



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

HINDUSTAN TIMES

DELHI

30 NOVEMBER 2025

AAI's Pavilion earns Gold Award at IITF 2025

The Airports Authority of India (AAI) concluded its vibrant participation at the 44th India International Trade Fair 2025, with a grand closing ceremony by bagging the prestigious gold award under PSU category for the pavilion's outstanding design, immersive digital experience, and impactful representation of India's evolving aviation ecosystem. Vipin Kumar, Chairman, AAI, received the award from Dr Neeraj Kharwal, MD, India Trade Promotion Organisation for its innovative approach in showcasing India's aviation advancements.



Corporate Communications Directorate

HINDUSTAN TIMES

PATNA

29 NOVEMBER 2025

{ JHARKHAND }

AAI does pre-feasibility study for Sahibganj airport

Press Trust of India

letters@hindustantimes.com

SAHIBGANJ: A six-member team from the Airports Authority of India (AAI) on Wednesday conducted a pre-feasibility study for a proposed domestic airport and cargo hub in Jharkhand's Sahibganj district, officials said.

Additional Collector Gautam Bhagat, who accompanied the AAI team, said that the Jhark-

hand government had, almost a year back, submitted a proposal to the AAI for a domestic airport and cargo hub at Hajipur Diara and adjacent Bhitha, respectively.

"The AAI team, led by Assistant Manager (architecture) Megha Rohilla, visited both sites and conducted the pre-feasibility study of the 484.30 acres of land identified by the Sahibganj district administration for the pro-

posed airport and cargo hub," Bhagat said.

The senior administrative official said that the AAI team has said that they would be submitting their pre-feasibility report to their seniors and the Jharkhand government within two months. "We provided the AAI team with a site tour, map and other relevant information. The team physically inspected the site and compared it with the

map. They also gathered complete information about the proposed land type, details about airport area, the runway and the proposed airport distance from national highways (NH-80 and NH-33)," Bhagat added.

The team also sought information from the administrative officials about the approach roads, and topography of surrounding areas, especially hills, rivers and ponds.

Land acquisition for Parandur airport has begun, says T.R. Baalu

The MP said the AAI was also readying a proposal for the expansion of the existing airport and construction of a new freight cargo terminal

The Hindu Bureau
CHENNAI

The Parandur airport would be constructed as the Central government has given an in-principle approval and site clearance for the project, said Sriperumbudur Member of Parliament T.R. Baalu here on Friday.

Mr. Baalu, who is the Chairman of the Chennai Airport's Airport Advisory Committee, said the State government's proposal to acquire nearly 5,700 acres for the Parandur airport is going on.

He was speaking to the media after chairing the Airport Advisory committee meeting in which Chennai Airport Director M. Raja Kishore, Tambaram MLA S.R. Raja, and Pallavaram MLA I. Karunanithi, and senior airport officials participated.



Gaining ground: MP T.R. Baalu chairing the Airport Advisory Committee meeting at the Chennai Airport. B. VELANKANNI RAJ

Mr. Baalu said the Airports Authority of India (AAI) was also readying a proposal for the expansion of the existing Chennai Airport and construction of a new freight cargo terminal, for which land should be identified.

He also said the planned extension of the Metro Rail from the present airport to Kilambakkam would make commuting easier for passengers from south Chennai. During the meeting, members of the committee

also discussed the troubles faced by passengers who rely on public transport to reach the airport, though the MTC has started operating buses to various destinations.

To a query about the progress of terminal 3 that is under construction, Mr. Raja Kishore said the project would be delayed by a few months due to safety problems. He said the project was initially planned to be completed by July next year.

B'luru overtakes Mum in Oct domestic air traffic rankings

Total Air Traffic Of Mumbai Still Higher Than B'luru Airport

Manju.V@timesofindia.com

Mumbai: Bengaluru airport has overtaken Mumbai airport in India's domestic air traffic rankings by handling 279 more domestic flights in Oct, marking the beginning of a shift that will eventually move Mumbai down to the third place. What is keeping Mumbai glued on to its rank as India's second-busiest airport is its international traffic, which is more than double that of Bengaluru.

Thus, the total air traffic handled by Mumbai still is higher than Bengaluru airport. Until 2010, Mumbai was the country's busiest airport in terms of both domestic and international flights when Delhi overtook it.

While Bengaluru recorded 20,819 domestic departures and arrivals in Oct, for Mumbai airport the number was 20,540, according to Airports Authority of India (AAI) data. The difference is a mere 1.4% but it marks the first clear instance where Bengaluru has crossed Mumbai on this metric. In Sept, Mumbai airport handled 19,524 domestic flights versus Bengaluru's 18,884 flights. The shift in air traffic does not reflect a change in demand profiles: domestic passenger volumes at Mumbai continued to be higher. Mumbai handled about 32 lakh domestic passengers versus Bengaluru's roughly 31 lakh flyers, a difference of about 96,000 passengers.

Domestic passenger traffic is higher in Mumbai than Bengaluru largely because of two reasons: Bengaluru handles a higher share of smaller, turboprop aircraft than Mumbai and secondly, passenger load factor is higher in Mumbai because of higher demand and fewer seats. "When landing and takeoff slots are limited and not increased each year to keep up with the rising demand for air travel, the next best thing for airlines is to put

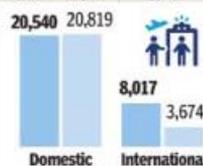
LARGER JET AIRCRAFT OPERATED OUT OF MUM



FOR OCTOBER

AIR TRAFFIC

	Mumbai	Bengaluru
TOTAL	28,557	24,493



APPROX PASSENGER TRAFFIC

	Domestic	International	Total
Mumbai	31L	14L	46L
Bengaluru	32L	6L	37L

Source: AAI



larger jet aircraft out of Mumbai and operate their smaller aircraft from airports with parallel runway and more slots like Bengaluru. Secondly, even when a jet vs jet comparison is made, the passenger load factor on flights to and from Mumbai is typically higher than Bengaluru; Mumbai carries more passengers on fewer flights," said an airline official. For instance: airlines operate ATR 72-600 aircraft from Bengaluru to airports like Kolhapur, Madurai,

WHY BENGALURU HAS MORE DOMESTIC FLIGHTS

> Bengaluru has two parallel runways, enabling simultaneous operations, the two runways together easily handle 60 take offs and landings per hour

> Airlines can add new frequencies at Bengaluru more easily, resulting in higher aircraft movement, even when passenger growth does not match the rise in flights

> Compared to Mumbai, Bengaluru's network includes more short-haul and regional routes, where turboprops and multiple daily frequencies are common, boosting air traffic

WHY MUMBAI STILL HAS MORE DOMESTIC PASSENGERS

> Mumbai operates as a single-runway airport because its cross runways cannot be used simultaneously, creating a hard ceiling on aircraft movement

> Mumbai's primary runway 09-27 has a capacity to handle 44-46 flights per hour, but often operates beyond its capacity limits for much of the day. This leaves limited scope for airlines to add new domestic flights

> Airlines are given time slots for landing and take-off at airports. Slot scarcity forces

airlines at Mumbai to upgauge aircraft, deploying A320/B737 jets instead of turboprops to maximise passengers per slot

> So each flight at Mumbai carries more passengers on average, and so the airport continues to lead Bengaluru in domestic passenger traffic, despite operating fewer flights

TAKEAWAY

- Mumbai is demand-rich but capacity-constrained
- Bengaluru is capacity-rich and absorbing new supply

lines are adding flight frequencies in Bengaluru more easily than in Mumbai," said an airline official. While Mumbai operates out of a single-runway; Bengaluru became a parallel runway airport in 2019.

Aviation officials said the Oct reversal is best understood as a supply-side outcome. Mumbai has enough demand to accommodate more domestic flying, but further growth is constrained by runway saturation.



Corporate Communications Directorate

TIMES OF INDIA

AHMEDABAD

29 NOVEMBER 2025

Digi Yatra staff go on strike over dues

TIMES NEWS NETWORK

Surat: Around 40 employees operating the Digi Yatra facility at Surat International Airport went on strike on Friday after they did not receive their salaries, leading to inconvenience for nearly 1,000 passengers who had to undergo manual entry checks.

Sources said the salaries were held up after the Airports Authority of India (AAI) awarded the Digi Yatra contract to a vendor whose GST number had been cancelled earlier this year. Since the vendor did not have a valid GST, AAI was unable to clear its payments, which eventually affected staff salaries.

Passengers reported long queues at the entry gates. A frequent flyer told TOI that Digi Yatra had made airport entry "seamless and hassle-free," with staff guiding him



CHANNEL CLOSED?

warmly through the process. "It's sad to see them on strike now because AAI hasn't paid their salaries," he added.

The issue follows an earlier tender cancellation by AAI for the same service. When the tender was reissued, AAI officials again failed to verify the vendor's GST compliance before awarding the contract.

Of the 3,000 passengers who depart from Surat daily, around 800-1,000 use Digi Yatra.

B'luru airport overtakes Mumbai in domestic air traffic rankings: AAI data

Manju.V@timesofindia.com

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FLIGHTS IN OCT



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► Supply-side outcome, P

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► Continued from page 1

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Domestic passenger traffic is higher in Mumbai than Bengaluru largely because of two reasons: Bengaluru handles a higher share of smaller, turboprop aircraft than Mumbai and secondly, passenger load factor is higher in Mumbai because of higher demand and fewer seats.

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airports like Kolhapur, Madurai, Vijaywada, Tiruchirappalli and Goa. The turboprop carries about 75 seats. In comparison, airlines fly the 180-seater A320 jets from Mumbai to the said cities, except Kolhapur, which is serviced by regional jet Embraer 175 with similar capacity as the turboprops.

For the April-Oct period, Mumbai remained marginally ahead with 139,055 domestic landings and take-offs versus 138,842 at Bengaluru. "However, the narrowing gap through the year indicates that airlines are adding flight frequencies in Bengaluru more easily than in Mumbai," said an airline official. While Mumbai operates out of a single runway, Bengaluru became a parallel runway airport in 2019. "Had Covid not struck in 2020, Bengaluru airport would have overtaken Mumbai 2-3 years ago," he said.

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Chennai airport plans to clear path for 2nd runway

176 Buildings, Trees To Be Removed

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Chennai: Airports Authority of India (AAI) discussed plans to remove obstacles along the flight path of Chennai airport's secondary runway during the airport advisory committee meeting on Friday. This will enable authorities to recarpet the main runway after nearly a decade.

The committee, chaired by MP TR Baalu, decided to form a team comprising members from the Chennai airport authority, and revenue officers from Tambaram and Chengalpattu to carry out an obstacle limitation survey. They will also hold talks with the owners of both authorized and unauthorized buildings violating the colour-coded zoning map developed by aviation authorities to regulate building heights and land use in

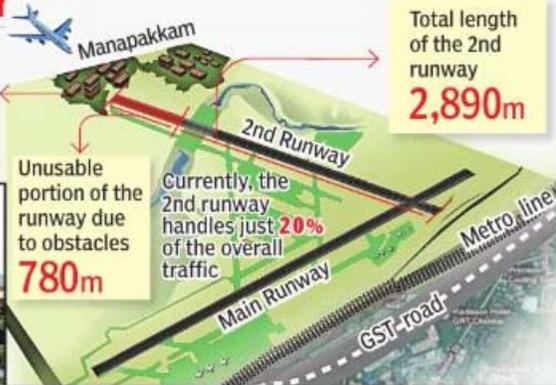
SECONDARY RUNWAY

Obstacles identified
176
buildings, towers, trees

Code E flights (with a wingspan of up to 52m) could not land, take off from the 2nd runway due to obstacles



Chennai airport handles **475** flight movements in a day



the vicinity of the airport.

Some of the buildings in the zone were authorized by the approving authority due to a misinterpretation of the height restrictions without taking into account the above mean sea level factor, officials said. "The aim for the survey is to reduce the heights of the buildings for better use of the secondary runway when the main runway is closed for relaying," he added.

Until now, the AAI has identified 176 structures including telecommunication towers, buildings, and trees, which will be removed.

"Though the secondary runway is 2,890m long and is capable of handling Code E aircraft, about 780m of the stretch is not used due to obstructions. This has forced us to reduce the runway capacity to handle smaller Code C aircraft," said airport director M Raja Kishore. "If the entire length of the runway could be used, operations of the main runway can be entirely shifted," he added.

Since per-day aircraft movements have jumped to 475 from 425, using the second runway to its full potential will avoid revenue loss for

both the airports authority and the state govt, the director said. The main runway was last recarpeted in 2015 at the cost of ₹40 crore and the secondary runway was recarpeted in 2024. AAI is planning to float a tender for the recarpeting of the main runway soon.

Meanwhile, TR Baalu said that a detailed project report will be prepared to prevent water from Pammal and Pozhichalur from draining towards the compound walls of the Chennai airport by constructing a proper channel to drain the water into the Adyar River.

Corporate Communications Directorate

TIMES OF INDIA

CHENNAI

29 NOVEMBER 2025

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TIMES OF INDIA

CHENNAI

29 NOVEMBER 2025

Ditwah disrupts SL flights

TIMES NEWS NETWORK

Chennai: Flights connecting Chennai with Sri Lanka were affected on Friday as Cyclone Ditwah wreaked havoc on the island nation. Indigo and SriLankan Airlines aircrafts were delayed, diverted, and cancelled.

An Indigo aircraft from Colombo, which was supposed to land in Chennai at 4.30am, was delayed by two hours due to bad weather in Colombo. Another Indigo aircraft was delayed by five hours and landed at 3.30pm. A SriLankan Airlines aircraft scheduled to land in Chennai around 8.40pm, arrived an hour late, and another

was delayed by four hours. This affected departures from Chennai to Sri Lanka. An Indigo aircraft which had a delayed departure at 11.54am, was diverted to Coimbatore as it could not land in Colombo; it then reached Colombo two hours later.

Chennai airport sources said a SriLankan Airlines aircraft to Colombo was cancelled. Sources in Air India confirmed that about three flights from different cities to Sri Lanka were cancelled. Indigo sources said their flights to Jaffna were cancelled, while diverted flights returned to Sri Lanka after weather stabilized.

IndiGo cancels ATR flights from Chennai on Saturday

Chennai: IndiGo cancelled its schedule of ATR flight services to and from Chennai on Saturday as a precautionary measure ahead of Cyclone Ditwah. This disrupted short-haul regional connectivity across TN, as 36 ATR flights were withdrawn for the day — with 10 flights connecting Trichy, nine connecting Madurai, seven flights on the Tuticorin sector. These four cities form IndiGo's core regional network served by ATR aircraft from Chennai, resulting in the complete grounding of such services for the day. "Due to the prevailing conditions associated with Cyclone Ditwah, flights to and from Jaffna, Pondicherry, Tuticorin, and Trichy may experience disruptions," the airline said. Similarly, ATR flight operations from Bengaluru and Hyderabad to cities such as Madurai and Trichy and Puducherry have been cancelled. In total, 54 flights have been cancelled. **TNN**



Corporate Communications Directorate

DECCAN HERALD

BANGLORE

29 NOVEMBER 2025

Bengaluru airport to get new ATC tower by 2027

BENGALURU, DHNS: The Kempegowda International Airport (KIA) is set to get a new air traffic control (ATC) tower in 2027 to handle the airport's growing traffic.

Bangalore International Airport Limited (BIAL), which operates KIA, issued a tender for the same earlier this week. BIAL has invited expressions of interest for design and development

The existing ATC tower has been operational since the airport was established in 2008. "The existing tower has got old. It requires maintenance, and to do so, it will need to be shut down. So, the new structure is necessary. We're expecting it to be completed in the next two years," shared a reliable source. BIAL will construct the new tower for the Airports Authority of India, which man-

ages the ATC.

The upgraded tower is expected to enhance operational safety and improve weather adaptability.

The new tower is aimed at accommodating facilities for future requirements as airport operations expand - with projects such as the second phase of Terminal 2 and third terminal. KIA is currently the busiest airport in South India.

India steps up to aid nationals stranded by cyclone Ditwah in Sri Lanka

ASHOKE RAJ ■ New Delhi

Hundreds of Indian citizens found themselves stranded at Bandaranaike International Airport in Colombo on Saturday as Cyclone Ditwah battered Sri Lanka, causing severe flight disruptions and grounding flights across the country. In response, the High Commission of India in Colombo quickly set up an emergency help desk to assist passengers with food, water, shelter, and travel guidance.

"@IndiainSL is assisting stranded Indian passengers at Bandaranaike International Airport, Colombo. In the wake of severe air traffic disruptions, Indian passengers facing difficulties are being provided food, water and other assistance," the mission tweeted.

The stranded Indians were among thousands affected as the cyclone caused widespread flooding, landslides, and damage to nearly 15,000 homes, forcing more than 44,000 people into temporary shelters.

With the main access roads under water in central districts like Kandy, many travelers were left stuck at the airport without options to leave safely.

To support evacuation and relief efforts, India dis-



patched two plane loads of humanitarian aid, carrying over 20 tonnes of essential supplies along with teams from the National Disaster Response Force (NDRF).

The teams are assisting Sri Lankan authorities in search-and-rescue operations while also prioritizing the welfare of stranded Indian citizens.

Indian Navy assets, including INS Vikrant, have been deployed to help with emergency operations, including airlifting those trapped in flood-affected areas. Meanwhile, Indian personnel at the airport are coordinating with local authorities to ensure stranded passengers receive immediate

assistance until flights resume.

