण स्विच की विस्तृत जांच की गई और कोई गड़बड़ी नहीं पाई गई। हालांकि 'थ्रस्ट कंट्रोल माइयूल' की जांच की जांच चल रही है।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

30 JULY 2026

PROBE UPDATE FOR LONDON-BENGALURU AIR INDIA FLIGHT

Boeing Test Found No Abnormality in Dreamliner Fuel Switch, RS Told

MoS for Civil Aviation says thrust control module probe continues at the OEM facility

Our Bureau

New Delhi: Boeing Co's detailed examination of the 787 Dreamliner aircraft's fuel control switch locking mechanism didn't reveal any abnormality, the government said, after Air India pilots flagged potential fault with the system following a London to Bengaluru flight this February.

Minister of state for civil aviation Murlidhar Mohol said the Directorate General of Civil Aviation (DGCA), as part of the continued airworthiness exercise, had directed original equipment manufacturer (OEM)-level testing of the fuel control switch locking mechanism at Boeing's facility in Seattle.

"Detailed examination of Fuel Control Switch, including structural



integrity of Fuel Control Switch detents, was carried out and no abnormality was observed," the minister said in a written reply in the Rajya Sabha Monday. "However, further inspection of the complete 'Thrust Control Module' at the OEM facility is underway."

Air India pilots after the London-Bengaluru flight had reported that switches—which control the flow of fuel to the Dreamliner's left engine failed to stay in the 'run' position and

EARLY FINDING

Fuel cut-off switches in modern aircraft like the Boeing 787 sit below the thrust lever and feature safeguards such as a metal lock and protective guard to prevent accidental shut-off

moved to 'cut off'—the same mechanism at the centre of an ongoing probe into an Air India 787 crash in June 2025 which killed 260 people.

A preliminary report published last year indicated the crash was the result of human action, without explicitly saying so. It found that se-

conds after take-off, the fuel control switches on both engines briefly moved from 'run' to 'cut off', severing fuel supply and causing an immediate loss of power. These switches control fuel flow to the engines.

The fuel cut-off switches in a modern aircraft like the Boeing 787 are located below the thrust lever and have safeguards like metal lock and a guard built around them to avoid any accidental switching off. Such safeguards were built by manufacturers after multiple incidents of unintentional fuel shutoff on older generation planes.

DGCA said incorrect handling of the switch by Air India pilots caused it to move from 'run' to 'cut-off'. It has asked the carrier to circulate Boeing's recommended procedure for operating the switch to its flight crew.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

29 JULY 2026

Air India Express waives cargo charges to facilitate Assam flood relief supplies

Digjyoti Lahkar

GUWAHATI

Air India Express has waived cargo charges for transporting relief material to Assam to support ongoing humanitarian efforts in flood-affected parts of the state.

The waiver will enable registered non-governmental organisations (NGOs) and recognised relief agencies to move essential supplies to Assam on Air India Express flights from Delhi, Bengaluru and Kolkata to Guwahati.

Eligible consignments include food and dry rations, drinking water, medicines, hygiene and sanitation kits, clothing, blankets, tarpaulins and other essential humanitarian supplies, subject to applicable regulatory requirements and Air India Express' verification, acceptance and carriage policies.

The airline currently operates six daily flights from Delhi, three daily flights from Bengaluru and two daily flights from Kolkata to Guwahati, providing multiple

daily options for transporting relief cargo into the state.

Registered NGOs and recognised relief organisations wishing to dispatch relief material may email the airline at relief@airindiaexpress.com or call +91 7982118680, along with details of their organisation and cargo requirements.

According to the airline, its Cargo team will coordinate shipment acceptance, documentation, packaging guidelines and flight allocation, subject to operational feasibility and available capacity.

Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

30 JULY 2026

'No abnormality' in Dreamliner fuel switch test: Govt

HT Correspondent

letters@hindustantimes.com

NEW DELHI: No abnormality was found in the fuel control switch (FCS) locking mechanism of a Boeing 787-8 Dreamliner after a pilot flagged a possible defect on an Air India London-Bengaluru flight (AI-132) earlier this year, the government has said.

