Ahmedabad airport suspends flight operations after Air India plane crashes with 242 on board

Sardar Vallabhbhai Patel International Airport (SVPIA) officials here on Thursday said that all flight operations remain temporarily suspended until further notice, after Air India's London-bound Flight AI171 with 242 passengers (including crew members) aboard crashed near Ahmedabad airport.

June 12, 2025 16:45 IST

Ahmedabad airport suspends flight operations after Air India plane crashes with 242 on boardTWITTER

Sardar Vallabhbhai Patel International Airport (SVPIA) officials here on Thursday said that all flight operations remain temporarily suspended until further notice, after Air India's London-bound Flight AI171 with 242 passengers (including crew members) aboard crashed near Ahmedabad airport.

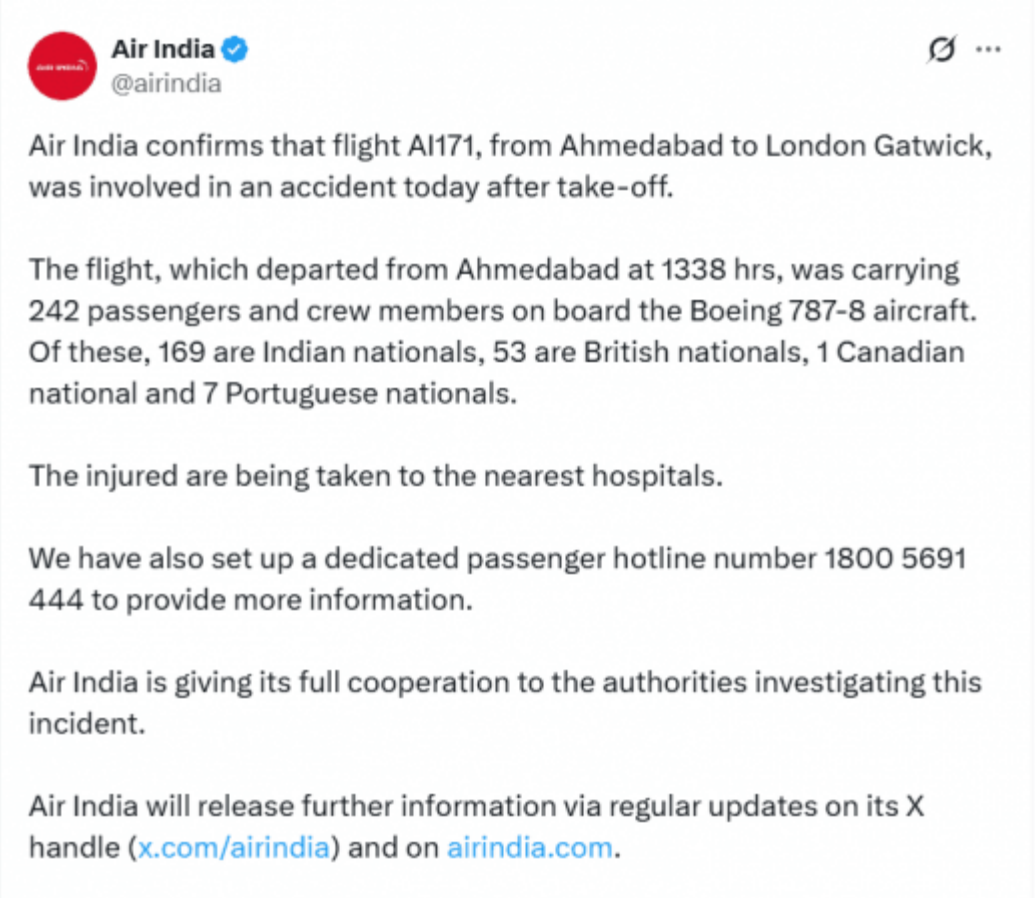
An SVPIA spokesperson said that "Sardar Vallabhbhai Patel International Airport, Ahmedabad, is currently not operational".

"All flight operations are temporarily suspended until further notice. Passengers are advised to check with their respective airlines for the latest updates before proceeding to the airport," said the spokesperson.

"We request your cooperation and patience as authorities manage this evolving situation. Further updates will be provided as soon as available," said the spokesperson.

Civil Aviation Minister Rammohan Naidu, who was in Vijayawada attending the first anniversary events of the NDA government, rushed to Ahmedabad immediately upon receiving news of the flight crash.