Officials said the focus remains on providing safe shelter, food, water, and timely evacuation for all Indian nationals affected by the cyclone. "Operation Sagar Bandhu is standing strong with the people of Sri Lanka, especially our fellow citizens stranded due to the cyclone," the High Commission said.

As Cyclone Ditwah moves toward northern India, the Indian mission continues to monitor the situation, ensuring that citizens in Sri Lanka are supported until normal travel and safety conditions are restored.

Goa, Hyd, Mumbai flights cancelled

Taxiing Plane Returned To Bay Because Of Snag

TIMES NEWS NETWORK



Vadodara: Travel plans of hundreds of passengers went haywire on Friday after IndiGo flights from the city to Goa, Hyderabad and Mumbai were cancelled.

Flights on the Vadodara-Goa-Vadodara and Vadodara-Hyderabad routes were cancelled on Friday due to a technical problem with an aircraft.

Sources said after its arrival from Hyderabad, the aircraft was to fly on the Vadodara-Goa-Vadodara sector and then the Vadodara-Hyderabad sector.

The aircraft experienced a technical snag while taxiing out. "Considering the safety of the aircraft and passengers, the pilot

decided to return to the bay," an official said.

"Attempts were made to rectify the issue but there were no immediate results," the official added.

Passengers from these flights were accommodated on other flights according to IndiGo's policy, the official said. Sources added that a technical team from Mumbai was to arrive on Friday night to address the issue.

Early on Friday morning, an IndiGo flight from Mumbai was cancelled, the second flight from Mumbai

cancelled in two days. IndiGo's morning flight (6E 5126), which usually departs from Mumbai at 6.20am and reaches Vadodara at around 7.20am, was cancelled due to "operational reasons", as was its return leg.

On Thursday, IndiGo's evening flight from Chhatrapati Shivaji International Airport in Mumbai (Flight 6E 2168), which usually departs at 6.55pm and lands in Vadodara around 8.05pm, was also cancelled due to "operational reasons".



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TIMES OF INDIA

MUMBAI

29 NOVEMBER 2025

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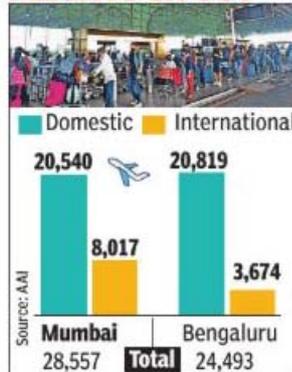
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Mumbai: Bengaluru airport has overtaken Mumbai airport in India's domestic air traffic rankings by handling 279 more domestic flights in Oct, marking the beginning of a shift that will eventually move Mumbai down to the third place. But Mumbai holds on to its rank as India's second-busiest airport, thanks to the international traffic that is more than double that of Bengaluru. Thus, the total air traffic handled by Mumbai still is higher than Bengaluru airport.

Until 2010, Mumbai's Chhatrapati Shivaji Maharaj Airport was the country's busiest airport in terms of both domestic and international flights when Delhi overtook it.

Once the Navi Mumbai airport is operational

FLIGHTS IN OCT



from Dec, it will accommodate the growth that the Mumbai airport could not because of the cross runways, but the data will be for NMIA alone, not conflated with CSMIA.

► Total air traffic, P 2

Mum's total air traffic still higher than B'luru airport

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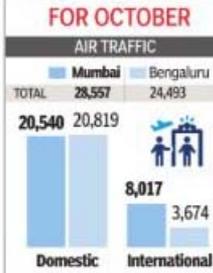
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TAKEAWAY

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Airbus warning triggers DGCA alert, flights hit

270 of 338 planes get software fix

AGE CORRESPONDENT
NEW DELHI, NOV. 29

Several flights on Saturday got delayed after the Directorate General of Civil Aviation (DGCA) issued an airworthiness directive to Indian airlines asking operators to immediately carry out the software upgrade to address a potential issue related to Airbus aircraft flight controls.

As many as 338 planes belonging to the A320 family of aircraft operated by Indian airlines required the software upgrade, and modifications were carried out in 270 affected fleets. Out of these 338 planes, 200 belong to Indigo, 113 to Air India and 25 to Air India Express. The software upgrades on all the affected planes are to be completed by 5.29 am on November 30.

While there were no flight cancellations due to this software upgrade, there are delays in the range of 60-90 minutes for some

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Airbus, on Friday, issued an alert to operators globally saying intense solar radiation might corrupt data critical to flight controls in a significant number of A320 family aircraft and that the software changes required to fix the issue would lead to operational disruptions. Airbus asked airline operators to install a serviceable elevator aileron computer (ELAC) in the impacted aircraft.

Airbus said an **Turn to Page 4**
AI crash probe marred by rift between US-Indian officials?: Page 3

Airbus warning triggers DGCA alert, flights hit

■ Continued from Page 1

analysis of a recent event involving an A320 family aircraft has revealed that intense solar radiation may corrupt data critical to the functioning of flight controls. "Airbus has consequently identified a significant number of A320 Family aircraft currently in service which may be impacted," it said in a release.

Following the Airbus alert, the European Aviation Safety Authority (EASA) came out with an emergency airworthiness directive regarding the potential issue. The DGCA on Saturday also issued an airworthiness directive to airlines asking Indian operators to immediately carry out the requisite software upgrades. The DGCA said an Airbus A320 aircraft recently experienced an uncommanded and limited pitch-down event in which the autopilot remained engaged throughout the event, with a brief and limited loss of altitude, and the rest of the flight was uneventful.

"A preliminary technical assessment done by Airbus identified a malfunction of the affected ELAC as a possible contributing factor. To address this potentially unsafe condition, Airbus issued the alert operators transmission (AOT) on November 28, providing instructions for software

change/installing a serviceable ELAC as applicable. The DGCA and affected airlines immediately acted on this information and developed an action plan to complete the required task within the stipulated time frame..." the DGCA said.

"Based on the Airbus AOT and EASA Emergency AD, the DGCA has issued a mandatory modification to notify the Indian aircraft operators prescribing the mandatory actions required for the continued safe operation of the aircraft," the DGCA said.

IndiGo, Air India and Air India Express operate A320 family planes, which include A320 ceos and neos and A321 ceos and neos. The affected aircraft need software upgrades or hardware realignment. The software upgrades are being undertaken at the bases of the airlines in Delhi, Bengaluru, Mumbai, Chennai, Hyderabad, Ahmedabad and Kolkata.

Air India said that following EASA and Airbus directives for a mandatory software and hardware realignment on A320 family aircraft, its engineers have been working round-the-clock to complete the task at the earliest. It said there have been no cancellations due to this task, and there is no major impact on schedule integrity across its network.



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DELHI

30 NOVEMBER 2025

■ Venue dispute, safety concerns fuel friction AI crash probe marred by rift between US-Indian officials?

AGE CORRESPONDENT
NEW DELHI, NOV. 29

Did Indian and American aviation experts have disagreements on certain issues relating to the decoding of Black Boxes of the ill-fated AI 171 plane that crashed in Ahmedabad on June 12? According to a Wall Street Journal (WSJ) report, tensions reportedly surfaced between Indian and American aviation experts during the investigation into the crash of Air India Flight 171 in Ahmedabad on June 12. The Boeing 787 Dreamliner crash killed multiple passengers and left investigators grappling with technical and procedural challenges.

The WSJ report, which presented the version of American aviation experts involved in the probe, claimed disagreements arose first over the venue for decoding the Black Boxes. Indian authorities wanted to conduct the process at Hindustan Aeronautics Limited in Korwa, Uttar Pradesh, to avoid media attention, but the Americans refused to travel outside Delhi due to safety concerns.

The report said "tension, suspicion and poor communication between the United States of America and Indian experts have marked the continuing inquiry into the crash of Boeing 787 Dreamliner."

"They (Indians) wanted the US technical experts to take a late-night flight on a military plane and then drive to a remote area," the WSJ quoted Jennifer Homendy, a top US transportation official, as saying. She and other American officials were concerned about the safety of personnel and equipment amid security warnings from the US state department. After several

▶ **INDIAN AUTHORITIES** wanted to conduct the process at HAL in Korwa, but Americans refused to travel outside Delhi due to safety concerns

▶ **IN THE US, FAA and airline officials** grew frustrated with the slow pace of information emerging from the probe

phone calls to Washington, including involvement of President Donald Trump's officials, Homendy reportedly issued an ultimatum: decoding would either take place in Delhi or in the US, or the Americans would withdraw. Ultimately, the work remained in Delhi.

"The previously unreported episode marked a high point of tension between Indian government officials, who are leading the probe into the June 12 crash, and the American experts assisting them. The investigation has been marked by points of tension, suspicion and poor communication between senior officials of the two nations," the WSJ said.

According to the report, Homendy also raised concerns about delays in downloading data from the Air India flight and insisted that Indian officials extract information from the Black Boxes either in Delhi or at the NTSB lab in Washington.

The report claimed that inside a government building at the airport, G.V.G. Yugandhar, chief of India's Aircraft Accident Investigation Bureau (AAIB), wanted the Americans to know Indian authorities were capable of handling the complex probe. The report quoted Mr Yugandhar saying, "We're not a Third World country. We can do

anything you all can do. We have the same capabilities," the WSJ report said quoting sources.

WSJ also cited American investigators claiming that at the crash site, Indian authorities initially did not allow them to photograph the wreckage and moved some debris before the US team could examine it. The Americans reportedly felt that aspects of the investigation were being handled sequentially rather than concurrently, delaying Black Box analysis.

In the US, FAA and airline officials grew frustrated with the slow pace of information emerging from the investigation, the report suggested. "An analysis of the plane's flight-data and cockpit-voice recorders was needed for investigators to determine why the engines appeared to lose thrust quickly after take-off...When Indian investigators showed their US counterparts the accident plane's throttle assembly, the fuel-cutoff switches were in the run position, indicating the jet's engines were getting fuel at the time of impact. Switches can move on impact, so investigators would need to check their position as reflected in the flight data," WSJ report said, adding when Homendy attempted to reach out to Yugandhar for updates they went unanswered.

WSJ claimed the downloaded data from Black Boxes showed someone in the cockpit moved the switches that cut off the engine's fuel supply. "The data also showed that Sabharwal, the captain, didn't pull back on the yoke in the final moments of the accident... The first officer, Clive Kunder, who was the pilot directly responsible for flying, did pull up at the end," it said.



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AMAR UJALA

DELHI

30 NOVEMBER 2025

सोलर रेडिएशन से एयरबस के छह हजार विमानों पर खतरा, दुनिया में अफरा-तफरी

फ्रांसीसी कंपनी ने ए-320 बेड़े में सॉफ्टवेयर अपडेट के लिए उड़ानें रोकने का दिया था निर्देश | भारत में 338 विमान प्रभावित, कुछ उड़ानों में देरी, डीजीसीए बोला-अधिकांश में अपडेट पूरा

अमर उजाला ब्यूरो

नई दिल्ली। सोलर रेडिएशन के खतरों के कारण दुनियाभर में एयरबस ए-320 श्रेणी के करीब 6,000 विमानों को उड़ान रोकने का निर्देश दिया गया है। इससे अफरा-तफरी मची रही। यह स्थिति उड़ान को नियंत्रित करने वाले एलिवेटर एलरॉन कंप्यूटर (ईएलएसी) के पुराने संस्करण के कारण विमानों में सॉफ्टवेयर अपडेट की जरूरत के चलते बनी।

भारत में भी 338 विमानों पर इसका असर पड़ा। हालांकि, एअर इंडिया, इंडिगो व एअर इंडिया एक्सप्रेस एशिया ने अपने बेड़े में सॉफ्टवेयर अपडेट करने में खासी तेजी दिखाई। रात 10 बजे तक 90 फीसदी को अपडेट कर लिया गया।

दुनिया में सबसे ज्यादा विकने वाले ए-320 विमान का निर्माण करने वाली फ्रांसीसी कंपनी ने सॉफ्टवेयर अपडेट को लेकर दुनियाभर के 350 ऑपरेटर्स



सोलर रेडिएशन के खतरों के चलते उड़ान रद्द होने पर जापान की राजधानी टोक्यो में ऑल निप्पोन एयरवेज के काउंटर पर यात्रियों की भीड़ लगी रही।

को उड़ानें रोकने का निर्देश दिया। जानकारी सामने आते ही नागरिक उड़्डयन महानिदेशालय (डीजीसीए) ने स्पष्ट निर्देश दिए कि सॉफ्टवेयर अपडेशन के बिना कोई विमान नहीं उड़ेगा। इसके बाद, एयरलाइंस ने दिल्ली, बंगलूरु, मुंबई, चेन्नई, हैदराबाद, अहमदाबाद व कोलकाता स्थित अपने

विमानों में सॉफ्टवेयर अपडेट करना शुरू कर दिया। एअर इंडिया एक्सप्रेस को चार उड़ानें रद्द हुईं, वहीं ज्यादातर उड़ानें 60 से 90 मिनट तक की देरी से उड़ीं। डीजीसीए की तरफ से दी गई जानकारी के मुताबिक, इंडिगो के 200 में से 200 और एअर इंडिया एक्सप्रेस के 25 में 17 ए-320

सूरज से हर समय ऊर्जा कण निकलते रहते हैं, जिसे सोलर रेडिएशन कहा जाता है। आमतौर पर इनके धरती तक पहुंचने

क्या होता है
सोलर रेडिएशन

को मात्रा सीमित होती है, लेकिन कभी-कभार सूरज में उठने वाली लपटों या विस्फोट से ज्यादा मात्रा में ऐसे विकिरण पृथ्वी की तरफ आ जाते हैं। ऐसी स्थिति में कई हाईटेक इलेक्ट्रॉनिक सिस्टम, सैटेलाइट, नेविगेशन प्रणाली व विमानों का कंट्रोल कंप्यूटर प्रभावित हो सकता है। सोलर रेडिएशन के कारण विमान से नियंत्रण खत्म हो सकता है।

विमानों में सॉफ्टवेयर अपडेट हो चुका है। डीजीसीए के अनुसार, सॉफ्टवेयर अपडेट का काम रविवार सुबह साढ़े पांच बजे तक पूरा होगा। यही स्थिति दुनियाभर में रही, जहां सॉफ्टवेयर अपडेट में लगने वाले समय के कारण विमान सेवाएं बाधित रहीं।

सॉफ्टवेयर अपडेट की क्यों पड़ी जरूरत

एलिवेटर एलरॉन कंप्यूटर उड़ान के दौरान विमान पर नियंत्रण में खास भूमिका निभाता है। फायलट इसके जरिये ही विमान को ऊपर, नीचे, दाएं और बाएं मोड़ने की कमांड देता है। ऊंचाई के बारे में गणनाएं ईएलएसी ही करता है।

दुनियाभर में करीब 11,300 ए-320 विमान संचालन में हैं। इसके आधे बेड़े में ईएलएसी का पुराना वर्जन इस्तेमाल हो रहा था, इसलिए सॉफ्टवेयर अपडेट की जरूरत पड़ी, क्योंकि ऐसा न करने की स्थिति में सोलर रेडिएशन की चपेट में आने पर विमान खतरों में पड़ सकते हैं।

एअर इंडिया ने कहा-यात्रियों की सुरक्षा ही प्राथमिकता

एअर इंडिया ने जारी बयान में कहा कि हमारे लिए यात्रियों की सुरक्षा सबसे अहम है। विमानों में जरूरी सॉफ्टवेयर व हाईवेयर अपडेट पर काम चल रहा है। हमारे इंजीनियर इसे जल्द से जल्द पूरा करने के लिए काम कर रहे हैं। >> दिखी थी असामान्य सौर गतिविधियां | पेज 13



भारतीय विमानपत्तन प्राधिकरण
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DELHI

30 NOVEMBER 2025

सोलर रेडिएशन से एयरबस के 6000 विमानों पर खतरा, दुनियाभर में असर

■ एयरबस ने ए-320 बेड़े में सॉफ्टवेयर अपडेट के लिए उड़ानें रोकने का जारी किया था निर्देश ■ भारत में 338 विमान प्रभावित, कुछ उड़ानों में देरी, डीजीसीए बोला-अधिकांश में अपडेट पूरा

नई दिल्ली। सोलर रेडिएशन के खतरे के कारण शनिवार को पूरी दुनिया में एयरबस के ए-320 श्रेणी के करीब 6000 विमानों के पहिये घंटों थमे रहे। उड़ान को नियंत्रित करने वाले एलिवेटर एलरॉन कंप्यूटर (ईएलएसी) के पुराने वर्जन के कारण विमानों में सॉफ्टवेयर अपडेट की जरूरत पड़ी, जिसका असर भारत में भी करीब 338 विमानों पर पड़ा। एअर इंडिया, इंडिगो और एअर इंडिया एक्सप्रेस एशिया ने अपने बेड़े में सॉफ्टवेयर अपडेट में खासी तत्परता दिखाई।

दुनिया में सबसे ज्यादा विकने वाले ए-320 विमान बनाने वाली फ्रांसीसी कंपनी ने सॉफ्टवेयर अपडेट की जरूरत बताते हुए दुनियाभर के 350 ऑपरेटरों को उड़ानें रोकने का निर्देश दिया।

जानकारी सामने आते ही नागरिक उड़्डयन महानिदेशालय (डीजीसीए) ने आवश्यक दिशा-निर्देश जारी किए और एयरलाइंस ने दिल्ली, बंगलुरु, मुंबई, चेन्नई हैदराबाद, अहमदाबाद और कोलकाता स्थित अपने बेस पर सॉफ्टवेयर अपडेट करना शुरू कर दिया। देर शाम मिली जानकारी के मुताबिक, इसकी वजह से किसी उड़ान को रद्द नहीं किया गया है। हालांकि, कई विमानों के उड़ान भरने



