



Corporate Communications Directorate

THE TRIBUNE

GURUGRAM

30 JULY 2025

'28 buildings near Surat airport breach aviation safety norms'

NEW DELHI, JULY 29

A total of 28 multi-storey buildings near the runway of Golden city's airport in Gujarat have been flagged for breaching aviation safety norms, prompting the Central Government to initiate proceedings under the Aircraft Rules, 1994.

Identified by the Airports Authority of India (AAI), these buildings violate the Obstacle Limitation Surfaces (OLS), thereby posing a threat to safe flight operations.

In a written response to a question raised by Rajya Sabha MP Shaktisinh Gohil, Minister of State for Civil Aviation Murlidhar Mohol informed the House that both the Directorate General of Civil Aviation (DGCA) and AAI have issued formal demolition notices under the Aircraft (Demolition of Obstructions caused by Buildings and Trees, etc.) Rules, 1994.

"The AAI has identified 28 buildings that infringe upon the OLS criteria at Surat airport. Notices and demolition orders have been issued as per law," the Minister said. — TNS



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

31 JULY 2025

आईजीआई : लेजर लाइट और ड्रोन पर लगी पाबंदी

एजेंसी | नई दिल्ली

दिल्ली पुलिस ने इंदिरा गांधी इंटरनेशनल (आईजीआई) एयरपोर्ट के आसपास के इलाकों में लेजर लाइट और ड्रोन के इस्तेमाल पर 60 दिन की रोक लगा दी है। यह पाबंदी 23 सितंबर तक लागू रहेगी। पालम (आईजीआई एयरपोर्ट) के एसीपी वीर कृष्ण पाल सिंह के मुताबिक, एयरपोर्ट के आसपास फार्महाउस, होटल और बैंकवेट हॉल में होने वाले आयोजनों में तेज रोशनी और लेजर बीम का इस्तेमाल होता है। इससे लैंडिंग के समय पायलटों की नजर भटकती है, जो विमान और यात्रियों की सुरक्षा के लिए बड़ा खतरा है।

एसीपी ने कहा कि इन आयोजनों में इस्तेमाल होने वाली तेज रोशनी और लेजर बीम पायलटों के विजन को प्रभावित करती हैं। इससे विमान की लैंडिंग में दिक्कत आती है और

पैराग्लाइडर भी बैन,
आतंकी खतरे का इनपुट

एक अलग आदेश में एसीपी ने ड्रोन, पैराग्लाइडर और एयरो-मॉडल जैसे अनमैन्ड एयरक्राफ्ट सिस्टम के इस्तेमाल पर भी रोक लगाई है। पुलिस को इन उपकरणों के जरिए आतंकी हमले की आशंका को लेकर इनपुट मिले हैं। आदेश में कहा गया है कि आम लोगों द्वारा इनका इस्तेमाल एविएशन सुरक्षा के लिए खतरा बन सकता है।

हादसे की आशंका बढ़ जाती है। इसलिए पालम सब-डिवीजन के तहत आने वाले इलाकों में किसी भी आयोजन में लेजर लाइट के इस्तेमाल पर पूरी तरह रोक लगाई गई है। इन आदेशों का उल्लंघन करने वालों पर 6 महीने तक की जेल या 2,500 रुपये तक का जुर्माना या दोनों हो सकते हैं।

टी-1 से टी-3 पर आसानी से पहुंच सकेंगे यात्री

राज्य ब्यूरो, जागरण • नई दिल्ली: ढांचागत विकास के मामले में आगे बढ़ रही दिल्ली सरकार जल्द ही आइजीआई हवाई अड्डे के टर्मिनल-1 से टर्मिनल-2 व 3 के बीच आवागमन की समस्या को खत्म करेगी। यहां वाई आकार के फ्लाईओवर के निर्माण के साथ रनवे के नीचे सुरंग सड़क को दो गुना चौड़ा करने की योजना है। इसके लिए दिल्ली सरकार ने एक विस्तृत परियोजना रिपोर्ट तैयार करने के लिए सलाहकार नियुक्त करने को लोक निर्माण विभाग (पीडब्ल्यूडी) को निर्देश दिए हैं। पीडब्ल्यूडी जल्द ही टेंडर जारी करेगा।

पीडब्ल्यूडी अधिकारी ने बताया कि समस्या के समाधान के लिए अभी माना जा रहा है कि रनवे के नीचे सुरंग-सड़क को मौजूदा छह लेन से दोगुना की जा सकती है, जो टी-1 से टी-2 व 3 तक होगी। इन दोनों टर्मिनल के बीच की दूरी लगभग सात किमी है। इस तरह दोनों टर्मिनल के बीच के यात्रियों को आने-जाने में परेशानी कम होगी। जानकारों की मानें तो टर्मिनल-एक पर यात्रियों की संख्या में तेजी से वृद्धि हुई है। इसके अलावा डायल भी प्रस्तावित हवाई ट्रेन की योजना पर

काम शुरू नहीं कर सका है। योजना के अनुसार हवाई ट्रेन तैयार होने तक टर्मिनल-3 और टर्मिनल-1 के बीच यातायात की व्यवस्था संभालने के लिए डायल ने कुछ साल पहले एक वाई-आकार का फ्लाईओवर प्रस्तावित किया था, जो इस मार्ग को एक तरफ द्वारका जाने वाली सड़क और दूसरी तरफ धौला कुआं व वसंत विहार जाने वाली इंदिरा गांधी रोड से जोड़ेगा। प्रस्तावित फ्लाईओवर, टर्मिनल-1 और इंदिरा गांधी रोड पर वर्तमान में जाम वाले एनएसजी चौराहे से लेकर टर्मिनल-1 और टर्मिनल-3 के बीच आवागमन को सिग्नल-मुक्त तो बनाएगा, लेकिन वाहनों की बढ़ती आवाजाही से निपटने के लिए दोनों टर्मिनलों को जोड़ने वाली उत्तरी पहुंच मार्ग को चौड़ा करना होगा। इसमें मौजूदा सुरंग मार्ग को छह-लेन से 12 लेन का करना होगा। इसके लिए अतिरिक्त छह-लेन की सुरंग सड़क बनाने की जरूरत है।

सूत्रों के अनुसार परियोजना पर 400 करोड़ खर्च का अनुमान है। डायल ने दिल्ली व केंद्र से संपर्क किया है। परियोजना के लिए राज्य सरकार 20% व केंद्र द्वारा 80% राशि दी जाएगी।





Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

30 JULY 2025

Rajkot international airport to start air cargo services

FPJ News Service

RAJKOT

The long-pending demand of the industries located in and around Rajkot and Saurashtra region has been accepted with the approval of air cargo services at the Rajkot International airport on July 29.

Sources informed that the air cargo services will be operated from the old terminal building of Hirasar airport. With this the industrialists and traders from Rajkot will not have to visit Ahmedabad to send and receive goods. The air cargo services are likely to start in a day or two after the final announcement on the cargo rates.

It took about two years after Prime Minister Narendra Modi inaugurated the new airport in July 2023, the Central aviation department approved the air cargo services at Rajkot international



airport.

Parth Ganatra, president of Rajkot Chamber of Commerce and Industry (RCCI) said, "It is a matter of great joy that cargo service has been started at Rajkot International Airport. This will make it easier for around 10,000 industrialists and traders of Saurashtra to send goods as samples by air. Traders can send goods ranging from 100 kg to 1 tones through cargo service. Imitation and gold jewellery will benefit greatly from air cargo service. Apart from this, the plastic parts that traders

send abroad as samples will also benefit, along with it, it will be easier to send investment casting parts"

He further added that the MSME industry of Saurashtra including Rajkot as well as the tiles industry of Morbi will benefit from this service, although all kinds of dependence is on how much the cargo service fare is charged, because if traders benefit from sending goods through cargo from Ahmedabad, i.e. they have to pay less money, then traders will send goods from Ahmedabad instead of Rajkot.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

30 JULY 2025

RGI Airport receives ACI accessibility accreditation

METRO INDIA NEWS | HYDERABAD

The GMR Hyderabad International Airport Ltd (GHIAL) on Tuesday said that the Rajiv Gandhi International Airport (RGIA) here has been awarded the ACI Accessibility Accreditation - Level 1 by Airports Council International (ACI) World.

The ACI Accessibility Enhancement Accreditation Programme is a global initiative designed to help airports assess and improve their accessibility standards, a GMR release said.

Level 1 serves as the foundational tier, guiding airports to identify existing barriers, evaluate current infrastructure and services, and begin implementing internationally recognised best practices, it said.

RGIA was assessed on key



parameters, including physical infrastructure (such as ramps, signage, and accessible restrooms), passenger services (including assistance programmes and communication aids), staff training, and the airport's organisational culture and leadership commitment to "inclusivity", it said.

The prestigious recognition marks a major milestone in RGIA's journey towards creating a more inclusive, accessible,

and dignified travel experience for all passengers, including those with disabilities and reduced mobility, the release said.

"We are honoured to receive the ACI Accessibility Accreditation - Level 1, a meaningful recognition of our unwavering commitment to building an inclusive airport experience," Pradeep Panicker, CEO, GMR Hyderabad International Airport Ltd said.

आइजीआई हवाई अड्डे के आसपास ड्रोन और लेजर बीम पर प्रतिबंध

नई दिल्ली, 30 जुलाई (भाषा)।

दिल्ली पुलिस ने यात्रियों की सुरक्षा और उचित विमानन परिचालन सुनिश्चित करने के लिए इंदिरा गांधी अंतरराष्ट्रीय (आइजीआई) हवाई अड्डे के आसपास के क्षेत्रों में 23 सितंबर तक 60 दिन के लिए लेजर बीम और ड्रोन के इस्तेमाल पर प्रतिबंध लगा दिया है।

पालम (आइजीआई हवाई अड्डा) के सहायक पुलिस आयुक्त वीर कृष्ण पाल सिंह द्वारा जारी दो अलग-अलग आदेशों के अनुसार, यह निर्देश 26 जुलाई से 23 सितंबर तक लागू रहेगा। क्षेत्र में फार्महाउस और होटलों में होने वाली शादियों और पार्टियों के दौरान आमतौर पर इस्तेमाल की जाने वाली लेजर लाइटों के कारण पायलटों को विशेष रूप से लैंडिंग के दौरान दृश्य संबंधी परेशानी होती है। उन्होंने एक आदेश में कहा, 'आइजीआई हवाई अड्डे के आसपास कई फार्महाउस, होटल और रेस्तरां हैं, जहां कार्यक्रमों के दौरान इस्तेमाल की जाने वाली चमकदार रोशनी और लेजर बीम सामान्य परेशानी का कारण बनती हैं और पायलट की



आदेश में कहा, 'आइजीआई हवाई अड्डे के आसपास कई फार्महाउस, होटल और रेस्तरां हैं, जहां कार्यक्रमों के दौरान इस्तेमाल की जाने वाली चमकदार रोशनी और लेजर बीम सामान्य परेशानी का कारण बनती हैं और पायलट की दृष्टि को विचलित करती हैं।'

दृष्टि को विचलित करती हैं।' सिंह ने कहा कि इस तरह की गड़बड़ी से विमान और यात्रियों की सुरक्षा को गंभीर खतरा पैदा होता है। पुलिस अधिकारी ने कहा, 'पालम उपमंडल के अधिकार क्षेत्र में किसी भी व्यक्ति, आयोजक या प्रतिष्ठान द्वारा किसी भी कार्यक्रम के दौरान लेजर बीम का उपयोग सख्त वर्जित है।'



Corporate Communications Directorate

THE PIONEER

DELHI

31 JULY 2025

Use of lasers, drones banned near IGI

PIONEER NEWS SERVICE
■ New Delhi

Delhi Police has restricted the use of laser beams and drones in areas around the Indira Gandhi International (IGI) Airport for 60 days till September 23 to ensure passengers' safety and proper aviation operations.

According to two separate orders issued by Assistant Commissioner of Police (ACP) of Palam (IGI Airport), Vir Krishan Pal Singh, the directive will be implemented from July 26 to September 23 as laser lights commonly used during weddings and parties at farmhouses, banquets and hotels in the area have caused visual distraction to pilots, especially during landing.