"Treating the incident with utmost urgency, the Minister cut short his engagements and is now en route to personally oversee the situation on the ground. He is in constant contact with senior officials from DGCA, AAI, NDRF, and the Gujarat State administration to ensure swift, coordinated response and support," according to a Ministry statement.



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"Rescue and medical teams are on site. Passenger safety and emergency response remain the highest priorities. Further updates will be shared by the Ministry as the situation develops," it added.

As per an official statement, Air India B787 Aircraft VT-ANB, while operating flight AI-171 from Ahmedabad to London Gatwick, crashed immediately after take-off from Ahmedabad.

"There were 242 persons onboard the aircraft, consisting of 2 pilots and 10 cabin crew. The aircraft was under the command of Capt Sumeet Sabharwal with First Officer Clive Kundar. Capt Sumeet Sabharwal is an LTC with 8,200 Hrs of experience. The copilot had 1100 Hrs of flying experience," the statement said.

"As per ATC, aircraft departed from Ahmadabad at 1339 IST (0809 UTC) from runway 23. It gave a MAYDAY Call to ATC, but thereafter, no response was given by the aircraft to the calls made by ATC. Aircraft immediately after departure from Runway 23, fell on the ground outside the airport perimeter. Heavy black smoke was seen coming from the accident site," the statement added.

Meanwhile, London-Gatwick airport said on its X handle, "We can confirm that flight AI171 that crashed on departure from Ahmedabad Airport today was due to land at London Gatwick at 18:25.
(With inputs from IANS)

JUNE 13, 2025

Speculation about the cause of Air India crash is rife: Aviation expert explains why it's a problem

by Natasha Heap, The Conversation edited by Sadie Harley, reviewed by Andrew Zinin

Credit: Unsplash/CC0 Public Domain
It has only been a few hours since Air India flight AI171 crashed in Ahmedabad, killing more than 260 people, yet public speculation about the causes of the disaster is already rife.

Parts of the media seem to be encouraging this. For example, earlier today I was contacted by an international news organization for an interview about the tragedy. While I agreed, I cautioned that I could only say "it is too early to speculate." They decided not to proceed with the interview. No reason was given, but perhaps it was my aversion to speculation.

Of course, I want to know as much as anyone else what caused this disaster. But publicly speculating at such an early stage, when there is so little evidence available, is more than unhelpful. It is also harmful, as many examples throughout history have shown.

Like an archaeological excavation

Aviation accident investigations start as soon as first responders have extinguished the fires and completed the search for survivors—the first and foremost driver when responding to

such a disaster—and have declared the site safe. The identification of the victims will then commence, completed by a different agency, parallel to the accident investigation.

State authorities aren't the only people involved. The aircraft manufacturer (in this case Boeing) will usually send representatives to assist the investigation, as can the home countries of victims. Investigators in the country where the accident occurred may also request assistance from countries with more experience in aviation accident investigation.

An early step for investigators is finding the black boxes (flight data recorders and cockpit voice recorder) among the debris. These contain data about the flight itself, what the aircraft was doing, and what the pilots were saying.

But a plane crash investigation involves much more than just finding the black box.

An aviation accident investigation is akin to an archaeological excavation—methodical and painstaking. If the evidence is not collected and preserved for later analysis at the time, it will be irrevocably lost.

In the case of Air India Flight 171, the scene is further complicated by the crash location—a building. It will take time for the airplane wreckage, victims and personal belongings to be sorted from the building debris. This must occur before the search for answers can commence.

Investigators will also gather witness statements and any video of the event. Their analysis will be further informed by company documentation, training, and regulatory compliance information.

Around 80% of aviation accidents are due to "human factors".

According to the International Civil Aviation Organization, human factors are: "What we know about human beings, including their abilities, characteristics, and limitations, the design of procedures and equipment people use, and the environment in which they function and the tasks they perform."

It could take several years for the full forensic investigation into this disaster to run its full course. For example, the final report into the Sea World helicopter crash in Queensland, Australia, back in 2023, which claimed the lives of four people and injured nine others, was only released in April this year.

A history of speculation—and vilification

There is a long history of undue and harmful public speculation about the possible causes of a plane crash.

For example, since the disappearance of Malaysia Airlines flight MH370 on March 8, 2014, speculation has swirled about whether chief pilot Zaharie Ahmad Shah was responsible for the disaster and the deaths of the other 238 people on board. This has deeply upset his

sister, Sakinab Shah. In 2016, she told CNN she feels her brother is a "scapegoat" she must defend.