सूरज से हर समय ऊर्जा कण निकलते रहते हैं जिसे सोलर रेडिएशन कहा जाता है। आमतौर पर इनके धरती तक पहुंचने की मात्रा बहुत सीमित होती है। लेकिन कभी-कभार सूरज में उठने वाली लपटों या विस्फोट से ज्यादा मात्रा में ऐसे कण पृथ्वी की तरफ आ जाते हैं। ऐसी स्थिति में इन कणों से कई हाईटेक इलेक्ट्रॉनिक सिस्टम, सैटेलाइट, नेविगेशन प्रणाली और विमानों का कंट्रोल कंप्यूटर प्रभावित हो सकता है। सोलर रेडिएशन के कारण विमान से नियंत्रण खत्म हो जाता है।

यात्रियों की सुरक्षा प्राथमिकता

एअर इंडिया की तरफ से जारी एक बयान में कहा कि हमारे लिए यात्रियों की सुरक्षा सबसे अहम है। विमानों में जरूरी सॉफ्टवेयर और हार्डवेयर अपडेट पर काम चल रहा है। हमारे इंजीनियर इसे जल्द से जल्द पूरा करने के लिए काम कर रहे हैं।

जेटब्लू एयरवेज के विमान में दिक्कत से सामने आई थी गड़बड़ी

मुताबिक, एअर इंडिया के 113 में 42, इंडिगो के 200 में से 143 और एअर इंडिया एक्सप्रेस के 25 में 4 ए-320 विमानों में सॉफ्टवेयर अपडेट हो चुका है। डीजीसीए ने बताया कि सभी प्रभावित विमानों में सॉफ्टवेयर अपडेट

सॉफ्टवेयर अपडेट की क्यों पड़ी जरूरत

- एलिवेटर एलरॉन कंप्यूटर (ईएलएसी) उड़ान के दौरान विमान पर नियंत्रण में अहम भूमिका निभाता है। पायलट इसके जरिये ही विमान को ऊपर, नीचे, दाएं-बाएं मोड़ने की कमांड देता है। विमान की ऊंचाई आदि के बारे में गणनाएं ईएलएसी ही करता है।
- दुनियाभर में करीब 11,300 ए-320 विमान संचालन में हैं, इसके लगभग आधे बेड़े में ईएलएसी का पुराना वर्जन इस्तेमाल हो रहा था। इसलिए सॉफ्टवेयर अपडेट की जरूरत पड़ी, क्योंकि ऐसा न करने की स्थिति में सोलर रेडिएशन की चपेट में आने पर विमान पर पायलट का नियंत्रण बनाए रखना मुश्किल होता।

जेटब्लू एयरवेज का एक ए-320 विमान इसी वर्ष 30 अक्टूबर को मैक्सिको के केनकन से अमेरिका के नेवार्क जा रहा था। तभी सोलर रेडिएशन की चपेट में आ गया और 35,000 फीट की ऊंचाई पर नियंत्रण बिगड़ने से अचानक नीचे आने लगा। इस घटना से सॉफ्टवेयर की गड़बड़ी सामने आई। हालांकि, उस विमान की फ्लोरिडा में आपात लैंडिंग करा ली गई लेकिन इस दौरान एक दर्जन से ज्यादा यात्री घायल हो गए।

में 60 मिनट से 90 मिनट तक की देरी हुई। एअर इंडिया, इंडिगो, एअर इंडिया एक्सप्रेस की तरफ से लगातार तक विमान यात्रियों को उड़ानों की स्थिति के बारे में जानकारी दी जाती रही। डीजीसीए की तरफ से दी गई जानकारी के

का काम रविवार सुबह साढ़े पांच बजे तक पूरा कर लिया जाएगा।

कमोवेश यही स्थिति दुनियाभर में रही, जहां सॉफ्टवेयर अपडेट में लगने वाले समय के कारण विमान सेवाएं बाधित रहीं।

Corporate Communications Directorate

BUSINESS LINE

DELHI

30 NOVEMBER 2025

India's airlines rush to upgrade A320 software; no cancellation, some delays

Our Bureaus

New Delhi/Mumbai

Airline passengers were inconvenienced on Saturday as several flights were delayed amid the ongoing software upgrades on Airbus A320 family aircraft being carried out by domestic carriers on a directive from India's aviation safety regulator.

AIRBUS, EASA ALERT

According to the Directorate General of Civil Aviation (DGCA), Airbus issued an alert for operators, providing instructions for a software change or installation of a serviceable elevator aileron computer, as applicable. Subsequently, European Union Aviation Safety Agency (EASA) issued an emergency



airworthiness directive (AD) on Friday.

Following the global ADs, the DGCA issued a 'Mandatory Modification' directive on Saturday, notifying Indian operators of the aircraft of the actions required for the continued safe operation. The DGCA and the affected airlines developed an action plan to complete the required tasks within the stipulated timeframe.

At the time of going to print, DGCA data showed that out of the total 338 affected aircraft, software up-

grades had been completed on 270. Sources told *businessline* that the regulator also conducted a spot check on the fleets and verified compliance.

Airlines said that no flight had been cancelled because of the exercise, though a few flights were delayed.

The DGCA data had shown that 200 IndiGo, 113 Air India and 25 Air India Express had to undergo the upgrade.

ON TOP, SAY AIRLINES

IndiGo said it was undertak-

ing all required inspections and updates to its A320 family in accordance with EASA and Airbus directives. The airline said the required actions had been completed on 160 aircraft by noon. Updated DGCA figures showed that by 17:30 hours, IndiGo had completed software upgrades on 184 of its 200 affected aircraft.

According to Air India, "engineers had been working round-the-clock to complete the task at the earliest". DGCA data updated at 17:30 hours showed that upgrade had been completed on 69 of AI's 113 affected aircraft.

As per the latest compliance status, Air India Express reported upgrade completion on 17 aircraft by 17:30 hours, while four flights were cancelled.

Corporate Communications Directorate

BUSINESS LINE

DELHI

30 NOVEMBER 2025

Tata Sons 'may look at funding Air India, if required'

Janaki Krishnan
Mumbai

Tata Sons may consider infusing more funds into Air India, if required, according to N Chandrasekaran, Chairman, Tata Sons.

"If there is a requirement for it, we can look into it," he told *businessline* on the sidelines of a JRD Tata Memorial Trust event celebrating Tata's 121st birth anniversary. He neither elaborated on it, nor confirmed whether the airline had approached its parent for funds.

EYEING ₹10,000 CRORE
Sources have previously indicated to *businessline* that the airline is seeking funds of up to ₹10,000 crore from its promoters, Tata Sons and Singapore Airlines, for ongoing upgrades.

In FY25, both stakeholders had infused a little over ₹9,500 crore in Air India.

Speaking at the memorial event on Saturday, Chandrasekaran pointed out that the aviation sector was facing challenging times due to disruptions in global supply chains, geopolitical tensions, the churn in capital used and fuel costs.

He, however, added that for the group, aviation was not just a business opportunity but also a responsibility.

Supply chain disruptions made availability of parts, infrastructure and new fleet unpredictable. "Every plan that you have is becoming difficult due to situations faced in this area," he said.

Capital was also a challenge. "You put capital you need to produce returns. And only then you can put fresh capital. It's like a cycle, you need to constantly keep upgrading."

He also pointed out that aviation is a business that operates with "very thin margins." "And it has a



Tata Sons Chairman
N Chandrasekaran

love-hate relationship with oil prices, so there are several aspects that you have to manage," said Chandrasekaran.

FLYING IN LOSS

After reacquiring Air India in 2021, the Tata group has been struggling to get the airline back on its feet as it is still facing heavy losses with cabin service quality. In FY25, Air India posted a consolidated net loss of

₹10,859 crore on a revenue of ₹78,636 crore.

Some events cannot be managed, he said. Geopolitical tensions that flared up between countries leading to closure of airspaces, diversion of routes and higher fuel burn cannot be controlled.

"Your flights take longer, fuel costs go up, payload decreases and you irritate the customers. So, we have to manage all this, but then the demand is very high, and the aspirations of Indians are growing."

Committing to the transformation that Air India has embarked on, Chandrasekaran said the new planes will be added, and "we will start getting new planes every month over the next three years," by which time 95-99 per cent of the fleet would be modern. But we have to work on each one of these dimensions, that's the commitment we are working toward."



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

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DAINIK JAGRAN

DELHI

30 NOVEMBER 2025

चिंता जेटब्लू की उड़ान 7 सेकंड तक नीचे झुकी रही एयरबस सोलर रेडिएशन संकट, 6 हजार से ज्यादा विमान प्रभावित हुए

भारत में 338 विमान,
इनमें 270 अपडेट हुए

भास्कर न्यूज | नई दिल्ली

सोलर रेडिएशन के कारण एयरबस ए-320 फैमिली के फ्लाइट-कंट्रोल सिस्टम में आई खामी से हड़कंप मच गया। दुनिया में करीब 6000 ए-320 जेट इस खामी के दायरे में आए। इनमें सुधार प्रक्रिया जारी है।

भारत में इस श्रेणी के 338 विमान हैं। डीजीसीए के मुताबिक शनिवार शाम 5:30 बजे तक इनमें से 270 का अपडेशन पूरा कर लिया गया। इससे कुछ रूट पर उड़ानों में 60-90 मिनट

की देरी हुई। एअर इंडिया एक्सप्रेस की 4 उड़ानें रद्द करनी पड़ीं।

■ यह खामी 30 अक्टूबर को सामने आई। तब मैक्सिको से न्यू जर्सी जा रही जेटब्लू की ए-320 फ्लाइट उड़ान के दौरान 7 सेकंड तक नीचे झुक गई। विमान ऑटोपायलट मोड में था, मौसम शांत था। इसके 15 यात्री घायल हुए। इसके बाद मामले की जांच हुई। पूर्व पायलट एहसान खालिद ने कहा, 35,000 फीट ऊंचाई पर हादसा टल गया। ये टेकऑफ के वक्त होता तो अहमदाबाद क्रैश जैसा जोखिम था।

■ जापान में 65 घरेलू उड़ानें रद्द।
अमेरिका में 209 विमान प्रभावित।

जानिए गड़बड़ी क्या थी और खतरा क्या था ?

ए-320 फैमिली में लगा एलिवेटर-एइलरॉन कंप्यूटर गलत डेटा पढ़ सकता था। इसे 'बिट-फ्लिप एरर' कहा जाता है। सोलर रेडिएशन इलेक्ट्रॉनिक चिप डेटा पलट देता है- '0' को '1' या '1' को '0' कर सकता है। ऐसी गड़बड़ी फ्लाइट-कंट्रोल तक गलत संकेत पहुंचा सकती है, जो हादसे का कारण बन सकती विमान नीचे झुक सकता था, दाएं-बाएं जा सकता था या ऑटोपायलट गलत दिशा पकड़ सकता था।

**देश में अपडेशन
की ताजा स्थिति...**

- इंडिगो: 200 में 160 अपडेट
- एयर इंडिया: 113 में 42 अपडेट
- एआई एक्सप्रेस: 25 में 4 अपडेट

डीजीसीए ने भी जारी की जरूरी सेफ्टी गाइडलाइन

दुनिया भर में थम गए 6000 विमानों के पहिए

ए320 फैमिली के एअरक्राफ्ट्स का एक जरूरी सॉफ्टवेयर अपडेट किया गया

इंडिगो, एयर इंडिया की ओर से एडवाइजरी जारी

एविएशन कंपनी ने इस इंटेंस सोलर रेडिएशन के कारण एयरक्राफ्ट में फ्लाइट कंट्रोल डेटा से जुड़े संभावित सुरक्षा जोखिम को दूर करने के लिए एक सॉफ्टवेयर अपडेट की घोषणा की है।



इस बीच, इंडिगो और एयर इंडिया की 350 से अधिक एयरक्राफ्ट इस्तेमाल करते हैं।

ओर से भी ए320 विमानों की उड़ानों में देरी को लेकर एडवाइजरी जारी कर दी गई है। इंडिगो और एयर इंडिया मिलकर इस कैटेगरी में 350 से अधिक एयरक्राफ्ट इस्तेमाल करते हैं। सॉफ्टवेयर फिक्स इंस्टॉल करने के लिए भारत में एयरक्राफ्ट को कुछ समय के लिए ग्राउंड करना होगा।

अनुपालन कार्रवाई की पुष्टि करें।' इससे पहले एयरबस की ओर से कहा गया कि ए320 विमान से जुड़ी एक हालिया घटना के एनालिसिस से पता चला है कि इंटेंस सोलर रेडिएशन फ्लाइट कंट्रोल के लिए जरूरी डेटा को करप्ट कर सकती है। कंपनी की ओर से सावधानी बरतने के लिए के लिए वैश्विक अलर्ट जारी किया।



गाइडलाइन में यह साफ किया गया है कि कोई भी एयरक्राफ्ट जरूरी सुरक्षा मानक को पूरा किए बिना सर्विस में नहीं रहेगा।

एक नोटिफिकेशन में डीजीसीए ने ऑपरेटरों को अपने कम्प्लायंस रिकॉर्ड को अपडेट करने का निर्देश दिया है। विमानन नियामक ने कहा, 'नीचे दिए गए विषयों का निरीक्षण/या

सॉफ्टवेयर अपडेट नौ दो से तीन दिन लगेंगे

सूत्रों के अनुसार, एयरबस सॉफ्टवेयर अपडेट में दो से तीन दिन लगेंगे और एयरलाइंस को उम्मीद है कि सोमवार या मंगलवार तक फ्लाइट्स नॉर्मल शेड्यूल पर वापस आ जाएंगी।

जो इस मैटेरि मॉडिफिकेशन के तहत आते हैं, सिवाय उनके जो मैटेरि मॉडिफिकेशन की जरूरतों और प्रयोज्य उड़ान योग्यता निदेशों की अपेक्षाओं के अनुरूप हों। 'विमानन नियामक के अनुसार, 'इस बात को

पुष्टि की जाए कि इस क्षेत्र में संबंधित सभी ऑपरेटर्स को मैटेरि मॉडिफिकेशन / निरीक्षण के बारे में सूचित किया जाए और आपके ऑफिस में रखी गई मास्टर मैटेरि मॉडिफिकेशन लिस्ट अपडेटेड हो। आपसे अनुरोध है कि उड़ान योग्यता प्रक्रिया में अनुलग्न भाग- 7 के अनुसार

नई दिल्ली, 29 नवम्बर (एजेंसियां)। दुनिया भर के हवाई यात्रियों को एक बार फिर से परेशानियों

- जरूरी सुरक्षा मानक को पूरा किए बिना सर्विस में नहीं रहेगा
- सावधानी बरतने के लिए वैश्विक अलर्ट जारी किया

का सामना करना पड़ रहा है। दरअसल, एक सॉफ्टवेयर अपडेट की वजह से प्रभावित हो रही हैं। एयरबस ने ए 320 फैमिली के एअरक्राफ्ट्स का एक जरूरी सॉफ्टवेयर अपडेट किया है जिसकी वजह से यह परेशानी आ रही है। कंपनी ने इन एअरक्राफ्ट्स में जल्द से जल्द सॉफ्टवेयर अपडेट इंस्टॉल करने के लिए कहा है। एयरबस की मानें, तो दुनिया भर के लगभग 6000 जेट्स का अपना सॉफ्टवेयर अपडेट करना होगा। इन फ्लाइट्स को अपनी रेगुलर सर्विस से पहले इस सॉफ्टवेयर अपडेट को इंस्टॉल करना होगा। इधर, भारत में विमानन नियामक डीजीसीए की ओर से शनिवार को एयरबस ए318, ए319, ए320 और ए321 एयरक्राफ्ट के लिए एक जरूरी सेफ्टी गाइडलाइन जारी की गई है। सेफ्टी

Corporate Communications Directorate

DESHBANDHU

DELHI

30 NOVEMBER 2025

ए320-फैमिली के इंडिगो ने 80 प्रतिशत और एयर इंडिया ने 40 प्रतिशत एयरक्राफ्ट किए रिसेट

एयरबस ए320 फैमिली एयरक्राफ्ट में सॉफ्टवेयर अपडेट पर कंपनियां तेजी कर रही काम

नई दिल्ली, 29 नवम्बर (एजेंसियां)। एयरबस ए320 फैमिली एयरक्राफ्ट में सॉफ्टवेयर अपडेट करने को लेकर एयर इंडिया और इंडिगो ने शनिवार को कहा कि अनिवार्य सॉफ्टवेयर और हार्डवेयर रिअलाइमेंट के लिए यूरोपियन यूनियन एविएशन सेफ्टी एजेंसी (ईएएसए) और एयरबस के निर्देशों के अनुरूप तेजी से काम हो रहा है।

इंडिगो ने एक्स पर अपडेट जारी करते हुए लिखा, 'हमारी मेहनती और परिश्रमी इंजीनियरिंग टीम ने 200 एआईबी अधिकृत ए320-फैमिली एयरक्राफ्ट में से 160 पर अनिवार्य एयरबस सुरक्षा अपडेट पहले ही पूरा कर लिया है।



हमारी मेहनती और परिश्रमी इंजीनियरिंग टीम ने 200 एआईबी अधिकृत ए320-फैमिली एयरक्राफ्ट में से 160 पर अनिवार्य एयरबस सुरक्षा अपडेट पहले ही पूरा कर लिया है: इंडिगो

