

# TARGET

## Intelligence Report

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### Viewsletter

#### MASS, SPACE AND TIME

##### The So Very Little We Know: Man Has Much To Learn

*It is well accepted, today, that mass, space and time are related to one another.*

*It is one of the essential rules that has been found, tested, and fully accepted in respect of aspects of the universe, thanks to the work of Albert Einstein's theory of general relativity.*

*Scientists, today, are attempting to discover much more of that which must be the rules of the universe — for they must exist, it is well accepted.*

*Today, it is well known that the collapse of formerly giant stars in the universe, for one reason or another, is one or more of the reasons for the creation of black holes in regions of space.*

*A black hole is defined as being regions in space that gravity, just beneath its surface — named formerly as 'event horizon,' is sufficiently strong that nothing — not even light — can escape.*

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*At the centre of a black hole — it has been given the nomenclature, 'singularity,' — but scientists, the world over, have little information of this point, being infinitively small and infinitively dense.*

*Scientists are well aware that they know very little about the universe, how stars are created and, seemingly, how stars 'die,' and why and how, try as they may, it might be many billions of eons for them ever to learn how giant stars were — and are — created — as we know them, today — and what, if any, there are life forms — as we know them in man's thinking, today — on some or the many millions of stars, about which they know absolutely nothing.*

*Many of the aspects, mentioned above — and there must be many more aspects, of course — might be likened to that which many world-be loquacious scientists and economists try to make seemingly determinations which, to some degree, seem to have quintessential aspects, whereas that which they make claims that, to a very great degree, are, at best, garrulous.*

*The following are some of the aspects about which man acknowledges in that which are thought to be today's great pool of mans' simplicity knowledge, compared to that of the empty void of the universe yet to be understood.*

## **Part Four**

It might be very unfair for one to suggest that one of the world's largest, operational airlines, flying in one of the most-populous countries of the world, namely India, could have been found wanting.

But, recently, India's aviation Regulator discovered 51 safety violations at Air India, during the past year.

As at July 2025, Air India operated a fleet, both narrow-body and wide-body aircraft, to wit: Airbus A319, A320, A320neo, A321, A321neo and A350, as well as Boeing 777 and Boeing 787, totalling 190 aircraft, in all.

Air India has been known, amongst other things, as the flag carrier of the country, operating at Indira Gandhi International Airport, in Delhi, and secondary hubs at Kempegowda International Airport, in Bengaluru and Chhatrapati Shivaji Maharaj International Airport in Mumbai.

In June 2025, an Air India's Boeing 787 crashed, killing 260 people.

While the June 2025 incident had been, correctly, marked as a terrible tragedy, discoveries came to the fore that seven safety lapses had been 'of the highest level,' the auditors determined.

Be that as it may, however, no provision as to the details of the June 2025 incident have been presented.

A spokesperson for Air India was said to have stated with regard to this June 2025 incident:

*'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.'*

The following are India's Aviation Regulator flagged 263 safety issues across eight commercial airlines in its Annual Audit, including 44 Level 2 and seven Level 1 findings at Air India.

According to The United Nations International Civil Aviation Organization (ICAO), whose standards guide India audits, Level 1 findings indicated non-compliance that *'lowers safety or seriously endangers safety.'*

These Level 1 findings could trigger immediate action – including suspension restriction, or even revocation, of the airline's approvals.

Level 2 findings are less critical, but still safety-related – these are non-compliances by the airlines that *'could lower or possibly hazard safety.'*

Airlines are given up to three months to implement corrective actions that may be extended if the Regulator approves an action plan.

It appeared that details of Air India's specific lapses, in the latest audit, remain unclear.

In a recent report, it was highlighted in respect of the airline's inadequate pilot training, especially the use of unapproved simulators, as well as poor rostering.

Officials flagged *'recurrent training gaps'* for some Boeing 787 and 777 pilots, missing mandatory monitoring duties.