"A number of farmhouses, banquets, hotels and restaurants are coming up around IGI Airport, where bright lights and laser beams used during events cause general nuisance and distract pilots' vision," the ACP said in the order.

Singh said that such distractions pose a serious risk to the safety of aircraft and passengers.

"Use of laser beams by individuals, organisers or establishments during events is strictly prohibited in the jurisdiction of Palam Sub-Division," the

officer said.

In a separate order, the ACP banned unmanned aircraft systems, including drones, paragliders, and aero-models, in and around the area during the same period, citing intelligence inputs about possible terror attacks using such aerial platforms.

"The use of drones and aero-models by members of the public is hazardous to aviation safety and can pose a serious terrorist threat," the order said.

Those found violating either order will face legal action under Section 223(a) of the BNS, which penalises disobedience of a lawful public order with up to six months' jail or a fine of up to ₹2,500 or both.

In 2022, the Ministry of Civil Aviation proposed amendments to the Aircraft Rules, 1937, recommending police action against individuals found flashing laser lights at aircraft.

The draft also suggested that if such a person is identified, a notice should be served first by a central Government officer.

In one such incident in August 2017, a pilot of an IndiGo flight from Mumbai to Delhi complained of being distracted by a green laser light while approaching the runway, prompting calls for stricter enforcement.



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

30 JULY 2025

Rajkot gets green light for air cargo ops

TIMES NEWS NETWORK

Rajkot: Rajkot International Airport has received formal approval to commence cargo operations through its passenger terminal starting Wednesday, even as the airport's dedicated cargo terminal remains under construction.

The move comes as a major relief for local silver, gold and imitation jewellery manufacturers, who are among the primary users of air cargo services in the region. Currently, around 8,000 to 12,000 kg of precious metal ornaments are transported daily to Ahmedabad Airport for shipment — an arrangement that incurs high costs for traders, including expenses for private security to guard against highway robbery.

The push to start interim cargo operations gained momentum after a June 4 TOI report highlighted the logistical and financial difficulties fa-



To start, air freight operations will be carried out through the passenger terminal, starting on Wednesday

ced by traders due to the lack of cargo facilities at the new greenfield airport.

Manufacturers and logistics firms had long urged airport authorities to allow cargo handling via the passenger terminal. However, concerns over logistical challenges had delayed approval. As per aviation regulations, cargo must be loaded at least four hours before a flight, and no passenger movement is permitted during the process—diffi-

cult to accommodate with the airport handling 11 to 12 scheduled flights a day.

Following sustained pressure from local businesses, airport authorities installed X-ray scanners and other required equipment to enable cargo handling.

"This will save us a 220-km haul to Ahmedabad," said Ashutosh Pande, director of a logistics company. "We are already in talks with airlines, and three logistics firms are ready

to dispatch their first shipments from Rajkot."

The service is also expected to benefit other industries, including engineering, auto parts and ceramics—particularly manufacturers in Morbi who frequently ship samples to clients.

Alpesh Dethariya, a silver ornaments manufacturer, welcomed the development but added, "We also request a morning flight to Delhi to further boost connectivity with northern India."

Jewellery from Rajkot is in high demand across India, including in tier-1 and tier-2 cities. On Tuesday, the airport director's office issued a statement confirming the development: "Cargo operations through the passenger terminal at Rajkot International Airport have been approved. Airlines may commence cargo operations anytime from tomorrow." Airport director Diganta Borah was unavailable for comment.

B'luru airport most hit by bird strikes in south India

TIMES NEWS NETWORK

Bengaluru: Kempegowda International Airport (KIA) in the city has recorded the highest number of bird strikes among airports in south India over the past five and a half years, with a total of 343 incidents.

Nationally, Bengaluru ranks third in bird-strike cases, behind Delhi (695) and Mumbai (407). Bird-strikes, referring to collisions between birds and aircraft, typically occur at low altitudes during take-off and landing, often resulting in damage to aircraft engines or windshields, posing a significant safety concern.

According to the union civil aviation ministry, around 2,800 bird strikes were reported across the country between 2020 and June 2025. While the number of incidents dipped during the Covid-19 years (2020 and 2021), they rose steadily as air travel resumed. Bengaluru has recorded an average of 85 bird strike cases annually over the past three years.

Among other major airports in south India, Hyderabad reported 207 cases, Chennai 205, and Thiruvananthapuram 125 since 2020.

Although no major accidents due to bird strikes have been reported in Bengaluru, aviation experts link the high frequency of such incidents to increased commercial activity near the airport and a surge in flight opera-



Photo for representation

DANGER UP ABOVE: As per the Union civil aviation ministry, 2,800 bird strikes were reported across India between 2020 & June 2025

COLLISION THREAT IN THE SKY

Airport	2020	2021	2022	2023	2024	2025*
Delhi	62	94	183	185	130	41
Mumbai	43	59	90	88	86	41
Bengaluru	29	22	84	85	88	35
Ahmedabad	57	49	39	86	77	29
Hyderabad	33	29	38	48	43	16
Kolkata	23	33	30	48	43	16
Chennai	23	31	49	42	43	17
Pune	17	9	30	39	39	11
Bhubaneswar	10	17	28	46	33	16
Thiruvananthapuram	12	11	17	42	27	16

*Till June | Source: Airport officials

tions. Bengaluru is currently the third-busiest airport in India, handling a record 41.9 million passengers in 2024-25. It offers connectivity to 76 domestic and 34 international destinations.

To mitigate bird-strike risks, Bengaluru airport has implemented a multi-layered wildlife hazard management plan in line with national and international avia-

tion safety protocols. A dedicated team monitors bird and wildlife activity in real time and employs deterrent methods as required. Measures include bird repellents, rodent control, habitat and insect management, biological and chemical control methods, and awareness campaigns focused on waste management around the airport, airport sources said.



Corporate Communications Directorate

AMAR UJALA

DELHI

31 JULY 2025

घरेलू विमानन कंपनियों में एक साल में मिली 263 खामियां, कुछ में तत्काल सुधार जरूरी

डीजीसीए की पिछले एक साल की 23 ऑडिट के दौरान सामने आईं गड़बड़ियां

मुंबई। नागरिक उड़्डयन महानिदेशालय (डीजीसीए) ने बताया कि पिछले एक साल के दौरान देश की आठ घरेलू विमानन कंपनियों में 263 खामियां सामने आईं हैं। इनमें कुछ ऐसी हैं जिनमें तत्काल सुधार की जरूरत थी। इन कंपनियों के कुल मिलाकर 23 ऑडिट के दौरान ये गड़बड़ियां सामने आईं।

डीजीसीए ने बुधवार को बताया, पिछले एक साल के आंकड़ों से पता चला है कि इंडिगो में 23, स्पाइसजेट में 14, एलायंस एयर में 57, किंग जेट में 35, घोडावत स्टार में 41 और पूर्ववर्ती विस्तारा में ऑडिट के दौरान 17 खामियां सामने आईं। ऑडिट की इस अवधि में टाटा समूह



के स्वामित्व वाली एअर इंडिया में 93 खामियां मिली हैं। हालांकि इनमें विस्तारा और एअर इंडिया एक्सप्रेस भी शामिल है। विस्तारा का अब एअर इंडिया में विलय हो गया है। डीजीसीए के अनुसार इन 263 खामियों में 19 स्तर-1 की थीं जिन्हें गंभीर सुरक्षा जोखिम माना जाता है और जिनके लिए विमानन संचालक की ओर से तत्काल सुधार करने की जरूरत होती है। डीजीसीए ने जुलाई में एअर इंडिया के ऑडिट के दौरान पायलटों

के प्रशिक्षण, उनके आराम और ड्यूटी अवधि के मानदंडों, एयरफील्ड योग्यता आदि से संबंधित लगभग 100 खामियों का पता लगाया था। इनमें से सात स्तर-1 की खामियां थीं।

ऑडिट के दौरान जिन निष्कर्षों को गंभीर जोखिम माना जाता है और जिनके लिए तत्काल सुधारात्मक कार्रवाई की आवश्यकता होती है, उन्हें स्तर-1 के रूप में वर्गीकृत किया जाता है, जबकि स्तर-2 की चूकों में गैर-अनुपालन शामिल है। ऑडिट के पूरा होने पर संबंधित एयरलाइनों को औपचारिक रूप से निष्कर्षों के बारे में जानकारी दी जाती है और अनुपालन रिपोर्ट पेश करने के लिए कहा जाता है। एजेसी

IndiGo Q1 profit declines 20.2% on geopolitical woes, air space curbs

Rohit Vaid
New Delhi

Geopolitical tensions and airspace restrictions during the April-June quarter of FY26 caused a 20.2 per cent year-on-year drop in airline major IndiGo's net profit to ₹2,176.3 crore, from ₹2,728.8 crore reported in the same period of last year.

On Wednesday, Inter-Globe Aviation, the parent company of IndiGo, stated that the decline in profitability came despite a 4.7 per cent rise in operational revenue, which stood at ₹20,496.3 crore for the quarter.

Besides, the total income for the airline rose 6.4 per cent year-on-year to ₹21,542.6 crore.

Notably, the income growth occurred on the back of a 7.8 per cent increase in passenger ticket revenue, which reached ₹17,791.7 crore.

Further, ancillary revenues surged by 22.1 per cent to ₹2,153.4 crore.

According to IndiGo CEO Pieter Elbers, the quarter was marked by "significant external challenges", including geopolitical tensions, air-



INCOME UP. The total income for the airline rose 6.4% year-on-year to ₹21,542.6 crore ₹17,791.7

space restrictions, and a tragic accident in the aviation sector.

Nonetheless, demand for air travel remained resilient, with the airline ferrying over 31 million passengers during the quarter, a 11.6 per cent increase compared to the previous year.

OPERATIONAL COSTS UP However, rising operational costs eroded the company's bottomline.

Accordingly, IndiGo's total expenses rose 10.2 per cent to ₹19,231.9 crore.

While fuel costs declined 9.1 per cent to ₹5,832.6 crore, other costs, excluding fuel, rose sharply by 21.5 per cent to ₹13,399.3 crore.

In addition, the yield

dropped by 5 per cent to ₹4.98 per kilometre, while the load factor fell 2.1 percentage points to 84.6 per cent.

DELIVERY SCHEDULE

Speaking during the post results media call, Elbers said the two wide-body aircraft leased from Turkish Airlines were still operational, with extended permits valid through August.

He also shared the delivery schedule for six additional wide-body aircraft from Norse Atlantic.

The second aircraft, Elbers said, is expected by mid-September, with two more by the year-end, and the remaining two in the first quarter of 2026.



Corporate Communications Directorate

BUSINESS LINE

DELHI

31 JULY 2025

Alliance Air, Air India got most DGCA safety audit observations

Rohit Vaid
New Delhi

State-run Alliance Air has emerged at the top in the list of the highest number of safety-related findings among Indian carriers in audits conducted over the past year by the aviation regulator.

The carrier was followed by Tata Group-promoted Air India with 51 findings, which include seven Level-I and 44 Level-II findings.

According to data from the Directorate General of

Civil Aviation (DGCA), Alliance Air registered a total of 57 observations, all categorised under Level-II findings.

On a technical basis, Level-II findings point to significant but non-immediate risks requiring timely corrective measures.

On Tuesday, Air India said that it has been "fully transparent" with auditors during the annual DGCA safety review held in July. Notably, the annual audit was not related to the Boeing 787 crash that occurred last month in Ahmedabad.

"All airlines undergo regu-

lar audits to test and continuously strengthen processes. Air India's annual DGCA audit took place in July, during which it was fully transparent with auditors in the spirit of such continuous improvement," said an Air India spokesperson on Tuesday.

LEVEL I FINDINGS

Speaking to *businessline*, industry sources said that Air India had completed corrective actions on the Level-I findings. At present, the Tata Group-owned airline has been issued notices for oper-

ating aircraft without checking emergency equipment, not changing engine parts in time and forging records, along with other lapses related to crew fatigue management.