सॉफ्टवेयर अपडेट को लेकर रात भर जग कर काम किया।

इंडिगो ने लिखा, 'टीम के अथक प्रयासों के साथ हमन डिले की स्थितियों को कम कर रहे हैं और जीरो कैंसिलेशन बनाए हुए हैं, जिससे आपके प्लान को लेकर किसी तरह की कोई बाधा नहीं आएगी।' कंपनी ने



'एयर इंडिया ने लिखा अनिवार्य सॉफ्टवेयर और हार्डवेयर रिअलाइमेंट के लिए ईएएसए और एयरबस के निर्देशों का पालन करते हुए, हमारे इंजीनियर इस काम को पूरा करने के लिए चौबीसों घंटे काम कर रहे: एयर इंडिया

विश्वास दिलाते हुए कहा कि बाकि बचे एयरक्राफ्ट भी आवश्यक समय-सीमा के भीतर पूरी तरह से अनुपालन कर लेंगे। इस बीच, एयर इंडिया ने भी सोशल मीडिया प्लेटफॉर्म एक्स पर लिखा, 'एयर इंडिया में हम सुरक्षा को सर्वोच्च प्राथमिकता देते हैं। दुनिया भर में ए320 फैमिली के एयरक्राफ्ट के

लिए अनिवार्य सॉफ्टवेयर और हार्डवेयर रिअलाइमेंट के लिए ईएएसए और एयरबस के निर्देशों का पालन करते हुए, हमारे इंजीनियर इस काम को जल्द से जल्द पूरा करने के लिए चौबीसों घंटे काम कर रहे हैं।' एयरलाइन ने आगे जानकारी दी, 'हमने अपने 40 प्रतिशत से अधिक विमानों को रिसेट कर दिया है जो इससे प्रभावित थे। हमें विश्वास है कि ईएएसए द्वारा निर्धारित समय-सीमा के भीतर पूरे फ्लीट को कवर कर लिया जाएगा।' कंपनी ने साफ किया कि इस काम के लिए फ्लाइट्स को कैंसिल भी नहीं किया गया है। लेकिन एयर इंडिया की कुछ फ्लाइट्स को कुछ डिले या रिशेड्यूल जरूर किया गया है। यात्रियों को लेटेस्ट फ्लाइट स्टेटस के लिए कंपनी की आधिकारिक वेबसाइट चेक किए जाने की सलाह दी गई है।



Corporate Communications Directorate

DESHBANDHU

DELHI

30 NOVEMBER 2025

इंडिगो नवी मुंबई से कोयंबटूर, चेन्नई और वड़ोदरा के लिए शुरु करेगी उड़ानें

नई दिल्ली। घरेलू यात्री संख्या के मामले में देश की सबसे बड़ी विमान सेवा कंपनी इंडिगो ने शनिवार को नवी मुंबई एयरपोर्ट से अतिरिक्त उड़ानों की घोषणा की। उल्लेखनीय है कि नवी मुंबई हवाई अड्डे का उद्घाटन प्रधानमंत्री नरेन्द्र मोदी ने गत 08 अक्टूबर को किया था। वाणिज्यिक उड़ानों का परिचालन 25 दिसम्बर से शुरू होगा। इंडिगो ने आज एक प्रेस विज्ञप्ति में बताया कि वह 26 दिसम्बर से नवी मुंबई से उत्तरी गोवा (मोपा) के लिए उड़ान सेवा शुरू करेगी जो सोमवार और गुरुवार को छोड़कर सप्ताह में पांच दिन उपलब्ध होगी। इसके बाद 29 दिसंबर से कोयंबटूर और चेन्नई के लिए दैनिक उड़ानें शुरू की जायेंगी।

एयरबस के विमानों में तकनीकी समस्या, उड़ानें लेट

जागरण ब्यूरो, नई दिल्ली: भारत समेत दुनियाभर में एयरबस के ए-320 विमानों को तकनीकी समस्या का सामना करना पड़ा। इसके चलते दुनियाभर में उड़ानें लेट होने की खबर है। भारत के विभिन्न हवाई अड्डों पर उड़ानों में 60-90 मिनट की देरी हुई। दुनियाभर के विभिन्न एयरलाइनों में एयरबस की ए-320 श्रेणी के लगभग 6000 विमान हैं। तकनीकी समस्या सामने आने के बाद पूरी दुनिया की एयरलाइनें पिछले 24 घंटे से लगातार इनमें साफ्टवेयर अपग्रेड करने का काम कर रही हैं। समस्या इतनी गंभीर है कि भारत, यूरोप, अमेरिका, जापान समेत सभी बड़े देशों की नागरिक विमानन क्षेत्र की नियामक एजेंसियों ने एक तरह से इमरजेंसी घोषित कर साफ्टवेयर अपडेट करने का आदेश जारी कर दिया। भारत की तीन प्रमुख विमानन कंपनियों- इंडिगो, एअर इंडिया और एअर



एयरबस में आई तकनीकी समस्या के कारण भारत में भी उड़ानें प्रभावित हुईं • प्रेट

कुछ ए-320 विमानों में आवश्यक मरम्मत के कारण चुनौतियां सामने आ रही हैं। मैं अपने ग्राहक एयरलाइनों और उन यात्रियों से माफी मांगना चाहता हूँ, जो इस समय प्रभावित हुए हैं। लेकिन, हमारा मानना है कि सुरक्षा से बढ़कर कुछ नहीं है। हमारी टीमें यह सुनिश्चित करने के लिए चौबीसों घंटे काम कर रही हैं कि साफ्टवेयर अपडेट जल्द से जल्द किया जाए, ताकि विमान वापस उड़ सकें और सामान्य संचालन फिर से शुरू हो सके।

इंडिया एक्सप्रेस के 338 विमानों में साफ्टवेयर अपडेट करने का काम चल रहा है। यह एक हवाई संकट है, जो वैश्विक स्तर पर पर्यटन और व्यापार दोनों को प्रभावित करेगा। वैश्विक विमानन क्षेत्र की इस

- एयरबस के ए-320 विमानों में सौर विकिरण से गड़बड़ी का खतरा
- भारत में भी 338 विमान प्रभावित, विमानों का साफ्टवेयर अपडेट करने का चल रहा काम

-जियोम फोरी, एयरबस सीईओ

नई समस्या की जड़ पिछले महीने अमेरिकी एयरलाइन जेटब्लू के एक ए-320 विमान में हुई घटना है, जिसमें उड़ान के दौरान अचानक विमान की नाक नीचे की ओर झुक गई और कुछ सेकेंड के लिए ऊंचाई

में हल्की गिरावट आई। इस घटना में 15 से ज्यादा यात्री घायल हो गए। जांच में पता चला कि बहुत तेज सौर विकिरण की वजह से विमान को ऊपर-नीचे होने और दाएं-बाएं मुड़ने की प्रक्रिया को नियंत्रण करने वाले साफ्टवेयर एलीवेटर एडलरान कंप्यूटर (ईएलएसी) में मौजूद महत्वपूर्ण डाटा करप्ट हो गया था। डाटा करप्ट होने से हवा में ही विमान के अचानक तेजी से नीचे जाने की खतरनाक स्थिति बन सकती है।

नया साफ्टवेयर तुरंत डालना जरूरी: इस बारे में एयरबस ने भी बताया है कि दुनियाभर में हजारों ए-320 विमानों में पुराना साफ्टवेयर लगा है। वह इस सौर विकिरण का मुकाबला नहीं कर पाता। इसलिए नया साफ्टवेयर तुरंत डालना जरूरी है। कुछ पुराने विमानों में ईएलएसी हार्डवेयर को बदलना भी पड़ रहा है।



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

DAINIK JAGRAN

DELHI

30 NOVEMBER 2025

सौर विकिरण से छह हजार विमान जमीन पर

जागरण न्यूज नेटवर्क, नई दिल्ली: गंभीर सौर विकिरण के कारण दुनिया में सबसे लोकप्रिय एयरबस ए320 श्रृंखला के विमानों में साफ्टवेयर खराबी का खतरा बढ़ गया है। यह गड़बड़ी उड़ान नियंत्रण से जुड़े अहम डाटा को प्रभावित कर सकती है, जिससे विमान की ऊंचाई, दिशा और नियंत्रण जैसी महत्वपूर्ण गणनाएं गलत हो सकती हैं। कंपनी ने दुनियाभर में संचालित करीब छह हजार विमानों के साफ्टवेयर अपडेट का निर्देश जारी किया है और अस्थायी रूप से इनके उड़ान संचालन पर रोक लगा दी है। एयरबस के 55 वर्ष के इतिहास में पहली बार इतने बड़े पैमाने पर विमानों की 'ग्राउंडिंग' की गई है।

फ्रांसीसी विमान निर्माता एयरबस ने बताया कि सौर विकिरण साफ्टवेयर संस्करण एल104 वाले एलिवेटर-एइलरान कंप्यूटर (ईएलएसी बी) को प्रभावित कर रहा है। यह कंप्यूटर विमान की ऊंचाई की गणना और उड़ान सतहों के नियंत्रण का महत्वपूर्ण कार्य करता है। इसी कारण यूरोपीय संघ विमानन सुरक्षा एजेंसी (ईएएसए) ने शुक्रवार को इमरजेंसी एयरवर्दीनेस

● फ्रांसीसी कंपनी एयरबस की ए320 सीरीज में गंभीर साफ्टवेयर गड़बड़ी की पहचान

● कंपनी के 55 साल के इतिहास में इतने बड़े पैमाने पर विमानों का आपरेशन रोक़ा गया

क्यों बढ़ रहे हैं खतरे?

सौर विस्फोट के दौरान सूर्य से निकलने वाले आवेशित कण कुछ ही मिनटों में पृथ्वी के ऊपरी वायुमंडल तक पहुंच जाते हैं। हाई एल्टीट्यूड पर उड़ने वाले विमानों में ये कण इलेक्ट्रॉनिक उपकरणों पर प्रभाव डाल सकते हैं। ईएलएसी का एल104 साफ्टवेयर इस तरह के विकिरण के प्रति अधिक संवेदनशील पाया गया है, जिसके चलते ऊंचाई गणना में त्रुटि और उड़ान सतहों का असामान्य व्यवहार संभव है।

डायरेक्टिव (ईएडी) जारी करते हुए सभी प्रभावित विमानों में तत्काल मरम्मत की अनिवार्यता घोषित की। गौरतलब है कि 30 अक्टूबर को कैनकन-नेवार्क उड़ान के दौरान जेटब्लू एयरवेज की फ्लाइट (बी6-1230) में गड़बड़ी पाई गई थी। एयरबस का कहना है कि ऐसी दूसरी कोई घटना सामने नहीं आई, लेकिन विश्लेषण से ए320सीईओ और ए320एनईओ श्रेणी के विमानों में व्यापक खतरे की

हार्डवेयर रिप्लेसमेंट हैं उपाय

रिपोर्टों के अनुसार, एयरलाइंस को ईएलएसी साफ्टवेयर को पुराने, अधिक स्थिर एल103 संस्करण पर वापस लाना होगा या संबंधित हार्डवेयर में बदलाव करना होगा। पूरा अपडेट लगभग तीन घंटे में पूरा हो सकता है।

पुष्टि हुई है।

“फ्लाई-वाय-वायर” तकनीक पर भी असर : ए320 विमानों में फ्लाई-बाय-वायर तकनीक का उपयोग होता है, जिसमें काकपिट से भेजे गए इलेक्ट्रॉनिक सिग्नल ईएलएसी जैसे कंप्यूटरों द्वारा प्रोसेस किए जाते हैं और इसके आधार पर एलिवेटर व एइलरान सतहें समायोजित होती हैं। साफ्टवेयर में छोटी सी त्रुटि भी उड़ान नियंत्रण प्रणाली को प्रभावित कर सकती है।

Corporate Communications Directorate

ECONOMIC TIMES

DELHI

30 NOVEMBER 2025

A320s being Urgently Updated after Airbus Alert

DGCA mandates inspection, software upgrades in over 300 aircraft over weekend; manufacturer says to modify/replace component

Our Bureau

Mumbai: India's aviation regulator on Saturday ordered urgent inspections and software updates across Airbus A320 family aircraft after European authorities and the aircraft maker cautioned that intense solar radiation could corrupt data critical to flight controls.

The move affects more than 300 domestic aircraft, though the fix involves reverting to an earlier software and is a relatively simple 30-minute process on each plane. Regulators stressed there is no safety risk and the steps are precautionary India's

Flying Fix

Airlines across world rush to fix A320 glitch

It's one of Airbus' biggest recalls

JetBlue altitude-loss in Oct triggered move

WHAT IS IT?

Glitch affects flight-control software governing elevators, ailerons

Faulty logic can cause delayed or incorrect surface responses in rare scenarios

Intense solar radiation may corrupt data critical to flight controls

No major impact on schedule; update a minor and fast process

6,000 jets impacted but time-consuming hardware change needed only in **<1,000**

About **11,300** A320 family planes in global service



carriers expect to complete work by Sunday morning.

The Directorate General of Civil Aviation (DGCA) acted after a recent in-service event in which an A320 experienced

what officials described as an "uncommented and limited pitch down event," causing a sharp and sudden loss of altitude in-flight. The autopilot stayed engaged and the flight conti-

nued normally afterwards.

A preliminary technical assessment pointed to a possible malfunction in the aircraft elevator aileron computer (ELAC), which controls key flight surfa-

ces. Airbus on Friday said "analysis of a recent event involving an A320 family aircraft has revealed intense solar radiation may corrupt data critical to functioning of flight controls."

Global Worries, but Short-term

 Hundreds of flights in Asia and Europe were halted, with a shadow looming over US travel in the busiest weekend of the year as global airlines scrambled to fix the Airbus glitch. **▶▶ 7**

It also said it had "identified a significant number of A320 family aircraft currently in service that may be impacted."

Emergency Directive ▶▶ 7

Emergency Airworthiness Directive

▶▶ From Page 1

To address the issue, the manufacturer issued an alert operators transmission, a safety-related directive instructing airlines to install updated software or hardware protections. "Airbus has worked proactively with the aviation authorities to request immediate precautionary action from operators to implement the available software and/or hardware protection and ensure the fleet is safe to

fly," it said.

The guidance was later reflected in an emergency airworthiness directive issued by the European Union Aviation Safety Agency (EASA).

DGCA followed with a 'most urgent' mandatory modification order on Saturday, instructing Indian operators to inspect and, if required, replace the ELAC. The notice stated that "inspection and/or modification on the following subject is mandatory" and that "no

person shall operate the product" unless the requirement is fully complied with.

Airlines must also update internal certification records and the master mandatory modification list before returning aircraft to service.

RIPPLES IN INDIA

According to DGCA compliance data as of 5:30 pm, software upgrades were complete on 270 of 338 affected aircraft.

Airline-wise, 200 aircraft operated by IndiGo, 113 by Air India and 25 of Air India Express are affected.

As of 5:30 pm, software upgrades were complete on 184 IndiGo, 69 Air India and 17 Air India Express planes.

Government officials said data from the trio have been compiled, the affected carriers spot-checked and found compliant.

Air India Express reported four cancellations and delays, while IndiGo and Air India reported no cancellations. "We are confident of covering the entire (affected) fleet within the timeline prescribed by EASA," said Air India.

According to Cirium data, Air India and IndiGo together have 1,164

of these aircraft on order from Airbus.

The aircraft maker called the recommendations necessary and said it would continue to support airlines "while keeping safety as our number one and overriding priority."

Aviation officials described the order as a preventive measure and said such directives are routine in global aviation safety systems. The regulator said flights remain safe to operate and the objective is to ensure all affected aircraft are cleared through inspection before flying.

Corporate Communications Directorate

ECONOMIC TIMES

DELHI

30 NOVEMBER 2025

Air India Just Not a Biz Opportunity, It's a Responsibility: Chandrasekaran

Says every single percentage growth in GDP will give a 2% growth for domestic aviation sector

PTI

Mumbai: Tata Sons chairman N Chandrasekaran on Saturday said Air India, which is undergoing a transformation, is not just a business opportunity but a "responsibility" for the Tata Group.

The aviation sector faces continuous challenges, he said and added that the global supply chain issues make availability of parts, infrastructure and new fleet pretty unpredictable.

"Every plan that you have is becoming difficult because of the situations that you face

in this area," he said.

Chandrasekaran also mentioned that the aviation is a very capital intensive business and also the margins are thin.

At an event in the city to celebra-

te the 121st birth anniversary of JRD Tata, Chandrasekaran said, "I firmly believe for the Tata Group, Air India is just not a business opportunity. It's a responsibility".

Tata Group acquired loss-making Air India along with Air India Express in January 2022,

 **N CHANDRASEKARAN**
Chairman, Tata Sons

India grows 8%, the aviation industry grows 16%. And this game will play out, and will be continuing for a long time

and since then, the group has been working on an ambitious five-year transformation plan. However, the progress has been slower than expected due to various factors, including global supply chain woes resulting in aircraft upgradation as well as delivery delays.

Highlighting the potential of the country's aviation sector, Chandrasekaran said every single percentage growth in GDP will give a 2% growth for the domestic aviation sector.

"India grows 8%, the aviation industry grows 16%. And this game will play out, and will be continuing for a long time, at least the next three decades.

"So this is going to be a very exciting phase of economic growth, and for the aviation sector in particular," he said.





