भारतीय विमानपत्तन प्राधिकरण
AIRPORTS AUTHORITY OF INDIA
Corporate Communications Directorate

BUSINESS LINE DELHI 4 FEBRUARY 2026

Airports, new energy businesses lift Adani Enterprises Q3 revenue

EXCEPTIONAL GAINS. Profit gets a ₹5,632 crore boost from the Adani Wilmar stake sale during the quarter

Our Bureau
Mumbai

Adani Enterprises reported a 8.6 per cent rise in consolidated net profit, weakness in the coal management business being offset by airports and new energy businesses. Revenue came in at ₹24,820 crore, while net profit got a substantial boost from exceptional gains of ₹5,632 crore due to sale of stake in Adani Wilmar.

It reported net profit of ₹5,627 crore compared to ₹58 crore a year ago. EBITDA for the quarter grew 15 per cent to ₹4,297 crore, while nine-month EBITDA fell 3 per cent to ₹11,985 crore.

The airports business of the company saw a 28 per cent increase in income at ₹3,770 crore, with aero revenue rising 22 per cent and non-aero revenues 28 per cent. Aero revenue contributed to a third of total airport revenue, and over half from non-aero.

Non-aero revenues included duty-free, food and beverages, lease and retails, car park and passenger services.

The airport vertical's EBITDA rose 42 per cent to ₹1,568 crore in Q3.

The company announced that its greenfield Navi Mumbai International Airport commenced operations on December 25, 2025, with a Phase-I capacity of 20 million passengers per annum.

NEW ENERGY BIZ

The new energy business under Adani New Industries saw a 7 per cent rise in revenue to ₹3,161 crore on higher volumes.

Revenues in the coal management business fell by a fourth due to low volume and prices, while mining services saw a 16 per cent rise.

Scorecard *(Amount in ₹ crore)*

	Q3 FY25	Q3 FY26	Change
EBITDA	3,723	4,297	15.00%
Profit after tax	58	5,627	90x
Exceptional gain	-	5,632	-

Adani Ports raises EBITDA guidance for FY26

Our Bureau
Mumbai

Adani Ports and Special Economic Zone reported a profit after tax of ₹3,043 crore for Q3, up 21 per cent on year, led by revenue growth on higher cargo volumes and logistics business. Revenue rose 22 per cent to ₹9,705 crore, while EBITDA rose by a fifth to ₹5,786 crore.

The strong performance prompted the company to raise its full-year EBITDA guidance to ₹22,800 crore, ₹800 crore above its previous top-end estimate, while revenue guidance has been raised to ₹38,000 crore at the upper of its previous guidance of ₹36,000-38,000 crore. The upward revision stems from stronger-than-anticipated operational growth contributing approximately ₹500 crore, with the remaining ₹300 crore coming from the fourth-quarter inclusion of the recently-acquired North Queensland Export Terminal in Australia.

NEW CFO

The company also announced the appointment of Sreedhar Krishnan Menon as Adani Port's CFO from March 1.

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DAINIK BHASKAR DELHI 4 FEBRUARY 2026

मुंबई एअरपोर्ट पर इंडिगो और एअर इंडिया के विमानों के पंख टकराए, बड़ा हादसा टला

भास्कर न्यूज | मुंबई

मुंबई अंतरराष्ट्रीय हवाई अड्डे पर मंगलवार रात इंडिगो और एअर इंडिया के विमानों के विंगटिप टकरा गए। हैदराबाद से मुंबई आए इंडिगो के विमान को लैंडिंग के बाद टैक्सी करते समय यह घटना हुई। हादसे में किसी यात्री के घायल होने की सूचना नहीं है। नागरिक उड्डयन महानिदेशालय (डीजीसीए) ने जांच शुरू कर दी है। एअर इंडिया ने बताया कि मुंबई से कोयंबटूर जा रही फ्लाइट AI2732 टेक-ऑफ से पहले टैक्सीवे पर खड़ी थी, तभी दूसरी एयरलाइन के विमान से उसका संपर्क हो गया। दोनों विमानों के विंगटिप आपस में छू गए, जिससे एयर इंडिया के विमान के पंख को नुकसान पहुंचा। एहतियातन विमान को ग्राउंड कर दिया गया है और तकनीकी जांच की जा रही है। यात्रियों को गंतव्य तक पहुंचाने के लिए वैकल्पिक व्यवस्था की गई है।

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DESHBANDHU DELHI 4 FEBRUARY 2026

एयरपोर्ट का अगला विस्तार तेज, तीसरे-चौथे चरण के जल्द मुआवजा वितरण

- एयरपोर्ट के लिए तीसरे-चौथे चरण में 2053 हेक्टेयर जमीन अधिग्रहण
- 14 गांवों के किसानों को मिलेगा साढ़े आठ हजार करोड़ का मुआवजा
- इंजन निर्माण और एविएशन इंडस्ट्री के लिए वैश्विक कंपनियों को बुलावा

ग्रेटर नोएडा, 3 फरवरी (देशबन्धु)। नोएडा इंटरनेशनल एयरपोर्ट के पहले चरण का निर्माण लगभग पूरा हो चुका है और इसी माह इसके उद्घाटन की तैयारी चल रही है। अब एयरपोर्ट के भविष्य के विस्तार को लेकर जिला प्रशासन और संबंधित एजेंसियों ने रफ्तार बढ़ा दी है। तीसरे और चौथे चरण में नए रनवे के साथ-साथ विमानों के इंजन और कलपुर्जे बनाने वाली अंतरराष्ट्रीय कंपनियों को स्थापित करने की योजना पर काम शुरू हो गया है।

तीसरे चरण में भूमि अधिग्रहण के लिए किसानों की शत-प्रतिशत सहमति मिलने के बाद जिला प्रशासन मुआवजा वितरण की तैयारियों में जुट गया है। इस चरण और चौथे चरण के विस्तार के लिए कुल 14 गांवों की 2053 हेक्टेयर जमीन का अधिग्रहण किया जाएगा। इससे करीब 42,433 लोग प्रभावित होंगे, जिनमें 10,847 बच्चे, 16,343 पुरुष और 15,243 महिलाएं शामिल हैं। इस भूमि पर दो नए रनवे बनाए जाएंगे, जबकि लगभग 750 एकड़ क्षेत्र में विमानों के इंजन निर्माण से जुड़ी कंपनियां स्थापित की जाएंगी। इसके अलावा एविएशन सेक्टर के लिए दुनिया भर की पांच से अधिक प्रमुख कंपनियों को आमंत्रित करने की तैयारी है, ताकि एयरपोर्ट को एक बड़े एविएशन हब के रूप में विकसित किया जा सके। अधिग्रहण से प्रभावित करीब 9,361 परिवारों के विस्थापन का प्रस्ताव शासन को भेजा जा चुका है। इनमें 7,977 पुरुष और 1,385 महिलाएं शामिल हैं। जिला प्रशासन किसानों को लगभग साढ़े आठ हजार करोड़ रुपए का मुआवजा देगा। मुआवजा वितरण के बाद ही जमीन पर कब्जा लेने की प्रक्रिया शुरू की जाएगी।

> तीसरे चरण में 14 गांवों की 2053 हेक्टेयर भूमि अधिग्रहित की जाएगी। इसी वर्ष जिला प्रशासन पूरी जमीन अधिग्रहित कर लेगा। इसी महीने से मुआवजा वितरण शुरू करने की तैयारी की जा रही है : **बच्चू सिंह, एडीएम (एलए)।**

क्रॉसिंग और सर्विस रनवे का भी होगा निर्माण

एयरपोर्ट परिसर में क्रॉसिंग और सर्विस रनवे बनाए जाएंगे, जिनके जरिए विमान सीधे हैंगर तक पहुंच सकेंगे। वर्तमान में एयरपोर्ट पर 27 विमान स्टैंड तैयार हो चुके हैं, जिनमें से दो कार्गो विमानों के लिए हैं। अंतिम चरण तक इन स्टैंड की संख्या बढ़कर 186 हो जाएगी।

दूसरे चरण में 1365 हेक्टेयर भूमि पर 490 एकड़ में दूसरा रनवे और सर्विस रनवे बनेगा, जबकि लगभग 800 एकड़ में एविएशन इंडस्ट्री विकसित की जाएगी। अनुमान है कि वर्ष 2025 तक देश में विमानों की संख्या 1800 तक पहुंच जाएगी, जबकि अभी यह आंकड़ा करीब 700 है। इसी को देखते हुए यहां एमआरओ (मेंटेनेंस, रिपेयर एंड ओवरहॉल) हब विकसित करने की योजना बनाई जा रही है।

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THE INDIAN EXPRESS DELHI 4 FEBRUARY 2026

An IndiGo Airbus A320 and an Air India Airbus A320 are seen on the taxiway at Mumbai airport after their wing tips touched during taxiing. EXPRESS

AI, IndiGo aircraft wings scrape each other at Mumbai airport

Sabah Virani
Mumbai, February 3

THE WINGS of an Air India aircraft and an IndiGo plane scraped against each other while taxiing at the Chhatrapati Shivaji Maharaj International Airport in Mumbai on Tuesday. No passengers were injured in the incident, and both aircraft were taken out of service for inspection. Officials from the Directorate General of Civil Aviation (DGCA) reached the site soon after the incident.

Air India flight AI2732 was preparing to depart for Coimbatore, while IndiGo flight 6E 791 had just landed from Hyderabad. Both aircraft were moving slowly on the taxiway when the tips of their right wings came in contact.

Confirming the incident, Air India said in a statement, "Flight AI2732 operating from Mumbai to Coimbatore on February 3 was delayed after the aircraft scheduled to operate the service came in contact with another airline's aircraft while waiting on the taxiway prior to take-off. The wingtips of the two aircraft made contact, resulting in damage to our aircraft's wingtip."

Following the incident, the Air India aircraft was grounded for technical checks, passengers were asked to disembark, and alternate arrangements were made for their onward journey.

IndiGo also confirmed the incident in a statement. "We confirm that the wingtip of one of our aircraft operating flight 6E 791 from Hyderabad to Mumbai on February 3 came in contact with an aircraft of another airline while taxiing, after landing. All passengers are safe and disembarked after parking. The aircraft is undergoing maintenance inspections."

A statement issued by DGCA stated that "Air India flight AI2732, operated using an A320 aircraft registered as VT TYF, was taxiing from taxiway C1 towards M4 for departure. At the same time, an IndiGo A320 aircraft registered as VT IFV was taxiing after arrival and joining taxiway B1."

It further stated that "during taxiing, the right wing tips of both aircraft came into contact. Both aircraft were moving at the time of the incident. Following the contact, both aircraft returned to their bays for inspection. No injuries were reported."

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THE PIONEER DELHI 4 FEBRUARY 2026

AI, IndiGo involved in ground collision at Mumbai airport

ASHOKE RAJ ■ New Delhi

Two passenger aircraft operated by Air India and IndiGo were involved in a ground collision at Mumbai's Chhatrapati Shivaji Maharaj International Airport on Tuesday evening while carrying passengers, triggering safety inspections and regulatory scrutiny.

The incident occurred, when Air India flight AI 2732, an Airbus A320 (registration VT-TYF) bound for Coimbatore, came into contact with an IndiGo Airbus A320 (registration VT-IFV) that had arrived from Hyderabad and was taxiing to the bay According to preliminary details, the Air India aircraft was taxiing from C1 toward M4 for departure, while the IndiGo aircraft was taxiing and joining B1. During these taxiway movements, the right wingtips of both aircraft touched. Both aircraft were taxiing at the time of the incident.

Air India confirmed the incident in a statement, saying its aircraft "came into contact with another airline's aircraft while waiting on the taxiway prior to take-off." "The wingtips of the two aircraft made contact, resulting in damage to our aircraft's wingtip," the airline stated. As a precautionary

measure, the Air India aircraft has been grounded for further technical checks.

All passengers were safely disembarked and the airline's ground teams are making alternative arrangements to fly them to their destination at the earliest. "The incident has been reported to the regulator. Air India regrets the inconvenience caused to passengers due to this event. The safety of our passengers and crew remains our highest priority," the carrier said.

IndiGo also confirmed the incident, stating that contact occurred while its aircraft was taxiing after landing.

"We confirm that the wingtip of one of our aircraft operating flight 6E 791 from Hyderabad to Mumbai on 3 February 2026 came in contact with an aircraft of another airline while taxiing, after landing. All passengers are safe and disembarked after parking. The aircraft is undergoing maintenance inspections," IndiGo said. "In line with established protocols, the relevant authorities were promptly informed and the matter is being investigated.

At IndiGo, the safety and security of our customers, crew and aircraft remain our highest priority," the airline added. Both aircraft were subsequently returned to their respective bays for inspection. Photographs of the damage have been taken as part of the assessment process. Officials from the Directorate General of Civil Aviation (DGCA) in Mumbai reached the site shortly after the incident to examine the aircraft and review operational circumstances. Further details are expected as the investigation progresses.

Ground collisions are relatively rare but can occur during pushback and taxiing operations, particularly at congested airports with limited clearance. Wingtip contact is among the most common forms of such incidents. Mumbai's Chhatrapati Shivaji Maharaj International Airport is one of the busiest aviation hubs in India, handling hundreds of aircraft movements daily across its intersecting runway system.

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PUNJAB KESARI DELHI 4 FEBRUARY 2026

टल गया हादसा एयर इंडिया-इंडिगो के विमानों के विंग उलझे- यात्री बाल-बाल बचे

मुंबई एयरपोर्ट पर दो विमान टकराए

पंजाब केसरी/मुंबई

मुंबई हवाई अड्डे पर मंगलवार शाम एक असामान्य घटना के तहत एअर इंडिया और इंडिगो के दो विमानों के पंखों के किनारे एक दूसरे से टकरा गए, जिसके बाद विमानों को जांच के लिए खड़ा कर दिया गया। अधिकारियों ने यह जानकारी दी। जानकारी के मुताबिक, एअर इंडिया का विमान रवाना हो रहा था, जबकि इंडिगो का विमान उतर रहा था।

मुंबई एयरपोर्ट पर समानांतर रनवे हैं। दोनों ही विमान एयरबस ए320 थे। एअर इंडिया के प्रवक्ता ने बयान में कहा कि तीन फरवरी को मुंबई से कोयंबटूर जाने वाली उड़ान एआई2732 में देरी हुई, क्योंकि निर्धारित विमान रवाना होने

से पहले टैक्सीवे पर प्रतीक्षा के दौरान एक अन्य विमानन कंपनी के विमान के संपर्क में आ गया। दोनों विमानों के पंखों के किनारे टकराने से हमारे विमान के पंख के किनारे को नुकसान पहुंचा। वहीं, इंडिगो के प्रवक्ता ने कहा कि हैदराबाद से मुंबई आ रही उड़ान 6ई791 के पंख का किनारा उतरने के बाद एक अन्य विमानन कंपनी के विमान से संपर्क में आ गया। अधिकारियों ने स्पष्ट किया कि सभी यात्री सुरक्षित हैं।

नागरिक उड्डयन मंत्रालय के प्रवक्ता ने बताया कि नागर विमानन महानिदेशालय (डीजीसीए) की एक टीम मौके पर मौजूद है और दोनों विमानों को जांच के लिए वापस उनके स्थान पर ले जाया गया है। विमानों में सवार यात्रियों की संख्या का तत्काल पता नहीं चल सका है।

एयर इंडिया के बोइंग विमान का ईंधन स्विच 2024 में ही बदला था

एयर इंडिया ने अपने बोइंग विमान ड्रीमलाइनर वीटी-एएनएक्स के ईंधन नियंत्रण स्विच में गड़बड़ी पाए जाने के बाद इसे मूल उपकरण विनिर्माता को जांच के लिए भेजने का निर्णय लिया है। सूत्रों ने मंगलवार को यह जानकारी दी। सूत्रों के मुताबिक, प्रभावित स्विच मॉड्यूल का उड़ान के दौरान सिर्फ 3,440 घंटे इस्तेमाल हुआ था और इसे 2024 में ही संबंधित विमान में लगाया गया था। आमतौर पर ईंधन नियंत्रण स्विच की कुल जीवन अवधि 20,000 घंटे होती है।

(संपूर्ण कवरेज पृष्ठ 2 पर)

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THE TELEGRAPH KOLKATA 3 FEBRUARY 2026

RENOVATION UNDERWAY

Airport arrival level gets new washrooms

SANJAY MANDAL

Calcutta: A new washroom block has been built at the Calcutta airport for passengers arriving on flights and entering the terminal via aerobridges. The facility became operational on Monday, officials said.