Similarly, the pilots of the British Midlands accident near Kegworth in 1989, in which 47 people died, were also publicly vilified.

The pilots, who survived the crash, were experienced but misidentified which engine had failed, and shut down the wrong one. They were widely criticized in the press for the error, tarnishing their reputations, losing their jobs, and no doubt causing more stress to their families. The investigation later revealed the pilots themselves had not received any simulator training as they transitioned to a newer variant of the aircraft they were flying.

This shows how undue public speculation about an airline disaster can add to the distress of victims and their families.

Respect the process

No doubt pilots and aviation experts are speculating in private right now about the causes of this particular disaster. Cafes, pubs and crew rooms will be rife with discussions and opinions. It is human nature to want to know what happened.

But to speculate in public won't assist the investigative process. Nor will it help the families of the victims, or the first responders and investigators themselves, get through this horrible time.

Investigators need to work without external pressures to ensure accurate findings. Respecting this process maintains integrity and supports the many people who are currently experiencing unimaginable grief.

Provided by The Conversation

ENOUGH!

THE FLIGHT TECHNOLOGY EXISTS TO PREVENT AIRLINE CRASHES!

FOR IMMEDIATE RELEASE

IF YOU DON'T PURSUE A REAL-WORLD APPLICATION THAT WILL SAVE LIVES, THE PUBLIC WILL NEVER BE GRANTED A "NEED-TO-KNOW"

PROPOSAL to RETROFIT COMMERCIAL AIRLINERS

Electromagnetic Pods for Gravity Propulsion Vertical Takeoff or Land (VTOL)

PROPOSAL TO RETROFIT COMMERCIAL AIRLINERS & HELICOPTERS with 'TYPE ONE CIVILIZATION' EM TECHNOLOGY by G. K. Walker at Coroflot.com

A Proposal for the Retrofit Conversion of Commercial Aviation

Retrofit existing and older conventional aircraft with *mini-EM Null Gravity engines to make global commercial aviation much safer.* The Null G mini-engine prototype concept is based on magnetic flux field disruptor technology that neutralizes the majority of the mass gravity of the vehicle within proximity; the research of Sandia / Livermore Labs,

The Null Gravitation mini-electro-magnetic pods or discs are positioned along the Front Underside, Center Underside, and Rear Underside of the airframe.

The mini-EM discs consist of mercury-encased gyroscopic toroid-precession, circular hollow ring magnetic flux-field disruptors filled with mercury-based super conductive plasma, pressurized at 250,000 atmospheres at a temperature of -150 degrees Kelvin and accelerated to 50,000 rpm. This generates a magnetic vortex field that nullifies gravity on mass by 89 percent.

This concept will enable commercial passenger aircraft to hover, allowing for vertical takeoff or landing (VTOL) as soft as a feather, making global commercial aviation much safer.

Declassifying only this specific form of EM technology (out of many) would invigorate and expand commercial aviation infrastructure, create new jobs, and make commercial passenger flights much safer.

ALL CITIZENS, PLEASE URGE the United States Department of Defense to DECLASSIFY THIS TECHNOLOGY FOR THE COMMERCIAL AIRLINE INDUSTRY to SAVE LIVES.

https://www.whitehouse.gov/contact/
https://www.defense.gov/News/Contracts/

This is as close to Disclosure as the civilian population will get…

Kevin Howell

This proposal for retrofitting commercial airliners with electromagnetic pods for gravity propulsion is both forward-thinking and ambitious. However, to solve the challenges outlined and advocate effectively for its adoption, several steps are necessary, integrating scientific research, public advocacy, and practical engineering. Here's a comprehensive plan to approach and address the key aspects of the problem:

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1. Technical Feasibility and Research

Analysis:

The concept is based on cutting-edge electromagnetic and gravitational field disruption technologies, but practical implementation requires addressing complex engineering, material, and energy challenges.

Actions:

- **Prototype Development**: Collaborate with research institutions like Sandia or Livermore Labs to develop and test mini-EM Null Gravity engine prototypes under controlled conditions.
- **Material Testing**: Experiment with mercury-based super-conductive plasma and gyroscopic toroid-precession technologies to optimize safety and efficiency.
- **Simulation Models**: Use advanced computational simulations to model VTOL operations and assess risks, energy requirements, and environmental impacts.