Corporate Communications Directorate

FINANCIAL EXPRESS

DELHI

30 NOVEMBER 2025

Air India issues travel advisory for Cyclone Ditwah

Flights cancelled at Chennai airport as IMD issues red alert

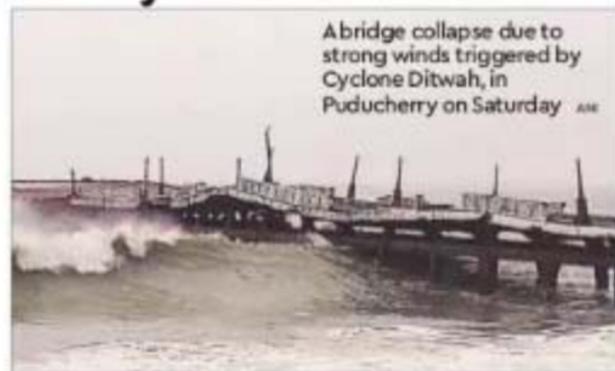
ANI
New Delhi, November 29

Air India on Saturday issued a travel advisory on the possible disruption in flight operations due to heavy rain and strong winds resulting from Cyclone

Ditwah. Air India requested the travellers to check the status of their flights before heading to the airport. The airlines also advised people to contact their call centre for any assistance. Over 35 flights from Chennai airport were cancelled Saturday due to adverse weather. On Sunday, 36 domestic and 11 international flights are likely to be cancelled, as per AAI. Meanwhile, the India Meteorologi-

cal Department (IMD) has issued a red alert in parts of Tamil Nadu and Puducherry as Cyclone Ditwah approaches closer to the coastal areas.

IMD warned of heavy to very heavy rainfall, with extremely heavy rain at isolated spots, likely over Cuddalore, Nagapattinam, Mayiladuthurai, Villuppuram, Chengalpattu districts, and the Puducherry-Karaikal region.



A bridge collapse due to strong winds triggered by Cyclone Ditwah, in Puducherry on Saturday. ANI



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FINANCIAL EXPRESS

DELHI

30 NOVEMBER 2025

Air India a responsibility, not just business: Tata Sons chief

PRESS TRUST OF INDIA
Mumbai, November 29

TATA SONS CHAIRMAN N Chandrasekaran on Saturday said Air India, which is undergoing a transformation, is not just a business opportunity but a "responsibility" for the Tata Group.

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"Every plan that you have is becoming difficult because of the situations that you face in this area," he said.

Chandrasekaran also mentioned that the aviation is a very capital intensive business and also the margins are thin.

At an event in the city to celebrate the 121st birth

UNDERGOING TRANSFORMATION

- The aviation is a very capital intensive business and the margins are thin, he said
- The global supply chain issues make availability of parts and new fleet unpredictable
- Tata Group acquired loss-making Air India along with Air India Express in January 2022

N CHANDRASEKARAN, CHAIRMAN, TATA SONS

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anniversary of JRD Tata, Chandrasekaran said, "I firmly believe for the Tata Group, Air India is just not a business opportunity. It's a

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Tata Group acquired loss-making Air India along with Air India Express in January 2022, and since then, the

group has been working on an ambitious five-year transformation plan. However, the progress has been slower than expected due to various factors, including global supply chain woes resulting in aircraft upgradation as well as delivery delays.

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"So this is going to be a very exciting phase of economic growth, and for the aviation sector in particular," he said.

● DRASTIC ACTION, URGENT REPAIR

Global airlines race to fix A320 jets after Airbus recall

Airbus CEO apologises to airlines, passengers

REUTERS
Paris, November 29

GLOBAL AIRLINES SCRAMBLED on Saturday to fix a software glitch on their Airbus A320 jets as a recall by the European planemaker temporarily grounded aircraft in Asia and Europe and threatened travel in the United States during the busiest weekend of the year. Airbus CEO Guillaume Faury apologised to airlines and passengers after the surprise recall of 6,000 planes or more than half of the global A320-family fleet, which recently overtook the Boeing 737 as the industry's most-delivered model. "I want to sincerely apologise to our airline customers and passengers who are impacted now," Faury posted on LinkedIn. Friday's alert followed an unintended loss of altitude on an October 30 JetBlue flight from Cancun, Mexico, to Newark, New Jersey, which injured 10 passengers, according to France's BEA accident agency, which is probing the incident.

Airlines worked through the night to make fixes after Airbus issued the emergency recall to 350 operators around the world, and global regulators directed carriers to remedy the software problem before resuming flights. That appeared to help head off the worst-case scenario and capped the number of flight delays in Asia and Europe early on Saturday. The US will face high travel demand later in the day after the Thanksgiving holiday period. "It's not as chaotic as some people might think," said Asia-based independent aviation analyst Brendan Sobie,

THE IMPACT

■ Airbus recalls a total of 6,000 A320-family jets

■ Regulators worldwide order software fixes

■ JetBlue incident exposed vulnerability in flight-control software

■ JetBlue incident occurred on October 30, injuring 10 passengers



The departures' display board shows All Nippon Airways' multiple flight cancellations at Haneda airport in Tokyo Saturday

adding that airlines were always prepared for various potential disruptions. "But it does create some short-term headaches for operations." Airbus is also now telling airlines that emergency repairs to some of the A320 jets affected may be less burdensome than first thought, industry sources said, with fewer than feared likely to need hardware changes rather than the software fix. Even so, industry executives said the abrupt action was a rare and potentially costly headache at a time when maintenance is under pressure worldwide from labour and parts shortages.

Globally, there are about 11,300 of the single-aisle jets in service, including 6,440 of the core A320 model. The fix mainly involves reverting to earlier software, and although relatively simple, it must be completed before the planes can fly again. European low-budget airline Wizz Air said early on Saturday that software updates had been implemented overnight on all its affected A320-family jets with no further disruption

expected. Flight tracker data from Cirium and FlightAware showed most global airports operating with good-to-moderate levels of delays. AirAsia, one of the world's largest A320 customers, said that it aimed to complete fixes in 48 hours, with engineering teams "working around the clock".

Taiwan's Civil Aviation Administration instructed airlines to conduct inspections and maintenance. It estimates that around two-thirds of the 67 A320 and A321 aircraft operated by the island's carriers are affected. The Civil Aviation Authority of Macao said it had asked Air Macau to address the issue, including rescheduling flights to minimise any disruption to passengers. ANA Holdings, Japan's biggest airline, cancelled 95 flights on Saturday affecting 13,500 travellers. ANA and its affiliates, such as Peach Aviation, operate the most Airbus A320 jets in Japan. Its chief rival, Japan Airlines, has a mostly Boeing fleet and does not fly the A320. Industry sources said a sharp loss of altitude on a Jet-

Blue flight on October 30 from Cancun, Mexico, to Newark, New Jersey, that injured several passengers had triggered the Airbus recall. Jetstar, the budget carrier of Australia's flag carrier Qantas, said some of its flights would be affected. South Korea's Asiana Airlines said it does not expect any significant disruptions to its flight schedule. Its domestic rival, Korean Air, said it was working to get 10 of its jets back into service. South Korea's transport ministry said upgrades to 42 aircraft there were expected to be completed by Sunday morning. Hong Kong budget carrier HK Express said it had upgraded more than half of its affected aircraft and that flight operations were normal. The world's largest A320 operator, American Airlines, said 209 of its 480 A320 aircraft needed the fix, revised down from an earlier estimate, most of which it expected to complete by Saturday. Other US carriers Delta Air Lines, JetBlue and United Airlines are also among the world's 10 biggest A320-family operators.

एयरबस के विमानों में तकनीकी खामी से पहली बार दुनियाभर में उड़ानें प्रभावित संकट : हजारों उड़ानें अटकी

वाशिंगटन/नई दिल्ली, एर्जेसी/विशेष संवाददाता। एयरबस के 320 विमानों में तकनीकी समस्या के चलते शनिवार को भारत सहित कई देशों में हवाई सेवाएं प्रभावित रहीं। सुरक्षा मानकों को ध्यान में रखते हुए विमानन कंपनियों को तुरंत सॉफ्टवेयर अपडेट करने के निर्देश दिए गए, जिसके चलते दुनिया में छह हजार से अधिक उड़ानें रद्द हुई या देरी से उड़ सकीं।

एयरबस के 55 साल के इतिहास में पहली बार है जब इतने बड़े पैमाने पर विमानों की वापसी का निर्देश दिया गया है। दुनिया में सर्वाधिक इस्तेमाल होने वाले ए320 सीरीज के विमान हाल ही में हुई जेट ब्लू एयरलाइंस घटना के बाद जांच के घेरे में आए। घटना में विमान अचानक तेजी से नीचे आ गया था।

नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने विमान सुरक्षा को ध्यान में रखते हुए एयरबस ए319 से ए321 शृंखला के विमानों में तत्काल तकनीकी अपडेट करने का आदेश दिया है। यह निर्देश यूरोपियन यूनियन एविएशन सेफ्टी एर्जेसी द्वारा जारी सुरक्षा निर्देश के आधार पर दिया गया है। डीजीसीए ने कहा, विमानों में लगे हैं। डीजीसीए ने कहा, विमानों में लगे एलीवेटर-एलिरॉन कंप्यूटर (ईएलएसी) में सॉफ्टवेयर अपग्रेड और हार्डवेयर बदलाव 30 नवंबर तक पूरे किए जाएं। इस प्रक्रिया के चलते भारत में 338 उड़ानें प्रभावित हुईं।

डीजीसीए ने एक बयान में कहा कि शनिवार शाम 5:30 बजे तक कुल 338 में 270 विमानों में सॉफ्टवेयर अपग्रेड पूरा हो गया। एयरलाइंस और उनके मेटेनेंस विभागों से कहा गया है कि सुरक्षा में किसी भी तरह की ढिलाई बर्दाश्त नहीं की जाएगी।

एयर इंडिया के 40% विमानों में अपडेट पूरा: एयर इंडिया ने सोशल



कोलंबिया के अल-डोराडो हवाईअड्डे पर शनिवार को उड़ानें रद्द होने के कारण बड़ी संख्या में यात्री परेशान रहे। • एफोसी

ईएलएसी विमान का दिमाग और तंत्रिका तंत्र है। इसमें सॉफ्टवेयर की गंभीर समस्या है। पायलट कंट्रोल आगे करे तो विमान नीचे झुकना चाहिए, पीछे करे तो ऊपर उठना चाहिए। चाहे, पाछ कर तो ऊपर उठना चाहिए। ऐसा अपने आप होने लगे तो यह बड़ी दिक्कत है। -एहसान खालिद, पूर्व पायलट

जेट ब्लू घटना के बाद पता चली खामी

समस्या का पता उस घटना के बाद चला, जिसमें 30 अक्टूबर को जेट ब्लू एयरलाइंस का एक विमान अचानक नीचे झुक गया और तेजी से कई फीट नीचे आ गया। मैक्सिको के कैकून से न्यूयॉर्क जा रहे विमान को आपत स्थिति में उतारना पड़ा था। इस हादसे में कम से कम 15 यात्री घायल हुए। स्थिति में उतारना पड़ा था। इस हादसे में कम से कम 15 यात्री घायल हुए। जांच में पाया गया कि सौर विकिरण या कॉस्मिक रेडिएशन की वजह से फ्लाइट कंट्रोल सिस्टम का महत्वपूर्ण डाटा क्षतिग्रस्त हो सकता है।

मीडिया मंच एक्स पर बताया कि उसके इंजीनियर काम कर रहे हैं और जिन विमानों को जरूरत थी उनमें से 40 प्रतिशत से ज्यादा पर अपडेट पूरा हो चुका है। कोई उड़ान रद्द नहीं हुई है। वहीं, विमानन कंपनी इंडिगो ने बताया कि उसके ए320 बेड़े के 160 विमानों में जरूरी अपग्रेड पूरे हो गए। शेष 40 विमानों की जांच जारी है। विमानन कंपनी ने यह भी बताया कि कोई उड़ान रद्द नहीं की गई। हालांकि, कुछ में देरी

हुई है। डेल्टा एयरलाइंस ने कहा, यह समस्या उसके 50 से कम ए321नियो विमानों को प्रभावित करेगी। यूनाइटेड एयरलाइंस ने बताया कि उसके बेड़े में छह विमान प्रभावित हैं।

एलिवेटर-एलिरॉन कंप्यूटर: यह विमान के फ्लाइट कंट्रोल सिस्टम का अहम हिस्सा है। यह उड़ान के दौरान विमान की दिशा एवं संतुलन को नियंत्रित करता है। विशेषज्ञों के अनुसार, तेज सौर विकिरण विमान को

नियंत्रण में रखने के लिए जिम्मेदार एलीवेटर-एलिरॉन कंप्यूटर में मौजूद महत्वपूर्ण डाटा प्रभावित कर सकता है। ऐसे में ऊंचाई और दिशा संबंधी संकेत गलत मिल सकते हैं।

इन दो उपायों पर किया जा रहा काम: एयरबस की इस खराबी को ठीक करने के लिए दो तरह के उपाय किए जा रहे हैं, जिनके कारण विमान सेवाओं पर अलग-अलग असर पड़ रहा है। लगभग चार हजार विमानों में

कहां-क्या असर

- 6000** विमानों के संचालन पर असर दुनियाभर में
- 500** से अधिक विमान प्रभावित अकेले अमेरिका में
- 338** उड़ानों के संचालन पर असर पड़ा भारत में
- 65** उड़ानों को रद्द करना पड़ा जबकि 34 देरी से उड़ी जापान में
- 90** से ज्यादा रद्द करनी पड़ी या देरी से उड़ान भर सकी ऑस्ट्रेलिया में
- 21** उड़ानों पर असर पड़ा सिंगापुर में, कई को रद्द करना पड़ा

डीजीसीए के निर्देश

- प्रभावित विमानों में आवश्यक तकनीकी अपडेट किए बिना उन्हें उड़ान के लिए उपयोग न किया जाए
- सभी संबंधित ऑपरेटरों को अनिवार्य अपडेट और निरीक्षण की जानकारी तत्काल उपलब्ध कराई जाए।
- एयरलाइंस अपने कार्यालयों से रक्षा मैनेटरी मॉडिफिकेशन में रखी मैनेटरी मॉडिफिकेशन लिस्ट को अपडेट करें।

सॉफ्टवेयर का सुरक्षित वर्जन फिर इंस्टॉल किया जाएगा। यह प्रक्रिया आसान है, इसमें केवल दो घंटे लगते हैं। वहीं करीब एक हजार पुराने विमानों का पूरा हार्डवेयर बदलना होगा क्योंकि सॉफ्टवेयर अपडेट पर्याप्त नहीं है। पाटर्स की कमी और मेटेनेंस क्षमता सीमित होने के कारण, इ विमानों को हफ्तों तक उड़ान भरने से रोकना पड़ सकता है।

➤ पांच घंटे तक की देरी

एयरबस ए320 विमानों में तकनीकी खामी के चलते देश के कई हवाई अड्डों पर उड़ानों का संचालन प्रभावित देशभर में पांच घंटे तक देरी से उड़े विमान

परेशानी

नई दिल्ली/लखनऊ/पटना/रांची, संवाददाता। एयरबस ए320 विमानों में तकनीकी खामी सामने आने के बाद देश के कई हवाई अड्डों पर शनिवार को उड़ान संचालन प्रभावित रहा।

सुरक्षा कारणों के चलते चल रहे सॉफ्टवेयर अपडेट के कारण कुछ हवाई अड्डों पर दो मिनट से लेकर पांच घंटे तक की देरी हुई। हालांकि, इसके चलते कोई भी उड़ान रद्द नहीं हुई। एयरलाइंस और डीजीसीए ने कहा कि अपडेट प्रक्रिया तेजी से चल रही है और चरणबद्ध तरीके से उड़ान संचालन सामान्य करने की कोशिश है।

अधिकतर विमानों में देर रात तक सॉफ्टवेयर अपडेट कर लिया गया। सभी प्रभावित विमानों पर यह काम रविवार सुबह 5:29 बजे तक पूरा करना अनिवार्य है। यात्रियों को सलाह दी गई है कि उड़ान से पहले समय की जानकारी अवश्य लें। हालांकि, विमानन कंपनियों का कहना है कि प्रक्रिया जल्द पूरी हो जाएगी। इस बीच विशेषज्ञों का मानना है कि यह समस्या रविवार को शाम तक रह सकती है।



एयरबस के ए-320 विमानों में तकनीकी खामी दूर करने के लिए शनिवार को चलाए जा रहे अभियान के दौरान देशभर में कई उड़ानें घंटों देरी से उड़ीं। • फाइल फोटो

उत्तराखंड

यहां कुछ उड़ानें प्रभावित रही। लखनऊ से जौलीग्रॉंट आने वाली इंडिगो की उड़ान दो घंटे 10 मिनट की देरी से शाम 7:10 पर पहुंची। जौलीग्रॉंट एयरपोर्ट प्रशासन के मुताबिक एकमात्र लखनऊ से आने वाली फ्लाइट ऑपरेशनल कारण से ही देरी से देहरादून पहुंची है।

उत्तर प्रदेश

लखनऊ एयरपोर्ट पर इंडिगो, एयर इंडिया और एयर इंडिया एक्सप्रेस की उड़ानों में देरी हुई। कई उड़ानें पांच घंटे तक लेट रही। अयोध्या, गोरखपुर और वाराणसी में उड़ानें लगभग तय समय पर संचालित हुईं। वाराणसी में कुछ उड़ानें एक से ढाई घंटे देर से पहुंचीं, लेकिन कोई विमान ग्राउंड नहीं किया गया।

बिहार

पटना हवाई अड्डे पर सात उड़ानें दो से 31 मिनट की देरी से चलीं। पूर्णिया में इंडिगो की उड़ानें समय से उड़ीं। दरभंगा में संचालन सामान्य रहा। अकासा की एक उड़ान तकनीकी कारणों से रद्द हुई।

दिल्ली

इंदिरा गांधी अंतरराष्ट्रीय हवाई अड्डे से करीब 30 उड़ानें आठ घंटे से लेकर एक घंटे तक देरी से रवाना हुईं। स्पाइसजेट की एक उड़ान समेत कुछ निजी विमानों की उड़ान स्थगित की गई।

झारखंड

रांची एयरपोर्ट पर एक भी विमान ग्राउंड नहीं किया गया। तकनीकी खामी और खराब मौसम से छह उड़ानें 1 से 3 घंटे तक देरी से चलीं। अन्य शहरों में उड़ानों में देरी के चलते मामूली असर जरूर पड़ा।

दुनियाभर के चार हजार से अधिक विमान अपग्रेड होंगे

नई दिल्ली, एजेंसी। एयरबस के 55 साल के इतिहास में पहली बार है जब इतने बड़े पैमाने पर विमानों की वापसी का निर्देश दिया गया है। लगभग चार हजार विमानों में सॉफ्टवेयर का सुरक्षित वर्जन फिर से इंस्टॉल किया जाएगा।

एयरबस के अनुसार तेज सौर विकिरण या ब्रह्मांडीय विकिरण विमान के फ्लाइट कंट्रोल सिस्टम के डाटा को खराब कर सकती है। इस खराबी के कारण विमान अपने आप (पायलट की सलाह के बिना) अचानक नीचे की ओर झुक सकता है। 30 अक्टूबर को जेटब्लू की एक उड़ान के साथ ऐसा ही हुआ था, जिसके बाद विमान को इमरजेंसी लैंडिंग करनी पड़ी थी।

हजारों विमान हफ्तों ग्राउंडेड रह सकते हैं: प्रक्रिया में सिर्फ दो घंटे लगते हैं, लेकिन करीब एक हजार पुराने विमानों का पूरा हार्डवेयर बदलना होगा। पाटर्स की कमी और मेंटेनेंस की क्षमता सीमित होने के कारण, इन विमानों को हफ्तों तक उड़ान भरने से रोकना पड़ सकता है।

सोलर तूफान क्यों बं रहे हादसों की वजह?

