



Corporate Communications Directorate

THE HINDU

CHENNAI

13 AUGUST 2026

IndiGo plane makes emergency landing at Chennai airport after engine failure

The Hindu Bureau
CHENNAI

An IndiGo flight from Kolkata to Chennai made an emergency landing at the Chennai airport on Tuesday night, as one engine of the aircraft was found to be inoperative.

The flight from Kolkata with 224 passengers departed at 9.20 p.m. on Tuesday and was scheduled to arrive in Chennai at 11.30 p.m., according to a statement from the Airports Authority of India



The IndiGo aircraft is currently undergoing necessary checks.
REPRESENTATIONAL IMAGE

(AAI). But before landing, the pilot informed the Air Traffic Control (ATC) at the Chennai airport that the

left engine of the aircraft was inoperative and at 11.29 p.m., a full emergency was declared, AAI said.

Full emergency

"Following the declaration of the full emergency, the necessary emergency response arrangements were initiated to facilitate the safe arrival of the aircraft," the statement said. At 11.37 p.m., the aircraft landed safely at the Chennai airport.

IndiGo, in a statement said: "IndiGo flight 6E 723,

operating from Kolkata to Chennai on August 11, 2026, experienced a technical snag shortly before landing in Chennai. Following standard operating procedures, all relevant authorities were immediately informed and the pilots made a priority landing at the Chennai International Airport."

The aircraft is currently undergoing necessary checks and maintenance and will resume operations after relevant clearances, the airline said.



Corporate Communications Directorate

AMAR UJALA

DELHI

14 AUGUST 2026

नोएडा एयरपोर्ट पर मिट्टी और मलबे को रोकने की होगी व्यवस्था

यमुना सिटी। नोएडा इंटरनेशनल एयरपोर्ट के ड्रेनेज सिस्टम को बेहतर किया जाएगा, जिससे भारी बारिश के दौरान पानी तेजी से बाहर निकल जाएगा। अब तकनीकी टीम ऐसी व्यवस्था कर रही है कि बारिश के दौरान बहकर आने वाला पानी और इसके साथ आने वाली मिट्टी व मलबे को पहले ही रोक लिया जाए। ड्रेनेज सिस्टम की व्यवस्था होने के बाद भविष्य में यह दिक्कत दोबारा नहीं आएगी। इससे परिसर के अंदर दोबारा जलभराव की समस्या नहीं आएगी। दरअसल एयरपोर्ट में पानी भरने के बाद तकनीकी टीम पूरे परिसर का निरीक्षण कर रही है और ड्रेनेज सिस्टम को तैयार किया जा रहा है। जेवर क्षेत्र में मंगलवार को हुई मूसलाधार बारिश के बाद एयरपोर्ट के टर्मिनल और टैक्सी स्टैंड को जोड़ने वाले अंडर ग्राउंड संपर्क मार्ग पर जलभराव हो गया था। बारिश का पानी भरने के बाद लोगों ने इसके वीडियो बनाकर सोशल मीडिया पर शेयर कर दिए थे और इस पर राजनीति शुरू हो गई थी। हालांकि एयरपोर्ट कर्मचारियों ने आधे घंटे के अंदर ही स्थिति को सामान्य कर दिया था और बारिश का पानी बाहर निकाल दिया था। अब दोबारा इस तरह की समस्या एयरपोर्ट के अंदर न आए, इसके लिए प्रबंधन की ओर से व्यवस्थाओं को दुरुस्त किया जा रहा है।

Corporate Communications Directorate

DAINIK JAGRAN

DELHI

14 AUGUST 2026

नोएडा एयरपोर्ट की लैंडस्केपिंग में होगा बदलाव

जगरण संवाददाता, ग्रेटर नोएडा : नोएडा इंटरनेशनल एयरपोर्ट के फोर कोर्ट से पार्किंग एरिया को जोड़ने वाले अंडरपास में मंगलवार को हुई तेज वर्षा के बाद जलभराव का मुख्य कारण मिट्टी थी, जो पानी के साथ बहकर अंडरपास में पहुंची। ड्रेनेज में लगी भारी जाली में मिट्टी के जमने से जल निकासी बाधित हो गई व अंडरपास में पानी भर गया। इस समस्या का समाधान तलाशने के लिए एयरपोर्ट प्रबंधन ने प्रयास शुरू कर दिए हैं।