Ghodawat Star (Star Air) came next, with 41 findings, all under Level-II. Quick Jet followed with 35 Level-II findings, while Air India Express recorded 25 findings, including two in Level-I and 23 in Level-II.

IndiGo recorded 23 Level-II findings, while Tata SIA Airlines reported a mix of 10 Level-I and seven Level-II

findings, bringing the total to 17.

ROUTINE INSPECTIONS

SpiceJet had the lowest among the reviewed carriers, with 14 Level-II findings and none in Level-I. These figures stem from routine inspections conducted as part of the DGCA's Annual Surveillance Plan (ASP), which is a component of the regulator's 'Safety Oversight Programme.'

According to the DGCA, these audits are aligned with International Civil Aviation Organisation (ICAO) stand-

ards and follow global best practices.

SAFETY PROTOCOLS

Their objective, the regulator said, is to find areas within airline operations that may require enhancement, ensure ongoing compliance and promote sustained improvements in safety protocols.

Additionally, the DGCA said that airlines with larger fleets and more complex operations undergo more extensive oversight, leading to a higher number of audit observations.

एयरलाइनों में 263 खामियां मिलीं

रॉयटर्स

नई दिल्ली, 30 जुलाई

भारत के विमानन नियामक ने बुधवार को कहा कि उसे अपने नियमित वार्षिक ऑडिट में देश की एयरलाइनों में सुरक्षा से जुड़ी 263 खामियों का पता चला है। इनमें सबसे बड़ी एयरलाइन इंडिगो में 23 और दूसरी सबसे बड़ी एयर इंडिया में 51 खामियां मिली हैं।

नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने बुधवार को कहा कि ये ऑडिट इंटरनैशनल सिविल एविएशन ऑर्गनाइजेशन की आवश्यकताओं और वैश्विक श्रेष्ठ प्रणालियों के तहत किए गए थे। साथ ही उसने आगाह किया कि बड़े बड़े वाली एयरलाइनों में मिले ज्यादा संख्या में निष्कर्ष मिले हैं जो सामान्य हैं।

रॉयटर्स ने मंगलवार को खबर दी कि डीजीसीए को जुलाई के ऑडिट में एयर इंडिया में 51 खामियों का पता चला जिनमें कुछ पायलटों को पर्याप्त प्रशिक्षण का अभाव, गैर-मान्यताप्राप्त सिम्युलेटर्स का इस्तेमाल और कमजोर रोस्ट्रिंग प्रणाली अपनाना शामिल है। यह ऑडिट पिछले महीने अहमदाबाद में हुई बोइंग 787 दुर्घटना से संबंधित नहीं था जिसमें 260 लोग मारे गए थे।

डीजीसीए ने कहा कि उसे स्पाइसजेट में 14 और विस्तारा (जो अब एयर इंडिया का हिस्सा है) में 17 खामियां मिलीं। नियामक ने एयर इंडिया की बजट एयरलाइन एयर इंडिया एक्सप्रेस में 25 खामियां देखीं। अकासा एयर का ऑडिट अभी बाकी है।

विमान के ब्लैक बॉक्स की तलाश क्यों?

वर्ष 1968 की बेस्टसेलर 'एयरपोर्ट' में आर्थर हैली ने शिकागो के ओ'हेयर एयरपोर्ट (पुस्तक में लिंकन इंटरनैशनल एयरपोर्ट) पर एक तूफान के दौरान हालात का वर्णन किया है। हैली के इस लेखन में कल्पना की कमी थी। लेकिन इन कमियों के कारण ही उनके कथानक वास्तविक जीवन के बेहद करीब प्रतीत होते थे। एयरपोर्ट में एक दिवालिया व्यवसायी की कहानी साथ-साथ चलती है, जो आत्महत्या और सामूहिक हत्याओं के बहाने बीमा धोखाधड़ी करने की कोशिश करता है। अपनी पत्नी को लाभार्थी के रूप में रखते हुए जीवन बीमा लेने के बाद वह एक सूटकेस बम के साथ हवाई जहाज में सवार हो जाता है।

यह एक वास्तविक घटना पर आधारित कहानी है। 22 मई, 1962 को शिकागो से कंसास सिटी जाने वाली कन्टिनेंटल एयरलाइंस की उड़ान 11 को थॉमस डोटी ने बम से उड़ा दिया था, जिससे विमान में सवार सभी 45 लोगों की मौत हो गई थी। डोटी ने अपनी पत्नी को लाभार्थी के रूप में रखते हुए 3,00,000 डॉलर (आज की मुद्रा में कई लाख डॉलर) की बीमा पॉलिसियां खरीदी थीं। उस पर सशस्त्र डकैती का मुकदमा चलने वाला था। जांचकर्ताओं ने इसका पता लगा लिया और बीमाकर्ताओं ने डोटी के दावों का भुगतान करने से इनकार कर दिया। इसके पहले वर्ष 1955 की एक और घटना में जैक गिल्बर्ट ग्राहम ने बीमा के लिए अपनी मां के साथ हवाई जहाज को उड़ा दिया था।

वर्ष 1985 में खालिस्तानी आतंकियों ने एयर इंडिया का कनिष्क जहाज विस्फोट कर उड़ा दिया था। इस

घटना में 329 लोग मारे गए थे। इसके बाद हवाई जहाजों में विस्फोटकों का पता लगाने के लिए बेहद उन्नत प्रणालियां लगनी शुरू हुईं। इस घटना पर ही पृष्ठभूमि पर सलमान रुश्दी की द सैटेनिक वर्सेज आधारित है।

वर्ष 1988 में पाकिस्तान के राष्ट्रपति-तानाशाह जनरल जिया-उल-हक और अमेरिकी राजदूत को ले जा रहा एक हरक्युलिस सी-130 विमान दुर्घटनाग्रस्त हो गया था, जिसमें सवार सभी 30 लोग मारे गए थे। अमेरिकी जांचकर्ताओं ने इसे यांत्रिक विफलता बताया तो पाकिस्तानी एजेंसियों की जांच में आर्मी के टोकरे में विस्फोटक रखे जाने की बात सामने आई। इसी थीम पर मोहम्मद हनीफ ने 'अ केस ऑफ एक्सप्लोडिंग मैंगोज' नाम से उपन्यास लिखा है।

अमेरिका में 11 सितंबर की घटना के बाद पूरी दुनिया में विमानन सुरक्षा को और भी कड़ा किया गया। रासायनिक स्निफर और एक्स-रे मशीनों के साथ सुरक्षा जांच में कुत्ते भी तैनात किए गए। अपहरण जैसी घटनाओं को रोकने के लिए कॉकपिट को सुरक्षित रूप से बंद करने के इंतजाम किए गए। लेकिन अगर पायलट ने ही विमान को दुर्घटनाग्रस्त करने का फैसला कर लिया, तो कोई क्या कर सकता है?

ऐसा मलेशिया एयरलाइंस की फ्लाइट एमएच370 के साथ होने की आशंका जताई जाती है। 8 मार्च,

2014 को कुआलालंपुर से पेइचिंग की उड़ान बीच रास्ते गायब हो गई। इसका रेडियो संपर्क टूट गया। आखिरी बार जब इसे ट्रैक किया गया तो विमान पूरी तरह गलत दिशा में जा रहा था। रेडियो और सैटेलाइट फोन द्वारा पायलटों से संपर्क करने के सभी प्रयास विफल रहे। रडार सिग्नल प्रसारित करने वाला ट्रांसपोंडर भी बंद हो गया था।

विमान द्वारा स्वचालित रूप से सैटेलाइट को भेजे गए डेटा से संकेत मिला कि विमान के इंजन ठीक थे और यह दक्षिणी हिंद महासागर के ऊपर तब तक उड़ता रहा जब तक कि उसका ईंधन खत्म नहीं हो गया। हादसे के समय यह भूमि से हजारों किलोमीटर दूर समुद्र के ऊपर उड़ रहा था। 50 लाख वर्ग किलोमीटर समुद्री दायरे में हाईटेक खोज अभियान चलाया गया, लेकिन विमान नहीं

मिला। बाद में इसमें सवार सभी 239 लोगों को मृत मान लिया गया।

जांचकर्ताओं ने सबसे अधिक संभावना इस बात की जताई कि एक पायलट ने सहयोगी पायलट और अन्य कर्मियों को अक्षम कर दिया या उन्हें कॉकपिट से बाहर बंद कर दिया। उसके बाद अंटार्कटिका की दिशा में ईंधन खत्म होने तक उड़ता रहा। हालांकि यह भी सवाल उठा कि एक पायलट इस तरह सामूहिक हत्या क्यों करना चाहेगा?

बेहतरीन साहित्यिक कृतियों के कथानकों को



तकनीकी तंत्र

देवांशु दत्ता

आइडिया देने को परे रखें तो विमानन हादसों से पर्दा उठाने के लिए भारी-भरकम रकम खर्च होती है। बीमाकर्ता बीमित राशि का भुगतान करने से पहले हादसे के कारण जानना चाहते हैं। विमान निर्माता यह उम्मीद लगाते हैं कि भविष्य में उनकी बिक्री प्रभावित न हो। यही नहीं, यात्री भी हादसे की शिकार एयरलाइन और उसके उस विमान मॉडल में सफर करने से कतराते हैं। यह सब नुकसान अरबों में पहुंच जाता है।

एयर इंडिया 171 उड़ान का हादसा अभी भी रहस्य बना हुआ है। जानबूझ कर विमान को गिराने समेत कई तरह की साजिशों की आशंकाएं हवा में तैर रही हैं। जांच में तमाम प्रयास और पैसे के साथ-साथ प्रतिष्ठा भी दांव पर लगी है। इसके निष्कर्ष कुछ भी निकलें, लेकिन वे सभी षड्यंत्रों के सिद्धांतों को खारिज नहीं कर पाएंगे।

लेकिन, अपेक्षाकृत एक सरल तकनीकी उपाय है, जो भविष्य में विमानन घटनाओं में रहस्य के तत्व को कम कर सकता है। विमान में सेंसर और रिकॉर्डर लगे होते हैं, जो यांत्रिक और विद्युत संबंधी तमाम गतिविधियों के साथ कॉकपिट की बातचीत तक को रिकॉर्ड करते हैं। हर दुर्घटना के बाद विमान के मलबे में ब्लैक बॉक्स की तलाश की जाती है। जैसा कि एमएच 370 घटना से पता चलता है, विमान स्वचालित रूप से भी सैटेलाइट को डेटा भेजते हैं। तो हादसे के बाद जांच से छेड़छाड़ की संभावना कम से कम हो, इसके लिए क्यों न ऐसा किया जाए कि विमान का सभी तरह का डेटा वास्तविक समय में कई जगह भेजा जाए? यह तकनीकी रूप से संभव है। ऐसा करने के लिए सिस्टम को दोबारा तैयार करने में कुछ लागत जरूर आएगी, लेकिन दांव पर लगे अरबों रुपये के संदर्भ में यह खर्च बहुत कम होगा। बड़ी बात, इससे विमानन घटनाओं की जांच बहुत आसान और अधिक पारदर्शी हो जाएगी।

IndiGo profit slumps 20% as AI171 crash, airspace curbs weigh

Despite disruptions, airline carried 12% more passengers

DEEPAK PATEL
New Delhi, 30 July

Low-cost carrier IndiGo on Wednesday announced that its consolidated profit dropped 20.5 per cent year-on-year (Y-o-Y) to ₹2,174.9 crore in the first quarter of 2025-26 (FY26) due to airspace restrictions, geopolitical disruptions, and the impact of the AI171 crash, which led to widespread flight cancellations and depressed ticket yields.

“The quarter was marked by a series of external events. Geopolitical events, airspace restrictions, and the unfortunate accident, leading to a higher flight and passenger cancellations and moderation in yields,” said Gaurav Negi, chief financial officer, IndiGo.

Yield refers to the average fare paid per passenger per kilometre flown. Pakistan has shut its airspace for Indian carriers since April 24.