ए320 1984 में लॉन्च हुआ। यह पहला ऐसा विमान था जिसने पुराने मैकेनिकल नियंत्रणों को हटाकर उनकी जगह इलेक्ट्रॉनिक सिस्टम (फ्लाई-बाय-वायर) का इस्तेमाल किया। इससे दक्षता बढ़ी, लेकिन विमान विद्युत चुम्बकीय हस्तक्षेप के लिए संवेदनशील हो गए। सूरज से निकलने वाले कोरोनाल मास (वाजर्ड पार्टिकल्स) वायुमंडल में प्रवेश करते हैं। 28,000 फीट से अधिक ऊंचाई पर ये पार्टिकल्स अतिरिक्त विकिरण उत्पन्न कर विमान के इलेक्ट्रॉनिक्स को खराब कर सकते हैं।

एयरबस और बोइंग विमानन उद्योग की रीढ़: दुनिया भर में उड़ रहे लगभग 11300 ए320 फैमिली विमानों में से 6000 प्रभावित हुए हैं। ए320 और बोइंग 737 वैश्विक विमानन की रीढ़ हैं और आर्थिक ढांचे के लिए अत्यंत महत्वपूर्ण हैं।

उड़ान के दौरान खामी से बड़ा खतरा

नई दिल्ली, एजेंसी। एयरबस ए320 विमानों में सामने आई तकनीकी खामी को एविएशन विशेषज्ञों ने बेहद गंभीर बताते हुए कहा कि यदि यही समस्या उड़ान भरने या लैंडिंग के दौरान हुई तो बड़ा हादसा हो सकता है।

पूर्व पायलट अहसान खालिद के अनुसार, ए320 में लगा एलिक्ट्रॉनिक-एलिरॉन कंप्यूटर विमान की ऊंचाई और संतुलन नियंत्रित करता है। इसमें आई

विशेषज्ञ बोले, गड़बड़ी से अचानक झुक सकता है उड़ता हुआ विमान

खराबी के चलते विमान अचानक नीचे की ओर झुक सकता है। खालिद ने 30 अक्टूबर की जेटब्लू फ्लाइट घटना का उदाहरण देते हुए कहा, विमान करीब सात सेकेंड के लिए खुद-ब-खुद नीचे आया और 100 फीट नीचे चला गया।

35 हजार फीट की ऊंचाई पर यह संभल गया, लेकिन उड़ान भरते वक्त इतने सेकेंड भी हादसे के लिए काफी हैं।

एविएशन विशेषज्ञ हर्षवर्धन के अनुसार, समय रहते समस्या का पता चल जाना बड़ी राहत है, क्योंकि उड़ान के दौरान फ्लाइट कंट्रोल सिस्टम में खराबी पर पायलट के लिए नियंत्रण कठिन हो सकता है। गड़बड़ी समय पर न मिलती तो बड़ा हादसा हो सकता था।

DGCA orders urgent software upgrade on Airbus A320 aircraft

DGCA orders upgrade for Airbus A320 fleet

The Airbus alert followed an incident aboard a Jet-Blue flight between Mexico and Newark on October 30 when the aircraft experienced an uncontrolled descent for approximately four to five seconds before the autopilot corrected it. The investigation traced the problem to a flight system called Elevator and Aileron Computer, which sends commands from the pilot's side-stick to elevators on the tail section of the aircraft. These in turn control the aircraft's pitch or nose angle.

"Airbus acknowledges these recommendations will lead to operational disruptions to passengers and customers. We apologise for the inconvenience caused and will work closely with operators, while keeping safety as our number one and overriding priority," the European aircraft manufacturer said on Friday evening.

Jagriti Chandra

NEW DELHI

Airlines moved swiftly to implement a software fix on Airbus aircraft in their fleets after India's aviation regulator ordered that planes which had not completed the modification by Sunday morning must be grounded.

The order was based on an alert from the aircraft manufacturer.

"This is to be ensured that no person shall operate the product which falls under the applicability of this Mandatory Modification," said the Directorate General of Civil Aviation's order, issued early on Saturday.

The grounding will kick in from 5.30 a.m. on Sunday, allowing airlines enough time to carry out rectification action in between flights as well as move aircraft from smaller airports to bigger ones where they have a maintenance base.

The DGCA order fol-

Quick resolution

Upgrade was completed for most aircraft on Saturday



Airlines	No. of aircraft affected	Upgrade completed on
IndiGo	200	184
Air India	113	69
Air India Express	25	23

*As on 9 p.m. on Saturday

lowed an alert from Airbus on Friday evening about a recent event involving an Airbus A320 family aircraft, which had revealed that intense solar radiation can corrupt data critical to the functioning of flight controls.

Airbus said it had identified a "significant number" of Airbus A320 family aircraft that may be impacted. This would entail either a software or a hardware modification for

nearly half of the 12,000 A320 family aircraft worldwide, operated by about 300 airlines, it said.

The A320 family includes the A319, A320 and A321 aircraft.

Quick compliance

In India, the alert will impact 338 planes being operated by IndiGo (200), Air India (113), and Air India Express (25).

In less than 24 hours, that is, by Saturday evening, the software modification had been carried out in 270 of these aircraft, averting major disruptions during the peak travel season.

The fix involves a software downgrade on the affected aircraft that takes airlines upto 40 minutes to implement.

Older aircraft, such as the Airbus A319s, could possibly require a hardware replacement, industry sources explained.

CONTINUED ON

» PAGE 11

Corporate Communications Directorate

HINDUSTAN TIMES

DELHI

30 NOVEMBER 2025

Abundance of caution: How flight hit by solar flare sparked rush for Airbus fix

The issue at hand

Solar flare-up

Solar radiation can corrupt flight control data, causing unexpected nose-down movements without pilot input.

Affected system: ELAC (Elevator Aileron Computer) — manages the plane's nose angle and prevents excessive movements using electronic signals instead of mechanical controls.

The discovery: JetBlue flight from Cancun to Newark on Oct 30 suddenly pitched down, injuring 10 passengers. Investigation found ELAC 2 computer malfunction linked to solar radiation.

THE FIX

Most aircraft: Software download from cockpit (2-3 hours)

1,000 older jets: Hardware replacement (requires grounding)



Neha LM Tripathi

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NEW DELHI: Airlines across the world cancelled hundreds of flights and scrambled to upgrade software on more than 6,000 aircraft over the weekend, though the impact was far from significant in India. The scramble was triggered by a rare safety directive following evidence that intense solar radiation could corrupt flight control systems on some Airbus planes, including the ubiquitous A320.

The urgent fix was issued by the European Union Aviation Safety Agency late Friday and

came after a recent incident involving a JetBlue jetliner. The warning stated that the flaw — which can mostly be fixed with a software update but can require some hardware changes — can potentially lead to uncommanded aircraft movement that could exceed structural limits in the worst-case scenario.

The directive affects more than half of all A320 family aircraft in service globally — the most-delivered commercial airliner in history.

"This condition, if not corrected, could lead in the worst-case scenario to an uncom-

continued on → 10

AIRBUS FIX

manded elevator movement that may result in exceeding the aircraft's structural capability," the European flight safety regulator warned.

Indian airlines moved swiftly to comply with the directive, upgrading 270 of their 338 affected Airbus aircraft by Saturday evening as they raced to meet regulators' tight timeline. The Directorate General of Civil Aviation (DGCA) said a total of 200 IndiGo aircraft, 113 of Air India and 25 of Air India Express aircraft were impacted by the directive.

While no flights were cancelled by the airlines, several were delayed, government officials said. "First half of the day saw more delays in the flights for the three airlines," an official said, adding that nearly 5% of IndiGo's total flights were delayed until 1 pm. The flights were initially delayed for a couple of hours, but these delays were reduced to an hour.

As of 11pm on Saturday, IndiGo had completed software upgrades on all of its 200 affected aircraft, while Air India had completed 90% of its 113 affected aircraft — 104 A320 NEOs and nine A320 XLRs. The remaining work was underway across base stations in Delhi, Bengaluru, Mumbai, Chennai, Hyderabad, Ahmedabad and Kolkata, with full compliance expected before 5:29 am on Sunday, the DGCA stated.

According to Flightradar24, by evening, a majority of departing flights were delayed in Delhi (42) followed by Mumbai (37) with an average of 35 minutes.

"Spot checks have been carried out today on said fleet and found the compliance on said fleet," a DGCA official said.

An Air India Express spokesperson said, "We have completed the precautionary safety actions on the majority of our Airbus A320 fleet, with the remaining aircraft on track for completion within the advised timeline."

Corporate Communications Directorate

INDIAN EXPRESS

DELHI

30 NOVEMBER 2025

NO MAJOR IMPACT ON FLIGHT OPS

Update completed on most of affected Airbus A320 family planes in India

Sukalp Sharma

New Delhi, November 29

AIRBUS-MANDATED software changes have been carried out on most of Indian airlines' aircraft that could have been at risk of potential issues with the functioning of flight controls, according to the country's aviation safety regulator Directorate General of Civil Aviation (DGCA). The software changes, while having some bearing on the carriers' flight operations in the form of delays and rescheduling, have not led to any major impact in terms of cancellations.

IndiGo and the Air India group are the major Indian operators of A320 family aircraft — A320, A319, and A321 — which form the bulk of India's narrow-body aircraft fleet.

As per data shared by the DGCA, a total of 338 Airbus A320 family aircraft of Indian airlines — IndiGo, Air India, and Air India Express — were identified as planes that required rectification action prescribed by Airbus late Friday. The required action, which typically takes around a couple of hours, was completed on 270 of those aircraft as of 5:30 pm

Saturday.

The required rectification action on the remaining 68 aircraft was likely to be completed on Saturday itself, according to the regulator.

Officials said that there was no need for passengers to panic as the impact on flight operations is not significant. Indian carriers have largely been able to avoid flight cancellations, and managed to limit the disruption to some delays and rescheduling of flights.

Apart from four Air India Express flights, DGCA did not report any flight cancellations due to this issue as of Saturday evening. Despite the very short downtime for implementing the fix, some delays were unavoidable as a narrow-body jet typically operates multiple flights in a day and delays can quickly cascade.

The necessary changes had already been carried out on 184 of 200 IndiGo aircraft that required rectification action, as of 5:30 pm Saturday.

In the case of Air India, it was completed on 69 of the 113 affected aircraft. As for Air India Express, the required changes were made on 17 of the 25 affected planes. In all, IndiGo has around 370 A320



Fuselage sections of Airbus A320-family aircraft are seen at the Airbus facility in France.

REUTERS

family jets in its fleet, Air India has 127, and its low-cost arm Air India Express operates 40 A320 family aircraft. But not all aircraft required software changes or any hardware realignment.

European aerospace major Airbus on Friday said that a large number of its best-selling narrow-body A320 family aircraft will require an immediate software change, with some requiring hardware modifications as well.

The urgent rectification action, required to be taken before the next scheduled flight of each affected aircraft, was man-

dated for thousands of jets globally and over 300 in India. It was prescribed after Airbus learnt that intense solar radiation could corrupt data critical to flight controls. There are over 11,000 A320 family aircraft in operation globally, and over half of those are estimated to be affected by the issue.

Shortly after the announcement from Airbus, the European Union Aviation Safety Agency (EASA) issued an Emergency Airworthiness Directive (AD) requiring operators of the affected A320 family jets to implement the

• SWIFT FIX

INDIAN CARRIERS have managed to avoid flight cancellations and reduced the disruption to some delays and rescheduling of flights

SOME DELAYS were unavoidable because a narrow-body jet typically operates multiple flights in a day and delays can quickly cascade

THE URGENT rectification action by Airbus was mandated for thousands of aircraft globally and over 300 in India

solutions prescribed by Airbus "before next flight". The DGCA also issued a mandatory modification circular for Indian airlines to carry out the required changes.

"An Airbus A320 aeroplane recently experienced an uncommanded and limited pitch down event. The autopilot remained engaged throughout the event, with a brief and limited loss of altitude, and the rest of the flight was uneventful. Preliminary technical assessment done by Airbus identified a malfunction of the

affected ELAC (elevator aileron computer) as possible contributing factor. This condition, if not corrected, could lead in the worst-case scenario to an uncommanded elevator movement that may result in exceeding the aircraft's structural capability," the European Union Aviation Safety Agency ADSaid.

ELAC is a flight control computer that processes pilot input to control the aircraft's elevators and ailerons, which control the pitch and roll of the aircraft. A specific ELAC hardware and software combination was seen as the vulnerability that made the computer susceptible to data corruption due to solar flares or radiation. The fix prescribed by Airbus for the bulk of the affected aircraft involved a software change in the ELAC. In some older aircraft, the ELAC itself needed replacement.

For IndiGo, the base stations where software upgrade is being undertaken include Delhi, Bengaluru, Mumbai, Chennai, Hyderabad, Ahmedabad, and Kolkata. Air India is carrying out the changes at Delhi, Bengaluru, Mumbai, Hyderabad, Kolkata, and Chennai, while Air India Express is doing it at Delhi, Bengaluru, and Chennai.



Corporate Communications Directorate

INDIAN EXPRESS

DELHI

30 NOVEMBER 2025

'Air India not just a business opportunity for Tata Group'

Mumbai: Tata Sons Chairman N Chandrasekaran on Saturday said Air India, which is undergoing a transformation, is not just a business opportunity but a "responsibility" for the Tata Group.

The aviation sector faces continuous challenges, he said and added that the global supply chain issues make availability of parts, infrastructure and new fleet pretty unpredictable.

"Every plan that you have is

becoming difficult because of the situations that you face in this area," he said.

Chandrasekaran also mentioned that the aviation is a very capital intensive business and also the margins are thin.

The group had acquired loss-making Air India along with Air India Express in January 2022, and since then, the Tata group has been working on an ambitious five-year transformation plan.

PTI

The problem, its fix and impact on airline operations

Sukalp Sharma

New Delhi, November 29

AIRLINES ACROSS the world are scrambling to implement a fix mandated by Airbus to remedy a software vulnerability in thousands of its A320 family aircraft globally.

According to the European aerospace giant, intense solar radiation could corrupt data critical to flight controls in a significant number of these aircraft, which could in turn risk flight safety.

How the problem came to light

Airbus announced late Friday that a large number of its best-selling narrow-body A320 family aircraft will require an immediate software change, with some requiring hardware modifications as well. The urgent rectification action, required to be taken before the next scheduled flight of each affected aircraft, was mandated for thousands of jets globally and over 300 in India.

Citing an analysis of a recent event that involved an A320 Family aircraft, Airbus said the occurrence showed that "intense solar radiation may corrupt data critical to the functioning of flight controls." The aircraft manufacturer identified multiple A320 family aircraft that may be impacted.

It was working with aviation authorities across the world "to request immediate precautionary action from operators via an Alert Operators Transmission (AOT) in order to implement the available software and/or hardware protection, and ensure the fleet is safe to fly," Airbus said in a release.

This was followed by an Emergency Airworthiness Di-

E. EXPLAINED

Importance of ELAC in aircraft

ELAC, or elevator aileron computer is a flight control computer that processes pilot input to control the aircraft's elevators and ailerons, which control the pitch and roll of the aircraft

rective (AD) by the European Union Aviation Safety Agency (EASA) requiring operators of the affected A320 family jets to implement the solutions prescribed by Airbus "before next flight". EASA also mentioned an incident with an aircraft that led to the discovery of the vulnerability.