एयरपोर्ट प्रबंधन अंडरपास व आसपास बने लैंडस्केपिंग क्षेत्र की समीक्षा कर इसमें बदलाव की योजना बना रहा है, ताकि वर्षा के दौरान लैंडस्केपिंग को मिट्टी को पानी के साथ बहकर ड्रेनेज सिस्टम तक पहुंचने से रोका जा सके। प्रबंधन का कहना है कि तेज वर्षा के दौरान लैंडस्केपिंग से क्षेत्र की मिट्टी पानी के साथ बहकर

● तेज वर्षा के बाद मिट्टी पहुंचने से टर्मिनल से पार्किंग को जोड़ने वाले अंडरपास में भरा था पानी

● तेज हवा के साथ वर्षा की बौछार से हुआ जलभराव, निकासी के लिए तदवर्ण ड्रेनेज की क्षमता



नोएडा एयरपोर्ट की यात्री टर्मिनल बिल्डिंग से पार्किंग क्षेत्र की तरफ जाने वाला अंडरपास और लैंडस्केपिंग एरिया ● जगरण

अंडरपास के ड्रेनेज सिस्टम में पहुंचने से पानी को निकासी बाधित हुई थी।

दो माह पूर्व एयरपोर्ट से कमर्शियल फ्लाइट के संचालन शुरू

होने के बाद लैंडस्केपिंग हुई थी। इस वजह से मिट्टी पानी के साथ बहकर ड्रेनेज तक पहुंची। तेज हवा के साथ बौछार को रोकने के लिए अंडरपास के बाहर बने स्लोप के

ऊपर लगे जालीदार कपड़े की छत की भी समीक्षा की जा रही है। यह छत 180 डिग्री की वर्षा की बौछार को रोकने में असफल रही थी।

पानी अंडरपास में पहुंच गया था। इसे देखते हुए बौछार के साथ होने वाली वर्षा के दौरान पानी को अंडरपास में जाने से रोकने के उपाय किए जाएंगे। हालांकि एयरपोर्ट की खुबसूरती को कायम रखते हुए इसमें बदलाव चुनौती बन रहा है।

बढ़ाई जाएगी ड्रेनेज की क्षमता : भविष्य में कम समय में अधिक मात्रा में वर्षा होने पर भी अंडरपास में पानी जमा न हो, इसके लिए ड्रेनेज सिस्टम की क्षमता बढ़ाने की तैयारी है। पानी को निकासी की व्यवस्था को और प्रभावी बनाया जाएगा। इसके साथ ही आसपास के स्लोप, लैंडस्केपिंग व पानी के बहाव की दिशा का भी परीक्षण किया जा रहा है।



Corporate Communications Directorate

HINDUSTAN

DELHI

14 AUGUST 2026

एयरपोर्ट पर जलभराव से राहत मिलेगी

ग्रेटर नोएडा। नोएडा इंटरनेशनल एयरपोर्ट के जल निकासी व्यवस्था को सुधारने की तैयारी शुरू हो गई है, ताकि बारिश के दौरान पानी परिसर में न भरे। तकनीकी टीम पूरे परिसर का निरीक्षण कर रही है और ड्रेनेज सिस्टम को तैयार किया जा रहा है। तकनीकी टीम की कोशिश ऐसी प्रणाली विकसित करने की है जिससे बारिश के दौरान पानी और मलबे को पहले ही रोक लिया जाए। बता दें कि मंगलवार को तेज बारिश के बाद बारिश का पानी एयरपोर्ट के प्रवेश द्वार से पार्किंग तक भर गया था। ड्रेनेज सिस्टम की व्यवस्था दुरुस्त करने के बाद यह दिक्कत दोबारा नहीं आएगी।



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

13 AUGUST 2026

Kolkata airport sees pax protest over flight delay

OUR CORRESPONDENT

Kolkata, August 12

A technical snag in an Air India Express aircraft triggered a protest at Netaji Subhas Chandra Bose International Airport on Wednesday after around 170 passengers were left waiting for nearly six hours for their flight to Chennai.