The new washroom block that was opened on Monday

Previously, arrival passengers using aerobridges had no washrooms on the upper level of the terminal. "Earlier, arrival passengers needing to use the washroom had to come down to the ground level where the baggage belts are located," said Vikram Singh, director of the Calcutta airport.

"We will be installing two more washroom blocks in the area," he added.

Many passengers had long complained about the lack of washrooms on the upper level, with elderly travellers facing particular difficulties, an airport official said.

Along with setting up the three new blocks, the authorities are renovating existing washrooms at both the departure and arrival levels. "Out of the 28 toilet blocks, 23 are being renovated. Renovation of 18 blocks is completed, while work for three is in progress," Singh said. Two more blocks are scheduled for renovation at a later stage.

Washrooms have been a problem at the Calcutta airport for decades. Even after the terminal became operational in January 2014, passengers frequently complained about foul smell and persistently wet floors. Reluctant cleaners backed by unions, and flawed design are the main reasons for the poor conditions.

The new and renovated washrooms now look brighter, with improved lighting, modern fittings and updated decor. One visible change is the floor colour: the old dark grey floors, which gave a dull and dirty appearance, have been replaced with a lighter shade. Officials said that damaged and clogged pipes also contributed to the persistent stench.

The original deadline for the renovation was June 2025.

"The deadline got deferred because it is difficult to carry out renovation work in a functional terminal. We cannot close several washrooms together," an official said.

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THE TIMES OF INDIA MUMBAI 3 FEBRUARY 2026

AT 141, CITY'S AQI WORSENS; SANTACRUZ AIRPORT T2 AREA IN 'POOR' CATEGORY

Sanjay Hadkar

Mumbai: Air quality worsened sharply across Mumbai on Monday, with the city recording an average Air Quality Index (AQI) of 141, a steep rise from 107 a day earlier, pushing pollution levels deeper into the moderate category.

The deterioration was most pronounced near the T2 airport area, which recorded an AQI of 210, the only location in the city to slip into the 'poor' category. Prolonged exposure to air quality in this range can cause breathing discomfort. Other severely affected pockets included Worli (167) and Ghatkopar (169). Powai emerged as the cleanest with an AQI of 94, making it the only locality to remain in the satisfactory category on Monday.

A similar trend of deteriorating AQI was observed across the MMR. Navi Mumbai recorded a sharp spike, with AQI levels rising from 117 a day earlier to 155, placing it in the moderate category. Nerul reported the worst air quality in Navi Mumbai at 219, slipping into the poor category. Thane, too, saw a rise in pollution levels, with the city's AQI climbing to 118 from Sunday's 98. — **Mahiyar Patel**

भारतीय विमानपत्तन प्राधिकरण
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THE TIMES OF INDIA DELHI 4 FEBRUARY 2026

Aircraft brush wings at Mum airport, no passenger hurt

Mumbai: Wingtips of two Airbus A320 aircraft brushed during taxiing operations at the city airport on Tuesday, the ministry of civil aviation said. No passengers or crew were injured in the incident, and DGCA officials reached the site for inspection.

The ministry stated that Air India flight AI2732 (VT-TYF) was taxiing for departure, while an IndiGo A320 (VT-IFV), operating an arrival flight, was taxiing after landing. "During taxiing, the right wing tips of both the aircraft touched each other," the ministry said. Both aircraft returned to the bay for inspection.

An Air India spokesperson confirmed the incident, stating the flight was delayed after the aircraft scheduled to operate the service came into contact with another airline's aircraft while waiting on the taxiway prior to departure.

IndiGo said all passengers safely disembarked after the aircraft landed. TNN

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THE ASIAN AGE DELHI 4 FEBRUARY 2026

AI begins inspection of fuel switches in Boeing 787 fleet

■ 33 planes being checked ■ Pilots told to report defects

VINEETA PANDEY
NEW DELHI, FEB. 3

A day after a fuel control switch glitch was reported on one of Air India's Boeing 787-8 Dreamliners, the airline has started inspecting all fuel control switches in its entire Boeing 787 fleet of 33 planes. It has also asked all pilots to promptly report any defects observed during operations.

An Air India pilot on Monday reported a defect with the fuel control switch of a Boeing 787-8 plane (AI 132) after operating the flight from London's Heathrow to Bengaluru. The pilot flagged that the left fuel control switch failed to remain locked in the "run" position and switched, on its own, to "cut off". This malfunction has the potential to shut down the engines, something that happened in the ill-fated AI 171 that crashed in June last year in Ahmedabad, killing 260 people on board.

Air India has grounded the aircraft for checks, and the Director General of Civil Aviation (DGCA) has initiated a probe.

On Tuesday, the DGCA stated that applying external force in an incorrect direction caused the switch to move easily from "run to cut off due to the angular base plate allowing slip when pressed improperly with finger or thumb".

The DGCA elaborated that during the start of the engine in London, on two occasions, the crew observed that the fuel control switch did not remain positively latched in the "run" position when light vertical pressure was applied. On the third attempt, the switch latched correctly to "run" and subsequently remained stable. Before continuing with the rest of the procedure, a physical verification was performed by the crew to confirm that the switch was fully and positively latched in the "run" position.

"No abnormal engine parameters, cautions, warnings, or related system messages were observed during engine start or at any time thereafter. The operating crewmember was briefed on the observation, unnecessary contact with the switch was avoided, and engine indications and alerting systems were closely monitored by the crew for the remainder of the flight. The flight was completed without incident," the DGCA said.

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AMAR UJALA DELHI 4 FEBRUARY 2026

मुंबई में एअर इंडिया-इंडिगो के विमानों के पंख टकराए

मुंबई। मुंबई हवाईअड्डे पर उड़ान भरने का इंतजार कर रहे एअर इंडिया के एक विमान से टैक्सीवे पर चल रहे इंडिगो के विमान के पंख आपस में टकरा गए। अधिकारियों के अनुसार शाम की इस घटना के बाद दोनों विमानों को जांच के लिए रोक दिया गया है। दोनों विमान एयरबस ए320 समानांतर रनवे पर थे। सभी यात्री सुरक्षित हैं।

एअर इंडिया के प्रवक्ता ने कहा, 3 फरवरी को मुंबई से कोयंबटूर जाने वाली फ्लाइट एआई 2732 में देरी हुई क्योंकि उड़ान भरने से पहले टैक्सीवे पर इंतजार कर रहे विमान का दूसरे एयरलाइन के विमान से संपर्क हो गया। दोनों विमानों के पंखों के सिरे आपस में टकरा गए, जिससे हमारे विमान के पंख के सिरे को नुकसान पहुंचा। इंडिगो के प्रवक्ता ने भी बताया, हैदराबाद से मुंबई फ्लाइट 6ई791 के विमान का पंख दूसरे एयरलाइन से टकरा गया है।

नागरिक उड्डयन मंत्रालय के प्रवक्ता ने बताया, नागरिक उड्डयन महानिदेशालय (डीजीसीए) की टीम घटनास्थल पर मौजूद है और दोनों विमान निरीक्षण के लिए विमानघर लौट आए हैं। ब्यूरो

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BUSINESS LINE DELHI 4 FEBRUARY 2026

We have ambitious plans for India: Thai Airways CEO

Aneesh Phadnis
Mumbai

Thai Airways will introduce flights to four destinations and deploy its latest Airbus A321Neo aircraft to cities in India as a part of its ambitious expansion plan, Chief Executive Officer Chai Eamsiri told *businessline*.

Currently, Thai Airways flies 78 flights per week to eight cities in India. This will increase to 100 weekly flights this year with extra frequencies to Delhi, Bengaluru, Chennai and Kolkata. Also on the cards are services to Amritsar, Jaipur and Kochi from the winter schedule. The airline is also keen to start flights to Pune from next year. "We have ambitious plans to put more capacity to India," Eamisiri said.

The airline will receive 16 Airbus A321Neo aircraft, featuring lie-flat business class seats this year. These planes will be deployed on flights to Hyderabad (July), Ahmedabad (August), Kolkata, Mumbai and Bengaluru (September).


Chai Eamsiri, CEO, Thai Airways

POLITICAL RELATIONS

While good political relations and people-to-people connect remain important factors, Thailand is also a popular tourist destination for Indians. Thai Airways' capacity expansion comes amid a growth in air traffic between India and Thailand. Overall flights between the two countries increased by 15 per cent over last year.

Last year Thailand received 32.9 million foreign visitors. This included 2.48 million visitors from Indian — the third largest source market after Malaysia and China. Eamsiri said the addition of flights to China would also provide more travel options to Indian passengers. He said Thai Airways also plans to start flights to Auckland by the end of this year.

भारतीय विमानपत्तन प्राधिकरण
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BUSINESS LINE DELHI 4 FEBRUARY 2026

No faults in Air India's Boeing 787 fuel switches, say DGCA officials

Aneesh Phadnis
Mumbai

The Directorate General of Civil Aviation (DGCA) on Tuesday said both the fuel control switches of an Air India Boeing 787 aircraft were checked and found satisfactory following a pilot complaint of defect.

The aircraft, which flew on the London-Bengaluru route on Sunday night, was grounded upon arrival after the pilot reported that the fuel control switch did not remain locked in its position when pushed slightly.

Fuel control switches manage fuel flow to engines and have been in focus following the Air India 171 accident in Ahmedabad last June.

UNDER SUPERVISION

In a note, DGCA said Air India engineers carried out checks on the aircraft under their officers' supervision. It said applying external force in an incorrect direction caused the switch to move easily from "run" to "cutoff" mode.

The DGCA has also advised Air India to circulate Boeing recommended procedures for operation of the fuel control switch.

On its part, Air India is also reinspecting the fuel control switches on all its 33 Boeing 787 planes. "Our engineers — out of abundance of caution — have initiated precautionary fleet-wide reinspection of the fuel control switch latch to verify normal operations. To date, no adverse findings have been reported on the aircraft for which this reinspection is completed," Captain Manish Uppal, the airline's Senior Vice-President (Operations), wrote to the pilots.

The preliminary report on the Air India 171 crash released by the Aircraft Accident Investigation Bureau had highlighted the transitioning of the fuel cut off switch from "run" to "cutoff" mode, indicating cut in fuel supply to the engines.

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BUSINESS STANDARD DELHI 4 FEBRUARY 2026

Dreamliner's fuel control switches have no issue: DGCA

DEEPAK PATEL
New Delhi, 3 February

The Directorate General of Civil Aviation (DGCA) on Tuesday said no issue was found during inspections of the fuel control switches of an Air India Boeing 787-8 aircraft that was used to operate the London-Bengaluru flight AI132 between Sunday and Monday.

On Sunday, when engines were started in London, the pilots of the flight observed on two occasions that the fuel control switch did not remain "positively latched" in the "Run" position when light vertical pressure was applied, the DGCA said in a statement.

On the third attempt, the switch latched correctly and remained stable. Before proceeding further, the flight crew physically verified that the switch was "fully and positively latched" in the "Run" position.

The DGCA said post-flight inspections carried out according to Boeing's procedures found the fuel control switches to be serviceable, with no abnormal engine parameters or alerts observed. The regulator said the switch could move if pressed incorrectly due to its design but that this did not indicate a defect, and advised Air India to circulate Boeing's operating procedure for the fuel cut-off switches to its pilots.

It said that no abnormal engine parameters, cautions, warnings, or system messages were observed when engines were started on B787 plane at London, or at any point thereafter. The pilot flying the plane was briefed regarding the aforementioned movement of the left engine switch by the co-pilot, and unnecessary contact with the switch was avoided, and engine indications and alerting systems were closely monitored for the remainder of the flight. "The flight was completed without incident," the regulator said. After landing in Bengaluru, the pilots reported the observation in the post-flight defect report, following which, Air India referred the matter to Boeing. Based on Boeing's recommended checks to establish the serviceability of the fuel control switch, Air India engineering carried out inspections of both the left and right switches.

"Both left and right switches were checked and found satisfactory, with the locking tooth or pawl fully seated and not slipping from 'Run' to 'Cutoff,'" the DGCA said. The regulator added that when full force was applied parallel to the base plate, the switch remained secure.

However, it noted that when force was applied in an incorrect direction, the switch could move easily from "Run" to "Cutoff". This, it said, was due to the angular design of the base plate, which can allow the switch to slip if it is pressed improperly.

In addition, the DGCA said the "pull-to-unlock force" of the fuel control switch was checked using Boeing's recommended procedure. These checks were carried out on the involved switch, on a fuel control unit to be installed, and on the fuel cut-off switch of another aircraft. "In all cases, the pull-to-unlock force was found within limits," DGCA said.

The DGCA said Air India has been advised to circulate Boeing's recommended procedure for the operation of the fuel cut-off switch to its crew members, to ensure correct handling of the switch during aircraft operations. Fuel control switches were a central factor in the Air India Boeing 787 crash (Flight AI171) on June 12 last year in Ahmedabad, in which 241 of the 242 people on board were killed, according to the preliminary report of the Aircraft Accident Investigation Bureau released in July 2025.