Outcome:

A successful prototype would serve as a proof of concept, demonstrating the viability of the proposed technology.
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2. Addressing Safety Concerns
Analysis:
Public trust in aviation safety hinges on rigorous testing and transparent communication of safety standards.
Actions:
- **Stress Testing**: Perform extensive durability and performance tests on the airframes retrofitted with EM pods to ensure structural stability during VTOL operations.
- **Safety Regulations**: Collaborate with aviation authorities like the FAA to establish safety protocols and certifications for retrofitted aircraft.
- **Independent Reviews**: Engage third-party aerospace experts to validate the safety and reliability of the technology.
Outcome:
Addressing safety concerns early ensures regulatory approval and builds public confidence in the technology.
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3. Energy and Environmental Impact
Analysis:
The high energy requirements for plasma acceleration and mercury containment raise concerns about environmental sustainability.
Actions:
- **Energy Efficiency**: Explore alternative energy sources or enhancements, such as renewable power integration or quantum vacuum energy principles.
- **Material Alternatives**: Investigate substitutes for mercury-based plasma to reduce environmental hazards while maintaining performance.
- **Environmental Studies**: Conduct lifecycle analyses to assess the environmental footprint of retrofitted aircraft.
Outcome:

Implementing environmentally sustainable practices strengthens the long-term viability of the technology.
---
4. Public Advocacy for Declassification
Analysis:
Declassification requires public awareness and persuasive advocacy to demonstrate the broader benefits of the technology.
Actions:
- **Public Campaigns**: Launch educational initiatives highlighting the safety, economic, and infrastructure benefits of the technology.
- **Stakeholder Engagement**: Collaborate with airlines, industry leaders, and policymakers to create a coalition advocating for declassification.
- **Petition Drives**: Mobilize public support through petitions and direct appeals to agencies like the Department of Defense.
Outcome:
A strong public and industry backing increases pressure for declassification and accelerates the adoption process.
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5. Economic and Industry Impacts
Analysis:
Retrofitting the aviation industry with VTOL technology could drive significant economic growth but requires clear cost-benefit analyses.
Actions:
- **Economic Modeling**: Estimate the cost of retrofitting older aircraft versus building new ones and forecast job creation in manufacturing and maintenance.
- **Incentive Programs**: Advocate for government subsidies or tax incentives to encourage airlines to adopt the technology.
- **Industry Workshops**: Host workshops for aviation companies to discuss integration strategies, costs, and long-term benefits.
Outcome:
Demonstrating economic advantages ensures the buy-in of key stakeholders and paves the way for widespread implementation.