The flight was scheduled to leave Kolkata at 6.30 am. Passengers had completed the boarding formalities and were issued boarding passes when the problem was detected before departure.



As the delay stretched through the morning, passengers reportedly grew increasingly agitated, alleging that they were not given adequate

PASSENGERS HAD COMPLETED THE BOARDING FORMALITIES AND WERE ISSUED BOARDING PASSES WHEN THE PROBLEM WAS DETECTED BEFORE DEPARTURE

information about the fault or a definite departure time.

They later raised their grievances at the airport and demanded clarity

from the airline.

The aircraft eventually departed shortly after noon.

Airport authorities said the delay was caused by a technical issue and that arranging another aircraft at such short notice was not feasible.

Air India Express did not disclose the nature of the fault.

Passengers also complained that they were left without adequate assistance during the prolonged wait, with the disruption affecting their onward travel plans.



Corporate Communications Directorate

THE PIONEER

LUCKNOW

13 AUGUST 2026

Waterlogging at Noida airport after rain; Akhilesh slams govt, BJP hits back

PIONEER NEWS SERVICE ■ Lucknow

Waterlogging at the newly-built Noida International Airport following heavy rain has triggered a political spat, with Samajwadi Party chief Akhilesh Yadav taking a dig at the BJP government, while the airport authorities said the "temporary accumulation of water" was cleared within 30 minutes.

Videos circulating on social media purportedly showed water accumulated at a stretch connecting the terminal with the parking area at the airport located in Jewar, with airport personnel working to drain the water. Yadav, a former Uttar Pradesh chief minister, shared one such video on X on Wednesday morning and posted, "Will boats now operate at the airport? Wherever there is a BJP government, there is mega-corruption!" The airport authorities, however, said the waterlogging occurred temporarily after a spell of extremely heavy rain on Tuesday and did not disrupt flight or passenger movement.

According to a statement issued by the Uttar Pradesh government on Tuesday night, water accumulated for some time on the road connecting the terminal and parking area following intense rainfall.

"The airport teams immediately swung

into action and ensured drainage within 30 minutes, following which movement on the route became completely normal," it said.

The authorities said flight operations and passenger movement at the airport continued smoothly and teams were keeping a close watch on weather conditions.

Amid the political row, Jewar BJP MLA Dharendra Singh on Wednesday inspected the waterlogged site near the airport and directed officials to review the drainage arrangements, address shortcomings and ensure a permanent solution.

"Those who cannot see the unprecedented development of Jewar can see only potholes and waterlogging," Singh said, accusing the opposition of trying to divert public attention from the development taking place in the state.

He said that while the opposition could see potholes and waterlogging after the rain, it was overlooking the international airport, world-class roads, industrial investment and employment opportunities being created for thousands of youths in the area. The greenfield airport, which was inaugurated on March 28 this year, has been developed under a public-private partnership with the Uttar Pradesh government and has been projected as being built to international standards.