The pilot in command (PIC) recorded the issue in the aircraft's logbook as soon as the plane returned to Bengaluru on February 2, after which the airline grounded it. Fuel control switches of Boeing 787s have been in the focus since the crash of flight AI-171 in Ahmedabad on June 12 last year.

In a written reply in the Rajya Sabha, minister of state for civil aviation Murlidhar Mohol said the Directorate General of Civil Aviation had directed Original Equipment Manufacturer (OEM)-level testing of the FCS locking mechanism in Seattle as a continued airworthiness measure. "Detailed examination of Fuel Control Switch including structural integrity of Fuel Control Switch detents was carried out and no abnormality was observed. However, further inspection of complete 'Thrust Control Module' at OEM facility is underway," Mohol said.

Hisham's question also sought reasons for the delay in releasing the AAIB's final report on the AI-171 crash — more than a year after the accident and despite an earlier assurance that it was in its "last stage" — as well as whether pilot conduct is among the causes being examined, and

THE STATEMENT CAME IN THE FORM OF A WRITTEN REPLY IN RS; IN FEB, AN AIR INDIA PILOT FLAGGED POSSIBLE DEFECT IN LOCKING MECHANISM OF FCS

whether the government would commit to a public release date for the complete report without redactions.

Responding to these questions together, Mohol said: "There is no delay in the investigation. The timeline for a major accident investigation cannot be predicted, as it depends on several factors and is an evolving process involving multiple variables. The investigation is under progress. All probable causes and contributing factors leading to the accident are being investigated." He added that the final report, including all findings, would be published on the AAIB website once the probe is complete.

The reply did not specifically confirm or rule out whether pilot conduct is among the factors under examination, and did not offer a release date for the final report. This comes after the Centre told the Supreme Court on July 14 that the AAIB probe is expected to conclude within six weeks, with a draft final report ready by October, which will then be circulated among other stakeholders — the aviation regulators of the US and the UK, as well as planemaker Boeing — for comments before it is published.

No abnormality in fuel switch of grounded AI plane: Centre

Minister says inspections of the Boeing 787 plane conducted at a U.S. facility found no defect in the fuel control switch, which has come under scrutiny following the AI 171 crash in Ahmedabad

Jagriti Chandra
NEW DELHI

The Union government has informed Parliament that inspections had found “no abnormality” in the fuel control switch of an Air India Boeing 787 aircraft that was grounded earlier this year after a pilot reported a suspected malfunction before operating a London-Bengaluru flight.

“Detailed examination of the fuel control switch, including structural integrity of the fuel control switch detents was carried out, and no abnormality was observed,” Union Minister of State for Civil Aviation Murlidhar Mohol told the Rajya Sabha earlier this week, referring to inspections conducted at the original equipment manufacturer’s (OEM) facility in Seattle, U.S.

Further examination of the complete “thrust con-



The response in Parliament pertains to Air India flight AI 132 from London to Bengaluru on February 1. REPRESENTATIVE IMAGE

trol module”, which houses the fuel control switches, was still under way at the OEM’s facility, Mr. Mohol said.

The government’s response has assumed significance because fuel control switches are at the centre of the preliminary investigation into the AI 171 crash in Ahmedabad on June 12, 2025, in which 260 people were killed.

The preliminary report by the Aircraft Accident Investigation Bureau (AAIB) said the ill-fated Air India flight AI 171’s two fuel control switches transitioned from ‘RUN’ to ‘CUTOFF’, interrupting fuel supply to both engines and causing them to lose power. The report did not establish whether the movement of the switches was inadvertent or deliberate. The

AAIB’s final report is expected between mid-September and the end of October.