Despite these disruptions, the airline carried 12 per cent more passengers during the quarter, clocking 31 million travellers, double the industry growth of six per cent.

He acknowledged that profits took a hit from broader geopolitical headwinds, although lower fuel prices offered some respite.

The airline saw a relatively strong start to the quarter, but conditions deteriorated by May and June. “While the large part of April performed well, May and June were marked by significant geopolitical headwinds, which led to significant cancellations, and did not allow normalisation of yields,” Negi said.

Total income for the quarter rose six per cent to ₹21,542.6 crore.

Operationally, IndiGo inducted eight new aircraft, while making progress on reducing reliance on wet-leased planes. “The number of grounded aircraft remains stable in the 40s. And with the reduction in the number of groundings, we have started returning damp leases (wet-leased aircraft), and have re-delivered 16 damp-leased aircraft this quarter,” Negi said.

The airline is keeping its fleet plans flexible. “We remain open to inducting additional wet-leased aircraft based on the demand-and-supply situation going forward,” he added.



Lean patch

Consolidated figures (₹ cr)

	Q1FY26	Q-o-Q (%)	Y-o-Y (%)
Total income	21,542.6	-6.7	6.4
Total expense	19,231.9	-3.5	10.2
Net profit	2,174.9	-28.8	-20.5

Source: Company

Chief Executive Officer Pieter Elbers said the quarter was marked by severe turbulence. The closure of many airports across northern and western India, following Operation Sindoor on May 7, forced the airline to cancel up to 170 flights a day.

Elbers said the airline has begun long-haul services to Europe, launching flights to Amsterdam and Manchester in early-July. Given strong demand, IndiGo will double its frequency to Amsterdam and add a fourth weekly flight to Manchester (Elbers said?). A reciprocal codeshare with KLM (?) will also expand the airline’s reach across Europe.

After debuting on the Delhi-Mumbai route late last year, IndiGo’s business class (called Stretch) has now been extended to flights to Bangkok, and will soon launch on routes to Singapore and Dubai. Elbers said the market response has been encouraging, with load factors improving gradually.

On the domestic front, IndiGo recently began operations from Hindon airport in Delhi and is looking to expand its network further.

The airline’s loyalty programme, launched late last year, has now amassed 3.8 million members. Elbers said this, combined with long-haul flying, a tailored premium product, and ongoing network expansion, positions IndiGo strongly to tap into India’s aviation growth story.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

31 JULY 2025

DGCA finds 263 lapses during 23 audits of domestic airlines

Aviation safety watchdog Directorate General of Civil Aviation (DGCA) on Wednesday said it has come across 263 lapses, including those requiring immediate corrective actions, during 23 audits of eight domestic airlines carried out in the last one year. DGCA, however, said that higher number of audit findings or lapses for airlines with extensive operations is "entirely normal" against the backdrop of the increased lapses flagged during audits of Air India. In the last one year, there have been a total of 93 audit findings with Tata Group-owned Air India (along with now merged Vistara) and Air India Express, as per data. en

बिजली रेटों पर बायोमास प्लांट मालिक और पावरकॉम अफसर आमने-सामने, स्टेट रेगुलेटरी कमीशन में रेट रिव्यू याचिका दायर सरकार ने नए एग्रीमेंट में बिजली खरीद रेट 35 से 100% घटाकर 3.5 से ₹4.9 प्रति यूनिट किए कारोबारी बोले- दाम घटाए गए तो खर्चे नहीं निकलेंगे, मजबूरन बायोमास प्लांट बंद करने पड़ेंगे

राजेंद्र बतारा | बरिंडा

बिजली रेटों को लेकर मालवा के बायोमास प्लांट मालिक और पावरकॉम अफसर आमने-सामने हो गए हैं। स्थिति यह है कि सरकार अभी जिन प्लांट से 7 से ₹8.50 प्रति यूनिट में बिजली खरीद रही थी और अब नए एग्रीमेंट में 35 से 100% रेट घटाकर 3.5 से ₹4.9 प्रति यूनिट कर दिए गए हैं। यह रेट अगले 10 साल के लिए लागू किए जा रहे हैं। नए रेटों से नाखुश प्लांट मालिकों ने स्टेट रेगुलेटरी कमीशन में याचिका लगाकर रेटों पर विचार करने का आग्रह किया है। प्लांट मालिक ने पंजाब सीएम को मामले में हस्तक्षेप करने की मांग की है। कारोबारियों का कहना है कि रेट घटाए गए तो खर्चे नहीं निकलेंगे और मजबूरन बायोमास प्लांट बंद करने पड़ेंगे।

भास्कर एक्सक्लूसिव

भास्कर ने बायोमास प्लांटों के बिजली रेटों को लेकर पड़ताल की तो सामने आया कि पंजाब में अभी 11 बायोमास प्लांट हैं, जिनमें सबसे ज्यादा 8 मालवा में हैं। सरकार इनसे 10 से 20 साल का पावर परचेज एग्रीमेंट करती है, जिसमें बिजली के रेट तय होते हैं। मुक्तसर साहिब के मालवा पावर लि. से सरकार 20 साल से 8.49 रुपए प्रति यूनिट की दर से बिजली खरीद रही थी। अब मई 2025 में 10 साल के लिए नया रेट 3.5 रुपए तय किया गया है। यानी रेट में 100% से भी ज्यादा कटौती की गई। इसी तरह अबोहर के डी डवलपमेंट इंजीनियर्स लि. से 7.47 रुपए प्रति यूनिट के अनुसार बिजली

खरीदी जा रही थी। अब नया रेट 4.91 रुपए प्रति यूनिट तय किया गया है। मलोत के बायोमास एनर्जी प्राइवेट लि. से सरकार 7.89 रुपए की दर से बिजली खरीद रही थी, लेकिन इसका रेट भी घटाकर 4 से 5 रुपए किया जा रहा है। इन तीनों प्लांट मालिकों ने नए रेटों के खिलाफ रेगुलेटरी कमीशन में पटीशन लगाई है। ग्रीन प्लानेट एनर्जी प्लांट, मोगा का रेट 5.34 रुपए प्रति यूनिट तय किया गया। प्लांट मालिक ने एपीलेंट टिब्यूनल, दिल्ली में पटीशन लगाई तो अंतरिम आदेश जारी करके रेट 5.83 रुपए तय किया गया। 6 साल बीत गए, इसका भी रेट अब तक फाइनल नहीं किया गया है।

पंजाब में 11 बायोमास प्लांट... इनमें सबसे ज्यादा 8 मालवा में, यहीं के बिजली रेट घटाए

हम पर असर... बिजली उत्पादन घटेगा, पराली ज्यादा जलेगी और प्रदूषण बढ़ेगा

पंजाब में सबसे कम रेट

हरियाणा	₹8 प्रति यूनिट
राजस्थान	₹8-9 प्रति यूनिट
पंजाब	₹3.5-5 प्रति यूनिट

असर समझिए... एक प्लांट से प्रत्यक्ष-अप्रत्यक्ष रूप से 4 से 5 हजार लोग जुड़े हैं। प्लांटों के बंद होने से बेरोजगारी बढ़ेगी। बिजली उत्पादन घटेगा। मालवा में बिजली संकट बढ़ेगा। पराली खरीद नहीं होगी, जिससे किसानों को मजबूरन यह जलानी पड़ेगी और प्रदूषण बढ़ेगा।

प्लांट मालिकों ने पावरकॉम अफसरों से कहा- लागत एक सी, फिर दामों में फर्क क्यों, मामले में सीएम से हस्तक्षेप की मांग

प्लांट मालिक ने पावरकॉम अफसरों से कहा सरकार ने रेट न बढ़ाए तो मजबूरन प्लांट बंद करने होंगे। विभाग के अनुसार मुक्तसर में 2, फाजिल्का में 2, मोगा में 1, मानसा में 1, फिरोजपुर में 1, फरीदकोट में 1, जालंधर में 1 और होशियारपुर में 2 प्लांट हैं। इधर, प्लांट मालिकों ने नाम न छापने की शर्त पर

बताया, 1 साल पहले किसानों से पराली को लेकर एग्रीमेंट करना पड़ता है। पराली को स्टोरेज से प्लांट तक ले जाना, ट्राली से बेल्ट मशीन तक पहुंचाने का प्रोसेस हर प्लांट में एक सा रहता है। बिजली उत्पादन की लागत भी एक रहती है। फिर सरकार बिजली रेट तय करने में फर्क क्यों कर रही है।

बायोमास पावर प्लांट के रेट अभी अंडर प्रोसेस हैं। इनके ज्यूडीशियल ऑर्डर जारी होंगे। तब तक कुछ नहीं बताया जा सकता।

-विश्वजीत खन्ना, चेयरपर्सन, रेगुलेटरी कमीशन चंडीगढ़



Corporate Communications Directorate

DAINIK BHASKAR

DELHI

31 JULY 2025

कॉर्पोरेट रिजल्ट • अप्रैल-जून में 3.10 करोड़ यात्रियों को सर्विस, ये 1 साल पहले से 12% ज्यादा इंडिगो: रेवेन्यू 4.7% बढ़ा, पर मुनाफा 20% घटा, कारण प्रति किमी आय 5% कम रही

विज्ञान संवाददाता | मुंबई

देश की सबसे बड़ी एयरलाइन इंडिगो चलाने वाली कंपनी इंटरग्लोब एविएशन ने अप्रैल-जून तिमाही में 2,176 करोड़ रुपए का मुनाफा कमाया। यह अप्रैल-जून 2024 में 2,729 करोड़ रुपए के मुनाफे से 20% कम है। हालांकि इस दौरान कंपनी की आय 4.7% बढ़कर 20,496 करोड़ हो गई, जो एक साल पहले 19,571 करोड़ रुपए थी। फिर भी मुनाफा कम रहा क्योंकि बीती तिमाही कंपनी का एबिटा मार्जिन करीब 1.5% घट गया और प्रति किलोमीटर आय 5% कम होकर 4.98 रुपए रह गई।

इंडिगो के सीईओ पीटर एल्बर्स ने कहा कि बीती तिमाही मुनाफा कुछ कम हुआ, लेकिन देश में हवाई यात्रा की मांग मजबूत रही। अप्रैल-जून में इंडिगो ने 3 करोड़ से ज्यादा यात्रियों को सर्विस दी। अप्रैल-जून 2024 की तुलना में यह 12% ज्यादा है। उन्होंने कहा, 'हमें इंडस्ट्री की ग्रोथ बढ़ने की पूरी उम्मीद है। इसीलिए फ्लीट और नेटवर्क बढ़ा रहे हैं। हम बढ़ती मांग पूरी करने के लिए प्रतिबद्ध हैं।'

इंटरग्लोब एविएशन: जून तिमाही का रिजल्ट एक नजर में...