AI132 safety check

- Post-flight inspections found the fuel control switches to be serviceable
- There were no abnormal engine parameters
- Switch could move if pressed incorrectly due to design but this did not indicate defect
- "Pull-to-unlock force" of the fuel control switch was checked using Boeing's recommended procedure
- Advised Air India to circulate Boeing's operating procedure for the fuel cut-off switches to its pilots

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BUSINESS STANDARD DELHI 4 FEBRUARY 2026

ईंधन नियंत्रण स्विच में कोई खराबी नहीं मिली: डीजीसीए

दीपक पटेल
नई दिल्ली, 3 फरवरी

नागर विमानन महानिदेशालय (डीजीसीए) ने कहा है कि एयर इंडिया के बोइंग 787-8 विमान के ईंधन नियंत्रण स्विच में कोई खराबी नहीं पाई गई है। डीजीसीए ने मंगलवार को यह जानकारी दी। इस विमान का इस्तेमाल रविवार और सोमवार के बीच लंदन-बेंगलूरु उड़ान संचालित करने के लिए हुआ था।

डीजीसीए ने एक बयान में कहा कि रविवार को जब लंदन में इंजन शुरू किए गए तो एआई132 उड़ान के पायलटों ने दो अवसरों पर देखा कि हल्का ऊर्ध्वाधर दबाव डाले जाने पर ईंधन नियंत्रण स्विच 'रन' मोड में ठीक ढंग से टिका नहीं रह पाया।

बयान के अनुसार पायलटों के तीसरे प्रयास में स्विच सही ढंग से काम करने लगा। आगे बढ़ने से पहले उड़ान चालक दल इस बात से संतुष्ट हो गए कि स्विच 'रन' मोड में 'पूरी तरह स्थिर' और ठीक से काम कर रहे हैं।

डीजीसीए ने कहा कि बोइंग की प्रक्रियाओं के अनुसार किए गए उड़ान पश्चात निरीक्षण में ईंधन नियंत्रण स्विच ठीक पाए गए और इनमें कोई असामान्य इंजन व्यवहार या खतरे का संकेत नहीं नजर आया। नियामक ने कहा कि बनावट के कारण स्विच गलत तरीके से दबाए जाने पर हिल सकते हैं मगर इनमें कोई खराबी नहीं होती है। एयर इंडिया को अपने पायलटों को ईंधन कट-ऑफ स्विच के लिए बोइंग की संचालन प्रक्रिया की पूरी जानकारी उपलब्ध कराने की सलाह दी गई है।

जुलाई 2025 में जारी विमान दुर्घटना जांच ब्यूरो (एएआईबी) की प्रारंभिक रिपोर्ट के अनुसार ईंधन नियंत्रण स्विच पिछले साल 12 जून को अहमदाबाद में एयर इंडिया बोइंग 787 (उड़ान संख्या एआई171) दुर्घटना के बाद चर्चा के केंद्र में था। इस विमान में सवार 242 लोगों में से 241 की मौत हो गई थी। रिपोर्ट में कहा गया है कि दोनों ईंधन नियंत्रण स्विच तेजी से 'कटऑफ' मोड में पहुंच गए और लगभग 10 सेकंड बाद 'रन' मोड में वापस आ गए मगर तब तक इंजन बंद हो गए थे। रिपोर्ट के अनुसार एआई171 उड़ान में एक पायलट ने दूसरे से पूछा कि उसने स्विच क्यों घुमाए को दूसरे पायलट ने जवाब दिया कि उसने ऐसा नहीं किया है। रिपोर्ट में यह नहीं बताया गया कि सवाल कैप्टन (मुख्य पायलट) ने पूछा था या सहायक पायलट ने। रिपोर्ट में तकनीकी खराबी से इनकार नहीं किया और कहा कि विमानन चिकित्सा और मनोविज्ञान विशेषज्ञ चल रही जांच में शामिल थे।

डीजीसीए ने क्या कहा?

एआई132उड़ान के बारे में डीजीसीए ने कहा कि लंदन के हीथ्रो हवाई अड्डे पर या उसके बाद किसी भी समय बी787 विमान में इंजन शुरू होने पर कोई असामान्य इंजन व्यवहार, सावधानी, चेतावनी या संदेश नहीं नहीं दिखा। विमान उड़ाने वाले पायलट को सह-पायलट द्वारा बाएं इंजन स्विच के थोड़े हिलने की जानकारी दी गई थी। इसके बाद स्विच के साथ अनावश्यक संपर्क से बचा गया और उड़ान की शेष अवधि में इंजन संकेत और अलर्टिंग सिस्टम की बारीकी से निगरानी की गई। नियामक ने कहा, 'उड़ान बिना किसी घटना के पूरी हो गई।' बेंगलूरु उतरने के बाद पायलटों ने उड़ान के बाद की रिपोर्ट में ईंधन स्विच से जुड़े मसले की जानकारी दी। इसके बाद एयर इंडिया ने बोइंग के साथ घटना का जिक्र किया। ईंधन नियंत्रण स्विच की काम करने की क्षमता सुनिश्चित करने के लिए बोइंग द्वारा जांच के आधार पर एयर इंडिया के इंजीनियरिंग प्रभाग ने बाएं और दाएं दोनों स्विचों का निरीक्षण किया।

भारतीय विमानपत्तन प्राधिकरण
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DAINIK BHASKAR DELHI 4 FEBRUARY 2026

ड्रीमलाइनर के फ्यूल कंट्रोल स्विच की जांच शुरू, एक विमान का स्विच मॉड्यूल बदलेंगे

भास्कर न्यूज | नई दिल्ली

एअर इंडिया ने बोइंग 787 'ड्रीमलाइनर' के फ्यूल कंट्रोल स्विच में संभावित तकनीकी खराबी की जांच शुरू कर दी है। फ्लाइट ऑपरेशन्स के सीनियर वाइस प्रेसिडेंट मनीष उप्पल ने बताया कि आधे बेड़े की जांच हो गई है। अब तक कोई गड़बड़ी नहीं मिली है। बाकी विमानों की जांच जारी है। एअर इंडिया के पास 33 बोइंग 787 हैं।

इस बीच, सूत्रों ने बताया कि एअर इंडिया अपने एक बोइंग 787 के खास कंपोनेंट को बदलेगी। खराब फ्यूल कंट्रोल स्विच मॉड्यूल को जांच के लिए पुर्जे बनाने वाली कंपनी को भेजा जाएगा। इसका जीवनकाल 20 हजार फ्लाइट घंटे है। हालांकि, इसने 3,440 घंटे ही उड़ान भरी है। मालूम हो, इसी हफ्ते लंदन से बेंगलुरु आ रही उड़ान में स्विच हिलने की घटना के बाद यह एहतियाती कदम उठाया गया है। उप्पल के मुताबिक, एअर इंडिया ने क्रू से भी कहा है कि ऑपरेशन के दौरान कोई खराबी दिखे तो तुरंत सूचना दें। इसके साथ ही यह भी सुनिश्चित करने के लिए कहा गया है कि विमान को स्वीकार करने से पहले सभी आवश्यक कार्रवाई पूरी हो जाएं। – शेष पेज 10 पर

हादसे से चर्चा में आया फ्यूल स्विच

अहमदाबाद में पिछले साल एअर इंडिया के बोइंग 787-8 विमान की दुर्घटना के बाद फ्यूल स्विच चर्चा में आया। हादसे में 260 लोगों की मौत हो गई थी। प्रारंभिक रिपोर्ट में बताया गया कि टेक-ऑफ के बाद स्विच बंद कर देने से ईंधन आपूर्ति बंद हो गई थी। ये बटन इंजन को ईंधन की आपूर्ति शुरू करने या काटने के लिए होता है। इसका खुद 'बंद' होना इंजन बंद होने का कारण बन सकता है।

ड्रीमलाइनर के फ्यूल ...

क्या है मामला

रविवार को एअर इंडिया के एक पायलट ने लंदन हीथ्रो से बेंगलुरु के लिए उड़ान भरने के बाद बोइंग 787-8 विमान के फ्यूल कंट्रोल स्विच में खराबी की सूचना दी थी। इसके बाद एयरलाइन ने जांच के लिए विमान को ग्राउंड कर दिया था। यह फ्लाइट सोमवार सुबह बेंगलुरु में उतरी।

फ्यूल स्विच में खराबी की ये तीसरी घटना :

फेडरेशन ऑफ इंडियन पायलट्स के अध्यक्ष कैप्टन सीएस रंधावा के मुताबिक, बोइंग 787 एयरक्राफ्ट के फ्यूल स्विच में खराबी की यह तीसरी ज्ञात घटना है। पहली घटना 17 फरवरी 2019 को ओसाका में एएनए की एक फ्लाइट में हुई थी, जो ओसाका में लैंड कर रही थी। टचडाउन के समय ये दोनों फ्यूल कंट्रोल स्विच अपने आप कटऑफ पोजीशन पर चले गए। 12 जून को अहमदाबाद में एअर इंडिया 171 क्रैश के लिए भी इसी थ्योरी को जिम्मेदार माना जा रहा है। हीथ्रो-बेंगलुरु फ्लाइट तीसरा घटनाक्रम है, जब फ्यूल कंट्रोल स्विच में बिना कमांड के मूवमेंट हुआ है।

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DECCAN CHRONICLE HYDERABAD 3 FEBRUARY 2026

Aviation suffers regulatory blues

MRITTIKA BANERJEE | DC
HYDERABAD, FEB. 2

Aviation pitch in the Union Budget sounds expansive, but experts say the shine fades when proposals are measured against ground realities. Thoseoperated aircraft and trained pilots warn that growth has outpaced capacity.

"The problem we are having is exponential growth and lack of resources, regulations which are outdated, and lack of transparency," said Capt. Augustine Joseph, who has worked across training, operations and manufacturing in the US aviation sector. In the Union Budget, finance minister Nirmala Sitharaman proposed Viability Gap Funding for seaplane operations, customs duty exemptions for aircraft parts, and incentives for domestic manufacturing and maintenance.

On paper the intention is to lower costs, push local capacity, and prepare for passenger traffic projected to reach 665 million by the end of the decade. However, in practice, industry voices say the distance between intent and execution remains wide.

Joseph, a former Indian Air Force pilot who now runs pilot training academies, aircraft operations and a manufacturing business in the United States, is in Hyderabad after attending Wings India 2026 last week and offered his assessment. "The problem we are having is exponential growth and lack of resources, regulations which are outdated, and lack of transparency," he said. Compliance, in his view, has shifted from oversight to obstruction. "Compliance should not stop people from growing or innovating or making things better."

That tension shows up most in the debate around seaplanes, a headline feature of the Budget's push for last-mile connectivity. For C.J. Chandrasekhar, director at Sky Choppers Logistics, the idea is familiar. Hehas nearly four decades in aviation and once operated seaplane services in undivided Andhra Pradesh.

He pointed to the hard limits that policy statements often gloss over. Pilot requirements for seaplanes are far stricter than for conventional aircraft, and water aerodromes demand jetties that do not exist at scale.

"The biggest challenge in India is infrastructure, especially the construction of jetties," he said. Resistance from fishing communities stalled attempts in Kerala, while changes in political priorities froze plans elsewhere. Chandrasekhar described it as a seat-based support that bridges the gap between operating cost and ticket price. It keeps early routes alive, but it does not solve structural issues around approvals, financing, or skills. Joseph went further. "Seaplane operations are maybe two per cent of aviation," he said, adding that India's larger need lies elsewhere. "When we need thousands more airliners and better links to tier two and tier three cities, seaplanes are not the main issue." The concern that was echoed by both was about who the system serves. Joseph mwarned against an ecosystem that revolves around a handful of large firms. "If you have only big players in this industry, there will be no competition. And when here's no competition, there is no real quality," he said.

The Budget, they acknowledge, lowers costs and sends a signal. What it does not do is settle the crucial questions around decision-making, financing, and ground-level capacity. Until those are addressed, India's aviation push may continue to taxi between ambition and delay, powerful on paper but constrained in the air.

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DECCAN CHRONICLE HYDERABAD 3 FEBRUARY 2026

AI grounds Dreamliner after fuel switch alert

VINEETA PANDEY | DC
NEW DELHI, FEB. 2

An Air India aircraft that brought back Indians from Wuhan stands after arrival at the airport, in New Delhi. — *PTI*

In a development recalling the AI 171 crash scenario, the fuel control switch of an Air India Boeing 787-8 Dreamliner reportedly moved automatically from "RUN" to "CUT OFF" while the aircraft was stationed at Kempegowda International Airport in Bengaluru.

The pilot immediately flagged the suspected defect, and the matter was reported to the Directorate General of Civil Aviation (DGCA). The aircraft has been grounded and a probe ordered.

The aircraft had operated flight AI 132 from London to Bengaluru and landed in Bengaluru on Monday morning. According to initial reports, the issue was noticed after landing, when the crew observed unusual behaviour of the left engine fuel control switch on the Boeing 787-8. During engine start, the switch reportedly failed to remain locked in the "RUN" position on two attempts and moved on its own towards "CUT OFF". Such a malfunction has the potential to shut down engines, similar to what occurred in the ill-fated AI 171 crash at Ahmedabad in June last year.

In a statement, Air India said one of its pilots had reported a possible defect in the fuel control switch of a Boeing 787-8 aircraft. "After receiving this information, we grounded the aircraft and are involving the original equipment manufacturer to examine the issue on a priority basis.

The matter has been communicated to the DGCA. Following a DGCA directive last year, Air India had checked fuel control switches across its Boeing 787 fleet.

and found no issues. Safety of passengers and crew remains our top priority," the airline said.

Aircraft manufacturer Boeing said it was in contact with Air India and was supporting the review of the matter.

In its preliminary report on the AI 171 crash released on July 12 last year, the Aircraft Accident Investigation Bureau (AAIB) said fuel supply to both engines was cut off within a gap of one second shortly after take-off, leading to cockpit confusion.

Pilot groups have raised concerns over the latest incident, which comes just seven months after the AI 171 crash.

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DECCAN HERALD BANGALORE 3 FEBRUARY 2026

AI grounds Dreamliner after pilot flags fuel switch issue

Defect reported on Boeing 787-8 amid 2025 Ahmedabad crash investigation

MALFUNCTION

- The pilot of the Bengaluru-bound flight flags a possible defect with its fuel control switch
- The airline grounds the aircraft and involves Boeing to check the pilot's concern
- The same malfunction was at the heart of the AI 171 crash in Ahmedabad on June 12, 2025

NEW DELHI, PTI

An Air India pilot on Monday reported a possible defect with the fuel control switch of a Boeing 787-8 plane, which has now been grounded for checks, and the incident comes amid the ongoing probe into the airline's Dreamliner crash last June.

The aircraft operated the flight AI132 from London to Bengaluru, and it landed at Bengaluru on Monday morning. There were more than 200 people on board, according to sources.

Another source aware of the incident said the fuel control switch failed to be in the 'RUN' position and moved towards the 'CUT OFF' position.

'RUN' and 'CUT OFF' are used to start or shut down engines, respectively.

It could not be immediately ascertained at what stage of the flight the Air India pilot noticed the possible malfunctioning of the fuel control switch.

The functioning of the fuel control switch is in focus following the crash of Air India's Boeing 787-8 aircraft, or Dreamliner, that killed 260 people last June, as the preliminary probe report mentioned fuel supply being cut off soon after takeoff.

Air India on Monday said it was aware that one of its pilots had reported a possible defect on the fuel control switch of a Boeing 787-8 aircraft.

DGCA informed

"After receiving this initial information, we have grounded the said aircraft and are involving the OEM (Original Equipment Manufacturer) to get the pilot's concerns checked on a priority basis. The matter has been communicated to the aviation regulator, DGCA. Air India had checked the fuel control switches on all Boeing 787 aircraft in its fleet after a directive from the DGCA and had found no issues," the airline said in a statement.

Air India's Boeing 787-8 has 256 seats.

In a statement, Boeing said it was in contact with Air India and was supporting their review of this matter.

There was no immediate comment from the Directorate General of Civil Aviation (DGCA).

Not-for-profit group Safety Matters Foundation on Monday said that during the operation of the flight, the crew reported abnormal behaviour of the left engine fuel control switch of the aircraft.

"During engine start, the switch failed to remain locked in the RUN position on two attempts, moving towards CUTOFF—a malfunction that could, under specific conditions, lead to an inadvertent engine shutdown in flight," it claimed in a statement.

In one of the worst aircraft accidents in India, a total of 260 people, including 241 passengers, died after Air India's Boeing 787-8 aircraft operating flight AI171 to London Gatwick crashed soon after takeoff from Ahmedabad on June 12, 2025.