In a separate statement, the DGCA (The Directorate General of Civil Aviation of The Government of India) was said to have conducted regular audits under its *'Annual Surveillance Plan'* in order to identify safety gaps and drive improvements.

Based on ICAO standards and global best practices, these audits *'ensure compliance'* and enhance airline operations across the board, the Regulator stated.

The Regulator added:

*'It should be emphasised 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.'*

Earlier, it was reported that the *'aviation watchdog'* had reprimanded Air India's budget carrier in March 2025 for delaying mandatory engine-part replacement on an Airbus A320, as well as falsifying records to show compliance.

Air India Express explained to a news agency that it acknowledged the error to DGCA and undertook *'remedial action and prevent measures.'*

Although unrelated to the previous month's Air India Boeing 787 crash, the incident that resulted in killing 260 people, the findings come amid renewed scrutiny of the airline after this tragedy.

Seven safety-related lapses were of the highest level, the auditors stated.

But the auditors did not provide details.

Air India had stated that the airline was ‘*fully transparent*’ during the Directorate General of Civil Aviation’s July audit, which was part of routine checks to improve systems.

Regular audits are standard for all airlines in order to assess and improve their processes, an airline spokesperson went on record.

Air India Flight 171 crashed into a crowded neighbourhood in Ahmedabad.

The number of people who died in this incident has, still, not been divulged.

In a recent interview with the **British Broadcasting Corporation (BBC)**, Faiz Ahmed Kidwai, the DGCA Chief, said that the information in these cases came through ‘*self-reporting by the airline.*’

*‘I would not condone it [the lapses]. But [at least] we have started getting these reports. This came from the airline, itself. Action has been taken in this case. In our audits we have mandated our people to be more alert and see whether there is any lapse, and (to) bring it to our attention,’*  
Faiz Ahmed Kidwai said.

And he went on to state: ‘*India’s skies have always been safe.*’

In August 2020, Air India Express, Flight 1344, crashed after skidding off a rain-soaked tabletop runway in Kozhikode.

A total of 21 people died in that incident.

A decade earlier, in May 2010, Flight 812 from Dubai overshot the runway in Mangalore, plunging into a gorge.

A total of 158 people died in that incident.

June’s Air India crash was the third such accident in the country in 15 years.

Since 2020, Indian domestic carriers have reported 2,461 Technical Faults, according to The Federal Civil Aviation Ministry data.

IndiGo accounted for more than half (1,288 Technical Faults), followed by SpiceJet with 633 Technical Faults, and Air India and its subsidiary, Air India Express, with 389 Technical Faults, as at January 2025.

### **Dr Michael Froman Puts Pen To Paper – Again!**

Dr Michael Froman, the President of The Council on Foreign Relations, as is his wont, determined to put pen to paper, once again, exploring, inter alia, a number of political ‘*attitudes*’ that have come to pass of late.

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He started off, inscribing the following paragraph:

*‘In late October 1975, as The United States of America sought to exploit the Sino-Soviet split and to forge an entente with Communist China, then Secretary of State, Mr Henry Kissinger, travelled to Beijing in order to meet face-to-face with an ailing Chairman: Mr Mao Ze Dong.’*

At that time, Mr Mao Ze Dong (毛澤東) told Mr Henry Kissinger that The People’s Republic of China could wait 100 years to ‘unify’ Taiwan if necessary.

Mr Mao Ze Dong stated:

*‘If you were to send [Taiwan] back to me, now, I would not want it: because it’s not wantable. There are a huge bunch of counter-revolutionaries there. A hundred years hence, we will want it, and we are going to fight for it.’*

Some 50 years later, Mr Xi Jin Ping (習近平), the current President of The People’s Republic of China, appears to be ‘angling’ to accelerate Mr Mao Ze Dong’s timeline of 100 years.

In 2013, President Xi Jin Ping had stated that the Taiwan issue ‘*should not be passed down, generation after generation.*’

Under the careful and intelligent leadership of President Xi Jin Ping, The People’s Republic of China have undertaken one of the largest peacetime military buildups in history.