कैटेगरी	अप्रैल-जून-24	अप्रैल-जून-25	ग्रोथ (%)
रेवेन्यू	19,571	20,496	▲4.7
प्रॉफिट	2,729	2,176	▼20.2
कुल खर्च	17,445	19,232	▲10.2
एम्प्लॉयी खर्च	1,757	2,050	▲16.7
मार्जिन	13.48%	10.10%	---
टैक्स	75	134	▲78.7

आंकड़े करोड़ रुपए में (स्रोत: कंपनी फाइलिंग)

- जून तिमाही में इंडिगो का एम्प्लॉयी खर्च 17% बढ़ने का सीधा असर कुल खर्च पर नजर आया।
- टैक्स देनदारियां भी एक साल पहले के मुकाबले करीब दोगुनी हो गईं। इससे भी मुनाफा घटा।



नतीजे के दिन इंटरग्लोब एविएशन का मार्केट कैप 2.22 लाख करोड़ रुपए रहा। यह देश की 38वां सबसे बड़ी कंपनी है।

फोकस एरिया: बीती तिमाही इंडिगो ने क्षमता 16% बढ़ाई

- कंपनी ने अप्रैल-जून तिमाही में अपनी क्षमता 16.4% बढ़ा ली। इससे कुल उपलब्ध सीट किलोमीटर 4,230 करोड़ हो गया। इसकी गणना 'उपलब्ध सीटें × तय की गई दूरी' से की जाती है।
- 30 जून तक इंडिगो की फ्लीट में कुल 416 विमान थे। बीती तिमाही कंपनी के पास 18 यात्री विमान 18 हो गए। कुछ विमान फ्लीट से बाहर होना और डिलीवरी में देरी इसकी वजह रही।

- बीती तिमाही इंडिगो ने रोजाना 2,269 फ्लाइट तक ऑपरेट किया। इसमें नॉन-शेड्यूल्ड सर्विसेज शामिल हैं। इस अवधि में कंपनी ने 91 घरेलू और 41 अंतरराष्ट्रीय शहरों के लिए फ्लाइट सर्विस दी।
- जून तिमाही में इंडिगो का एबिटा (सभी खर्च समेत कमाई) मामूली 0.66% बढ़कर 5,866 करोड़ रुपए हो गया। हालांकि एबिटा मार्जिन एक साल पहले के 30% से घटकर 28.6% रह गया।

अन्य बड़े बैंक, कंपनियों के नतीजे

पीएनबी: टैक्स खर्च ढाई गुना बढ़ने से लाभ 48% घटकर 1,675 करोड़

पंजाब नेशनल बैंक ने बीती तिमाही 1,675 करोड़ रुपए का स्टैंडअलोन मुनाफा कमाया। यह एक साल पहले के मुकाबले 48% कम है। अप्रैल-जून 2024 में इस सरकारी बैंक ने 3,252 करोड़ मुनाफा कमाया था। अप्रैल-जून में पीएनबी की कुल आय बढ़कर 37,232 करोड़ हो गई, जो एक साल पहले 32,166 करोड़ थी। इसके बावजूद टैक्स खर्च ढाई गुना 5,083 करोड़ होने से मुनाफा घटा है। एक साल पहले टैक्स खर्च 2,017 करोड़ था।

ह्युंडई मोटर इंडिया: भारत में बिक्री 11% घटने से प्रॉफिट 8% कम रहा

जून तिमाही में ह्युंडई मोटर इंडिया का मुनाफा 8% घटकर 1,369 करोड़ रुपए रह गया। एक साल पहले कंपनी ने करीब 1,490 करोड़ रुपए का मुनाफा कमाया था। बीती तिमाही कंपनी की आय भी 5.4% घटकर 16,413 करोड़ रह गई। मुनाफा घटने की सबसे बड़ी वजह ये रही कि अप्रैल-जून में घरेलू बाजार में ह्युंडई इंडिया की बिक्री 11.5% घटकर 1.3 लाख कारें रह गईं। हालांकि निर्यात 13% बढ़कर 48,140 कारें हो गया।



Corporate Communications Directorate

DECCAN HERALD

BANGALORE

30 JULY 2025

DGCA audit lists around 100 violations, observations related to Air India

MUMBAI, PTI: Aviation safety regulator Directorate General of Civil Aviation has come across around 100 violations and observations related to Tata Group-owned Air India's training, crew's rest and duty period norms, and airfield qualification, among others, sources said on Tuesday.

Of these, as many as seven are Level-1 violations, which are considered critical safety risks and require immediate corrective action by the air operator, they said.

Air India, in a statement, acknowledged receipt of the

findings and said it will submit its response to the Directorate General of Civil Aviation (DGCA) within the stipulated time frame.

The audit findings come at a time when the airline is under intense scrutiny by the regulator in the wake of the June 12 plane crash.

"All airlines undergo regular audits to test and continuously strengthen processes. Air India's annual DGCA audit took place in July, during which it was fully transparent with auditors in the spirit of such continuous improvement,"

Air India said in the statement

"We acknowledge receipt of the findings and will submit our response to the regulator within the stipulated time frame, along with the details of the corrective actions taken. Air India remains fully committed to ensuring the safety of its passengers and staff," the airline said.

"There are a total of 100 violations and observations in the audit report related to training, crew's rest and duty period norms, training, insufficient crew complement and airfield qualification, among others," sources said.



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

31 JULY 2025

डीजीसीए को घरेलू एयरलाइन के 23 आडिट में मिलीं 263 खामियां

मुंबई, प्रेट : नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने बुधवार को बताया कि पिछले एक साल में आठ घरेलू एयरलाइन कंपनियों के 23 आडिट के दौरान उसे 263 खामियां मिली हैं। इनमें से कुछ खामियां ऐसी हैं जिनमें तत्काल सुधारात्मक कार्रवाई की जरूरत है। इसके लिए तत्काल कदम उठाए जाएं।

डीजीसीए के आंकड़ों के अनुसार, टाटा समूह के स्वामित्व वाली एअर इंडिया और एअर इंडिया एक्सप्रेस में 93 खामियां सामने आई हैं। इनमें 19 लेवल-वन के हैं, जिन्हें गंभीर सुरक्षा जोखिम माना जाता है और इनके लिए विमान सेवा देने वाली कंपनी को तत्काल सुधारात्मक कार्रवाई की आवश्यकता होती है।

सूत्रों के अनुसार, डीजीसीए को एअर इंडिया के प्रशिक्षण, चालक दल के आराम और ड्यूटी अवधि के मानदंडों से संबंधित उल्लंघनों का पता चला है।

डीजीसीए ने कहा- एअर इंडिया की सर्वाधिक 93 खामियां सामने आईं, इनमें 19 लेवल-वन यानी गंभीर किरम की

डीजीसीए ने कहा कि वह परिचालन की सुरक्षा बढ़ाने और अनुपालन सुनिश्चित करने के लिए निरंतर आडिट करता है।

बयान में यह भी कहा गया कि व्यापक परिचालन और बड़े आकार के बेड़े वाली एयरलाइन कंपनियों के लिए आडिट में खामियों की अधिक संख्या सामान्य है। पिछले वर्ष में इंडिगो की 23, स्पाइसजेट की 14, अलायंस एयर की 57, क्विक जेट की 35, घोडावत स्टार की 41 और पूर्ववर्ती विस्तारा की 17 खामियां सामने आईं।

वैश्विक स्तर पर, विमानन नियामकों को प्रमुख एयरलाइन कंपनियों के साथ इसी तरह की स्थिति का सामना करना पड़ता है।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

31 JULY 2025

इंडिगो का शुद्ध लाभ 20% घट 2,176.3 करोड़ हुआ

नई दिल्ली: देश की सबसे बड़ी विमानन कंपनी इंडिगो का अप्रैल-जून तिमाही में शुद्ध लाभ 20 प्रतिशत घटकर 2,176.3 करोड़ रुपये रहा है। कंपनी को पिछले साल इसी तिमाही में 2,728.8 करोड़ रुपये का शुद्ध मुनाफा हुआ था। इंडिगो की मूल कंपनी इटस्लोक एविएशन ने कहा, 'भू-राजनीतिक तनाव, हवाई क्षेत्र प्रतिबंध और भारतीय विमानन क्षेत्र में दुखद दुर्घटना से कंपनी को चुनौतीपूर्ण माहौल का सामना करना पड़ा।' यात्रियों संख्या में सालाना आधार पर 12 प्रतिशत की मजबूत वृद्धि हुई है। (पेट)



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

31 JULY 2025

Audit Found 263 Lapses by Indian Carriers

Normal for airlines with large operations to report high number of issues: DGCA

Our Bureau

New Delhi: Civil aviation regulator DGCA found 263 violations during its audit of eight Indian carriers in the last one year.

DGCA said that it is normal for airlines with large operations to report a high number of findings during an audit and globally, aviation regulators routinely encounter similar patterns with major carriers due to the diversity and intensity of their undertakings.

"Upon completion of each audit, the relevant airlines are formally notified and are required to submit timely compliance and corrective action reports. The DGCA closely monitors these responses and ensures that all necessary measures are taken to maintain and enhance safety standards," the regulator said.

Air India logged seven Level 1

TAKEOFF TROUBLES

VIOLATION CATEGORIES

Level 1: Involves direct safety hazards, including improper aircraft maintenance and documentation of expired parts, or serious crew training deficiencies

Level 2: Refers to procedural violations or administrative oversights

findings. These are classified as the most serious critical findings by the Directorate General of Civil Aviation (DGCA) with the potential to impact flight safety.

The DGCA classifies audit findings into two levels, with Level 1 involving direct safety hazards, including improper aircraft

DGCA'S JUNE AUDIT OF AIRLINES

Air India: 7 Level 1 & 44 Level 2

Air India Express: 2 Level 1

Vistara: 10 violations

IndiGo: 23 issues, but none in Level 1

SpiceJet: 14 issues



maintenance and documentation of expired parts, or serious crew training deficiencies. Level 2 typically refers to procedural violations or administrative oversights.

Serious safety lapses at Air India exceeded those of any other Indian carrier during the period,

second only to erstwhile Vistara, which had 10 such findings, before it was merged into Air India.

Air India Express, the group's low-cost international arm, recorded two Level 1 findings.

Such lapses can attract enforcement actions, including penalties, or aircraft grounding orders.

In total, Air India reported 51 findings including 44 Level 2 findings. Air India said it will take corrective action within the stipulated time frame, and inform the regulator.

IndiGo, India's largest airline by fleet size operating 1,000 more flights daily than Air India, reported 23 issues, but none in the Level 1 category. Budget airline SpiceJet, which has faced multiple regulatory actions in recent years, recorded 14 findings.

Air India's engineering and safety practices have come under regulatory scrutiny.

IndiGo June Qtr Profit Nosedives 20% on India-Pak Conflict, AI Crash

Airline outlines expansion plans, fleet upgrade & structural inspection of some aircraft

Our Bureau

New Delhi: India's largest airline IndiGo reported a sharp 20% fall in profit as air travel was impacted due to a conflict between India and Pakistan followed by weak travel sentiment after the crash of an Air India aircraft in June.

The airline, which has 60% share of India's domestic market, posted a profit of ₹2,176.3 crore for the April-June period, down 20% from ₹2,728.8 crore a year ago despite revenue being up 4.73% at ₹20,496.30 crore.

India briefly restricting flights from 32 airports on the north and western borders in May amid border skirmishes with Pakistan following a terrorist attack in April.

"The June quarter was shaped by significant external challenges that created headwinds for the entire aviation sector. Despite these industry-wide disruptions, we reported a net profit margin of around 11% for the quarter ended June

Dipping Numbers

FALL IN PROFIT DUE TO:

- India briefly restricting flights from 32 airports in May amid border skirmishes with Pakistan
- Weak travel sentiment after Air India crash in June

IndiGo's yield drops by 5%
It had to reduce fares by 2% to fill aircraft

Plans expansion with long-haul services to Europe

It remains firm on its full-year capacity guidance of early double-digit capacity addition



2025," said IndiGo CEO Pieter Elbers.

Yield—a metric of profitability for airlines—also dropped 5% as the airline had to reduce fares to fill aircraft which dropped by a little over 2%.

The airline, on an optimistic note, outlined plans for expansion. El-

bers said the airline has begun long-haul services to Europe, launching flights to Amsterdam and Manchester in early July. Given strong demand, IndiGo will double its frequency to Amsterdam and add a fourth weekly flight to Manchester. A reciprocal codeshare

with KLM will also expand the airline's reach across Europe.

"We remain firm on our full-year capacity guidance of early double-digit capacity addition. While we have taken a number of steps as part of our plan to align capacity with demand, we are using the downtime to conduct structural inspections on some aircraft and implementing fleet upgrades, ensuring the fleet is fully prepared for the seasonally strong third quarter," chief financial officer Gaurav Negi said in a post-results call with analysts.

After debuting on the Delhi-Mumbai route late last year, IndiGo's business class product (called Stretch) has now been extended to flights to Bangkok and will soon launch on routes to Singapore and Dubai. Elbers said the market response has been encouraging, with load factors improving gradually.

On the domestic front, IndiGo recently began operations from Hindon airport in Delhi and is looking to expand its network further.