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

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

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RS DAINIK JAGRAN DELHI 4 FEBRUARY 2026

विमान में मिली किसी भी खराबी की तुरंत रिपोर्ट करने का निर्देश

प्रथम पृष्ठ से आगे

प्रेट्र के अनुसार, एअर इंडिया के सीनियर वाइस प्रेसिडेंट, फ्लाइट आपरेशंस, मनीष उप्पल ने सभी पायलटों को ई-मेल के जरिये इस बाबत सूचित कर दिया है और इंजीनियरिंग टीम ने बोइंग से इस मुद्दे को प्राथमिकता के आधार पर हल करने का आग्रह किया है। बोइंग से आधिकारिक जवाब मिलने तक सामान्य परिचालन सुनिश्चित करने के लिए फ्यूल कंट्रोल स्विच लैच की दोबारा जांच शुरू कर दी गई है।

साथ ही, कंपनी ने चालक दल को आपरेशन के दौरान मिली किसी भी खराबी की तुरंत रिपोर्ट करने और विमान को उड़ान पर ले जाने से पहले सभी आवश्यक जांच पूरी करने को कहा है।

सूत्रों के अनुसार, एअर इंडिया ने गड़बड़ी वाली स्विच को इसे बनानेवाली मूल कंपनी के पास भेजने का फैसला किया है। बताया जाता है कि स्विच माड्यूल विमान के आपरेशन में रहने के दौरान केवल 3440 घंटे ही प्रयोग में रहा है, जिसे 2024 में विमान में स्थापित किया गया था। इस स्विच माड्यूल का कुल जीवनकाल 20 हजार घंटे माना जाता है। हालांकि, इस मामले में एअर इंडिया की तरफ से आधिकारिक तौर पर कुछ कहा नहीं गया है।

गौरतलब है कि पिछले वर्ष 12 जून को अहमदाबाद हादसे के बाद भी एयर इंडिया कई बार इन स्विचों की जांच करा चुकी है। इस हादसे में 260 यात्रियों की जान चली गई थी। प्रारंभिक जांच में फ्यूल कंट्रोल स्विच की संभावित गड़बड़ी को प्रमुख कारणों में माना गया, हालांकि अंतिम रिपोर्ट अभी लंबित है।

एएनआइ के अनुसार, फेडरेशन आफ इंडियन पायलट्स (एफआइपी) के अध्यक्ष कैप्टन सीएस रंधावा ने डीजीसीए और एयरक्राफ्ट एक्सीडेंट इन्वेस्टिगेशन ब्यूरो (एएआइबी) से बोइंग 787 विमानों में संभावित इलेक्ट्रिकल गड़बड़ियों की तत्काल जांच की मांग की है।

नागरिक उड्डयन मंत्रालय ने भी जारी किया स्पष्टीकरण : आइएएनएस के अनुसार, नागरिक उड्डयन मंत्रालय ने एयर इंडिया के बोइंग बी787-8 विमान (वीटी-एएनएक्स) के फ्यूल कट-आफ स्विच में खराबी की खबरों पर स्पष्टीकरण जारी किया है। मंत्रालय के अनुसार बोइंग की अनुशंसित जांच प्रक्रिया के तहत दोनों स्विच संतोषजनक पाए गए और लाकिंग सिस्टम सुरक्षित रहा। गलत दिशा में बाहरी दबाव डालने पर स्विच खिसक सकता है, पर सामान्य संचालन में कोई समस्या नहीं मिली। डीजीसीए अधिकारियों की मौजूदगी में "पुल-टू-अनलाक" बल भी निर्धारित सीमा में पाया गया। इंटरनेट मीडिया पर वायरल वीडियो की प्रक्रिया को गलत बताया गया है तथा क्रू को मानक संचालन विधि प्रसारित करने की सलाह दी गई है।

क्या है फ्यूल कंट्रोल स्विच : फ्यूल कंट्रोल स्विच विमान के काकपिट में थ्रस्ट लीवर के पास होते हैं। ये इंजन में ईंधन की आपूर्ति को नियंत्रित करते हैं। इनका मुख्य काम इंजन में ईंधन की आपूर्ति को शुरू करना (रन पोजिशन) या बंद करना (कटआफ पोजिशन) है। फ्यूल कंट्रोल स्विच स्प्रिंग से लैस होते हैं और इनमें डिटेंट (एक तरह का लाक) होता है, जो इन्हें अपनी पोजीशन में स्थिर रखता है।

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DAINIK JAGRAN KANPUR 3 FEBRUARY 2026

लंदन से बेंगलुरु आ रहे एअर इंडिया के विमान में खराबी

नई दिल्ली, प्रेट्र : लंदन के हीथ्रो हवाई अड्डे से बेंगलुरु के लिए उड़ान भरने वाले एअर इंडिया के बोइंग 787-8 विमान के फ्यूल कंट्रोल स्विच में खराबी आ गई थी। एअर इंडिया ने बताया कि पायलट ने इस बात की सूचना दी थी और विमान को अब ग्राउंडेड कर दिया गया है यानी उड़ान भरने से रोक दिया गया है। जांच चल रही है। यह विमान सोमवार सुबह बेंगलुरु में उतरा था। विमान में 200 से अधिक यात्री सवार थे। यह घटना एअर इंडिया के अहमदाबाद विमान हादसे की चल रही जांच के बीच हुई है। उस विमान हादसे में ड्रीमलाइनर बोइंग 787-8 में सवार 260 लोगों की जान गई थी। देश के सबसे भयावह विमान हादसे की शुरुआती जांच रिपोर्ट में भी टेक-आफ के तुरंत बाद विमान की फ्यूल सप्लाई बंद होने का जिक्र किया गया था।

सूत्रों के अनुसार, सोमवार सुबह बेंगलुरु में लैंडिंग के बाद पायलट ने लाग बुक में यह दर्ज किया कि विमान के बाएं इंजन का फ्यूल स्विच 'रन' से 'कट आफ' की स्थिति में चला गया और यह अपनी स्थिति में लाक नहीं हो रहा था।

घने कोहरे से आइजीआइ पर 220 उड़ानों में देरी, 40 रद

जागरण संवाददाता, नई दिल्ली : दिल्ली समेत पूरे एनसीआर में सोमवार सुबह घना कोहरा छाया था। इससे इंदिरा गांधी अंतरराष्ट्रीय (आइजीआइ) एयरपोर्ट पर हवाई यातायात बुरी तरह चरमरा गया। सुबह से शाम छह बजे तक 220 उड़ानों के परिचालन में देरी हुई, जबकि 40 उड़ानें रद हुईं। कम दृश्यता के कारण 10 विमानों को जयपुर, अहमदाबाद और लखनऊ की ओर डायवर्ट करना पड़ा। सोमवार तड़के चार बजे से सुबह नौ बजे के बीच रनवे पर दृश्यता शून्य से 50 मीटर के बीच दर्ज की गई, जिसने परिचालन ठप कर दिया। दोपहर 12 बजे के बाद धूप निकलने से दृश्यता में सुधार हुआ और यह बढ़कर 500 से 800 मीटर तक पहुंची, जिससे लैंडिंग प्रक्रिया में कुछ तेजी आई। हालांकि, सुबह के भारी बैकलाग के कारण रनवे पर विमानों की कतार लग गई, जिससे उड़ानों को प्रस्थान के लिए 3-4 घंटे का इंतजार करना पड़ा। एएआइ ने स्थिति की समीक्षा करते हुए अपने आधिकारिक एक्स हैंडल पर यात्रियों के लिए नई एडवाइजरी जारी की।

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THE ECONOMIC TIMES DELHI 4 FEBRUARY 2026

DGCA Rules Out Fault in AI's Boeing 787 Fuel Switches

Says incorrect handling of fuel control switch caused it to move from run to cut-off position

Our Bureau

New Delhi: The Directorate General of Civil Aviation (DGCA) said on Tuesday it hasn't found any defect with fuel control switches of an Air India Boeing 787 that had prompted the aircraft's grounding and a precautionary inspection of the airline's entire Dreamliner fleet.

The regulator's response came following a report filed by Air India pilots about fault with the switches, after a scheduled flight from London Heathrow to Bengaluru on Sunday.

DGCA said the aircraft was completely safe and when the switches were operated as per Boeing's recommended procedure, they were found to be satisfactory. The checks were performed in the presence of DGCA officials on the affected aircraft and another plane.

"The switches stayed at 'run' instead of moving to 'cut-off', (which can stop fuel supply to engines)," DGCA said, contradicting the pilot report.

The Air India pilots had reported that the switches, which control the flow of fuel to the left engine, failed to stay in the 'run' position and moved to 'cut off— the same mechanism at the centre of an investigation into an Air India Dreamliner crash last June that killed 260 people. The fuel cut-off switches in a modern aircraft like the 787 are located below the thrust lever and have safeguards like metal lock and a guard built around them to avoid any accidental switching off. Such safeguards were built by manufacturers after multiple incidents of unintentional fuel shutoff on older generation planes.

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

It said engineers tested the minimum force required to pull and unlock the fuel switch using the recommended procedure on the affected fuel cut-off switch, and the fuel cut-off switch of another aircraft. In all instances, the force was found to be within prescribed limits, DGCA said.

AI, IndiGo Planes Make Contact

MUMBAI: Two aircraft belonging to Air India and IndiGo made contact on the taxiway at Mumbai Airport on Wednesday, officials confirmed.

The incident occurred while both planes were moving on the ground, with no injuries reported. Sources said both planes were immediately directed to their parking bays for inspection. – **Our Bureau**

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THE FINANCIAL EXPRESS DELHI 4 FEBRUARY 2026

IndiGo, AI planes scrape wings at Mumbai airport

THE WINGS OF Air India and IndiGo brushed each other at Mumbai airport on Tuesday. As per reports, the IndiGo flight was taxiing after landing. The Directorate General of Civil Aviation has launched a probe into the incident.

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Air India Dreamliner's fuel switch 'satisfactory': DGCA

YARUQHULLAH KHAN
New Delhi, February 3

THE DIRECTORATE GENERAL of Civil Aviation (DGCA) on Tuesday said that the fuel control switch of Air India's Boeing 787-8 Dreamliner aircraft, registered VT-ANX, was checked and found "satisfactory", with the locking tooth/pawl fully seated and not slipping from "Run to Cutoff".

The aviation regulator highlighted that when force is applied to the aircraft's fuel control switch in the correct direction, "parallel to the base plate," the switch stays secure. However, the DGCA noted that if force is applied incorrectly, the switch can easily move from Run to Cutoff. This is because the angled base plate can slip if pressed wrongly with a finger or thumb, the regulator said.

Following an inspection that revealed no mechanical issues, the watchdog instructed Air India to strengthen crew training on proper procedures for operating fuel control switches, emphasising the risk of unintended movement if handled incorrectly.

Air India on Monday grounded its VT-ANX aircraft after a pilot flagged a possible issue with the fuel control switch during pre-flight checks, after observing abnormal behaviour of the left engine fuel control switch.

LEAVING NO STONE UNTURNED

- When force is applied to aircraft's fuel control switch in the correct direction, parallel to the base plate, the switch stays secure, says DGCA

- Air India was instructed to strengthen crew training on proper procedures for operating fuel control switches
- Air India on Monday grounded its VT-ANX aircraft after a pilot flagged a possible issue with the fuel control switch

The DGCA, in its statement on Tuesday, added that on February 2, Air India flight AI 132 from London to Bengaluru witnessed two instances of the aircraft's fuel control switch not remaining positively latched in the 'Run' position when light vertical pressure was applied.

"On the third attempt, the switch latched correctly in 'Run' (position) and subsequently remained stable. Before continuing with the rest of the procedure, a physical verification was performed by the crew to confirm that the switch was fully and positively latched in the 'Run' position," the DGCA added.

The regulator added that after the third attempt, no abnormal engine parameters, cautions, warnings, or related system messages were observed during engine start or at any time thereafter.

The watchdog added that the operating crew member was briefed on the observation, and unnecessary contact with the switch was avoided.

"Engine indications and alerting systems were closely monitored by the crew for the remainder of the flight. The flight was completed without incident," the DGCA said.

The incident comes against the backdrop of heightened scrutiny of fuel control systems after the June 12 crash of Air India flight 171 on the Ahmedabad–London sector, which killed 260 people.

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FREE PRESS JOURNAL MUMBAI 3 FEBRUARY 2026

AI-132 fuel switch glitch revives AI-171 crash scare

Dhairya Gajara
MUMBAI

Air India's Boeing 787 Dreamliner fleet is under renewed scrutiny following a serious technical occurrence of the fuel cut-off switch on flight AI-132 from London Heathrow to Bengaluru. The incident has sent shockwaves through the aviation community, as it involves the exact same mechanical failure suspected in the catastrophic AI-171 crash in Ahmedabad last June.

The cockpit crew of the Boeing 787-8, registered as VT-ANX, reported that the left engine fuel control switch exhibited abnormal behaviour during operation on Monday. According to internal sources, the fuel control switch – which regulates the flow of fuel to the engine – bypassed its mechanical lock to remain locked in the run position and moved toward the cutoff position without pilot intervention. The crew managed to stabilise the switch and prevented an uncommanded engine shutdown, continuing to a safe landing in Bengaluru at 11.58am.

Air India acknowledged the incident and said that the aircraft has been grounded upon landing and it is looking into the incident.

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Experts doubt AI's claim of vetting Boeing 787s after Monday grounding

No issues were found during checks of Boeing 787-8 conducted in the aftermath of Gujarat crash, AI had said; tragedy claimed lives of 260 pax

Dhairya Gajara
MUMBAI

The Monday grounding of Air India's Boeing 787-8 plane has turned the focus on the airline's claim that it had checked the fuel control switches on its Boeing fleet after the June 2025 Ahmedabad crash which claimed 260 lives, underlined aviation experts. They pointed out that AI had stated that no issues were found during the checks.

Raising serious concerns over the AI-171 crash probe, which is reportedly moving towards deliberate pilot error, experts demanded an independent investigation, citing the latest snag as the "first tangible evidence of a potential systemic mechanical flaw". They also highlighted a "conflict-of-interest" in the investigation of the AI-171 crash, suspecting that the probe body includes the DGCA officials and that they might try to shield themselves from oversight regarding past maintenance audits.

The Monday incident on AI-132 mimics the final seconds of the ill-fated AI-171 involved in the Ahmedabad tragedy. According to the preliminary investigation report, its switches moved to the cut-off position just 32 seconds after takeoff despite the availability of 'lift-and-throw' safety guard which prevents accidental activation. The cockpit voice recorder captured a haunting exchange where one pilot asked, "Why did you cut-off?" "I didn't," another replied.

In 2018, the US Federal Aviation Administration had identified the risk on a series of Boeing models, including the 787-8 and 787-9, of the potential for disengagement of the fuel control switch locking feature. "The AI-132 incident proves that the pilot error narrative (related to AI-171) was premature and perhaps convenient. We are looking at a potential design flaw in the locking mechanism that Boeing and DGCA claimed was perfectly fine after inspections last July," said a senior aviation safety consultant on condition of anonymity.