According to the European aviation regulator, an Airbus A320 experienced an uncommanded, and limited and brief pitch-down event, which led to the aircraft losing some altitude even as the pilots took no such action.

While EASA did not go into further details of the incident, industry insiders say that it involved a JetBlue flight from Cancun in Mexico to Newark in the US on October 30. The aircraft had a sudden loss of altitude, and some passengers sustained injuries due to the incident.

Preliminary technical assessment done by Airbus identified a malfunction of the ELAC as possible contributing factor.

ELAC is a primary flight control computer that processes pilot input to control the aircraft's elevators and ailerons, which control the pitch and roll of the aircraft. It translates the

pilots' inputs from their side-sticks into electronic signals to move the plane's control surfaces. A specific ELAC hardware and software combination was seen as the vulnerability that made the computer susceptible to data corruption due to solar flares or radiation.

Fix prescribed, action taken

The rectification action to take care of the vulnerability is rather simple, but is required to be taken urgently. For a bulk of the affected planes, it involves a quick software update—reverting to a previous version of an ELAC software. This process, according to experts, takes around a couple of hours. However, for some aircraft—mainly older variants of the A320 family—a replacement of the ELAC unit itself may be required. This process could potentially take much longer than a simple software fix, and would be contingent upon hardware availability.

There are over 11,000 A320 family aircraft — A319, A320, and A321 — in operation globally, and over half of those might be affected by the issue. This is being seen as the biggest recall in Airbus' history, and the mandated fix to rectify the issue has had some impact on airline operations.

A320 family aircraft are the most-flown commercial jets in the world. They also form the bulk of India's aircraft fleet, with around 540 A320 family jets being operated by Indian carriers. As many as 338 of these aircraft have been identified as those affected by the vulnerability pertaining to the aircraft's ELAC. **FULL REPORT ON**

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DELHI

30 NOVEMBER 2025

• AIRBUS RECALL: HOW IT HAS AFFECTED AIRLINES GLOBALLY

6,000

THE TOTAL NUMBER of aircraft affected by Airbus' order for immediate repairs on its A320 aircraft family in a sweeping recall affecting over 50% of the global fleet. About 11,300 of the single-aisle jets are in service, including 6,440 of the core A320 model.

TURKISH AIRLINES
8 aircraft would return to service after it completes the required actions

India

338

AIRCRAFT OF Indian airlines identified for required rectification action: DGCA

Air India: 113 aircraft affected; software updated on 69

Air India Express: 17 of 25 aircraft receive an update

IndiGo: Software fixed on 184 of 200 aircraft (as of 5:30 pm on Saturday)

KOREAN AIR
Work on 10 affected aircraft to be completed by Sunday morning

TAIWAN 2/3 of 67 aircraft operated by carriers were affected
SOURCE: REUTERS



USA

AMERICAN AIRLINES 209 out of 480 aircraft affected

UNITED AIRLINES 6 aircraft were affected by the recall

DELTA AIRLINES Limited impact

OTHERS

AIR FRANCE cancelled 35 flights after announcement

ALL NIPPON Airways cancelled 95 flights

AVIANCA AIRLINE of Colombia says over 70% of fleet affected. Halts ticket sales until Dec 8

Indian airlines complete software upgrade for 80% of 338 affected A320 family planes



OUR CORRESPONDENT

NEW DELHI: IndiGo, Air India and Air India Express on Saturday started carrying out software upgrade of A320 family planes to address a potential flight control issue, and requisite modifications have been done for 80 per cent of the affected 338 aircraft, an exercise that also resulted in delays and some flight cancellations.

According to the latest data from the aviation regulator DGCA, IndiGo and Air India did not cancel any flights, while Air India Express cancelled four flights due to the system modification process.

Flight delays have been 60-90 minutes at various airports, sources said.

On Friday, Airbus said intense solar radiation might corrupt data critical to flight controls in a significant number of A320 family aircraft and that the software changes required to fix the issue would lead to operational disruptions.

As many as 338 A320 family aircraft operated by Indian airlines require the software upgrade to address a potential issue related to flight controls, and modifications have been carried out in 80 per cent of the affected fleet, according to DGCA data.

The software upgrades have been completed for 270 A320 family planes out of the total 338 aircraft, as per the data available with the Directorate General of Civil Aviation (DGCA) till 5.30 pm on November 29.

A total of 200 IndiGo planes have been affected, and software upgrades have been completed for 184 of them, while in the case of Air India, 113 aircraft have been impacted and upgrades have been done for 69 of them, DGCA data showed.

In the case of Air India Express, 25 planes have been impacted, and software upgrades have been completed for 17 aircraft as of 5.30 pm, according to data.

Corporate Communications Directorate

MORNING STANDARD

DELHI

30 NOVEMBER 2025

Software update of A320s delays flights across India

Four AI Express flights cancelled; all updates expected by midnight

EXPRESS NEWS SERVICE @ New Delhi

GLOBAL fears of massive travel chaos following a European Union Safety Agency advisory on Friday to fly about 6,400 Airbus A320s in service only after a flight control software update, were largely eased as airlines scrambled to implement it quickly. While some flights were delayed, only a few cancellations were reported.

In India, where 338 A320 are operational, Air India, IndiGo and Air India Express fixed the problem in most of their fleet after the Directorate General of Civil Aviation (DGCA) gave them a Sunday morning (5.29 am) deadline to do so.

It, however, led to flight delays, while Air India Express cancelled four of its flights on Saturday to facilitate compliance.

Air India Express flights from Varanasi to Bengaluru, Bengaluru to Varanasi, Guwahati to Jaipur and Jaipur to Guwahati were cancelled while its flights were delayed across



some sectors. IndiGo A320 aircraft across the country suffered a delay of up to 30 minutes, said a source. Air India flights too suffered delays.

The problem is expected to be fixed in all A320s before midnight. As of 5.30 pm, Indigo upgraded the software in 184 out of its 200 A320s; Air India did likewise for 69 on 113 aircraft; and Air India Express did so for 17 on 25 aircraft.

The issue was detected after a preliminary technical probe by Airbus on an accident involving a JetBlue flight in the US on Oc-

UNCOMMANDED PITCH-DOWN EVENT

The problem was first noticed in a Jet Blue Airbus A320 last month after it experienced an "uncommanded and limited pitch-down event. The autopilot remained engaged throughout the event, with a brief and limited loss of altitude." The rest of the flight was uneventful. Airbus said it was possibly due to a malfunction of the Elevator Aileron Computer

tober 30. Captain CS Randhawa, former Deputy Chief flight Inspector Operations, DGCA, told this newspaper, "A flight from Cancun in Mexico to Newark International Airport in the US suddenly lost altitude when flying and caused injuries to the passengers on board. This happened when the auto-pilot mode was on, which is meant to smoothly take care of operations. It was later detected that the Elevated Aileron Computer in the cockpit had malfunctioned due to solar radiation," he said.



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MORNING STANDARD

DELHI

30 NOVEMBER 2025

8,100 A320 FAMILY PLANES WORLDWIDE

The air regulator DGCA's move followed Airbus issuing an emergency alert to operators globally and the European Aviation Safety Authority coming out with a directive regarding the potential issue. There are more than 8,100 A320 family planes in service worldwide.

एयरबस विमानों में सिस्टम अपडेट, उड़ानें लेट

Maneesh Aggarwal
@timesofindia.com

■ नई दिल्ली : एयरबस A-320 प्लेन्स में सिस्टम अपडेट की वजह से कई फ्लाइट्स डिले हुईं। एयर इंडिया एक्सप्रेस की 4 फ्लाइट्स कैसल करनी पड़ी। अपडेट रविवार सुबह 5:29 बजे तक करने की डेडलाइन है। अपडेट न हो सके A-320 के सभी प्लेन ग्राउंड करने होंगी। इस अपडेट की वजह से भारत समेत पूरी दुनिया की उड़ानों पर असर देखने को मिला। विदेश में करीब छह हजार और भारत में 338 A-320 फैमिली के इन प्लेन में यह बदलाव किए जा रहे हैं।

दुनियाभर में दो ही कंपनियां विमान बनाती हैं। एक यूरोप की एयरबस और दूसरी अमेरिका की बोइंग। भारत में कुल 338 A-320 फैमिली के प्लेन में इंडिगो के पास 200, एयर इंडिया के



पास 113 और एयर इंडिया एक्सप्रेस के पास 25 हैं। इनमें सॉफ्टवेयर को चेज करने का काम किया जा रहा है। बताया जाता है कि इनमें सॉफ्टवेयर अपडेट नहीं, बल्कि डाउन वर्जन वाला ही अपडेट करने के लिए कहा गया है। सभी एयरलाइंस ने 338 में से देर रात तक 80 फ़ीसदी यानी करीब 270 विमानों में सॉफ्टवेयर अपडेट कर लिया था। उम्मीद जताई जा रही है कि डेडलाइन तक ज्यादातर विमानों में ये अपडेट कर लिया जाएगा।

5 बड़ी बातें जो जाननी जरूरी हैं

1. 30 अक्टूबर को मैक्सिको से उड़ी A-320 की एक फ्लाइट अचानक 14000 फीट नीचे आ गई।
2. जांच के बाद इस घटना को सोलर रेडिएशन से जोड़ा गया।
3. 28 नवंबर को कंपनी ने सभी प्लेन्स में सुरक्षा के नजरिए से अपडेट के आदेश जारी किए।
4. दुनियाभर में 6000 और भारत में 338 प्लेन्स में सॉफ्टवेयर अपडेट किया जा रहा है।
5. इससे दुनियाभर में कई उड़ानों में देरी हुई है और भारत में 4 उड़ानें कैसिल करनी पड़ी।

इसलिए पड़ी अपडेट की जरूरत

30 अक्टूबर को मैक्सिको से उड़ी जेटब्लू एयरलाइंस की एक फ्लाइट उड़ान के एक घंटे बाद 30 हजार फीट से करीब 14 हजार फीट तक नीचे आ गई। इमरजेंसी लैंडिंग कराई गई। इसके बाद अमेरिकी एविएशन रेगुलेटर FAA ने इस घटना की जांच शुरू कर की। पता लगा कि प्लेन में एक हाइट पर जाकर सोलर रेडिएशन हुआ था। इस सोलर ब्लास्ट की वजह से प्लेन ने अचानक अपनी हाइट खोई। 28 नवंबर को ए-320 फैमिली के सभी एयरक्राफ्ट के सॉफ्टवेयर और जरूरत के मुताबिक हार्डवेयर में बदलाव करने के आदेश जारी किए गए।



भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA

Corporate Communications Directorate

PUNJAB KESARI

DELHI

30 NOVEMBER 2025

सूर्य की रेडिएशन से उड़ानों पर संकट

दुनियाभर के 6000 एअर बस विमानों में अपडेट करना पड़ेगा साफ्टवेयर

एजेंसी/नई दिल्ली, वाशिंगटन

दुनिया की सबसे बड़ी विमान कंपनी एयरबस ने एक साथ करीब 6000 ए-320 के विमानों को उड़ाने से रोक दिया है। यह अब तक की सबसे बड़ी ग्राउंडिंग है। वजह है एक साफ्टवेयर गड़बड़ी, यह दिक्कत सूरज की किरणों (रेडिएशन) से हुई है और इससे विमान का कंट्रोल अपने आप गड़बड़ा जाता है। इस खबर से दुनिया भर की एयरलाइंस में हड़कंप मच गया है। अब 4000 विमानों में पुराना साफ्टवेयर वापस डाला जा रहा है, जबकि 1000 पुराने मॉडल में पूरा हार्डवेयर बदलना पड़ेगा। यह घटना बता रही है कि आज के डिजिटल विमानों, ड्रोन्स और सैटेलाइट्स को स्पेस रेडिएशन से बचाने के लिए नई शिल्डिंग और ज्यादा मजबूत कोड की जरूरत है। दुनियाभर के हवाई अड्डों पर हड़कंप मचने के बाद उड़ानें रद्द की गईं या देरी से उड़ानें जिससे हवाई अड्डों पर यात्रियों की भीड़ लग गई। भारत में भी उड़ानों के रद्द होने और देरी



अमेरिकी फ्लाइट में गड़बड़ी के बाद अपडेट का फैसला

दरअसल 30 अक्टूबर को जेटब्लू कंपनी का एक विमान कैनकन से न्यूयॉर्क जा रहा था। अचानक बिना पायलट के कुछ किए विमान का नोज नीचे हो गया और तेजी से गिरने लगा। कई यात्री घायल हो गए। पायलटों ने किसी तरह फ्लोरिडा में इमरजेंसी लैंडिंग करवाई। जांच में पता चला कि विमान का एक अहम कंप्यूटर (ईएलएस 2) खराब हो गया था। वजह थी सूरज से आई तेज रेडिएशन। फ्लाई-बाय-वायर सिस्टम में ईएलएस-2 कंप्यूटर सूरज की तेज रेडिएशन से एक पल में करप्ट हो गया, जिससे बिना पायलट के आदेश के विमान नीचे गिरने लगा। इसके बाद विमानों का साफ्टवेयर अपडेट करने का फैसला लिया गया।

से उड़ान भरने की आशंकाएं व्यक्त कर दी गई थीं।

भारत में इंडिगो, एअर इंडिया और एयर इंडिया एक्सप्रेस ए-320

सीरीज के विमानों का संचालन करती हैं। नागरिक उड्डयन महानिदेशालय के अनुसार, शनिवार सुबह 10 बजे तक कुल 338

भारत में अधिकतर प्रभावित विमानों का साफ्टवेयर अपडेट

इंडिगो, एयर इंडिया और एयर इंडिया एक्सप्रेस ने शनिवार से ए320 बेड़े के विमानों का साफ्टवेयर अपग्रेड शुरू कर दिया, ताकि एक संभावित विमान नियंत्रण समस्या को ठीक किया जा सके। कुल 338 प्रभावित विमानों में अधिकांश में जरूरी बदलाव कर दिए गए हैं। इस काम की वजह से कई उड़ानों में देरी हो रही है। सूत्रों ने बताया कि इस वजह से कोई उड़ान रद्द नहीं हुई, लेकिन कई हवाई अड्डों पर 60-90 मिनट की देरी हो रही है। नागर विमानन महानिदेशालय (डीजीसीए) के उपलब्ध आंकड़ों के अनुसार, कुल 338 में 189 ए320 परिवार के विमानों का साफ्टवेयर अपग्रेड पूरा हो चुका है। सभी प्रभावित विमानों पर यह काम 30 नवंबर सुबह 5:29 बजे तक पूरा करना अनिवार्य है। डीजीसीए ने शनिवार को एयरलाइंस को तत्काल प्रभाव से जरूरी साफ्टवेयर अपग्रेड करने का निर्देश जारी किया। यह कदम एयरबस के वैश्विक स्तर पर अलर्ट जारी करने और यूरोपीय एविएशन सेफ्टी अथॉरिटी (ईएएसए) के आपातकालीन निर्देश जारी करने के बाद उठाया गया। इंडिगो, एयर इंडिया और एयर इंडिया एक्सप्रेस ए320 परिवार के विमान संचालित करती हैं। डीजीसीए के आंकड़ों के मुताबिक इंडिगो के 200 विमान, एयर इंडिया के 113 विमान और एयर इंडिया एक्सप्रेस के 25 विमान प्रभावित हैं। साफ्टवेयर अपग्रेड करने का काम दिल्ली, बंगलुरु, मुंबई, चेन्नई, हैदराबाद, अहमदाबाद और कोलकाता स्थित एयरलाइंस के बेस पर चल रहा है।

विमानों में से 189 ए-320 सीरीज के विमानों का साफ्टवेयर अपग्रेडेशन पूरा हो चुका है। सभी प्रभावित विमानों में साफ्टवेयर अपग्रेडेशन 30 नवंबर को सुबह 5:29 बजे तक पूरा होने की उम्मीद है।

पुराने विमानों के ऑपरेशन में ज्यादा देरी की आशंका : प्रांस

की विमानन कंपनी एयरबस को ए-320 सीरीज दुनिया की सबसे ज्यादा इस्तेमाल की जाने वाली सिंगल-आइल प्लेन है। ए-320 सीरीज के विमानों में ए 319, ए 320सीईओ (करेंट इंजन ऑप्शन) और एनईओ (न्यू इंजन ऑप्शन), ए 321सीईओ और ए 321एनईओ शामिल हैं।

नए ए-320 सीरीज के विमानों में साफ्टवेयर अपडेट में लगभग आधे घंटे का समय लगता है। पुराने ए-320 विमानों में, कुछ हार्डवेयर अपग्रेड की भी जरूरी होगी। उनके अपग्रेडेशन में ज्यादा समय लगेगा। इसके कारण पुराने विमानों के ऑपरेशन में ज्यादा देरी की आशंका है।

Corporate Communications Directorate

RAJASTHAN PATRIKA

DELHI

30 NOVEMBER 2025

एयरबस ने चेताया: भारत में 338 सेवाएं प्रभावित, सॉफ्टवेयर अपडेट सोलर रेडिएशन...6000 उड़ानें थमीं

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नई दिल्ली. विमान बनाने वाली कंपनी एयरबस ने दुनियाभर के अपने 6000 से ज्यादा ए-320 विमानों में जरूरी सॉफ्टवेयर अपडेट करने की घोषणा की। इस वजह से कई उड़ानों को रोकना पड़ा। कंपनी का कहना है कि विमानों के फ्लाइट कंट्रोल कंप्यूटर पर सोलर रेडिएशन के असर से खतरा था। संभावित हादसे रोकने के लिए यह फैसला लिया गया। दुनियाभर में कई उड़ानें रद्द की गई हैं वहीं कई विमान देरी से उड़ें।

हालांकि भारत में इसका असर कम ही दिखा। भारत में 338 उड़ानें प्रभावित हुईं। एयर इंडिया और इंडिगो जैसी बड़ी एयरलाइन के बेड़े में इस मॉडल के कई विमान हैं। एयर इंडिया



टोक्यो के हानेडा हवाई अड्डे पर उड़ानों को रद्द किए जाने से परेशान यात्री।

ने 40 प्रतिशत और इंडिगो ने 80 प्रतिशत एयरक्राफ्ट रीसेट किए। इंडिगो ने बताया कि 200 विमानों में से 160 पर अनिवार्य एयरबस सुरक्षा अपडेट पहले ही पूरा कर लिया है। कंपनी की कोई फ्लाइट कैसल नहीं हुई। एयर इंडिया की कुछ फ्लाइट

देरी से उड़ीं। एयर इंडिया के 113 में 42 और एयर इंडिया एक्सप्रेस के 25 में चार विमानों में सुधार किया गया। गौरतलब है कि दुनिया भर में एयरबस 320-फैमिली के 11,300 से ज्यादा एयरक्राफ्ट्स इस्तेमाल होते हैं।



पत्रिका
एक्सप्लेन

कैसे लगा समस्या का पता?