The reply in Parliament pertains to Air India flight AI 132 from London to Bengaluru on February 1 this year. Before departure, the pilot had reported that the left engine’s fuel control switch on the aircraft did not remain positively latched in the ‘RUN’ position when pressure was applied. The switch latched correctly on a subsequent attempt, according to the government, following which the flight departed for Bengaluru. Air India subsequently grounded the aircraft for detailed inspections.

The U.K.’s aviation safety regulator later sought information from Air India on the maintenance carried out on the fuel control switch before the aircraft was cleared for the flight from London.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

30 JULY 2026

'Boeing finds no abnormality with Dreamliner's fuel control switch'

New Delhi: The government has said that Boeing's detailed examination of the Dreamliner aircraft's fuel control switch locking mechanism did not find any abnormality following an Air India pilot flagging possible issues with the system after operating a London Heathrow-Bengaluru flight in February this year.

On February 2, an Air India pilot reported a defect in the fuel control switch of the Boeing 787-8 plane after operating the AI132 flight. The airline had grounded the aircraft for checks after it landed in Bengaluru from London. Following the incident, the Directorate General of Civil Aviation (DGCA), as part of continued airworthiness, directed Boeing to carry out the test of the fuel control switch locking mechanism. Minister of State for Civil Aviation Murlidhar Mohol, on Monday, said the DGCA had directed Original Equipment Manufacturer level testing of the fuel control switch locking mechanism in Seattle. PTI

'DETAILED EXAMINATION OF FUEL CONTROL SWITCH'

No abnormality found in fuel control switch: Govt on AI Boeing crash

OUR CORRESPONDENT

NEW DELHI: The government has said that Boeing's detailed examination of the Dreamliner aircraft's fuel control switch locking mechanism did not find any abnormality following an Air India pilot flagging possible issues with the system after operating a London Heathrow-Bengaluru flight in February this year.

On February 2, an Air India pilot reported a defect in the fuel control switch of the Boeing 787-8 plane after operating the AI132 flight.

The airline had grounded the aircraft for checks after it landed in Bengaluru from London.

Following the incident, the Directorate General of Civil Aviation (DGCA), as part of continued airworthiness, directed Boeing to carry out the test of the fuel control switch locking mechanism.



In a written reply to the Rajya Sabha on Monday, Minister of State for Civil Aviation Murlidhar Mohol said the DGCA, as part of continued airworthiness, had directed Original Equipment Manufacturer (OEM) level testing of the fuel control switch locking mechanism in Seattle.

"Detailed examination of Fuel Control Switch, includ-

ing structural integrity of Fuel Control Switch detents, was carried out and no abnormality was observed. However, further inspection of the complete 'Thrust Control Module' at the OEM facility is underway," the minister said in the written reply.

The minister was responding to a question about the outcome of DGCA's OEM-

Highlights

- » On February 2, an Air India pilot reported a defect in the fuel control switch of the Boeing 787-8 plane after operating the AI132 flight
- » The airline had grounded the aircraft for checks after it landed in Bengaluru from London

operational Boeing 787 aircraft in its fleet and that no issues were identified during these checks.

Meanwhile, the functioning of the fuel control switch in Dreamliners has been in focus in the wake of the fatal crash of Air India's Boeing 787-8 plane soon after take-off from Ahmedabad on June 12 last year. A total of 260 people died in the crash of the aircraft that was bound for London Gatwick.

In its preliminary report on the crash that was released on July 12 last year, the Aircraft Accident Investigation Bureau (AAIB) said the fuel supply to both engines of the plane was cut off within a gap of one second, causing confusion in the cockpit soon after take-off.

"In the cockpit voice recording, one of the pilots is heard asking the other why he cut off. The other pilot responded that he did not do so," it had said.

level testing of the fuel control switch locking mechanism in Seattle, ordered after the February 2026 grounding.

After one of its pilots flagged a possible issue with the Dreamliner's fuel control switch, an Air India spokesperson on February 4 said the airline completed precautionary re-inspections of the Fuel Control Switch (FCS) across all



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

30 JULY 2026

'Airline probe found no issues in fuel switch'

EXPRESS NEWS SERVICE @ New Delhi

THE Centre has said that Boeing's detailed examination of the Boeing 787 Dreamliner fuel control switch locking mechanism found no abnormality, months after an Air India pilot flagged a possible issue with the system following a London Heathrow-Bengaluru flight.