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

13 AUGUST 2026

स्वतंत्रता दिवस को लेकर एयरपोर्ट व रेलवे स्टेशनों पर बढ़ाई गयी सुरक्षा

स्वतंत्र भारत ब्यूरो, लखनऊ। स्वतंत्रता दिवस को लेकर प्रमुख रेलवे स्टेशनों और चौधरी चरण सिंह अंतरराष्ट्रीय एयरपोर्ट पर सुरक्षा व्यवस्था

■ लखनऊ एयरपोर्ट पर 28 अगस्त तक विजिटर पास बंद

■ यात्रियों को समय से पहले पहुंचने की एडवाइजरी जारी

बढ़ा दी गई है। लखनऊ एयरपोर्ट पर 28 अगस्त तक विजिटर पास बनाने पर भी रोक लग गई है। साथ ही यात्रियों को लखनऊ स्टेशन और एयरपोर्ट पर समय से पहले आने की एडवाइजरी जारी की गई है। जीआरपी और आरपीएफ को लखनऊ स्टेशन, लखनऊ जंक्शन, ऐशबाग स्टेशन, बादशाहनगर और

गोमतीनगर स्टेशनों पर सुरक्षा बढ़ाने के निर्देश पिछले दिनों हुई उच्च स्तरीय बैठक में जारी किए गए हैं। रेलवे स्टेशनों और एयरपोर्ट पर सुरक्षा बढ़ाई गई। एसपी रेलवे रोहित मिश्र ने बताया कि जीआरपी की एक स्पेशल टीम गठित की गई है। इस टीम के सदस्य सादे कपड़ों में चारबाग रेल आरक्षण केंद्र, पार्सल घर और रेल डाक सेवा प्लेटफार्मों पर तैनात किये गए हैं। आरपीएफ के कंट्रोल रूम से प्लेटफार्मों की चप्पे-चप्पे पर निगरानी बढ़ायी गई है। कंट्रोल रूम में भी जवानों की संख्या बढ़ायी गई है। इससे सीसीटीवी कैमरों से हर पल सदिग्ध लोगों की निगरानी आसान हो सकेगी। लखनऊ जंक्शन की आरपीएफ टीम ने ट्रेनों और पार्सल की जांच बढ़ा दी है। कैब वे की तरफ खुले रास्ते पर भी आरपीएफ को तैनात किया गया है। बम निरोधक दस्ते और श्वान दस्ते के साथ आरपीएफ व जीआरपी की टीम सख्त चेकिंग अभियान चलाएंगी।



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

13 AUGUST 2026

नोएडा इंटरनेशनल एयरपोर्ट में रनवे एवं एप्रन पर जलभराव नहीं

स्वतंत्र भारत व्यूरो, लखनऊ। नोएडा इंटरनेशनल एयरपोर्ट, जेवर क्षेत्र में हुई वर्षा के कारण उत्पन्न समस्या के संबंध में यमुना एक्सप्रेसवे औद्योगिक विकास प्राधिकरण (यीडा) के मुख्य कार्यपालक अधिकारी राकेश कुमार सिंह ने स्पष्ट किया है कि एयरपोर्ट के रनवे अथवा एप्रन क्षेत्र में किसी प्रकार का जलभराव नहीं हुआ। एयरपोर्ट के संचालन से संबंधित महत्वपूर्ण क्षेत्रों में जल निकासी की व्यवस्था सुचारु रही। मुख्य कार्यपालक अधिकारी ने बताया कि अत्यधिक वर्षा के कारण एयरपोर्ट के पार्किंग क्षेत्र में कुछ समय के लिए हल्का जलभराव हुआ था, जिसे संबंधित टीम द्वारा तत्काल कार्रवाई करते हुए शीघ्र साफ कर दिया गया। भारी यातायात के दौरान भी स्थिति पर लगातार निगरानी रखी गई तथा आवश्यक व्यवस्थाएं सुनिश्चित की गईं। उन्होंने कहा कि एयरपोर्ट की आधारभूत संरचना, रनवे एवं एप्रन क्षेत्र पूरी तरह सुरक्षित हैं और वर्षा के दौरान जल निकासी तथा यातायात व्यवस्था को लेकर संबंधित अधिकारियों को आवश्यक दिशा-निर्देश दिए गए हैं। यीडा प्रशासन द्वारा वर्षा की स्थिति पर निरंतर निगरानी रखी जा रही है तथा यात्रियों एवं आमजन की सुविधा को सर्वोच्च प्राथमिकता देते हुए आवश्यक व्यवस्थाएं सुनिश्चित की जा रही हैं। एयरपोर्ट की बारिश से जलभराव पर उड़ाया मजाक : महेश शर्मा-कुछ लोगों की कुंठा से साफ जाहिर है कि एयरपोर्ट की सफलता से किसे कितनी तकलीफ



Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

13 AUGUST 2026

नोएडा इंटरनेशनल एयरपोर्ट पूरे पश्चिमी उत्तर प्रदेश के विकास को नई गति देने वाला

स्वतंत्र भारत व्यूरो, लखनऊ। जेवर स्थित नोएडा इंटरनेशनल एयरपोर्ट पर बारिश के दौरान हुए जलभराव को लेकर मजाक उड़ाने वालों पर सांसद महेश शर्मा ने निशाना साधा है। उन्होंने कहा कि इतनी बड़ी और ऐतिहासिक परियोजना में बारिश के कारण कुछ मिनट पानी जमा होने को मुद्दा बनाकर एयरपोर्ट का मजाक उड़ाना कुछ लोगों की कुंठा को दिखाता है। इससे साफ जाहिर है कि एयरपोर्ट की सफलता से किसे कितनी तकलीफ हो रही है। महेश शर्मा ने कहा कि नोएडा इंटरनेशनल एयरपोर्ट पूरे पश्चिमी उत्तर प्रदेश के विकास को नई गति देने वाला है। इससे क्षेत्र में रोजगार और निवेश के नए अवसर पैदा होंगे, साथ ही देश-दुनिया से कनेक्टिविटी भी मजबूत होगी। इतनी बड़ी परियोजना में सामने आने वाली छोटी व्यवस्थागत चुनौतियां विकास की इस यात्रा को नहीं रोक सकती। क्षेत्र की पहचान और अर्थव्यवस्था को बदलेगा एयरपोर्ट सांसद ने कहा कि जेवर एयरपोर्ट आने वाले वर्षों में पूरे क्षेत्र की पहचान बदलने के साथ अर्थव्यवस्था को नई ऊंचाई देगा। उन्होंने कहा कि बारिश के कुछ देर के जलभराव का वीडियो बनाकर पूरी परियोजना का मजाक उड़ाने के बजाय इसके दूरगामी प्रभाव और पश्चिमी उत्तर प्रदेश के विकास में इसकी भूमिका को भी देखा जाना चाहिए।

Graft cry as new Noida airport is swamped

PIYUSH SRIVASTAVA

Lucknow: Heavy rain led to waterlogging at the ₹11,000-crore newly built Noida International Airport on Tuesday, drawing brickbats from the Opposition over "mega-corruption" even as the Uttar Pradesh government lauded the airport teams for draining out the water "within 30 minutes".

Videos on social media showed water accumulated on a stretch connecting the terminal to the parking area at the airport located in Jewar. Staff members were seen cleaning the area as some passengers looked on from stalled escalators.

"The airport team immediately got in action and ensured drainage within 30 minutes. The movement is complete-



A video shared by Akhilesh Yadav on X shows an inundated Noida airport

ly unaffected," the state information department said in a statement, citing exceptionally heavy rainfall as the reason behind the waterlogging.

Samajwadi Party chief Akhilesh Yadav shared one

such video on X on Wednesday morning and posted: "Will boats now operate at the airport? Wherever there is a BJP government, there is mega-corruption!"

The airport, inaugurated by Prime Minister Narendra Modi on March 28, became operational on June 15 for domestic services. It is expected to handle international flights from October.

The idea of an airport in Jewar was conceived two decades ago to ease pressure on Delhi airport. However, it was scrapped by the Manmohan Singh-led UPA government after experts said two aerial zones within an 85km radius were inadvisable.

The NDA government picked up the project when the BJP came to power in Uttar Pradesh in 2017.