IndiGo profit dives 20% in Q1

● Margins hit by airspace closures in West Asia & post Operation Sindoor

SWARAJ BAGGONKAR
Mumbai, July 30

INTERGLOBE AVIATION, WHICH operates low-cost airline IndiGo, reported a 20% year-on-year (y-o-y) decline in net profit for the June quarter, as additional costs arising from airspace closures following Operation Sindoor and in the West Asia eroded margins.

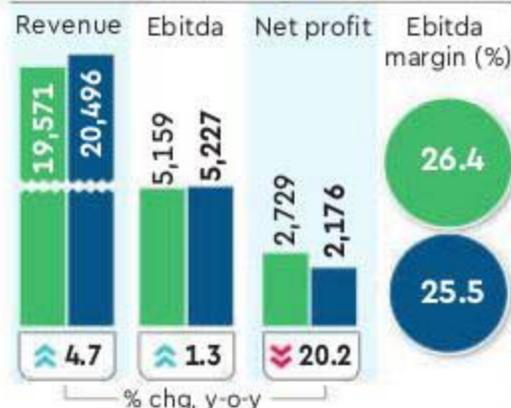
At ₹2,176 crore, the Gurugram-headquartered airline missed the *Bloomberg* net profit estimate of ₹2,262 crore. The company's revenue from operations rose 5% y-o-y to ₹20,496 crore, also missing the estimate of ₹20,886 crore.

Pieter Elbers, CEO, IndiGo, said, "The airspace clearly has disallowed us from operating

TURBULENCE IN AIR

InterGlobe Aviation (IndiGo) consolidated financials

(₹ crore) ● Q1FY25 ● Q1FY26



certain routes. There are 2-3 stations in Central Asia which had to be temporarily suspended and some stations in the Middle East which need circumnavigation and this has had an impact on our results. We had to cancel 170 flights a day following Operation Sindoor."

While the revenue saw moderation, demand for air travel held strong as the country's

largest airline served more than 31 million passengers during the quarter, reflecting a growth of around 12% y-o-y, he said.

There was, however, a dip of 210 basispoints in IndiGo's load factor in the quarter. Its capacity also improved by 16% to 42.3 billion ASK (available seat kilometres), a measure of passenger carrying capacity.

While fuel costs went down

by 9%, other costs comprising depreciation and amortization, supplementary rentals and aircraft repair and employee costs zoomed by 22%, pushing the total cost up by 10%. Elbers said there has been a further decrease in aircraft on ground (AOG) during the quarter, which is now in the range of 40s.

"We have reduced some of the leases and it has helped us from the financial perspective, it does not impact the balance sheet itself. With lesser AOGs we needed to have lesser damp leases in the system. It is important for us to live up to our capacity guidance," Elbers said.

At the end of June, the company had a fleet of 416 aircraft, a net decrease of 18 passenger aircraft. IndiGo operated at a peak of 2,269 daily flights during the quarter including non-scheduled flights. It also provided scheduled services to 91 domestic destinations and 41 international destinations.





Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

31 JULY 2025

DGCA finds 263 safety lapses in airline audits

SUKALP SHARMA
New Delhi, July 30

THE DIRECTORATE GENERAL of Civil Aviation (DGCA) found 263 safety-related lapses across various operators in their annual audits, but underscored that that higher number of lapses — particularly in the case of airlines with extensive networks and large aircraft fleets — is “entirely normal” given the breadth and depth of their operations rather than any unusual lapse. The regulator also reassured flyers that the audits and consequent corrective action by airlines are robust processes and the presence of such findings is a “testament to active regulatory oversight”.

Some of the audits happened close to the tragic crash of Air India flight AI 171 in Ahmedabad on June 12, but were not related to the disaster in which 260 people were killed. According to data released by the regulator, government-owned regional airline Alliance Air topped the list with 57 lapses.



Corporate Communications Directorate

HINDUSTAN

DELHI

31 JULY 2025

आठ घरेलू विमान कंपनियों में 250 से ज्यादा खामियां

मुंबई, एजेंसी। विमानन सुरक्षा निगरानी तंत्र नागरिक उड्डयन महानिदेशालय को एक साल में 23 ऑडिट के दौरान आठ घरेलू विमानन कंपनियों में 250 से ज्यादा खामियां मिली हैं। डीजीसीए ने बुधवार को ये जानकारी दी। कुछ खामियां तो ऐसी थीं जिन्हें तत्काल सुधारना था।

डीजीसीए के अनुसार बीते एक वर्षों में हुए ऑडिट के दौरान इंडिगो में 23, स्पाइस जेट में 14, अलायंस एयर

में 57, विक्क जेट में 35, घोदावत स्टार में 41 और विस्तारा में 17 खामियां मिली हैं। बीते एक वर्ष में टाटा समूह से जुड़ी कंपनी एयर इंडिया में 93 खामियां मिली हैं। इसमें से 19 खामियां लेवल-वन की थीं जो सुरक्षा के लिहाज से गंभीर थीं और बिना देरी के उसमें सुधार की आवश्यकता थी। मालूम हो कि मंगलवार को सूत्रों ने बताया था कि डीजीसीए को 100 से अधिक खामियां मिली थीं।



Corporate Communications Directorate

THE HINDU

DELHI

31 JULY 2025

IndiGo Q1 net slips 20% on AI crash, geopolitical tensions

Jagriti Chandra
NEW DELHI

IndiGo recorded a profit of ₹2,176.3 crore for the first quarter of the financial year 2026, marking a 20% decline compared with same period last year.

The drop came during a traditionally-weak quarter that was further impacted by several headwinds, including a "caution in travel sentiment" following the Air India AII71 crash.

Other factors were cancellations on account of border tensions with Pakistan as well as re-routings for West-bound flights due



Total income for quarter-ended June 2025 was ₹21,542 crore, an increase of 6.4%. PTI

to the closure of Pakistan airspace. Total income for the quarter was ₹21,542 crore, an increase of 6.4%.

Despite the challenges, passenger numbers grew by 12% to over 10 lakh.

DGCA audit finds 19 critical safety breaches by Air India

Regulator says high number of findings is normal and reflects scale of operations, not any unusual lapse; with 300 planes, the airline group had 74 level-2 findings; IndiGo with 419 aircraft had 23

The Hindu Bureau
NEW DELHI

An audit by the Directorate General of Civil Aviation (DGCA) over the past year identified 19 findings against Air India Group airlines that needed immediate corrective action, while all other carriers recorded zero findings in this category. The regulator, though, claimed that a high number of audit observations was “entirely normal”.

The data released by the DGCA on Wednesday showed that its audit revealed 10 “level-1” findings against Vistara, seven against Air India, and two against Air India Express, all of which are part of the Air India Group. All other airlines recorded zero observations in this category.

In the level-2 category of findings too, there were 74 observations against the three Air India Group airlines. IndiGo had 23 and



The DGCA says its audit processes are robust and that the findings are a testament to active regulatory oversight. FILE PHOTO

There were 10 ‘level-1’ observations against Vistara, seven against Air India, two against Air India Express

SpiceJet 14 findings.

Violations that fall under the level-1 category require immediate corrective action, while level-2 findings pertain to non-compliance with regulatory re-

quirements and procedural lapses.

For a comparison of scale of various airlines, IndiGo has 419 aircraft in its fleet, Air India has nearly 300 aircraft, and SpiceJet 19 aircraft in service. Smaller regional carriers like Star Air (nine aircraft) recorded 41 level-2 findings, and Alliance Air (21 aircraft) 57 findings. Cargo operator Quikjet (two aircraft), which is a partner

for e-commerce giant Amazon, had 35 observations against it.

The DGCA though sought to address questions of safety standards at various airlines and said in a statement, “For airlines with extensive operations and large fleet sizes, a higher number of audit findings is entirely normal. The quantum and scale of their activities mean that such observations reflect the breadth and depth of their operations rather than any unusual lapse.” It added that globally too aviation regulators “routinely” encounter similar patterns with major airlines.

With concerns about a hit in travel sentiment among passengers, the DGCA attempted to assuage the concerns and said, “The DGCA reassures the travelling public that these processes are robust and that the presence of such findings is a testament to active regulatory oversight.”

DGCA: 263 safety issues reported in a year across 8 airlines

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: As many as 263 safety-related issues were reported across eight airlines in the last one year, audit findings by the Directorate General of Civil Aviation (DGCA) revealed. The findings were recorded during routine audits and inspections carried out to assess safety compliance among scheduled airlines, the civil aviation regulator said in a statement.

Emphasising the need of conducting audits, the DGCA said, "Based on International Civil Aviation Organization (ICAO) requirements audits are needed to enhance the safety of operations and ensure compliance, and continuous improvement across all facets of airline operations."

"These audits findings aid in areas requiring improvement. This is as per Annual Surveillance Plan (ASP) under Safety Oversight Programme," it said.

According to its data, the maximum number of observations-57, were found in Alliance Air, followed by Air India with 51, and Ghodawat Star with 41 findings.

To be sure, Alliance Air is a government owned regional airline.



The maximum number of observations were found in Alliance Air.

PTI

IndiGo had 23 findings, while SpiceJet had 14. Quick Jet and Air India Express were flagged with 35 and 25 findings respectively, and Tata SIA Airlines (Vistara) had the lowest at 17. Vistara, however, was merged into Air India in October last year. The findings were classified into two categories, namely, Level 1 which flagged serious issues, and level 2, referring to less critical lapses.

Of the total 263 findings, 244 were Level 2, while 19 were Level 1. Vistara (Tata SIA Airlines) and Air India together accounted for the majority of Level 1 findings, at 10 and 7 respectively.

The DGCA said that as part of its continuous oversight responsibilities, it conducts audits that are an essential instrument to identify and use them for potential improvements.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

31 JULY 2025

British flights resume after hit by tech glitch

Agencies

letters@hindustantimes.com

LONDON: A technical issue that temporarily disrupted flights out of the UK has been resolved, according to NATS, the UK's air traffic control service.

NATS said it had "restored" the system and is in the process of "resuming normal operations" in London, after airports including Gatwick and Edinburgh stopped departures.

The outage, announced by NATS included Heathrow Airport, Britain's largest airport and Europe's busiest.

Transport Secretary Heidi Alexander said, "I am aware of a technical issue which impacted NATS' operations causing travel disruption this afternoon."

"Flights at Heathrow have resumed following a technical issue at the NATS Swanwick air

traffic control centre. We are advising passengers to check with their airline before travelling," an airport spokesperson said. Gatwick Airport and Edinburgh Airport also said operations were resuming.

London City Airport had earlier also reported disruption. The outage disrupted flight operations for over four hours.

The NATS system has suffered several software-related failures since it opened in 2002.

In August 2023, a glitch meant flight plans had to be processed manually, rather than automatically. Hundreds of flights were delayed or cancelled at the height of the summer holidays and some 700,000 passengers affected. Airline bosses said the outage cost them over £100 million (\$133 million) in refunds and compensation.



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

30 JULY 2025

DGCA's Air India audit finds around 100 safety violations

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: India's aviation watchdog has identified around 100 safety-related violations and observations during a comprehensive audit of Air India, the Tata Group-owned carrier that now faces intensified scrutiny following June's deadly crash of Flight 171.

The Directorate General of Civil Aviation (DGCA) made 51 findings containing the violations and observations during its July 1-4 audit, at least two senior offi-

**VIOLATIONS
INCLUDE 7 'LEVEL I'
SIGNIFICANT
BREACHES THAT
NEED IMMEDIATE
CORRECTION
BY JULY 30**

cials familiar with the matter told Hindustan Times. The review was unrelated to the investigation into the June 12 crash of Air India flight 171, which claimed 260 lives.

Reuters, which first reported

the story citing an 11-page confidential audit report, revealed that the violations included seven "Level I" significant breaches requiring immediate correction by July 30, while 44 other non-compliances must be resolved by August 23.

Air India acknowledged the findings, stating it was "fully transparent" during the audit and would "submit our response to the regulator within the stipulated time frame, along with details of corrective actions taken."