Responding to a question in the Rajya Sabha on Monday, Minister of State for Civil Aviation Murlidhar Mohol said the Directorate General of Civil Aviation (DGCA) had ordered Original Equipment Manufacturer (OEM) in Seattle as part of continued airworthiness checks after the February 2026 incident.

"Detailed examination of Fuel Control Switch, including structural integrity of Fuel Control Switch detents, was carried out and no abnormality was observed. However, further inspection of the complete 'Thrust Control Module' at the OEM facility is underway," Mohol said in a written reply. The

development comes against the backdrop of heightened scrutiny of the Dreamliner's fuel control switches following the crash of Air India flight AI171 in Ahmedabad June last year.

On February 2, an Air India pilot reported a defect in the fuel control switch after operating flight AI132 from London Heathrow to Bengaluru. The airline grounded the Boeing 787-8 for precautionary checks after it landed, prompting the DGCA to direct Boeing to carry out detailed testing of the fuel control switch locking mechanism at its Seattle facility. Air India completed inspections across its operational Boeing 787 fleet and found no defects.

'Checks across 787 fleet'

After an alleged defect in the switch earlier this year reported by a pilot, Air India said it had completed

precautionary inspections of the fuel control switches across its operational Boeing 787 fleet and found no defects.

एयर इंडिया प्लेन के स्विच में खराबी नहीं मिली : केंद्र

नई दिल्ली, (पंजाब केसरी): केंद्र सरकार ने बुधवार को कहा कि पिछले वर्ष 12 जून को अहमदाबाद एयरपोर्ट पर हादसे का शिकार हुए एयर इंडिया के विमान बोईंग 787 ड्रीमलइनर के फ्यूल कंट्रोल स्विच सिस्टम में कोई खराबी नहीं पाई गई है। सरकार ने संसद को बताया कि ओरिजिनल इन्विपमेंट मैनुफैक्चरर (ओईएम) ने फ्यूल कंट्रोल स्विच की एडवर्ड टेस्टिंग की है और सिस्टम में पूरे थ्रस्ट कंट्रोल मॉड्यूल की अहम जांच की जा रही है। राज्यसभा में सवाल का जवाब देते हुए, नगर विमानन राज्य मंत्री मुरलीधर मोहोत ने कहा कि ये टेस्ट नागर विमानन महानिदेशालय (डीजीसीए) के आदेश पर किए जा रहे हैं। ये टेस्ट उड़ान भरने की योग्यता को लगातार हो रही जांच का हिस्सा हैं, जो इस साल फरवरी में इस तरह के विमानों को ग्राउंड किए जाने के

- थ्रस्ट कंट्रोल मॉड्यूल की जांच जारी
- ये टेस्ट डीजीसीए के आदेश पर किए जा रहे हैं



बाद शुरू हुई थी। उन्होंने कहा, फ्यूल कंट्रोल स्विच की विस्तृत जांच, जिसमें उसके लॉकिंग डिटेक्टर्स की संरचनात्मक मजबूती का भी परीक्षण शामिल था, में कोई असामान्यता नहीं पाई गई। मोहोत ने जांच के विवरणों का हवाला देते हुए बताया, ओईएम के प्लान्ट पर पूरे थ्रस्ट कंट्रोल मॉड्यूल की जांच जारी है। अब तक की जांच में फ्यूल कंट्रोल स्विच में किसी भी प्रकार की खराबी नहीं मिली है, लेकिन पूरे थ्रस्ट कंट्रोल मॉड्यूल की जांच अभी जारी है और जांचकर्ता इसके