The military build-up of The People’s Republic of China encompasses amphibious, naval, and precision-strike capabilities, tailor-made for seizing Taiwan and denying The United States of America and allied forces the ability to interdict Chinese forces in the region.

In 2023, then the CIA (Central Intelligence Agency) Director, Mr Bill Burns, confirmed that President Xi Jin Ping had told The People’s Liberation Army (PLA) to be ready to invade Taiwan by 2027.

It appears that brute force is just one of the options that is open to President Xi Jin Ping.

President Xi Jin Ping has, also, embraced that which is widely known as ‘grey zone tactics.’

This is a tactic, designed to test the mettle of something, or somebody, or a known ‘obstruction.’

In the case of the Taiwan military, one has to test the political leadership, the ‘feeling’ of the civilian population, not to mention the potential obstruction of The United States of America.

In October 2025, Taiwan’s top naval commander is said to have described The People’s Republic of China as a ‘coercion campaign’ as an ‘anaconda strategy,’ with The People’s Republic of China aiming to ‘slowly, but surely’ surrounding the island in order to constrict it.

In 2024, the PLA flew a record of 3,075 flights into Taiwan’s Air-defence Identification Zone, an increase of 81 percent from that of the 2023-year.

Maritime incursions have also increased, with the PLA’s Coast Guard and Navy, patrolling the island for days at a time.

In the 2024 year, Taiwanese Government computer systems were subject to some 2.40-million cyberattacks per day, with most incidents, attributable to Chinese hackers.

In March, this year, the PLA also debuted a fleet of three special barges, capable of forming a long, heavy duty landing bridge that could enable amphibious forces to make landfall on Taiwan in the event of war.

It is very possible that President Xi Jin Ping could order the PLA to enforce a total blockade of Taiwan.

However, a total blockade could be construed as being an outright act of war.

Rather than a formal blockade of Taiwan, President Xi Jin Ping could direct his forces to implement a maritime quarantine by deploying the China Coast Guard (CCG) to inspect, forcibly, inbound and outbound from the Island of Taiwan, and, if it is determined, re-routing cargoes to Mainland China.

In mid 2024, President Xi Jin Ping rehearsed a maritime encirclement of Taiwan, with PLA and CCG vessels, surrounding key chokepoints in less than 24 hours.

Such actions would lay bare Taiwan's acute vulnerabilities as an island that imports 97 percent of its energy resources, 70 percent of its food supplies, and generates more than 100 percent of its **Gross Domestic Product (GDP)** from trade.

For the time being, President Xi Jin Ping's bellicosity has failed to achieve its principal objective or convincing the population of Taiwan to embrace their ties to Mainland China and elect dovish leadership.

Taiwanese President Lai Ching Te (賴清德) and his predecessor, Tsai Ing Wen (蔡英文), have increased spending on defence of Taiwan, and has, also, extended mandatory military service for military-aged males.

Also, Taiwan has forged closer ties with The United States of America.

But there is only that which could be done in order to deter Beijing, on its own, even if it adopts the so-called porcupine strategy of asymmetric warfare.

The United States of America has long maintained a policy of strategic ambiguity toward Taiwan, but strategic ambiguity is far from being self-sustaining.

It demands a creditable threat of intervention, and the price of creditability is rising rapidly in the line with the burgeoning military capabilities.

In recent surveys, only 36 percent of polled Americans supported sending US troops into harm's way in order to break a (potential) PLA blockade or repel an invasion of Taiwan.

The population of Taiwan, today, is about 23.40 million people.

As at today's survey, Taiwan's military might is about 169,000 active personnel, with 1.66 million reserves.

In respect of the PLA, its military might is about two million active personnel, with 500,000 reserves.

In the Army Airforce of the PLA, there are 400,000 active personnel, with 2,284 combat aircraft.

In the Army Navy of the PLA, there are about 380,000 active personnel, with 370 ships and submarines on active service.

Enough said!