The DGCA did not respond to requests for a comment. →P7



Corporate Communications Directorate

THE HINDU

CHENNAI

30 JULY 2025

RBI caps investment by banks, NBFCs at 20% of corpus of AIF scheme

Lalatendu Mishra
MUMBAI

The Reserve Bank of India (RBI) has issued revised guidelines capping investment by Regulated Entities (REs) at 20% of the corpus of an Alternative Investment Fund (AIF) scheme.

No RE can individually contribute more than 10% of the corpus of an AIF scheme, RBI said in a circular on Tuesday.

“Collective contribution by all REs in any AIF Scheme shall not be more than 20% of the corpus of that scheme,” it added.

If a regulated entity contributes more than 5% of the corpus of an AIF scheme, which also has downstream investment (excluding equity instruments) in a debtor company of the RE, then the regulated entity will be required to make 100% provision to the extent of its proportionate investment in the debtor company through the AIF scheme, subject to a maximum of the direct loan and/ or investment exposure of the RE to the debtor company, the banking regulator said in the circular.



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

31 JULY 2025

UNITED KINGDOM

Air traffic control issue disrupts UK's airports

London: A technical issue in Britain's air traffic control system disrupted flights for over four hours at major airports in London and elsewhere on Wednesday, though the issue was later resolved. "Our systems are fully operational and air traffic capacity is returning to normal," NATS, the country's air traffic control provider, said in a post on X. "Departures at all airports have resumed... we are working with affected airlines and airports to clear the backlog safely." **REUTERS**



Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

31 JULY 2025

Aviation regulator DGCA finds 263 safety lapses in audits of various airlines

Assures flyers that higher lapse count 'entirely normal' for large carriers

SUKALP SHARMA
NEW DELHI, JULY 30

AVIATION SAFETY regulator Directorate General of Civil Aviation (DGCA) found 263 safety-related lapses across various operators in their annual audits, but underscored that that higher number of lapses—particularly in the case of airlines with extensive networks and large aircraft fleets—is “entirely normal” given the breadth and depth of their operations rather than any unusual lapse.

The regulator also reassured flyers that the audits and consequent corrective action by airlines are robust processes and the presence of such findings is a “testament to active regulatory oversight”.

“The Directorate General of Civil Aviation (DGCA), as part of its continuous oversight responsibilities, conducts audits that are an essential instrument to identify and use them for potential improvements. Based on ICAO (International Civil Aviation Organization) requirements and global best practices, these audits are needed to enhance the safety of operations and ensure compliance, and continuous improvement across all facets of airline operations. These audits findings aid in areas requiring improvement. This is as per Annual Confidential Report (ACR)



under Safety Oversight Programme,” the DGCA said in a release.

Some of the audits happened close to the tragic crash of Air India flight AI 171 in Ahmedabad on June 12, but were not related to the disaster in which 260 persons perished.

According to data released by the regulator on Wednesday, government-owned regional airline Alliance Air topped the list with 57 lapses, followed by Air India with 51 findings, regional airline Star Air with 41 findings, cargo airline Quickjet with 35 findings, Air India Express with 25 findings, IndiGo with 23 findings, Vistara—now merged with Air India—with 17 lapses, and Spicejet with 14 lapses.

Akasa Air’s audit process is yet to be completed, it is understood. The lapses have been categorised into level one and level

two findings, or relatively more serious lapses. Vistara, Air India, and Air India Express had 10, seven, and two level one findings, respectively.

“It should be emphasized that, for airlines with extensive operations and large fleet sizes, a higher number of audit findings is entirely normal. The quantum and scale of their activities mean that such observations reflect the breadth and depth of their operations rather than any unusual lapse. Globally, aviation regulators routinely encounter similar patterns with major carriers due to the diversity and intensity of their undertakings,” the regulator said.

IndiGo is the country’s largest airline, with a domestic market share of around 65 per cent, followed by the Air India group—

The regulator also reassured flyers that the audits and consequent corrective action by airlines are robust processes and presence of such findings is a “testament to active regulatory oversight”

with a share of around 30 per cent. In the medium- and long-haul international segment, India is the country’s biggest airline, as IndiGo has very limited presence in that segment.

Upon completion of the audit, the relevant airlines are formally notified and are required to submit timely compliance and corrective action reports to the DGCA. The regulator closely monitors these responses and ensures that all necessary measures are taken to maintain and enhance safe standards.

“The DGCA reassures the travelling public that the processes are robust and that the presence of such findings is a testament to active regulatory oversight. Our commitment to safe transparency, and continuous improvement remains paramount across the Indian aviation domain,” the regulator said.



Corporate Communications Directorate

JANSATTA

DELHI

31 JULY 2025

पशु-पक्षियों को लाने पर डीजीसीए करेगा सख्ती

जनसत्ता ब्यूरो
नई दिल्ली, 30 जुलाई।

नियमों की अनदेखी कर विदेश से जीवित पशु-पक्षियों को भारत (अज्ञात आयात) लाए जाने पर नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने सख्ती बढ़ा दी है। किसी भी एअरलाइन से बगैर उचित घोषणा या मंजूरी के अगर जीवित जानवर या पक्षी को भारत लाया जाता है तो उसे मूल देश में भेजने(निर्वासन) की जिम्मेदारी संबंधित एअरलाइन की होगी। किमानन नियामक डीजीसीए ने सभी एअरलाइन संचालकों को यह सुनिश्चित करने के निर्देश दिए हैं कि बगैर घोषणा या स्वीकृति, किसी भी जीवित जानवर को भारत में न लाया जाए।

नागर विमानन महानिदेशालय ने कहा

घरेलू विमानन कंपनियों के 23 लेखा परीक्षण में मिलीं 263 खामियां

जनसत्ता ब्यूरो
नई दिल्ली, 30 जुलाई।

नागर विमानन महानिदेशालय (डीजीसीए) ने बुधवार को कहा कि पिछले एक साल में आठ घरेलू एअरलाइन कंपनियों के 23 लेखा परीक्षणों (आडिट) के दौरान 263 खामियां मिली हैं। इनमें से कुछ ऐसी खामियां हैं जिनमें तत्काल सुधारात्मक कार्रवाई की जरूरत है।

हालांकि, विमानन नियामक ने कहा कि एअर इंडिया के आडिट में सामने आई खामियों को लेकर कहा, व्यापक परिचालन वाली एअरलाइंस के लिए निष्कर्षों या खामियों की अधिक संख्या 'पूरी तरह से सामान्य' है।

आंकड़ों के अनुसार, पिछले एक साल में टाटा समूह के स्वामित्व वाली एअर इंडिया (साथ ही अब विलय हो चुकी विस्तारा) और एअर इंडिया एक्सप्रेस के साथ कुल 93 आडिट निष्कर्ष सामने आए हैं। इनमें 19 स्तर-एक के उल्लंघन शामिल थे जिन्हें गंभीर सुरक्षा जोखिम माना जाता है और इनके लिए हवाई संचालक की ओर से तत्काल सुधारात्मक कदम उठाने की जरूरत होती है। मंगलवार को सूत्रों ने बताया था कि डीजीसीए को एअर इंडिया के प्रशिक्षण, चालक दल के आराम और ड्यूटी अवधि के मानदंडों और हवाई क्षेत्र योग्यता से संबंधित करीब 100 उल्लंघनों और टिप्पणियों का पता चला है। नियामक ने एअर इंडिया के 51 आडिट निष्कर्षों में इन उल्लंघनों का उल्लेख किया था। डीजीसीए ने बयान में कहा कि वह परिचालन की सुरक्षा बढ़ाने और अनुपालन सुनिश्चित करने समेत एअरलाइन परिचालन के सभी पहलुओं में निरंतर सुधार के



आंकड़ों से पता चला कि पिछले एक वर्ष में इंडिगो के साथ 23, स्पाइसजेट के साथ 14, अलायंस एयर के साथ 57, ब्रिक् जेट के साथ 35, घोडावत स्टार के साथ 41 और पूर्ववर्ती विस्तारा के साथ 17 आडिट निष्कर्ष सामने आए। इन निष्कर्षों को गंभीर जोखिम माना जाता है, जिनके लिए तत्काल सुधारात्मक कार्रवाई की जरूरत होती है और उन्हें स्तर-एक के रूप में वर्गीकृत किया जाता है, जबकि स्तर-2 की चूक में गैर-अनुपालन शामिल है।

लिए आडिट करता है। बयान के अनुसार, इस बात पर जोर दिया जाना चाहिए कि व्यापक परिचालन और बड़े आकार के बड़े वाली एअरलाइन कंपनियों के लिए, आडिट निष्कर्षों की अधिक संख्या पूरी तरह से सामान्य है।

इसमें कहा गया, उनकी गतिविधियों से जुड़ी संख्या और पैमाने का अर्थ है कि ऐसे अवलोकन किसी असामान्य चूक के बजाय उनके संचालन की व्यापकता और गहराई को दर्शाते हैं। आंकड़ों से पता चला कि पिछले एक वर्ष में इंडिगो के साथ 23, स्पाइसजेट के साथ 14, अलायंस एयर के साथ 57, ब्रिक् जेट के साथ 35, घोडावत स्टार के साथ 41 और पूर्ववर्ती विस्तारा के साथ 17 आडिट निष्कर्ष सामने आए। इन निष्कर्षों को गंभीर जोखिम माना जाता है, जिनके लिए तत्काल सुधारात्मक कार्रवाई की जरूरत होती है और उन्हें स्तर-एक के रूप में वर्गीकृत किया जाता है, जबकि स्तर-2 की चूक में गैर-अनुपालन शामिल है।

सुधार के लिए उठाएंगे कदम : एअर इंडिया

नई दिल्ली, 30 जुलाई (ब्यूरो)।

एअर इंडिया प्रवक्ता के मुताबिक, सभी एअरलाइन प्रक्रियाओं का परीक्षण और उन्हें लगातार सुदृढ़ बनाने के लिए नियमित आडिट से गुजरती हैं। इंडिया का वार्षिक डीजीसीए आडिट जुलाई में हुआ था। इनमें निरंतर सुधार को ध्यान में रखते हुए पूरी पारदर्शिता बरती गई। हमें निष्कर्षों की प्राप्ति की सूचना है और तयशुदा समय सीमा के भीतर नियामक को अपना जवाब सहित सुधार के लिए उठाए गए कदमों का भी ब्यौरा देंगे। एअर इंडिया अपने यात्रियों और कर्मचारियों की सुरक्षा सुनिश्चित करने के लिए पूरी तरह प्रतिबद्ध है।



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

31 JULY 2025

GOING BEYOND BLAME GAME TO ADDRESS FEAR IN THE AIR

NOT a day has passed since the Air India crash in Ahmedabad when there has not been an incident involving planes—take-offs aborted, aircraft skidding off runways, engines catching fire, flights returning to base after takeoff, cancellations, and diver-

sions to other airports due to technical glitches have almost become routine. We also had six helicopter crashes involving pilgrims in Uttarakhand in this period, out of which two were fatal accidents.

No wonder a sense of foreboding pervades the public's mind. The vivid live video of the Boeing 787 Dreamliner fireball and images of its aftermath are still haunting the imagination of the nation and the world. Though more people die in road and train accidents in India than anywhere else in the world, people are asking, "Is it safe to fly?" This is why we have to look at the larger picture of Indian aviation today.

First, of course, is Air India. The preliminary investigation report into its flight 171 crash has raised more questions than answers. It has stoked conspiracy theories and TV-presenters-on-steroids are working overtime sowing confusion. Aspersions are being cast by the pilots' association on the integrity and fairness of the probe agencies. Charges are being levelled that the truth has already been made a casualty.

Given the trepidation in the air, the aviation ministry and Directorate General of Civil Aviation must do everything to earn the confidence of the public and the aviation community. They must speedily conclude the full investigation and publish the report for public knowledge. The cause of the accident must be established without fear—to learn from and avoid future disasters.

For itself, Air India has to get its act together fast and earn back the reputation of its glory days during JRD Tata's charismatic leadership in the pioneering phase before independence. The airline lost its sheen and glamour after nationalisation and JRD's exit from the airline. It has had never-ending woes ever since.