New Delhi-based Safety Matters Foundation (SMF) has called for an immediate disclosure by the DGCA and Air India of the AI-132 inspection findings and re-evaluation of the earlier precautionary checks. It further sought an urgent regulatory review by the DGCA to determine if this is an isolated incident or indicative of a fleet-wide issue. SMF founder Captain Amit Singh said, "What makes this event deeply troubling is that it occurred after Air India publicly stated that it had conducted precautionary checks across its 787 fleet and found no issues. This discrepancy raises urgent questions: Were the checks thorough? Is this a new or recurring defect?"

Meanwhile, Air India on Monday said, "We are aware that one of our pilots has reported a possible defect on the fuel control switch of a Boeing 787-8 aircraft. After receiving this initial information, we are involving the original equipment manufacturer to get the pilot's concerns checked on a priority basis. The matter has been communicated to the aviation regulator."

IN BRIEF

1. **Air India had publicly stated that it had conducted precautionary checks across its 787 fleet and found no issues, says New Delhi-based Safety Matters Foundation**
2. **This discrepancy raises urgent questions: Were the checks thorough or is this a new or recurring defect, Foundation asserts**
3. **Experts view the Monday incident as first tangible evidence of a potential systemic mechanical flaw**

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FREE PRESS JOURNAL MUMBAI 3 FEBRUARY 2026

AI Dreamliner's switch moves from run to cutoff

An Air India Boeing 787 Dreamliner was grounded after its left fuel control switch failed to stay in the 'run' position twice and moved to 'cut-off' during engine startup. The flight AI 132 came from Heathrow to Bengaluru on Monday. A similar incident had caused the crash of an AI Dreamliner in Ahmedabad in July 2025.

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एयर इंडिया के बोइंग 787-8 विमान का इंजन चालू करते समय खराबी का पता चला, डीजीसीए की निगरानी में जांच की गई

बोइंग विमान के फ्यूल कंट्रोल में गड़बड़ी मिली

चिंताजनक

नई दिल्ली, विशेष संवाददाता। एयर इंडिया के बोइंग 787-8 विमान फ्यूल कट-ऑफ स्विच से जुड़े मामले में नागरिक उड्डयन मंत्रालय ने स्थिति स्पष्ट की है।

मंत्रालय की तरफ से बताया गया है कि एक फरवरी को एयर इंडिया का विमान एआई-132 (लंदन से बेंगलुरु) के इंजन चालू करते समय खराबी का पता चला। क्रू ने दो बार देखा कि हल्का दबाव देने पर फ्यूल कंट्रोल स्विच रन स्थिति में ठीक से लॉक नहीं हो रहा था। तीसरे प्रयास में स्विच सही तरीके से रन में लॉक हो गया और उसके बाद स्थिर रहा।

मंत्रालय ने बताया कि उड़ान जारी रखने से पहले क्रू ने स्विच की भौतिक जांच की और यह सुनिश्चित किया कि वह पूरी तरह रन की स्थिति में सुरक्षित रूप से लॉक है। इंजन स्टार्ट के दौरान या उड़ान के किसी भी चरण में किसी प्रकार की चेतावनी, खराब संकेत या सिस्टम से जुड़ा कोई अलर्ट नहीं आया। पूरी उड़ान बिना किसी घटना के सुरक्षित रूप से पूरी की गई। बेंगलुरु में लैंडिंग के बाद क्रू ने इस तकनीकी अवलोकन को विमान की डिफेक्ट रिपोर्ट (डीपीआर) में दर्ज किया। इसके बाद एयर इंडिया ने मामले में मार्गदर्शन के लिए बोइंग से संपर्क किया। बोइंग द्वारा सुझाई गई जांच के बाद एयर इंडिया की इंजीनियरिंग टीम ने पाया कि बाएं और दाएं दोनों फ्यूल कंट्रोल स्विच पूरी तरह संतोषजनक स्थिति में हैं। स्विच का लॉकिंग मैकेनिज्म सही ढंग से रन स्थिति में लगा हुआ था और स्विच अपने आप कटऑफ में नहीं जा रहा था। जब स्विच पर सही दिशा में पूरा बल लगाया गया, तो वह सुरक्षित बना रहा।

निर्देशों का पालन किया गया : बोइंग के निर्देशों के अनुसार फ्यूल कट-ऑफ स्विच के पुल-टू-अनलॉक फोर्स की जांच की गई। यह जांच संबंधित विमान, एक अन्य विमान और अलग फ्यूल कंट्रोल यूनिट पर की गई। सभी मामलों में यह बल निर्धारित मानकों के भीतर पाया गया। उड्डयन मंत्रालय ने बताया कि सोशल मीडिया पर वायरल हो रहे वीडियो की भी जांच की गई। जांच में पाया गया कि वीडियो में दिखाया गया तरीका बोइंग द्वारा सुझाई गई प्रक्रिया के अनुरूप नहीं है।

एयरलाइन को सलाह दी गई है कि फ्यूल कट-ऑफ स्विच के सही संचालन से संबंधित बोइंग की अनुशंसित प्रक्रिया सभी क्रू सदस्यों तक प्रसारित की जाए।

बोइंग 787 विमानों की भी जांच शुरू हुई

नई दिल्ली, एजेंसी। लंदन हीथ्रो से बेंगलुरु के लिए संचालित एक विमान में स्विच के खराब होने की घटना के बाद एयर इंडिया ने अपने बोइंग 787 विमानों के फ्यूल कंट्रोल स्विच की भी जांच शुरू कर दी है। वहीं, एयर इंडिया अपने एक बोइंग 787 विमान में एक विशिष्ट पुर्जे को बदलेगी, क्योंकि उसमें खराबी पाई गई है। सूत्रों ने बताया, डीजीसीए ने एक ड्रीमलाइनर विमान के फ्यूल कंट्रोल स्विच की शुरुआती जांच में पाया है कि स्विच को ऑपरेट करने में स्पष्ट रूप से सही प्रक्रिया का पालन नहीं किया गया था।

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THE HINDUSTAN TIMES DELHI 4 FEBRUARY 2026

Wings of AI, IndiGo jets brush in major Mumbai airport scare

Yogesh Naik
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MUMBAI: In a major safety lapse at Mumbai airport, the wingtips of an Air India and an IndiGo aircraft came into contact on Tuesday evening, and both planes have been grounded for checks, officials said.

Air India flight AI 2732 was waiting on the taxiway before take-off while the IndiGo flight 6E 791 was taxiing after landing. Both are Airbus A320 aircraft.

A Directorate General of Civil Aviation team is at the site and will probe the incident, a civil aviation ministry spokesperson said.

"The wingtips of the two aircraft made contact, resulting in damage to our aircraft's wingtip. As a precautionary measure, the aircraft has been grounded for further technical checks. All passengers were safely disembarked," Air India said in a statement. →P13

The two aircraft on the Mumbai airport taxiway. HT PHOTO

Tests found fuel switch works if procedure followed: DGCA

NEW DELHI: Tests by Air India's engineers on the fuel switches of a Boeing 787 Dreamliner, which was grounded after its pilot reported a possible issue with one of them, found the components were working within satisfactory parameters when operated according to the procedure recommended by the aircraft's manufacturer, the regulator said on Monday. →P13

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THE HINDUSTAN TIMES DELHI 4 FEBRUARY 2026

9-hr fog spell grips city, impacts flight, train ops

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NEW DELHI: Dense fog for nearly nine hours in the early hours of Tuesday reduced visibility to as low as 50 metres in parts of the national capital, impacting both flight and rail operations.

Experts said the fog was due to the moisture from the last western disturbance, the impact of which will be over by Wednesday.

The lowest visibility recorded in the city was at Safdarjung at 50 metres, followed by 100 metres at Palam. "Visibility began dipping rapidly on Monday night itself and by 11:30 pm, had already touched 100 metres. It remained in this range till 8:30 am on Tuesday," said an IMD official

The IMD classifies fog as "shallow" if visibility is between 1,000-500 metres; "moderate" between 500 and 200 m; "dense" between 199 and 50 m; and "very dense" below 50 m.

While no flights at Delhi's Indira Gandhi International (IGI) airport had been cancelled or diverted, the flight tracking website FlightRadar24 showed there were over 500 flights delayed through the day, primarily departures. The average delay time was around 30 minutes.

Over 50 trains — to and from the Capital — were also delayed in the early hours of the day.

The India Meteorological Department (IMD) said fog intensity is likely to reduce in the coming days and a fresh western disturbance is expected to influence the region from February 5, raising surface wind speeds.

The visibility on Tuesday reduced to as low as 50 metres during the early hours. SANCHIT KHANNA/HT

"So far, there is likelihood of cloudiness and surface winds of 20-30 km/hr on February 6 and 7," the official said, stating only shallow to moderate fog is now likely on Wednesday, adding that there were lower chances of any rain in the city during the next western disturbance.

On Tuesday, Delhi's minimum temperature stood at 9.4°C — a degree above normal. It was 10.4°C on Monday. Fog gave way to bright sunshine around 10 am, making for a comparatively warm day as compared to a day earlier.

The maximum temperature was 17.5°C on Monday — five degrees below normal for this time of the year. It is forecast to remain between 21-23°C till Friday before rising by another 1-2°C by Sunday.

Meanwhile, Delhi's air quality, which was briefly in the "moderate" category on Monday morning, continued to rise and was in the higher end of the "poor" category.

The 24 hour average air quality index (AQI) stood at 272 at 4 pm on Tuesday — up from a reading of 210 at 4 pm on Monday. Forecasts show the AQI is expected to improve to "moderate" again by February 5, as wind speeds improve again.

The Central Pollution Control Board (CPCB) classifies air quality as "moderate" when the AQI is between 101 and 200, "poor" between 201 and 300, and "very poor" between 301 and 400. Beyond 400, air quality is termed "severe".

"Delhi's air quality is likely to be in the 'poor' category from February 3 and 4. The air quality is likely to be in the 'moderate' category from February 5 till 6," said the Centre's Air Quality Early Warning System (EWS) for Delhi on Monday.

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THE HINDUSTAN TIMES DELHI 4 FEBRUARY 2026

IndiGo market share falls below 60% in Dec amid disruptions

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NEW DELHI: Domestic air traffic rose over 3% to 16.69 crore in 2025, while the number of people who flew in domestic airlines fell to 1.43 crore in December, a month when there were massive operational disruptions at IndiGo.

Data released by aviation regulator Directorate General of Civil Aviation (DGCA) on Tuesday showed that IndiGo, which had cancelled a large number of flights in early December, saw its market share slump to 59.6 per cent in that month from 63.6 per cent in November.

In December, the market share of Air India Group and Akasa Air rose to 29.6 per cent and 5.2 per cent, respectively. The two airlines' market share stood at 26.7 per cent and 4.7 per cent, respectively.SpiceJet also saw its market share rise to 4.3 per cent in December from 3.7 per cent in November 2025.

According to the data, state-owned Alliance Air's market share remained unchanged at 0.4 per cent in December.

The overall cancellation of scheduled domestic airlines was 6.92 per cent in December, and that of IndiGo was 9.65 per cent.

"Passengers carried by domestic airlines during January-December 2025 were 1,669.46 lakh as against 1,613.31 lakh during the corresponding period of the previous year, thereby registering an annual growth of 3.48 per cent and a monthly negative growth of 4.14 per cent," the DGCA said in its report for December.

More than 10.46 lakh passengers were affected by flight cancellations in December, and airlines shelled out over Rs 24 crore towards compensation and facilitation. In December 2025, a total of 29,212 passenger-related complaints were received by the scheduled domestic airlines, DGCA said.

On-time performance, a measure of punctuality, was the highest for Air India Group at 66.3 per cent in December, while that of IndiGo and Alliance Air was 62.7 per cent and 62.1 per cent, respectively, during the same period.

In December, Akasa Air and SpiceJet recorded on-time performance of 55.6 per cent and 46.9 per cent, respectively.

On-time performance of scheduled domestic airlines is computed for six metro airports -- Bengaluru, Delhi, Hyderabad, Mumbai, Chennai, and Kolkata.

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THE HINDUSTAN TIMES DELHI 4 FEBRUARY 2026

Air India, IndiGo jets' wingtips brush in Mumbai

Yogesh Naik
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MUMBAI: The wingtips of Air India and IndiGo aircraft came into contact at Mumbai airport on Tuesday evening, and both planes have been grounded for checks, officials familiar with the matter said, adding that all passengers are safe.

Air India flight AI 2732 was waiting on the taxiway before take-off while the IndiGo flight 6E 791 was taxiing after landing. Both were Airbus A320 aircraft.

According to people familiar with the matter, the incident happened at around 7.30 pm on Tuesday at the Mumbai airport, which is one of the busiest airports in the country.

A Directorate General of Civil Aviation (DGCA) team is at the site and will probe the incident, a civil aviation ministry spokesperson said.

"While AI2732 was taxiing from C1 towards M4 for departure and IndiGo arrival flight was taxiing joining B1, right wing tips of both the aircraft touched each other," the aviation regulator said, adding that the aircraft returned to the bay for inspections.

As a precautionary measure, the Air India aircraft has been grounded, according to the operator.

An Air India spokesperson said flight AI2732 operating from Mumbai to Coimbatore was delayed after the aircraft scheduled to operate the service came into contact with another airline's aircraft while waiting on the taxiway prior to take-off.

Both were Airbus A320 aircraft PTI

"The wingtips of the two aircraft made contact, resulting in damage to our aircraft's wingtip. As a precautionary measure, the aircraft has been grounded for further technical checks. All passengers were safely disembarked," Air India said in a statement.

It added: "As a precautionary measure, the aircraft has been grounded for further technical checks. All passengers were safely disembarked, and our ground teams are making alternative arrangements to fly them to their destination at the earliest. The incident has been reported to the regulator. Air India regrets the inconvenience caused to passengers due to this event. The safety of our passengers and crew remains our highest priority."

An IndiGo spokesperson, too, said: "We confirm that the wingtip of one of our aircraft operating flight 6E 791 from Hyderabad to Mumbai on 3 February 2026 came in contact with an aircraft of another airline while taxiing, after landing. All passengers are safe and disembarked after parking. The aircraft is undergoing maintenance inspections."

"In line with established protocols, the relevant authorities were promptly informed and the matter is being investigated. At IndiGo, the safety and security of our customers, crew and aircraft remain our highest priority," it added.

With agency inputs

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THE HINDUSTAN TIMES DELHI 4 FEBRUARY 2026

Air India tests found fuel switches work if procedure followed: DGCA

HT Correspondent
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NEW DELHI: Tests by Air India's engineers on the fuel switches of a Boeing 787 Dreamliner, which was grounded after its pilot reported a possible issue with one of them, found the components were working within satisfactory parameters when operated according to the procedure recommended by the aircraft's manufacturer, the aviation regulator said on Monday.

The Directorate General of Civil Aviation (DGCA) in a statement said it had advised Air India to educate its crew on the procedure recommended by Boeing for operating the switches, which control the flow of fuel to the plane's engines.These components were at the centre of the investigation into the crash of another Air India Dreamliner in Ahmedadabad last June, in 260 people were killed, after a preliminary report found that its fuel switches were in the "cutoff" position. The final report is still pending.

The fuel control switches -- there are two on a Dreamliner, one for each engine-- alternate between two positions, "run" and "cutoff", and have a locking feature. Once it is engaged, the pilot has to lift the switch deliberately to change its position.

An Air India Boeing 787 Dreamliner in New Delhi PTI

On Monday, after the pilot in command of Flight AI132 from London to Bengaluru had reported a possible issue with the switches, Air India referred the matter to Boeing. Based on Boeing's guidance, engineers tested the pull-to-unlock force on the fuel control switch of the affected aircraft, the replacement unit, and a switch from another aircraft. All readings were found within prescribed limits, the regulator said, adding that the inspections were conducted in the presence of DGCA officials.