अंतिम निष्कर्ष का इंतजार कर रहे हैं। केंद्रीय मंत्री ने संसद को यह भी बताया कि विमान दुर्घटना जांच ब्यूरो (एएआईबी) की अंतिम रिपोर्ट में कोई देरी नहीं हुई है। बड़ी विमान दुर्घटनाओं की जांच एक निरंतर विकसित होने वाली प्रक्रिया है और एआई-171 विमान हादसे की जांच अब अपने अंतिम चरण में पहुंच चुकी है। सरकार ने उन अटकलों को भी खारिज कर दिया कि एएआईबी ने दुर्घटना पर अपनी अंतिम रिपोर्ट जारी करने में देरी की है।



Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

28 JULY 2026

जयपुर-दुबई : स्पाइसजेट की दूसरी फ्लाइट शुरू

जयपुर @ पत्रिका , जयपुर-दुबई के बीच स्पाइसजेट ने सोमवार से अपनी सीधी उड़ान सेवा दोबारा शुरू कर दी है। करीब साढ़े चार महीने बाद शुरू हुई इस सेवा से अब जयपुर और दुबई के बीच सीधी उड़ानों की संख्या बढ़ गई है। फ्लाइट शाम 4:55 बजे दुबई से जयपुर पहुंचेगी और करीब एक घंटे के ठहराव के बाद जयपुर से दुबई के लिए रवाना होगी। वहीं, जयपुर से आकासा एयर भी 11 अक्टूबर से बैंगलूर और मुंबई के लिए नई उड़ानें शुरू करेगी।

Corporate Communications Directorate

THE TIMES OF INDIA

HYDERABAD

29 JULY 2026

₹24k for one-hour flight: Hyd-Tirupati air fares soar

Sandeep Raghavan
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Tirupati: Air travellers, particularly devotees flying from Hyderabad to the temple city of Tirupati, are reeling under an unprecedented surge in airfares, with ticket prices on the short-haul route often exceeding those for much longer domestic and even international journeys.

Airlines operating on the Hyderabad-Tirupati sector, including IndiGo, Alliance Air and Air India, have been charging fares that often surpass those on routes such as Hyderabad-Delhi and Hyderabad-Mumbai. While tickets to these metro cities are

FARES THROUGH ROOF

► High demand for **SRIVANI VIP break darshan & limited airline seat capacity** driving up airfares

► Of **1,500 SRIVANI** tickets issued daily, **200 are reserved** for air passengers

► Pilgrims demand a review of **SRIVANI ticket allocation**, calls for more **flights and larger aircraft**

generally available for Rs 3,500 to Rs 7,000, non-stop flights to Tirupati are routinely priced between Rs 5,700 and Rs 13,500.

► Continued on P4

Tirupati airfare spike: TTD may shift airport VIP darshan quota online

► From P1

Last-minute fares have reportedly climbed to as high as ₹24,000.

The sharp escalation in fares has left many passengers questioning the pricing pattern. Several travellers point out that flights to overseas destinations such as Colombo and Kuala Lumpur can sometimes be booked for less than the cost of flying to Tirupati, despite the domestic journey taking barely an hour.

Industry experts and officials of the Tirumala Tirupati Devasthanams (TTD) attribute the steep fares to a combination of constrained seat availability and overwhelming demand generated by the SRIVANI Trust-linked



'SHARP ESCALATION IN FARES'

VIP break darshan scheme. The darshan ticket, priced at ₹10,500, including the mandatory donation, has become a significant attraction for devotees travelling by air as it offers access to the coveted VIP break darshan.

The tickets are issued through a dedicated counter at Tirupati airport. According to TTD sources, around 200 of the 1,500 SRIVANI Trust-linked VIP break darshan

tickets issued every day are earmarked exclusively for air passengers. These tickets are allotted on a first-come, first-served basis upon production of a valid boarding pass at the airport.

Demand for these tickets is so intense that the daily quota is usually exhausted before noon. Pilgrims arriving on early morning flights, especially those from Hyderabad, stand the best chance of obtaining the SRIVANI tickets. This has led to allegations that airlines are taking advantage of the situation by charging premium fares for morning departures, when demand is at its peak.