When the Tatas re-acquired the moribund airline from the government for an astronomical ₹18,000 crore, it was like getting back a family jewel out of nostalgia than for business needs or merits. The group already had two other airlines—Air

Asia and Vistara, both incurring losses since inception. Now it's saddled with four—Air India, Air India Express, Air Asia and Vistara—and is in the midst of integrating the four boards of management, departments of flight operations, engineering, training, quality control, cabin crew, logistics, inventory management, finance, revenue management, reservation and airport operations.

It also has to work with multiple types of aircraft and differing training standards, HR and promotion policies, salary



The govt must staff the top chebns of the Directorate General of Civil Aviation with technocrats, not IAS officers. If Isro and the Atomic Energy Commission are steered by scientists, why treat the DGCA differently? While upgrading airports, invest beyond terminal buildings—on runways, lighting and landing systems

structures, and, most significantly, varying organisation cultures. It is a Herculean task for the Tatas to get it right and avoid future mishaps. The group, which has an enviable management history and capability, needs to accomplish it by whatever means and win back the trust of the public.

To be fair, the other private airlines—IndiGo, which has a mammoth fleet of 400 aircraft, SpiceJet and Akasa—have a blemishless record of zero fatalities since their founding days, going back 20 years



G R GOPINATH

Founder, Air Deccan, former Captain, Indian Army

for Spice, 18 years for IndiGo and 3 years for Akasa. But cracks are showing in their operations, too—there have been several scary incidents over the years, and it will be foolish to be complacent.

On the whole, things has been touch-and-go. It shows that safety cannot be ensured by mere regulatory oversight, but must come from within the airlines themselves through rigorous and continuous training, and adherence to standard operating procedures.

The government must turn its attention to the DGCA. Its cadre must be strengthened and they should undergo continuous refresher courses throughout their careers to upgrade their skills and keep up with ever-changing aerospace technologies. The entire top management must be filled by technocrats and the ubiquitous IAS officers, even if brilliant in administration, must be replaced by highly accomplished employees from among the DGCA. That will motivate them. If the Space Research Organisation and Atomic Energy Commission are steered by scientists, why treat the DGCA differently?

And finally all airports must be thoroughly upgraded to the highest quality and safety standards. Not just the terminal buildings, where disproportionate investments are diverted vis-à-vis runways, lighting, state-of-the-art instruments, and landing systems that are critical for safety. Most accidents occur globally during landing and takeoff. Land encroachments and dense conurbations with civilian populations along the approach and takeoff funnels must be surveyed and cleared, which would need political will. Had there been no buildings just outside the Ahmedabad airport perimeter, the Dreamliner pilots could have probably landed safely with minimal damage.

Meanwhile, the public must refrain from panic, fretting whether to fly or not, or asking which is the safest seat in the plane. It would be sober of us to remember that more people die while driving to the airport than while flying.

(Views are personal)



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

31 JULY 2025

DGCA flags 263 safety lapses in annual audit

EXPRESS NEWS SERVICE @ New Delhi

THE Directorate General of Civil Aviation (DGCA) on Wednesday said it has found 263 lapses during its annual audit of the country's eight airlines in the last year. Of them, 19 were serious violations.

Data and a DGCA statement reveal that Tata-SIA Airlines (a joint venture between Tata Group and Singapore Airlines) tops in Level-1 breaches (serious in nature) with 11. Air India follows with seven violations, and Air India Express with two.

Alliance Air tops the defaulters list in the Level-2 breaches (minor ones) with 57. Air India follows with 44, and Ghodawat Star (a regional airline based in Bengaluru, catering to smaller towns) comes third with 41 violations. Quickjet was involved in 35 breaches, Indigo and Air India Express have 23 each,

FINDINGS ACROSS AIRLINE OPERATORS IN THE LAST 1 YEAR			
Airline name	Level 1	Level 2	Total
Air India Express	2	23	25
Ghodawat Star	0	41	41
Indigo	0	23	23
Tata SIA Airlines	10	7	17
Quick Jet	0	35	35
Alliance Air	0	57	57
SpiceJet	0	14	14
Air India	7	44	51
TOTAL	19	244	263

while SpiceJet has committed 14 breaches.

It said these audits are essential instruments for potential improvements.

"Based on ICAO (International Civil Aviation Organisation) requirements and global best practices, these audits are needed to enhance the safety of operations and ensure compliance, and continuous im-

provement across all facets of an airline operations," it said. The audit is conducted as per the Annual Surveillance Plan (ASP) under the Safety Oversight Programme.

The regulator stressed that airlines with extensive operations and large fleet sizes will generally have a higher number of audit findings. This is a global phenomenon. "The quan-

tum and scale of their activities mean that such observations reflect the breadth and depth of their operations rather than any unusual lapse. Globally, aviation regulators routinely encounter similar patterns with major carriers due to the diversity and intensity of their undertakings," the statement stressed.

Upon completion of each audit, the relevant airlines are formally notified and are required to submit timely compliance and corrective action taken reports. The DGCA closely monitors these responses and ensures that all measures are taken to maintain and enhance safety standards, it added.

Additionally, in a message to the travelling public, the aviation watchdog said that these processes are robust and that the presence of such findings is a testament to active regulatory oversight.



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

31 JULY 2025

IndiGo's PAT falls 20% on sharp rise in 'other costs' excluding fuel

NEW DELHI: InterGlobe Aviation, operator of low-cost airline IndiGo, reported a 20% decline in net profit for the quarter ending June (Q1FY26) owing to a sharp rise in 'other costs' excluding fuel. Its profit stood at ₹2,176 crore in Q1FY26 as against a profit of ₹2,728 crore in the same quarter a year ago (Q1FY25). Revenue for the country's largest airline rose 5% year-on-year to ₹20,496 crore in Q1FY26.

IndiGo reported a 26.5% rise in the airline's airport fees and charges to ₹1,627 crore in Q1FY26 from ₹1,286 crore a year ago quarter. The company's depreciation and amortization expenses rose 38% YoY to ₹2,566 crore while foreign exchange loss surged 156% YoY to ₹147 crore. Overall, total expenses surged 10% YoY to ₹19,232 crore in Q1FY26.

The sharp rise in the airline's expenses was controlled by the fall in aviation turbine fuel prices during the quarter. The airline's aircraft fuel expenses fell to ₹5,833 crore during Q1FY26 from ₹6,416 crore in Q1FY25. ENS





Corporate Communications Directorate

NAVBHARAT TIMES

DELHI

31 JULY 2025

PNB, IndiGo के मुनाफे में गिरावट

■ NBT रिपोर्ट, मुंबई: पंजाब नेशनल बैंक का जून तिमाही का नेट प्रॉफिट सालाना आधार पर 48% टूटकर 1675 करोड़ रुपये के लेवल पर पहुंच गया। वहीं, इंडिगो को चलाने वाली इंटरग्लोब एविएशन का मुनाफा पिछले साल की तुलना में 20% कम होकर 2,176 करोड़ रुपये हो गया है।



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

31 JULY 2025

DGCA audit of 8 airlines finds 263 lapses in 1 yr

51 Were At AI,
25 At AI Exp &
23 At IndiGo

TIMES NEWS NETWORK

New Delhi: The Directorate General of Civil Aviation (DGCA) Wednesday said it has had 263 'findings' (lapses found during audits) across eight airlines in the last one year. Among big airlines, 51 'findings' were at Air India, followed by 25 at Air India Express and 23 at IndiGo.

Of the total 263, 19 were level one or significant 'findings', detected at erstwhile Vistara, AI and AI Express. The remaining 244 were level 2 or other non-compliances, with the small state-owned Alliance Airlines — which flies a handful of planes, with a large part of its fleet currently grounded — leading with 57 'findings'.

In a statement shared along with this data, the DGCA, however, said: "A higher number of audit findings is entirely normal for airlines with extensive operations and large fleet sizes. The quantum and scale of their activities mean that such observations reflect the breadth and depth of their operations rather than any

FINDINGS ACROSS AIRLINES IN LAST 1 YEAR

Alliance Air	57 level two findings
Air India	44 level two + 7 level one = 51 findings
Ghodawat Star	41 level two findings
Quick Jet	35 level two findings
AI Express	23 level two + 2 level one = 25 findings
IndiGo	23 level two findings
Vistara	7 level two + 10 level one = 17 findings
SpiceJet	14 level two findings

Source: DGCA. Level one are significant findings and level two are other non-compliances. Vistara merged into AI last Nov

unusual lapse. Globally, aviation regulators routinely encounter similar patterns with major carriers due to the diversity and intensity of their undertakings."

The DGCA statement came a day after reports that its audit of Air India between July 1 and 4 had found around 100 safety violations. Agency reports said the violations included seven level 1 or significant breaches that require correction by July 30, and 44 other non-compliances that need to be resolved by Aug 23. AI, on its part, said it was "fully transparent" during the audit and will respond to the regulator in the stipulated time-frame along with "details of corrective action taken".

The aviation regulator says it conducts audits as part of its continuous oversight responsibilities.

"Based on the International Civil Aviation Organisation (ICAO) requirements and global best practices, these audits are needed to enhance the safety of operations and ensure compliance, and continuous improvement across all facets of airline operations. These audits findings aid in areas requiring improvement. This is as per annual surveillance plan under safety oversight programme," the aviation regulator in a statement added.

Upon completion of each audit, the airline concerned is formally notified and is required to submit timely compliance and corrective action taken reports. The DGCA closely monitors these responses and ensures that all necessary measures are taken to maintain and enhance safety standards, the DGCA statement said.



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

31 JULY 2025

IndiGo profit dips 20% to ₹2,176cr

New Delhi: IndiGo saw its profit in Q1 of 2025-26 drop 20% to Rs 2,176 crore from Rs 2,729 crore in same period last year due to the hit that travel took due to India-Pakistan war and closure of 32 airports in north, west and central India in those three months and airspace restrictions that continue to date. TNN



Corporate Communications Directorate

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Tech failures to training gaps, AI audit report flags 80 lapses

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TRIBUNE NEWS SERVICE

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The aviation watchdog, DGCA, has raised alarm over Air India's safety standards, flagging over 80 violations and observations in a damning audit conducted earlier this month. The findings come amid heightened scrutiny following the recent Boeing 787 crash in Ahmedabad that claimed 261 lives, although officials maintain the audit was not directly linked to the tragedy, sources told *The Tribune* on Tuesday.

In a confidential report, DGCA identified seven "Level I" safety breaches, the most serious category, requiring immediate correction by July 30. Additional compliance issues must be addressed by August 23.

At the core of the report are what officials describe as "recurrent training gaps" among Boeing 787 and 777 pilots. Several were found to have skipped mandatory

WILL ACT ON IT: AIRLINE

An Air India spokesperson confirmed that the regulator had flagged a series of safety violations and they would soon share their response to them detailing corrective measures taken so far.

cockpit observation duties ahead of their periodic evaluations, raising concerns over procedural discipline and operational readiness.

Adding to the concern is the airline's use of non-approved simulators to train pilots flying into Category C airports — airfields with complex layouts or difficult terrain. The DGCA warned that this could lead to pilots underestimating risks during critical approach phases at challenging destinations. "This may amount to non-consideration of safety risks during approaches to challenging airports," the report stated.

The regulator also flagged lapses in crew fatigue proto-

cols, citing a recent Milan-to-Delhi flight that violated flight-duty time limits by over two hours, a "Level I" infraction. Investigators found that Air India's rostering software failed to trigger alerts when crew strength dropped below mandatory thresholds, the sources said.

At least four international flights reportedly took off with fewer cabin crew than required under safety norms. The report attributed these lapses to outdated scheduling systems and poor supervisory checks.

The audit, conducted by 10 inspectors and four additional auditors, also revealed deficiencies in internal oversight, with several training records either missing or incomplete. In addition, the airline has yet to appoint chief pilots for its Airbus A320 and A350 fleets — a gap the DGCA said results in "lack of accountability and effective monitoring" of operations involving those aircraft.