"As per Air India engineering Both left and right switches were checked and found satisfactory, with the locking tooth/pawl fully seated and not slipping from RUN to CUTOFF. When full force was applied parallel to the base plate, the switch remained secure," the regulator said. However, the regulator warned the tests found that "applying external force in an incorrect direction caused the switch to move easily from RUN to CUTOFF, due to the angular base plate allowing slip when pressed improperly with finger or thumb."

The DGCA's statement also clarified the sequence of events that led to the pilot to flag the issue on Monday.

"During engine start in London, on two occasions, the crew observed that the fuel control switch did not remain positively latched in the 'RUN' position when light vertical pressure was applied. On the third attempt, the switch latched correctly in 'RUN' and subsequently remained stable. Before continuing with the rest of procedure, a physical verification was performed by the crew to confirm that the switch was fully and positively latched in the "RUN" position."

DGCA said the crew did not observe any "abnormal engine parameters, cautions, warnings, or related system messages" during engine start or at any time thereafter.

The DGCA said that the operating crew member was briefed on the observation. "Unnecessary contact with the switch was avoided, and engine indications and alerting systems were closely monitored by the crew for the remainder of the flight. The flight was completed without incident,"the civil aviation watchdog said.

However, after landing at Bangalore, the pilot reported the defect in the pilot defect report (PDR). The log read- "A/C (aircrfat) is veering to left..LEFT FUEL CONTROL SWITCH slips from RUN to CUT OFF when pushed down slightly , it does not lock in its position...nil defect."

The airline, which has 33 Boeing 787 aircraft in its fleet, has ordered a precautionary fleet-wide re-inspection of the fuel control switch latch. These switches were earlier inspected on DGCA orders after the preliminary report into the Ahmedabad crash was released in July.

"To date, no adverse findings have been reported on the aircraft for which this re-inspection is completed. We would also like to remind all crew to promptly report any defects observed during operations and to ensure that all required actions are completed prior to accepting the aircraft," an internal communication to pilots operating 787s read.

Airline officials said the fuel control switch unit from the grounded aircraft, with the tail number VTN-ANX, is likely to be flown to a Boeing facility for detailed analysis.

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THE HINDU DELHI 4 FEBRUARY 2026

Air India plane flown after physical checks, no abnormal parameters noticed: DGCA

Press Trust of India
NEW DELHI

Air India's Boeing 787-8 Dreamliner flight from London to Bengaluru which reported a fuel control switch glitch, took off on Sunday after the crew carried out a physical check of the switch and found no abnormal parameters during start of the engine or thereafter, the Directorate General of Civil Aviation (DGCA) said on Tuesday.

The fuel control switch of the left engine of the Dreamliner aircraft VT-ANX, which operated the flight AI132 that had more than 200 people aboard, did not latch on the 'RUN' position twice during the engine start at London Heathrow airport, but was properly locked in the 'RUN' position on the third attempt.


Air India officials say it has begun fleet-wide checks of fuel control switches.

The detailed statement from the aviation regulator explaining the sequences related to the Dreamliner came against the backdrop of concerns in certain quarters over the aircraft operating the flight despite the fuel control switch issue.

Air India has started inspection of the fuel control switches of its Boeing 787 fleet following the incident, sources have said.

Air India's senior vice-president for flight operations, Manish Uppal, has told Boeing 787 pilots that the airline has initiated a fleet-wide re-inspection of the aircraft's fuel control switches and the airline's engineering team has escalated the matter to Boeing for priority evaluation, according to sources.

"In the interim, while we await Boeing's response, our engineers - out of an abundance of caution - have initiated precautionary fleet-wide re-inspection of the Fuel Control Switch (FCS) latch to verify normal operations," he said in an email on Tuesday.

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THE INDIAN EXPRESS DELHI 4 FEBRUARY 2026

DGCA: AI plane flew after checks, no abnormal parameters seen

New Delhi: Aviation regulator DGCA on Tuesday said Air India's Boeing 787-8 Dreamliner, which faced fuel control switch glitch, took off from London on February 1 after the crew conducted a physical check of the switch and that no abnormal parameters were seen during start of the engine or thereafter.

The fuel control switch of the left engine of the aircraft, which operated the flight AI132 to Bengaluru with over 200 people on board, did not latch on the 'RUN' position twice during the engine start at Heathrow and on the third attempt, the switch was properly locked in the 'RUN' position.

The DGCA's detailed statement explaining the sequences also came against the backdrop of concerns in certain quarters on the plane operating the flight despite fuel control switch issue. **PTI**

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THE INDIAN EXPRESS DELHI 4 FEBRUARY 2026

SIX REMINDERS FROM ENVIRONMENT MINISTRY SINCE 2020

Arunachal sits on plantation proposal for Subansiri hydel project

Decision yet to be taken on avoiding hydro-peaking to allow elephants cross the river

Jay Mazoomdaar
New Delhi, February 3

Subansiri Lower hydel project on Arunachal-Assam border. NHPC

THE MUCH-delayed 250x8 MW Subansiri Lower hydel project at Gerukamukh on the Assam-Arunachal Pradesh border took 21 years since it was granted forest clearance in 2004 to commission the first of its eight units last December.

But after over two decades and six reminders from the Environment ministry, Arunachal Pradesh is yet to comply with a key condition of Subansiri's forest clearance: raise plantations on 31.83 sq km to compensate for the forest land lost to the project.

In its last reminder to Arunachal Pradesh on May 15, 2025, the Environment ministry said that "compensatory afforestation (CA) in lieu of the proposed diversion area is yet to be done even after more than 20 years despite repeated reminders," and sought the state's comment on how the project would be commissioned without complying with its clearance conditions.

Underlining that Arunachal Pradesh was yet to submit information on "the identification of compensatory afforestation sites, along with geo coordinates and KML files, justification for delay in carrying out CA, status of implementation till date and details of funds received" etc, the letter said the "matter has been been seriously noted" by the ministry.

That was the ministry's sixth reminder to the state which had not responded to its letters on the matter in October 2022, April 2022, December 2021, August 2020 and March 2020.

"A response is still awaited (from the state)," said a senior official of the ministry's north-eastern regional office in Guwahati. Requests for comment through email and phone calls did not elicit any response from Principal Chief Conservator of Forests and principal secretary, department of Forests and Environment, Arunachal Pradesh.

The ministry started sending out the periodic reminders to the state on its CA commitment soon after the Subansiri project resumed construction work following a prolonged stoppage between 2011 and 2019 due to local resistance in Assam and court cases over issues of dam safety and downstream ecological fallout. Clear felling of trees in the project's submergence area began in October 2021 and was completed by September 2023.

The commissioning process of Subansiri Lower commenced with three of its eight 250MW units going on mechanical run during October-November last year. Subsequently, these units were synchronised with the national grid on December 2, 2025, January 21 and 31. The second unit started commercial operation on February 1.

Meanwhile, in April 2023, the Standing Committee of the National Board for Wildlife (SC-NBWL) decided to commission a study by Wildlife Institute of India (WII) to "prepare a plan ensuring free passage of elephants" across the Subansiri river between Panir Reserved Forest in Arunachal Pradesh and Dulung Reserved Forest in Assam.

In its report submitted in January 2024, the WII said the project's hydro-peaking scenario — "a rise in water level by around 2 meters with a concomitant increase in the water velocity" — would resemble flash floods hitting the elephant corridor, which is "an extremely crucial link in maintaining the continuity of elephant habitats along the Himalayan foothills" in the region.

This flash flood-like peakings, the study warned, could "trigger behavioral avoidance" of the river corridor in two ways: by sweeping away or separating young elephants and calves from herds, and also by affecting the vegetation of the river islets that act as stepping-stones or mini-habitats to help elephant movement.

Therefore, the WII recommended that the project proponent NHPC "must restrain from hydropeaking operations until a multi-seasonal hydrological modelling study in relation to impacts on elephants and its habitat are carried out."

Two years on, no multi-seasonal study to determine the impact of the project's hydro-peaking on the elephant corridor has been commissioned yet.

According to the minutes of the SC-NBWL meeting held on January 30, 2024, expert member ecologist Dr Raman Sukumar underlined that the east-west corridor was the most important link between elephant populations on either side. "The report submitted by the WII... has brought out the issue of peaking which should not be allowed when the animals are crossing," he said. Asked if the Subansiri Lower project will refrain from hydropeaking operations until a multi-season study determines its impact on elephant movements, an NHPC official declined to comment.

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MINT DELHI 4 FEBRUARY 2026

₹22.68 cr

THE AMOUNT IndiGo paid in compensation and facilitation to passengers following major flight disruptions in December 2025.

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MINT DELHI 4 FEBRUARY 2026

DGCA rules out glitch in Air India Dreamliner jet

Asked airline to train pilots on processes to use the wide-bodied aircraft's fuel switches

Abhishek Law & Dipali Banka
NEW DELHI/MUMBAI

The Directorate General of Civil Aviation (DGCA) has concluded there was no glitch in the grounded Boeing Dreamliner, and asked Air India to train its pilots on using the fuel control switches in the wide-bodied aircraft.

In its statement on Tuesday, the regulator said the fuel switch issue reported on Air India Boeing 787-8 was not due to a mechanical fault, but due to incorrect handling. It has not directly blamed pilots or the crew in the report.

Air India grounded a London-Bengaluru Dreamliner after the pilot flagged likely defects with fuel control switches. The flight landed in Bengaluru Monday.

Fuel control switches are critical cockpit components used by pilots to manage fuel flow to aircraft engines. Any abnormality in it is treated as a safety-critical issue and requires immediate technical review by the airline and aircraft maker.

These switches were at the centre of last year's crash involving an Air India Dreamliner, which killed 260 people in Gujarat, triggering tight scrutiny.

"Both left and right switches were checked and found satisfactory... When full force was applied parallel to the base plate, the switch remained secure," the DGCA statement said. "However, applying external force in an incorrect direction caused the switch to move easily from run to cutoff due to the angular base plate allowing slip when pressed improperly with finger or thumb."

The DGCA said the airline had been "advised to circulate the Boeing recommended procedure for the operation of fuel cut off switch to its crew members".

Air India is yet to respond to the findings. Experts are not convinced with the DGCA's explanation. Sanjay Lazar, chief executive of Avialaz Consulting, an aviation consultancy said that the wording seems to suggest the switch movement was due to improper application of external force by the flight crew.

Mark D. Martin, aviation consultant and chief executive at Martin Consulting, said he thinks the DGCA downplayed the "gravity of the defects", and it should have ordered a check of all Boeing 787 fuel switches before giving a statement.

For an extended version of this story, go to livemint.com

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MINT DELHI 4 FEBRUARY 2026

IndiGo to build robust ops, processes

IndiGo is now back to operating more than 2,200 flights a day. BLOOMBERG

IndiGo will focus on strengthening operations and internal processes this year, following a severe system failure in December that laid bare the limits to the Indian budget carrier's rapid expansion.

"Building resilience in the system and making sure that the massive ops we have today, with 2,200 daily flights, is further solidified" will be a key priority for the airline this year, Chief Executive Officer Pieter Elbers said in an interview with Bloomberg TV at the Singapore Airshow on Tuesday.

Asia's largest low-cost carrier suffered an operational meltdown in the first week of December that forced it to cancel 2,500 flights in three days. The chaos prompted an intervention by India's aviation regulator alongside a fine, as management was singled out for blame in the disruption.

Elbers said the company has re-evaluated its systems as a result of the failure, though he didn't provide any concrete changes in operation that have followed from the episode.

IndiGo is now back to operating more than 2,200 flights a day carrying as many as 380,000 passengers. BLOOMBERG

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MILLENNIUM POST DELHI 4 FEBRUARY 2026

AI 787 FUEL SWITCH ISSUE

Incorrect procedure may have led to issue; DGCA to look at other aspects

MPOST BUREAU

NEW DELHI/MUMBAI: Aviation regulator has indicated that crew handling, rather than a technical defect, lay at the heart of a fuel control switch issue on an Air India Boeing 787-8 Dreamliner, even as it widens its scrutiny of the episode and the airline steps up fleet checks.

Following an initial review, the Directorate General of Civil Aviation (DGCA) has conveyed to Air India that "apparently correct procedure" was not followed while operating the fuel control switch on aircraft VT-ANX, and has directed the carrier to ensure strict adherence to Boeing-prescribed protocols by its pilots, sources said.

The incident occurred on February 1 during engine start at Continued on P4

DGCA to look

London Heathrow before flight AI132 to Bengaluru. According to the DGCA, crew members twice observed that the left engine fuel control switch did not remain firmly latched in the "RUN" position when light vertical pressure was applied. "On the third attempt, the switch latched correctly in 'RUN' and subsequently remained stable," the regulator said, adding that the crew physically verified the latch before proceeding. The aircraft took off the same day and landed in Bengaluru on February 2 with more than 200 passengers aboard. No abnormal engine readings or warnings were recorded during the journey, and the flight concluded "without incident," the DGCA noted.

Despite this, the aircraft was grounded in Bengaluru, and Air India plans to send the concerned fuel control switch module to the original equipment manufacturer for further examination. The DGCA is also expected to assess whether the aircraft should have been grounded at Heathrow itself instead of operating to India.

Two senior pilots, speaking anonymously, said that the aircraft should not have flown from London and suggested that operational pressure may have influenced the decision. Air India has not commented on these claims. The pilots who operated the flight have since been derostered while investigations continue.

Separately, Air India has begun inspecting fuel control switches across its entire Boeing 787 fleet of 33 aircraft, comprising 26 787-8s and seven 787-9s. Sources said nearly half the fleet has been checked so far, with no problems detected. The module on VT-ANX, installed in 2024, has logged 3,440 operational hours out of a total life of 20,000 hours.

Engineering checks carried out in line with Boeing guidance found both left and right switches satisfactory, with the locking tooth fully seated. The DGCA said the switch stayed secure when force was applied parallel to its base plate, but could move from "RUN" to "CUT OFF" if pressed at an incorrect angle.

The regulator has also advised Air India to circulate Boeing's standard procedure for operating the fuel "CUT OFF" switch to all its crew, following a video that it said demonstrated an incorrect method. The focus on this switch has intensified after last June's fatal crash of an Air India Boeing 787-8 that killed 260 people, where a preliminary probe pointed to fuel supply being cut off shortly after take-off.

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MILLENNIUM POST KOLKATA 3 FEBRUARY 2026

Cooch Behar-Kolkata flight service suspended after all assurances fall flat

SHASHIKESH ROY

COOCH BEHAR: After a series of unfulfilled assurances, the Cooch Behar-Kolkata flight service has been suspended, dealing a blow to air connectivity in North Bengal. Indian One Air, the operator of the route, officially discontinued the nine-seater service on Friday, following its earlier announcement that flights would cease after January 31.

Despite repeated assurances from both the Trinamool Congress and the BJP, the service remained largely defunct in January, with the aircraft landing only once during the month. None of the political assurances translated into concrete action, leaving residents of Cooch Behar disappointed and frustrated. Rajya Sabha MP and BJP state president Samik Bhattacharya visited the Cooch Behar airport and inspected the facilities. After the visit, he assured that he would take up the matter with the concerned Union ministry to facilitate the continuation of flight services from the airport.