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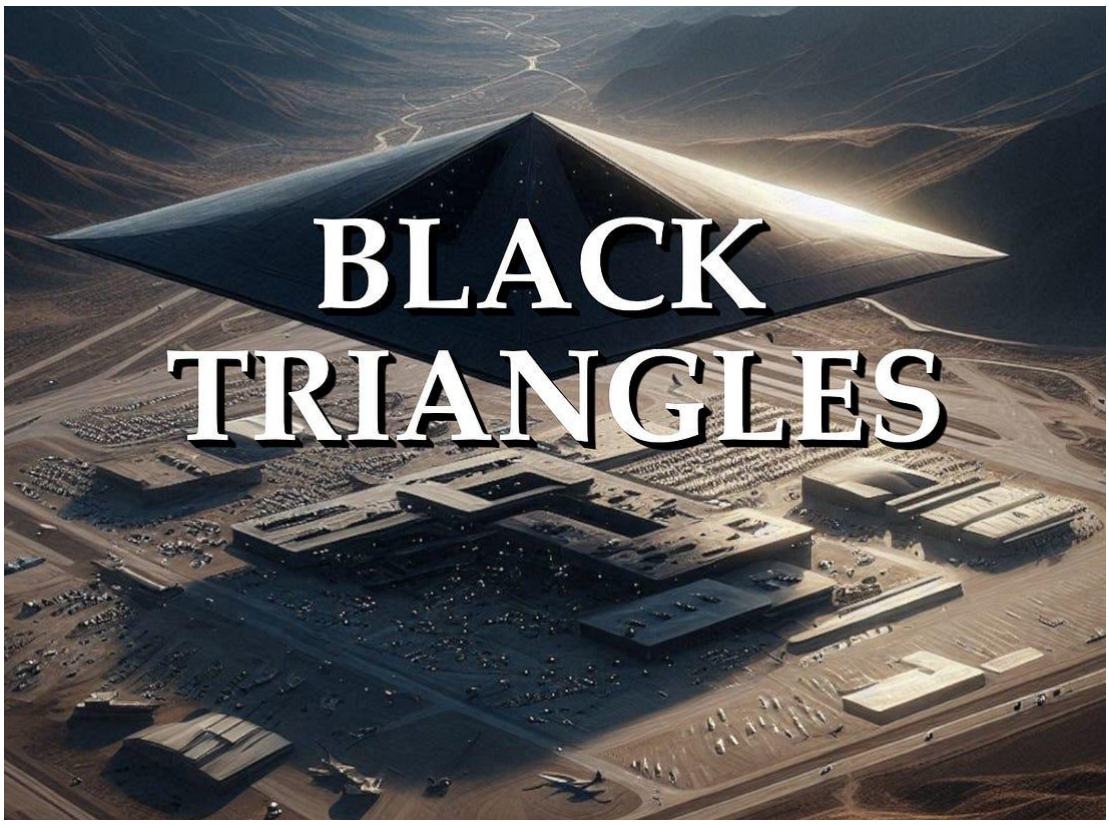
6. Ethical and Transparency Considerations
Analysis:
Ethical concerns around military declassification and the use of advanced technologies must be addressed openly.
Actions:
- **Limited Declassification**: Focus on the release of specific, non-military EM technology for civilian use while safeguarding classified defense research.
- **Transparency in Development**: Regularly update the public on advancements and address any ethical questions surrounding the technology.
- **Global Collaboration**: Encourage international cooperation to share knowledge while setting clear boundaries for civilian and military applications.
Outcome:
A transparent approach fosters trust and demonstrates a commitment to ethical innovation.

Conclusion
To solve this problem and advance the adoption of electromagnetic propulsion systems for commercial aviation, a multi-disciplinary and collaborative approach is essential. By addressing technical challenges, prioritizing safety, advocating for declassification, and ensuring economic feasibility, this transformative technology can become a reality, saving lives and revolutionizing global aviation.
Kevin Howell MS PhD. Candidate

A former director of the Pentagon's UFO program said: “there are some spooky things, in places they

shouldn't be, with performance characteristics that we couldn't duplicate today”

In an interview with Steven Greenstreet of the New York Post, the former acting director of the AARO Tim Philips discussed the Department of Defense's investigations into advanced platforms.



After confirming the existence of a fake reverse engineering program set up by the Air Force for dubious purposes, he admitted that the AARO had failed to identify the advanced platforms observed by witnesses in 'less than 40%' of cases. Given the large number of reports collected by the AARO in recent years, this figure raises questions about the number of violations of US airspace. He added :

“There's some phenomenon out there that we just don't understand”, mentioning “fiery orbs”:

> “When we start seeing like a corona or a discharge, a plasma discharge, and when we've had some of these really, really strange events from the reports of the security personnel on site, these devices attempted to conceal themselves. And in one case, when a truck from the main side was coming out onto the range, this device stopped, hovered, went off the road and turned its friggin lights off.”

He stated that, in his view, this behavior proved that these platforms were controlled by humans. One might wonder how this could be the case, given that no stable technology of this type exists, while elusive behaviors exhibited by advanced platforms have been documented for centuries.

When asked by Steven Greenstreet what he found most strange, Philips replied:

> “The black triangles, that there were some reports from credible people, where they saw something, and they saw a flying vehicle, triangular in shape”

He specified that the craft did not emit much heat or sound. Black triangles are shapes often associated with advanced platforms, particularly since the historical works of David Marler.

About these black triangles, Steven Greenstreet asked him:

> “Are you looking at them? Are you looking at photos, videos or are you just reading a report?”

Philips responds immediately to “all of the above” , implying that he has witnessed these objects himself, has seen images of them and has read investigation reports about them. This suggests that the Air Force's fake UFO program is indeed concealing a real national security issue.

When discussing the technical characteristics of these objects, he even specified:

> “There are some spooky things in places they shouldn't be, with performance characteristics that we couldn't duplicate today”

Such an admission of inferiority from a former American official is rare, and it is proof, if any were needed, of the reality of advanced platforms invading American airspace with total impunity.