The soaring airfares have also prompted a wave of complaints from devotees, with many urging the TTD to

review the existing system of allocating SRIVANI tickets through the airport counter.

TTD chairman B R Naidu has publicly expressed concern over reports that airlines are exploiting pilgrims by charging exorbitant fares on the Hyderabad-Tirupati route. **The temple trust is now reportedly considering closing the airport counter and shifting the quota either to the online current booking system or to the advance booking pool if airlines fail to bring down fares.**

Echoing similar concerns, Tirupati MP M Gurumoorthy, who serves as chairman of Tirupati Airport Advisory Committee, said the steep airfares have become a serious issue for both pilgrims and regular travellers.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

29 JULY 2026

Next decade to see max global growth: IndiGo

Saurabh Sinha@timesofindia.com

New Delhi: IndiGo, which turns 20 next week, is going to witness the “most significant phase of international expansion in (its) history” in the next decade. The airline, which had its first flight on Aug 4, 2006 from Delhi to Imphal via Guwahati, now plans to “establish India as one of the most important global aviation hubs of the future,” said the airline’s promoter-MD Rahul Bhatia in the company’s annual report 2025-26.

Meanwhile, govt has granted security clearance to former British Airways CEO Willie Walsh to take over this role in IndiGo, which is likely to happen next Monday. Following the exit of Pieter Elbers as CEO on March 10, as a fallout of the unprecedented schedule collapse IndiGo had witnessed last Dec, Bhatia had taken over that role as an interim measure.

With a fleet of 441 aircraft and nearly 1,000 still on order, including wide bodies, IndiGo is the domestic market leader with over 60% share.

DGCA-ordered probe cleared Dreamliner fuel switch: Govt

TIMES NEWS NETWORK

New Delhi: A DGCA-ordered probe by Boeing into the fuel control switch locking mechanism of the B787 Dreamliner has found "no abnormality", govt told Parliament on Wednesday.

The regulator had ordered this repeat examination after the crew operating an AI Dreamliner from London to Bengaluru in Feb had observed an issue with the switch after landing safely and had reported the same.

The switches, which control fuel supply to engines, have been under scrutiny after AI 171 crashed within seconds of taking off from Ahmedabad in June 2025 as its engines had run out of fuel. While the incident is still being probed, the locking system of fuel control switches has been probed multiple times since then to ensure safety.

Dreamliners operating around the world are still being looked at by the Aircraft Accident Investigation Bureau (AAIB), which is probing the crash. The Dreamliner is the most widely used mid-range wide



The switches have been under scrutiny since the June 2025 AI 171 crash in Ahmedabad

body aircraft globally.

"DGCA, as part of continued airworthiness, directed original equipment manufacturer (OEM) level testing of fuel control switch locking mechanism in Seattle. Detailed examination of fuel control switch including structural integrity of fuel control switch detents was carried out and no abnormality was observed," minister of state for civil aviation Murlidhar Mohol said in reply to a Parliament question Wednesday.

The minister, however, added that "further inspection of complete thrust control module at OEM facility is underway". This module translates pilot inputs or

autothrottle commands into precise electronic signals to control engine power.

On Feb 2, 2026, the AI Dreamliner on which the crew had reported an issue with the fuel control switch after landing in Bengaluru had been grounded for checks. At that time, AI had said in a statement: "We are aware that one of our pilots has reported a possible defect on the fuel control switch of a Boeing 787 aircraft... We have grounded the said aircraft and are involving the OEM to get the pilot's concerns checked on a priority basis. The matter has been communicated to the aviation regulator, DGCA. Air India had checked the fuel control switches on all Boeing 787 aircraft in its fleet after a directive from the DGCA, and had found no issues."

On the AI 171 crash, Mohol said Wednesday: "There is no delay in the investigation. The timeline for a major accident investigation cannot be predicted, as it depends on several factors and is an evolving process. The final report will be made public and published on AAIB's website after completion."