Dwarka airport plan hits land hurdle

Administration Told To Look For Another Site After Farmers Protest

Nimesh Khakhariya
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Rajkot: The proposed green-field airport for the temple town of Dwarka, which witnesses footfalls in lakhs, is likely to be delayed further, with the state govt asking the Devbhumi Dwarka district administration to explore an alternative site following opposition by farmers over the acquisition of fertile agricultural land.

Earlier, the administration had identified around 350 acres near Vasai village, about 12km from Dwarka, for the airport. The site was selected after the aviation ministry rejected three other proposed land parcels as unsuitable.

Around 45% of the identi-

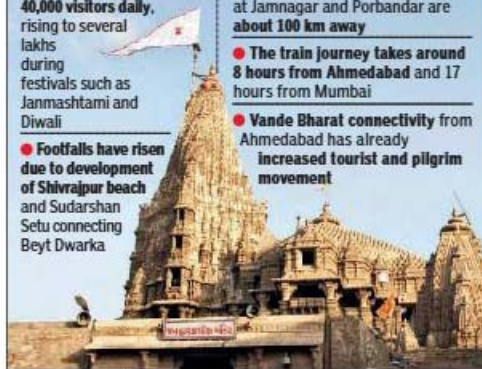
fied land is government-owned, while the remaining portion was to be acquired from farmers and private landowners. However, when the administration initiated the acquisition process, farmers from four villages around Vasai opposed the move and submitted a memorandum to the authorities.

The farmers argued that the land proposed for the airport is highly fertile and that its acquisition would deprive them of their primary source of livelihood. They also claimed that farmers and cattle breeders could be forced to migrate if the agricultural land was acquired. The farmers demanded that the airport instead be developed on non-fertile land.

According to sources, the

WHY DWARKA NEEDS AIRPORT?

- Dwarka attracts around 40,000 visitors daily, rising to several lakhs during festivals such as Janmashtami and Diwali
- The nearest operational airports at Jamnagar and Porbandar are about 100 km away
- The train journey takes around 8 hours from Ahmedabad and 17 hours from Mumbai
- Vande Bharat connectivity from Ahmedabad has already increased tourist and pilgrim movement
- Footfalls have risen due to development of Shikharajpur beach and Sudarshan Setu connecting Beyt Dwarka



district administration had been trying to persuade the farmers to cooperate with the acquisition despite their continued opposition. How-

ever, the govt's approach appears to have changed following the recent protests by farmers in Morbi over compensation and the installa-

tion of high-tension electricity transmission infrastructure.

"Looking at the current situation, we have been instructed by the govt to search for another land parcel for the airport. If another suitable land is not found, the govt will again focus on convincing these farmers to allow acquisition of their land," said a senior official close to the development.

Officials said identifying another parcel of around 350 acres would be a challenging task. Apart from the availability of a large contiguous land parcel, the site has to meet several technical and aviation requirements and should also be sufficiently close to Dwarkadhish temple.

The airport project was conceived by the govt and the civil aviation ministry in view of the growing tourist and pilgrim footfall in Dwarka.

Full emergency at city airport as Kolkata flight engine fails

Aircraft Landed Safely, Being Checked

TIMES NEWS NETWORK

Chennai: Tension prevailed at Chennai airport on Tuesday night as an IndiGo domestic flight carrying 224 passengers and crew members reported an engine failure just before landing.

IndiGo flight 6E-723, which was scheduled to land in Chennai from Kolkata around 11.30pm requested an emergency landing around 11.29pm. The pilot noticed that the left engine had failed and alerted the air traffic controller. A full emergency was declared, and airport authorities activated the necessary response arrangements

TIMELINE OF A CRISIS



11.29pm | IndiGo flight 6E-723, carrying 224 people, reports an inoperative left-engine. Crew alerts ATC

11.29 - 11.37pm | ATC gives the aircraft priority for landing, airport authorities activate full emergency protocol

Around 11.37pm | Flight makes a priority landing on Runway 25

After landing | Emergency services remain ready while the aircraft is assessed. Passengers and crew disembark safely

11.47pm | After confirming that

the situation is under control, Full emergency is withdrawn

After 11.47pm | Normal airport operations resume, according to airport authorities. The aircraft is subsequently subjected to necessary technical checks and maintenance

ments to facilitate the aircraft's safe landing, with fire tenders on standby.