■ इस समस्या की शुरुआत कहां से हुई?

30 अक्टूबर को जेटब्लू की एक उड़ान बीच आसमान में अचानक नीचे गिरने लगी। इमरजेंसी लैंडिंग करानी पड़ी। 15-20 यात्री घायल हुए। पाया गया कि विमान के सोलर रेडिएशन से कंट्रोल सिस्टम का डेटा करप्ट हो गया था।

■ यह कैसे असर डाल रहा?

सूर्य से आने वाले कोरोनल मास इजेक्शन में चार्ज प्लाज्मा कण धरती की ओर बढ़ते हैं। 28,000 फीट से ज्यादा ऊंचाई पर ये कण सैटेलाइट व विमान इलेक्ट्रॉनिक्स को प्रभावित कर सकते हैं। ये सौर कण

फ्लाइट कंट्रोल, नेविगेशन, ऑटो-पायलट जैसी मेमोरी में डेटा बदल सकते हैं।

■ ए-320 विमान पर ही असर क्यों?

1984 में आए ए-320 मॉडल के विमान मैकेनिकल कंट्रोल की जगह फ्लाइ-बाय-वायर तकनीक से उड़ाने जाते हैं। इसमें पायलट के आदेश इलेक्ट्रॉनिक सिस्टम के जरिए विमान तक पहुंचते हैं। यह तकनीक आधुनिक है पर रेडिएशन कमांड पर असर डाल सकता है।

■ समाधान क्या है?

विमानों के सॉफ्टवेयर अपडेट होंगे। इसमें 2-3 घंटे लगते हैं। पुराने विमानों में हार्डवेयर बदलने होंगे।

Corporate Communications Directorate

STATESMEN

DELHI

30 NOVEMBER 2025

Air India, IndiGo upgrade most of their Airbus fleet; no cancellations, say airlines

STATESMAN NEW SERVICE

New Delhi, 29 November

Air India on Saturday evening completed upgrades on 69 out of their 113 Airbus aircraft impacted by orders for mandatory upgradation of software and hardware.

By Saturday evening 184 out of IndiGo's 200 aircraft from the Airbus family, had been upgraded, while inspections on the remaining were progressing.

The two airlines stressed that no flights have been cancelled, though there might be flight delays as a result of the mandatory checks.

The Directorate General of Civil Aviation (DGCA) had earlier directed that until the mandatory software, hardware updates for Airbus family aircraft are carried out, flights will remain grounded.

This follows similar directives by European union



Aviation Safety Agency and Airbus corporation on similar lines.

The move affected Airbus A 318, A319, A320, and A321 aircraft. The airlines that are operating these were directed to first comply with the necessary changes, and till then refrain from operating these aircraft.

Air India in a statement said "safety is to priority" and added that following the directives, a mandatory hardware and software re-alignment will be carried out before flying their fleet.

In the Air India fleet, there are around 113 Airbus aircraft that were affected, while 200

Indigo aircraft faced the issue.

According to sources, there are around 300 such aircraft operated by Indian carriers that require modifications.

Twenty-five Air India Express aircraft were affected, out of which 17 had been upgraded by evening (1730 hours).

The three airlines indicated that their affected aircraft will be updated by the end of Saturday.

Airbus had earlier has ordered immediate repairs to 6,000 A320-family aircraft, covering more than half the global fleet. The recall requires airlines to revert to an earlier software version before the jets can fly again, except for ferry flights to maintenance centres.

The recall is one of the largest in Airbus's 55-year history and follows shortly after the A320 surpassed the Boeing 737 as the world's most-delivered aircraft.





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TIMES OF INDIA

DELHI

30 NOVEMBER 2025

Airlines race to fix jets; Airbus issues apology for recall

Global airlines scrambled to fix a software glitch on Airbus A320 jets Saturday as a partial recall by the European plane-maker halted hundreds of flights in Asia and Europe and threatened US travel over a busy weekend of the year.

Airbus CEO Guillaume Faury, in a post on networking site LinkedIn, apologized to airlines and passengers after the surprise recall of 6,000 planes or more than half of the global A320-family fleet, which recently overtook the Boeing 737 as the industry's most-delivered model.

Friday's alert followed an unintended loss of altitude on an Oct 30 JetBlue flight from Cancun, Mexico, to Newark, New Jersey, which injured 10 passengers, according to France's BEA accident agency, which is probing the incident. Airlines worked through the night after global

regulators told them to remedy the problem before resuming flights.

The alert landed at a time of day when many European airlines and Asian airlines are winding down their schedules, which mostly do not require the short- to medium-haul jets like the A320 to be flying at night, leaving time for repairs. In the US, however, it came during the day ahead of the busy Thanksgiving holiday travel weekend.

There were also unresolved questions about the impact of solar flare radiation blamed for the JetBlue incident, which is being treated by French investigators as an "incident," the lowest of three categories of potential safety emergency.

The fix must be completed before the planes can fly again with passengers, a process needing two to three hours per jet. REUTERS

Chaos avoided as airlines scramble to fix A320 bug

Avert Mass Cancellations, But May See 90-Min Delays

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New Delhi: A cosmic curveball forced a frantic fix as Indian operators of Airbus's best-selling A320 aircraft worked through the weekend to undo a software upgrade now tied to solar-flare risk.

They rushed to roll back flight-control updates on 338 identified aircraft. IndiGo, Air India and Air India Express expect to finish the downgrade by late Saturday-Sunday night, averting what regulators warned could have caused pilots to briefly lose control during intense radiation events. Not all A320s were impacted.

Working under DGCA supervision, airlines pushed the fixes without grounding fleets and avoiding mass cancellations at the peak of holiday travel. Updates took roughly 40-50 minutes for each aircraft. By 5.30pm Saturday, only four Air India Express flights were cancelled, with carriers bracing for delays of up to 90 minutes.



A screen displays delays in IndiGo flights at Delhi's IGI on Saturday. According to DGCA, 82% of the 338 Indian aircraft had been updated by Saturday evening. IndiGo announced before midnight that it had completed the task of updating its 200 affected jets.

According to DGCA, IndiGo, the world's largest A320 operator, had updated 184 of 200 affected jets by Saturday evening. Air India 68 of 113, Air India Express 17 of 25 — 278 aircraft, or 82% of the 338 flagged globally in Indian fleets. IndiGo announced before midnight it had completed the task. Earlier, IndiGo said on X its engineers had completed updates on 160 of 200 mandated aircraft by Saturday evening, with "minimal delays and zero cancellations", and expected to meet all deadlines.

Air India said its teams had worked "round-the-clock," anticipated full compliance within EASAs time-

lines and reported "no cancellations" due to the task, though some flights would run slightly late.

Air India Express said most of its A320 fleet was already compliant and remaining aircraft were on track, crediting coordinated work across engineering, operations and safety teams.

Airbus triggered the scramble late Friday after directing operators to revert flight control computers to a 2022 software build. Regulators in Europe, India and US quickly issued emergency orders.

The move followed an Oct 30 JetBlue A320 event in which the jet allegedly pitched nose-down without pilot in-

put while flying Cancun-Newark. The aircraft diverted to Tampa, where 15-20 passengers injured in the uncontrolled descent were hospitalised. Investigators later linked the issue to an upgrade, dubbed L304, for the elevator and aileron computer (ELAC).

Airbus warned that solar radiation could corrupt data critical to flight controls on certain software-hardware combinations, prompting operators to revert to the older build on susceptible jets.

Indian carriers received the first late-night alert around 9.30pm Friday. "At first, it seemed a much bigger issue that would require grounding and a massive impact," said an official managing the response. Coordinated work across multiple maintenance bases revealed the rollback could be completed in under 50 minutes on newer aircraft, while older jets required additional hardware changes.

Global carriers also cancelled and delayed services as the scale of the alert briefly appeared to run into thousands of aircraft before being narrowed to a smaller subset. Airbus said it acted after analysing an event "revealing that intense solar radiation may corrupt data critical to the functioning of flight controls", adding it worked with regulators to ensure fleets remained safe.



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30 NOVEMBER 2025

Air India a 'responsibility', not just biz opportunity: Tata Sons

Mumbai: Tata Sons Chairman N Chandrasekaran Saturday said Air India, which is undergoing a transformation, is not just a business opportunity but a "responsibility" for Tata Group. In his keynote address at an event here to celebrate the 121st birth anniversary of Tata Group founder JRD Tata, Chandrasekaran said when the group bought Air India in 2022, he was asked why it was entering the aviation sector. "But I firmly believe for Tata Group, Air India is not just a business opportunity. It's a responsibility," he said.

"Every single percentage growth in GDP will give a 2% growth in the domestic aviation sector. (If) India grows 8%, aviation industry grows 16%. And this game will play

out... at least for the next three decades. So, this is going to be a very exciting phase of economic growth, and for the aviation sector in particular," he said, adding. "But it's not easy. It's increasingly difficult because the sector faces continuous challenges." He said the global supply chain makes the availability of parts, infrastructure and new aircraft unpredictable.

Chandrasekaran also mentioned aviation is a very capital-intensive business and the industry margins are thin. Noting that India is already the fourth largest economy, and becoming third largest economy, he said the 8.2% GDP growth in the July-Sept quarter was "just fabulous." And India will grow at 7% at least, this fiscal year, he added.



According to him, there is increasing consumer confidence and consumption-led growth, and public infrastructure spending will additionally drive growth. "So, we will become a \$5 trillion economy, and we will grow beyond that. We will do it faster, and the pace at which we add every additional trillion dollar will be shorter, and we will create exciting opportunities. But if this has to happen, one of the aspects that needs to work is connectivity," he said.

He said there are several aspects of the industry that one has to manage. "Geopolitics is a surprise. Suddenly, your flight routes will change, because you cannot fly over a territory. Your flights take longer, your fuel costs go up... We have to manage all of this," he said. #1



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CHENNAI

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Devotees can carry 'irumudi' on flights: Aviation minister

TIMES NEWS NETWORK

Vijayawada: Ayyappa devotees embarking on holy pilgrimage to Sabarimala by air



will be allowed to carry their sacred "irumudi" on flights, Union civil aviation minister **Kinjarapu Ram Mohan Naidu** announced on Friday.

Irumudi is a two-compartment bundle or knot carried by devotees on Sabarimala pilgrimage. The front compartment holds puja items and offerings to the deity like ghee-filled coconut, rice, jaggery and camphor, while the back compartment contains personal necessities.

"Understanding the deep sentiments attached to the sacred irumudi, the ministry of civil aviation has decided to permit devotees to carry it with them on flights, ensuring their traditional practices remain uninterrupted. All necessary security aspects are being adhered to, while fully respecting the sentiments of the people," the civil aviation minister said in a post on X.

He said the move reflects the central govt's unwavering commitment to safeguard religious traditions and the devotional spirit cherished across the nation. "The decision will come into force with immediate effect from Friday till Jan 20, during the auspicious Mandala-Makaravilakku season," Ram Mohan Naidu said.

350 AI and IndiGo A320 planes to be grounded, chaos likely for 2-3 days

New Delhi: Air travel will be majorly impacted in India and across the globe with the world's largest selling single aisle — Airbus A320 family of planes — going to be grounded over the weekend for a software upgrade.

In India, over 350 A320 family planes of IndiGo and Air India Group will be grounded for this upgrade that is expected to be over in 2-3 days.

They are expected to resume flying by next Monday or Tuesday. Globally, around 6,000 aircraft are likely to be impacted. The upgrade is in wake of an American low-cost carrier JetBlue's A320 experiencing "unexpectedly pitch (ing) downward without pilot input", while operating from



Globally, around 6,000 aircraft are likely to be impacted

Cancun to Newark on Oct 30.

The uncontrolled descent "likely occurred during an ELAC (flight control computer) switch change," according to the US National Transportation Safety Board.

The aircraft diverted to Tampa, where some passengers were hospitalised.

Tackling this issue requires a software upgrade. For the new A320 family planes, the work requires about half-an-hour on each plane through "loading facility". On the older A320s, a hardware upgrade will also be required and hence these planes will be grounded for longer.

In India, almost all IndiGo A320 family planes are the new variants. The older A320s are in single digits. So IndiGo, which has over 350 A320 family planes in its fleet, upgrade on the required 250 aircraft should be over by Monday or Tuesday, said sources.

Air India, which has about 120-125 A320 family planes, should also have the same situation, with over 100 impacted, sources added. 764

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TRIBUNE

DELHI

30 NOVEMBER 2025

Airbus 320 alert over glitch causing nose-down dip hits global services

SHEKHAR SINGH
TRIBUNE NEWS SERVICE

NEW DELHI, NOVEMBER 29

Air travel across the world was thrown into turmoil this weekend after Airbus ordered an emergency recall of nearly 6,000 A320-family aircraft, including 338 jets operated by Air India, IndiGo and Air India Express in the country, over a dangerous flight-control flaw that could trigger an unexpected nose-down dip.

The unprecedented move has rattled airlines during one of the busiest global travel periods. Airbus said intense solar radiation had been found to corrupt data



An Airbus A320 aircraft. FILE

INDIAN CARRIERS CARRY OUT FIXES OVERNIGHT

- Airbus orders emergency recall of 6,000 aircraft worldwide
- 338 of these operated by Air India, IndiGo, Air India Express; fixes carried out overnight
- Airbus said intense solar radiation found to corrupt data inside the system that controls the pitch of the aircraft
- Warning came as a JetBlue A320 suddenly dipped for 7 seconds, injuring 15 aboard

inside the Elevator Aileron Computer, a system that controls the pitch of the aircraft. The warning came after a JetBlue A320 suddenly dipped for seven seconds on October 30, injuring more than 15 people on board. Regulators across the world, including India, immediately made the software fix compulsory before the aircraft could return to service.

India's aviation watchdog DGCA said that till 5.30 pm on Saturday, 270 of the 338 affected aircraft had already been upgraded, with all fixes due by 5.29 am on November 30.

CONTINUED ON PAGE 6

Airbus 320 alert over glitch causing nose-down...

IndiGo had 200 aircraft requiring the update and has repaired 184, Air India had 113 affected aircraft and completed work on 69 and Air India Express has upgraded 17 of 25 planes. While no cancellations were reported, passengers across major airports faced 60 to 90-minute delays as the aircraft were moved through maintenance bays.

The global impact has been far more severe. Air France cancelled 35 flights. ANA grounded 65 services. Avianca, with more than 70 per cent of its fleet hit, warned of severe disruption for at least 10 days and stopped ticket sales till December 8. American Airlines projected delays, Lufthansa, Latam, Korean

Air, flynas, Viva and others flagged operational strain. Wizz Air said it completed all updates overnight.

"The European Union Aviation Safety Agency (EASA) issued an emergency airworthiness directive on November 28 addressing the issue. Based on the Airbus "alert operators transmission" (AOT) and EASA emergency AD, the DGCA has issued a mandatory modification on November 29 to notify the Indian aircraft operators prescribing the mandatory actions required for the continued safe operation of the aircraft," said the aviation regulator.

Following the DGCA's directive, the Indian carriers

started working simultaneously across Delhi, Mumbai, Bengaluru, Chennai, Hyderabad, Ahmedabad and Kolkata to rectify the issue and meet the deadline.

Airbus acknowledged the "major disruption" caused by the global fixes and said teams were deployed across continents to support operators. CEO Guillaume Faury apologised for the upheaval, saying the upgrade drive was being executed at maximum speed without compromising safety. Most affected jets need software upgrades, while some may also require hardware checks.

The A320 family, with more than 8,100 aircraft in service globally, forms the backbone

of short-haul flying. The sudden recall has, therefore, hit global schedules sharply, especially in the US where the holiday weekend has seen system-wide delays.

Indian airlines said schedule integrity remained largely intact despite the massive engineering volume. IndiGo and Air India reported no cancellations, though some flights were delayed or rescheduled. Air India Express said almost its entire fleet was already compliant and the remaining aircraft would be cleared well within the advised window. The airline said that safety and engineering teams were working in coordination with Airbus and regulators.