Subhashish Pal, the officer in charge of Cooch Behar airport, confirmed that Indian One Air had formally informed the authorities about its inability to operate beyond January 31. "Since the airline arbitrarily discontinued the service, they have been asked to vacate the airport premises. The process has already begun," he said. Pal added that although preliminary discussions were held with an airline based in Noida, no confirmation has been received yet regarding an inspection visit or commencement of operations.

Reacting to the suspension, North Bengal Development Minister Udayan Guha said he would refrain from commenting until the reasons behind the airline's decision were clearly known.

The Cooch Behar-Kolkata flight service was launched on February 21, 2023, and had generated significant demand among passengers. Its suspension, particularly ahead of the Assembly elections, has sparked discontent among local residents. Meanwhile, both the Trinamool Congress and the BJP have reiterated that efforts are underway to restore the air service.

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NAVBHARAT TIMES DELHI 4 FEBRUARY 2026

पायलट की शिकायत के बाद ग्राउंड किया गया था प्लेन

एयर इंडिया प्लेन के दोनों फ्यूल स्विच सही पाए गए: DGCA

Maneesh.Aggarwal
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■ **नई दिल्ली :** एयर इंडिया की लंदन से बेंगलुरु वाली फ्लाइट एआई-132 के लिए बोइंग के जिस ड्रीमलाइनर बी-787-8 हवाई जहाज के एक फ्यूल कंट्रोल स्विच में पायलट ने खराबी आने की शिकायत दर्ज की थी। उस फ्लाइट को पायलट उस फ्लाइट को लंदन से बेंगलुरु तक करीब 9:30 घंटे तक डर के साए में लंदन से बेंगलुरु तक लाए थे। प्लेन के एक लेफ्ट फ्यूल कंट्रोल स्विच रन से कटऑफ मोड में दो बार फिसलने की शिकायत लंदन में फ्लाइट के टेक ऑफ से पहले ही सामने आ गई थी। इसके बावजूद पायलट ने प्लेन के साथ बेंगलुरु तक की उड़ान भरी।

इस दौरान पायलट ने प्लेन के फ्यूल कंट्रोल स्विच को अनावश्यक रूप से एक बार भी टच नहीं किया। साथ ही वह नौ घंटे से भी अधिक की इस उड़ान में पूरे रास्ते हवाई जहाज के सिस्टम पर भी अपनी नजरें गढ़ाए रहा कि हवाई जहाज का कोई भी इमरजेंसी सिस्टम कोई अलार्म तो जनरेट नहीं कर रहा है। सूत्रों का कहना है कि जब पायलट को समस्या का पता लंदन में ही चल गया था, तो वह 230 से अधिक यात्री और करीब 15 पायलट और क्रू मेंबर के साथ जोखिम भरी उड़ान भरकर भारत तक क्यों लाया?

मुंबई एयरपोर्ट पर मंगलवार रात एयर इंडिया के प्लेन की विंग से इंडिगो का प्लेन टकरा गया। DGCA ने संज्ञान लिया।

'प्लेन में दोनों नए स्विच लगाए जाएंगे'

डीजीसीए ने दावा किया है कि प्लेन के दोनों स्विच की जांच करने पर यह ठीक पाए गए हैं। जांच में इनका लॉकिंग टूथ (locking tooth/pawl) पूरी तरह से अपनी जगह पर था और 'RUN' से 'CUTOFF' की ओर नहीं फिसल रहा था। लेकिन इसके बावजूद सूत्रों का कहना है कि बोइंग B787-8 प्लेन (VT-ANX) के स्विच को बदला जाएगा। बेंगलुरू में ग्राउंड किए गए इस प्लेन में दोनों नए स्विच लगाए जाएंगे।

पायलट को स्विच का नहीं पता था?

एयर इंडिया को यह सलाह दी गई कि वह अपने पायलट टीम के बीच 'फ्यूल कट ऑफ' स्विच का इस्तेमाल करने के लिए बोइंग द्वारा बताई गई प्रक्रिया वाली एसओपी का पालन करे। अगर पायलट गलत तरीके से फ्यूल स्विच को ऑन-ऑफ करेंगे तो उसमें दिक्कत आ सकती है। ऐसे में सूत्रों का कहना है कि तो क्या बोइंग के इस प्लेन को उड़ाने वाले पायलटों को इसके फ्यूल कंट्रोल स्विच को ठीक से इस्तेमाल करना नहीं आता था?

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THE PIONEER DELHI 4 FEBRUARY 2026

Dreamliner fuel switch glitch resolved: DGCA

PIONEER NEWS SERVICE
New Delhi

The Directorate General of Civil Aviation (DGCA) on Tuesday said Air India's Boeing 787-8 Dreamliner, which experienced a fuel control switch glitch, safely took off from London on February 1 after a physical check confirmed the switch was secure.The left engine's fuel control switch on flight AI132 to Bengaluru failed to latch in the "RUN" position twice during engine start at London Heathrow. On the third attempt, it locked correctly, and the crew verified it physically before continuing. DGCA said no abnormal engine parameters, warnings, or system messages were recorded during start or the flight, which carried over 200 passengers and landed without incident.Following the incident, Air India's engineering team, following Boeing-recommended checks, found both left and right fuel control switches functional. They noted that applying force in the wrong direction could move the switch from "RUN" to "CUT OFF," but under normal operation, it remained secure. DGCA officers oversaw pull-to-unlock tests, all of which were within limits.An Air India pilot reported the defect after landing in Bengaluru, prompting the airline to ground the aircraft for inspection. The regulator also advised Air India to circulate Boeing's recommended procedure for operating the fuel "CUT OFF" switch, following a video showing incorrect handling by crew.The functioning of the fuel control switch is under close scrutiny after last June's Air India Dreamliner crash, which killed 260 people. Preliminary findings suggested fuel supply was cut off soon after take-off.

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PUNJAB KESARI DELHI 4 FEBRUARY 2026

एयर इंडिया के बोइंग विमान का ईंधन स्विच 2024 में ही बदला गया था

नई दिल्ली, (पंजाब केसरी): एयर इंडिया ने अपने बोइंग विमान ड्रीमलाइनर वीटी-एएनएक्स के ईंधन नियंत्रण स्विच में गड़बड़ी पाए जाने के बाद इसे मूल उपकरण विनिर्माता को जांच के लिए भेजने का निर्णय लिया है। सूत्रों ने मंगलवार को यह जानकारी दी। सूत्रों के मुताबिक, प्रभावित स्विच मॉड्यूल का उड़ान के दौरान सिर्फ 3,440 घंटे इस्तेमाल हुआ था और इसे 2024 में ही संबंधित विमान में लगाया गया था। आमतौर पर ईंधन नियंत्रण स्विच की कुल जीवन अवधि 20,000 घंटे होती है। हालांकि, इस बारे में टाटा समूह के नियंत्रण वाली एयरलाइन की तरफ से कोई टिप्पणी नहीं की गई

है। यह घटना एक फरवरी को लंदन हीथ्रो हवाई अड्डे से बेंगलुरु के लिए उड़ान भरते समय हुई थी। उस समय पायलट ने गौर किया कि स्विच 'रन' स्थिति में भी पूरी तरह लॉक नहीं हो रहा था। तीसरे प्रयास में जाकर स्विच सही ढंग से लॉक हो पाया था जिसके बाद उड़ान सुरक्षित रूप से पूरी हुई। विमानन नियामक डीजीसीए ने कहा कि इंजन चालू करते समय या उसके बाद कभी भी इंजन में कोई असामान्य संकेत, चेतावनी या प्रणालीगत संदेश नहीं आया और पायलट ने स्विच के अनावश्यक संपर्क से बचते हुए उसकी निगरानी जारी रखी। ईंधन नियंत्रण स्विच में 'रन' और 'कट ऑफ' का उपयोग क्रमश: इंजन चालू करने और बंद करने के लिए किया जाता है। इस घटना के बाद एयर इंडिया ने अपने सभी 33 बोइंग-787 विमानों में ईंधन नियंत्रण स्विच की जांच शुरू कर दी है। अब तक बेड़े के आधे विमान की जांच पूरी हो चुकी है और कोई समस्या सामने नहीं आई है। ईंधन स्विच के कामकाज पर ध्यान पिछले साल जून में एयर इंडिया के विमान दुर्घटना के बाद बढ़ गया है।

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THE TELEGRAPH KOLKATA 3 FEBRUARY 2026

AI aircraft grounded after fuel switch alert

AMIYA KUMAR KUSHWAHA

New Delhi: Air India on Monday grounded a Boeing 787-8 after a pilot reported a possible defect with the plane's fuel control switch.

"We are aware that one of our pilots has reported a possible defect on the fuel control switch of a Boeing 787-8 aircraft. After receiving this initial information, we have grounded the aircraft and are involving the original equipment manufacturer (OEM) to get the pilot's concerns checked on a priority basis," an Air India spokesperson said.

Sources said the aircraft operated the flight AI132 from London to Bengaluru and landed at the Bengaluru airport with more than 200 people on board.

It could not be immediately ascertained at what stage of the flight the pilot noticed the possible malfunctioning of the switch.

The functioning of the fuel control switch came into focus after the crash of Air India's Boeing 787-8 Dreamliner in Ahmedabad that killed 260 people in June last year. A preliminary probe report had said that the fuel control switch transitioned from "run" to "cutoff" position soon after the plane took off. The report also mentioned confusion among the pilots about who did it.

The Air India spokesperson said the Directorate General of Civil Aviation (DGCA) had been informed about the latest development.

"Air India had checked the fuel control switches on all Boeing 787 aircraft in its fleet after a directive from the DGCA, and had found no issues," the spokesperson said, adding that the safety of passengers and crew remained top priority.

The Federation of Indian Pilots (FIP) on Monday reiterated its demand that all B-787s be grounded and their electrical systems checked. "We have also gone on record in media and written mails and letters to the ministry of civil aviation and the DGCA that the fuel control switch must have moved automatically due to an electrical malfunction," the FIP said.

It recalled a 2019 incident where a Boeing 787-8 belonging to All Nippon Airways experienced a dual-engine shutdown upon landing at Osaka Itami Airport.

THE TELEGRAPH KOLKATA 3 FEBRUARY 2026

₹32,000 spent, IndiGo refunds ₹10,700

SANJAY MANDAL

Calcutta: IndiGo said it had paid refunds to all fliers affected by the spate of cancellations in early December, but several passengers alleged that the amounts refunded covered only a fraction of what they ultimately spent to reach their destinations. Others said they received no compensation at all, despite the airline's assurances.

Some passengers also complained that refunds were issued after deductions, including a "convenience fee".

One passenger said the airline deducted ₹499 as a convenience fee while processing the refund. "Convenience fee for a load of inconvenience," she said.

Speaking at Wings India 2026, a civil aviation summit in Hyderabad last week, IndiGo chief executive officer Pieter Elbers said the airline had paid refunds to all eligible passengers, though he did not specify how many had received the money.

Hundreds of thousands of IndiGo passengers were affected across India when the airline cancelled around 4,500 flights between December 2 and 9. Thousands also reported that their checked-in baggage was not delivered upon arrival at their destinations.

Elbers, however, said the disruption lasted only three days — December 3, 4 and 5.

"Between December 3, 4 and 5, December 4 was the day which had the most customer impact," Elbers said. "We were then focused on the immediate issue — dealing with customer grievances, as people got stranded at different locations and we had to get everyone back. Then, the focus shifted... to refunds. All the refunds were done."

Fraction returned

Kuri Sen Chaudhuri, 59, who was holidaying in Goa with friends, was stranded after her IndiGo flight to Calcutta on December 4 was cancelled. The next day, she travelled overnight by bus to Mumbai and flew to Calcutta on December 6, paying ₹40,000 for a single seat.

"IndiGo has refunded ₹15,000 — the fare for the cancelled flight. But what about the money I spent on the bus, taxis and the air ticket, and the harassment?" Sen Chaudhuri asked on Monday. She spent ₹1,000 on the bus from Goa to Mumbai and ₹40,000 on the Mumbai-Calcutta flight.

Bengaluru resident Rumni Mazumdar, who had travelled to Calcutta to visit relatives, was booked on an IndiGo flight back on December 4 that was

Passengers crowd around the IndiGo counter at the Calcutta airport during the crisis in early December

cancelled. Her ticket had cost ₹6,200.

"The airline refunded ₹5,700 within 10 days of the cancellation, but deducted ₹499 as a 'convenience fee'," Mazumdar said on Monday. "When I asked why they were charging a convenience fee for the inconvenience caused, they said it was as per civil aviation rules."

On January 20, she received another ₹5,000 from IndiGo as compensation.

Mazumdar said she was first rebooked on a December 5 flight scheduled for 3.15pm, which was also cancelled after she had collected her boarding pass. She finally booked an Air India Express ticket for December 8 at ₹26,000.

"In all, I spent more than ₹32,000, but got back only ₹10,700," she said.

No compensation

Some passengers alleged that they did not receive any compensation at all.

Chartered accountant Aryan Sharma was stranded in Bhubaneswar while trying to return to Mumbai, where he works, on December 5. He was recently informed by IndiGo that he was not eligible for compensation.

"The flight was cancelled and they offered another the next day via Raipur. But IndiGo staff told my son that there was no guarantee the connecting flight from Raipur to Mumbai would operate," said his father Arun Sharma, a resident of Kankurgachi, on Monday.

Aryan travelled to Calcutta by train and stayed here for five days before returning to Mumbai. "His salary was deducted. The airline refunded the ticket fare but declined to pay compensation," Arun said.

"Was it my son's fault that he did not take the flight to Raipur when even the airline could not guarantee the connecting flight?" he asked.

Kabish Agarwal, a businessman from Calcutta, was stranded for two days during a family trip to Jaipur for a wedding. He was travelling with his wife Esha and daughters Krisha and Anaya.

Kabish had purchased four tickets on an IndiGo flight from Jaipur to Calcutta scheduled for December 5 at ₹11,000 each. After repeated cancellations, he was routed via Delhi.

"I spent around ₹40,000 on hotels in Jaipur and Delhi," Kabish said. IndiGo eventually provided return tickets from Delhi on December 8.

Kabish said he applied twice for a compensation voucher of ₹10,000 through his travel agent, but the airline declined his request.

Beyond December 5

Anjani Dhanuka, chairman of the eastern region of the Travel Agents Association of India (TAAI), said IndiGo has issued compensation vouchers of ₹5,000 and ₹10,000 to passengers whose flights were cancelled between December 3 and 5. "But flights were cancelled till December 10," Dhanuka said.

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THE TIMES OF INDIA MUMBAI 3 FEBRUARY 2026

Charter flying's convenience, speed, flexibility may come at a safety cost

Manju.V@timesofindia.com

Mumbai: India's charter aviation sector has grown steadily, filling a crucial gap left by airlines by connecting smaller towns and airports. Though passengers pay a premium for flexible timings and access, industry insiders say safety compliance across non-scheduled operators (NSOPs) is uneven and often weaker than airline standards.

With an estimated 300-350 aircraft, the charter industry operates in a less institutionalised environment, where implementation of pilots' flight duty time limits, maintenance standards and weather-related decision-making vary widely between operators. Gleaming aircraft interiors isn't a comment on the operator's safety culture or regulatory track record, and passengers have no way to find out compliance levels, say experts.

Charter flying offers speed, flexibility and access to places far beyond an airline's scheduled network, making it the fastest way to reach remote destinations. But this convenience — the very core that defines charter operations — exposes a fundamental difference in how safety is prioritised. Unlike in airline operations, decisions on whether to operate or land are often taken closer to the cockpit, where passenger urgency can weigh heavily, sometimes pushing safety to the second place. "Non-scheduled flights carry high-net-worth passengers with a fixed objective, an event, a meeting, a function. That creates immense pressure on pilots to land at the intended destination at all costs, even when diversion would be the safer option," said Capt Manoj Hathi, former senior flight operations inspector at the Directorate General of Civil Aviation (DGCA).

Capt R K Bali of the Business Aircraft Operators Association said India's non-scheduled aircraft operators have a fleet of about 300 aircraft. "The need of the hour is a pre-flight open, clear communication between pilot and the passenger. The pilot should carry out an objective assessment of the risk involved for a given flight and brief the passenger especially when flying into a small uncontrolled airport with no landing aids in marginal weather conditions. The pilot should be under no duress from anyone to make the landing, because ultimately the buck stops at the pilot".

But that is often not the case. A senior pilot spoke about the pressure the crew comes under. "When a politician travels by road, traffic is stopped, junctions sealed and inconvenience is imposed on everyone else in the name of the VIP safety. When the same politician travels by air, the inconvenience quietly shifts to rest solely on the pilot. A chartered aircraft is expected to get in and get out, often to small airfields and on tight timelines because a meeting, a rally or a public appearance cannot be missed."

Then there are other aspects that influence the safety standards in charter aircraft operations. Unlike scheduled airlines, where pilot flight duty time limitations are tightly monitored and crew can be replaced at short notice, charter operations operate with limited manpower. "There is an expectation that you should be able to fly whenever you want. Passengers are frequently late, and replacement crew are rarely available except at the main base," said Capt Hathi. Irregular schedules also impact pilot proficiency. Charter pilots often lack the consistency that airline crew benefit from, affecting skill retention and operational discipline. The sector also struggles to retain experienced flight crew. "Many first officers and captains see charter flying as a steppingstone to airlines. Attrition is high. Many captains are older, retired from airlines, or were not selected elsewhere," said an operator.

Capt Hathi said, "Training infrastructure is another weak point. Most non-scheduled operators do not have dedicated training departments comparable to airlines, largely due to cost constraints. Refresher training and procedural updates are often left to self-study. The problem is compounded when operators maintain multiple aircraft types within small fleets, making standardisation of procedures difficult."

Short-notice flights such as medical evacuations add another layer of complexity. "There is often insufficient time for proper briefing or preparation," said a source. Compounding this, pilots in charter operations are responsible for tasks that airlines distribute across multiple departments. Flight preparation, loading calculations, technical documentation and coordination are often handled solely by pilots, meaning their effective duty begins hours before the recorded reporting time. These factors create a system where compliance depends heavily on individual operators and pilots rather than institutional safeguards as is the case with airlines.

PARLIAMENTARY PANEL FLAGGED AVIATION SAFETY CONCERNS

WARNING ON CHARTER & PRIVATE FLIGHTS

In the backdrop of the plane accident that killed Dy CM Ajit Pawar, a parliamentary standing committee has warned of safety gaps in private and charter aircraft operations, highlighting weak oversight and maintenance issues, and has mandated risk assessment protocols for these flights

Overall, the recommendations emphasised proactive safety management, tighter regulatory enforcement and infrastructure upgrades to ensure aviation growth does not outpace safety preparedness

PAST ACCIDENTS HIGHLIGHT RISKS

Sep 2009 | A Bell 430 chartered helicopter crashed into hilly terrain in poor weather killing then AP CM YSR Reddy. The probe highlighted familiar charter-sector risk themes: marginal weather, hilly terrain and pressure to reach destination

Sep 2007 | A Vulcanair P68C aircraft took off for Cochin from Bangalore. Soon after, the pilot informed ATC of a technical problem. The aircraft crashed, killing all four on board. The probe revealed the probable cause of the accident to be refuelling the aircraft with wrong fuel

ITS RECOMMENDATION

The committee recommended a series of operational, regulatory and infrastructure measures to strengthen aviation safety in the charter sector:

Operations & regulation:

- Introducing system redundancy norms
- Stricter penalties for violations
- Improving accident investigation timelines and transparency

Training & oversight:

- Upgrading pilot training standards, including greater use of simulators
- Mandatory risk assessment protocols for charter flights
- Need for DGCA to strengthen technical manpower and surveillance capacity to improve oversight

Infrastructure:

Need to upgrade facilities at smaller airports, including enhanced navigation aids, safety systems, and emergency response capabilities, to match growing traffic

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THE TIMES OF INDIA MUMBAI 3 FEBRUARY 2026

AI flyers land in Delhi, 40 bags left in Mumbai

Mumbai: Passengers of a Mumbai-Delhi Air India flight were left frustrated on Monday afternoon after learning that an entire cargo container had failed to make the trip. The flight, which touched down at Indira Gandhi International Airport-Delhi at 3.08pm, arrived with around 40 checked bags missing from its hold.

The flight, AI 2677, departed Mumbai at 1.26pm, about 20 minutes behind schedule, but it made up for the delay and landed five minutes ahead of time. But the passengers' delight over the early landing was short lived as many learned at the baggage carousel that their check-in bags hadn't arrived on the flight. "We were informed upon arrival that our luggage remained at Mumbai airport. Airline officials attributed the oversight to unforeseen technical issues, although they offered few specifics regarding the nature of the glitch," said a passenger.

Air India did not comment on the issue. TNN

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THE TIMES OF INDIA DELHI 4 FEBRUARY 2026

9-hour fog blanket delays 500 flights

New Delhi: The city saw dense fog on Tuesday for around nine hours, with visibility dipping to 50 metres. This impacted both flight and rail operations, with over 500 flights delayed through the day.

The India Meteorological Department said fog intensity is likely to reduce in the coming days, but a fresh western disturbance is expected to influence the region from Feb 5, raising surface wind speeds.

The minimum temperature stood at 9.4°C, one degree above normal. It was 10.4°C on Monday. Fog gave way to bright sunshine around 10am, making for a comparatively warm day in relation to Monday. The maximum temperature was 17.5°C on Monday, five degrees below normal for this time of the year. It is forecast to remain between 21-23°C till Friday. TNN

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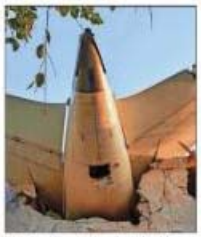
THE TIMES OF INDIA DELHI 4 FEBRUARY 2026

Grounded 787's fuel control switch lock satisfactory: Govt

Tech Glitch Hits Another AI Boeing, In Dubai

TIMES NEWS NETWORK



The fuel control switch locking mechanism has been at the centre of the investigation into the June 12 Ahmedabad crash

Mumbai: Checks carried out on the Air India Boeing 787 Dreamliner grounded in Bengaluru found its fuel control switch lock to be satisfactory, said the ministry of civil aviation on Tuesday, even as another AI Dreamliner was grounded over technical reasons, this time in Dubai.

The latest grounding involved B787 (VT-ANN) scheduled to operate an 8.40pm departure from Dubai to Delhi, flight AIC 916, on Feb 2. The aircraft took off on Feb 3 at 5.30pm. It was grounded due to what has been described as a "technical reason". It is not yet known whether the issue involves a fuel switch lock-related problem. Air India did not comment.

The first grounding occurred on Feb 1 after a malfunction was registered by the crew of B787 (VT-ANX) during engine start to operate flight AI-132 from London to Bengaluru. The incident was critical as the fuel control switch locking mechanism has been at the centre of the investigation into the June 12 Air India Ahmedabad crash.

Referring to the London incident, the ministry said the crew observed on two occasions that the left engine fuel control switch did not remain positively latched in the "RUN" position when light vertical pressure was applied. On a subsequent attempt, the switch latched correctly and remained stable and the crew went on to operate the flight in Bengaluru.

In Bengaluru, during the check, "both left and right switches were checked and found satisfactory, with the locking tooth fully seated and not slipping from RUN to CUTOFF," the ministry said. "When full force was applied parallel to the base plate, the switch remained secure. However, applying external force in an incorrect direction caused the switch to move easily from RUN to CUTOFF, due to the angular base plate allowing slip when pressed improperly with finger or thumb," it added. AI as been advised to circulate Boeing's recommended procedures for the operation of the fuel cut-off switch to its flight crew, it said.

Air safety expert Capt Amit Singh pointed out that even if force is applied in the incorrect direction, the switch should not move unless it is lifted.

The ministry statement also said based on Boeing's communication, the pull-to-unlock force was checked on the fuel control switch using the recommended procedure on the involved fuel cut off switch, the fuel control unit to be installed and fuel cut off switch of another aircraft. In all cases the pull-to-unlock force was found within limits.

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THE TIMES OF INDIA DELHI 4 FEBRUARY 2026

Boeing & AI, Give Us Some Plane Truths Please

Months after the horrific Ahmedabad crash, the fuel control switch issue has shown up in another AI Boeing. It's essential that the pilot's report be treated, this time, not with suspicion but rigorous follow-up

Amit Singh

FORMER Chief of Safety, Air Asia & Chief of Training, IndiGo

Aviation runs on an unwritten covenant. Each passenger boarding an aircraft hands over something priceless: trust. They trust the manufacturer, the airline, and the regulator meant to stand as the public's independent guardian. This is the glue allowing millions to fly without fear.

That is why Air India's recent precautionary grounding of a Boeing 787, after a pilot reported a possible fuel control switch issue, matters beyond one aircraft. The event may be minor. But it reveals how aviation responds when something "rare" steps forward.

The public cannot see risk. Passengers sit unaware of technical debates. Pilots can face confusing symptoms first, expected to interpret and land safely while uncertain of the cause. In that gap, duty of care is non-negotiable. The industry must replace "extremely unlikely" with a disciplined habit of asking, "What if?" This is not paranoia. It is humility, the kind safety demands. History shows events judged "virtually impossible" appear when conditions align unexpectedly.

The Boeing 737 MAX crisis offered a painful lesson: when design assumptions, training, and real cockpit workload misalign, people die. The tragedy was not only mechanical but institutional, about how warnings are weighed and how "low probability" quiets uncomfortable questions.

Boeing's history shows that airlines and pilots have faced surprise events, even when assured of their improbability. The lesson is not that aviation is unsafe, but that certainty is often the first thing safety must distrust.

In India, these questions cut deeper, living in the shadow of the 2025 Air India Dreamliner crash near Ahmedabad. Investigators found that both engine fuel cutoff switches had moved inexplicably. The public heard a chilling message: a critical outcome occurred, but the "why" was unclear. In such a context, any switch-related concern draws attention. People want assurance that learning outpaces risk.

This is where the moral dimension matters. The public "owns" the regulations in a democracy. We delegate authority to regulators so safety oversight is not left to market forces. That delegation is a solemn trust. Regulators must ask the hard questions, demand the evidence, and resist unseen pressures.

If regulators rely too heavily on manufacturer assurances, oversight becomes a loop of mutual comfort, not independent challenge. That is not an accusation against individuals, but a warning about systemic drift – how systems slide towards convenience while appearing compliant on paper. Compliance is not the same as safety. The duty of care must be stated plainly.

Airlines must treat pilot reports as a gift. The first response should be gratitude and rigorous follow-through, not suspicion. Safety is learning across the fleet and building a culture where speaking up is rewarded.

Manufacturers must treat field data as their most valuable feedback. When patterns don't fit the story, defensiveness is a hazard. The responsible posture is transparency, urgency, and clear mitigation. A safety bulletin should read like a moral document designed to protect people, not a legal one to protect reputation.

Regulators must remain fiercely independent. Their job is not to manage headlines but to interrupt risk before risk interrupts lives. If uncertainty exists, they must insist on clarity – quickly.

This brings us to the tension between purpose and profit. Peter Drucker warned that profit is necessary for survival, but not the purpose; chasing it as the highest goal is dangerous. Aviation exists to move people safely. Profit should support that mission, not quietly reshape it. When upgrades become negotiable or safety messaging becomes reputation management, the covenant cracks.

Adam Smith's reminder that sellers are not driven by benevolence was realistic. It is exactly why public oversight exists. Markets do not automatically protect the weakest party: the passenger who cannot inspect the aircraft or audit the data. Which leads to the question citizens ask after an accident: Where is moral responsibility?

After tragedies, the public often hears a fog of careful phrases: "reviews," "process," "working closely". These words are legally safe but emotionally barren. Grieving families want to see that human life has pierced the corporate armour. They want leaders who say: We understand the weight. We will not hide behind probability. We will change what must be changed.

Moral responsibility does not mean declaring guilt before an investigation ends. It means declaring values while it proceeds: openness, urgency, and the willingness to be uncomfortable in public.

The way forward is demanding. We must build humane systems for fallible humans, systems that reward transparency, punish obfuscation, and treat every anomaly report as precious data. Pilots cannot decode mysteries at 35,000 feet. Passengers cannot be the last to know a risk existed. Regulators cannot drift into facilitators of convenience.

Aviation's covenant of trust is not self-renewing. It is renewed, or weakened, by everyday choices: what gets disclosed, how quickly fixes are made, what gets prioritised when money and schedule push back. In the end, safety is not a certificate on a wall. It is a daily moral duty. The only measure that matters: when confronted with uncertainty, did we choose humility, transparency, and human life – or did we choose comfort?

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THE TRIBUNE DELHI 4 FEBRUARY 2026

Air India to replace faulty fuel switch, send part to Boeing for inspection

SHEKHAR SINGH
TRIBUNE NEWS SERVICE

NEW DELHI, FEBRUARY 3

Air India will replace and send the impacted fuel control switch (FCS) module from its Boeing 787 aircraft operating flight AI132 to Boeing for a detailed inspection, even as fresh disclosures show the component had completed less than 20 per cent of its certified service life, sources said on Tuesday, adding that over half of Air India's 787 fleet had been inspected and nothing suspicious was found.

The sources said the component in question had logged only 3,440 hours against a total certified life of 20,000 hours when the defect was reported. "The issue is with a specific component, not the aircraft. The component will be changed on the aircraft and sent to the OEM for further checks," they said.

The development comes a day after Air India grounded the aircraft and reported the matter to the Directorate General of Civil Aviation (DGCA), following concerns flagged by a pilot over the fuel control switch, a critical engine control, on a Boeing 787 operating the London-Bengaluru sector. In an internal memo to pilots operating Boeing 787 aircraft, Air India's senior vice-president for flight operations Manish Uppal said they had

CONTINUED ON PAGE 6

AI132 scare: Component used less than 20% of life

WINGTIPS COLLIDE

- Two Airbus A320 aircraft of Air India and IndiGo made wingtip contact while taxiing at the Mumbai airport Tuesday
- The incident involved AI2732 taxiing from C1 and an arriving IndiGo A320 joining B1 taxiway. Later, both planes returned to bays for inspection

Air India to...

escalated the matter to Boeing for "priority evaluation" and had initiated precautionary fleet-wide re-inspection of the fuel control switch latch.

"In the interim, while we await Boeing's response, our engineers — out of abundance of caution — have initiated precautionary fleet-wide re-inspection of the fuel control switch (FCS) latch to verify normal operations. To date, no adverse findings have been reported on the aircraft for which this re-inspection is completed," Uppal said, according to the memo accessed by *The Tribune*.