The aircraft landed safely on runway 25 at 11.37pm. The passengers were deboarded on priority before the aircraft was moved to the remote bay.

The full emergency was withdrawn at 11.47pm. Air-

port authorities said all operations were normal following the incident.

IndiGo, in its official statement on the incident, said the flight experienced a technical snag shortly before landing in Chennai. "Following standard operating procedures, all relevant authorities were immediately informed,

and the pilots made a priority landing at the Chennai International Airport. All customers and crew safely disembarked the aircraft. The aircraft is at present undergoing necessary checks and maintenance and will resume operations after relevant clearances," said IndiGo spokesperson.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

13 AUGUST 2026

₹49,000 items missing from woman's bag at city airport

Mumbai: A Chennai home-maker filed a police complaint on Monday after she found valuables worth Rs 49,000 missing from her bag after travelling on an Air India flight from Mumbai to Chennai on July 29.

Sahar police registered an FIR against an unknown person but did not track down the accused and suspected the theft occurred while the bag was sent for cargo loading. The complainant, Hajira Abutahir (36), flew to Mumbai specially to file the complaint. "We have sought CCTV footage from the airport authorities and other agencies to track the case," said a police official.

Since 2024, over two dozen thefts have reportedly occurred inside the two Mumbai airports, but no one has been caught so far. Sahar police probed at least 10 thefts registered between Jan and Aug 2016. The last theft of baggage was registered on Aug 2 and was filed by a first-year MBBS student. — V Narayan



Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

14 AUGUST 2026

IGL records highest-ever turnover of ₹5,028 crore

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New Delhi: Indra-prastha Gas Ltd recorded its highest-ever quarterly turnover of Rs 5,028 crore in April-June quarter, up 16% from Rs 4,317 crore in the corresponding period of the last financial year.

Net profit of the company, however, nearly halved to Rs 186 crore from Rs 356 crore in March 2026 quarter, mainly due to high and volatile LNG prices arising from the West Asia crisis.

As per the unaudited results announced by company for the quarter ended June 2026, overall sales volume grew 6% over the corresponding quarter last fiscal. Average daily sales increased from 9.1 million standard cubic metres per day (mmscmd) to nearly 9.7 mmscmd, the highest-ever recorded by the company.

Product-wise, CNG sales volume grew 6%, while PNG (domestic, industrial and commercial) sales volume increased 5% compared with the corresponding quarter last year, company said in a statement.



Corporate Communications Directorate

THE ASIAN AGE

DELHI

14 AUGUST 2026

■ Pilots told to declare substance, medication

AI makes dope tests mandatory for pilots

VINEETA PANDEY
NEW DELHI, AUG. 13

Amid the row over the captain of Air India's Phuket-Delhi flight testing positive for marijuana, the airline on Thursday ordered fresh mandatory dope tests for all its pilots on all routes. The tests began on Thursday following a formal letter from the management. All pilots have also been told to self-declare any substance use while assuring confidentiality.

In a letter to the pilots, the management said that Air India has earned the trust of millions of passengers over the years and it is vital to do all possible to protect and sustain it.

"As you know, Air India already fully complies with all regulatory requirements prescribed by India's directorate general of civil aviation (DGCA), which are similar to those practiced in other major aviation jurisdictions including Europe and the US. We nevertheless now feel that it is

THE MANAGEMENT said that Air India has earned the trust of millions of passengers over the years and it is vital to do all possible to protect and sustain it

important to go further.

"Accordingly, we have decided to undertake a full screening of all group pilots for any substances or medications that are not permitted under prevailing regulations. This testing is mandatory and will start today, 13 August 2026," the letter said.

The tests will be conducted concurrently with training at Air India's academy in Gurugram, post flight at its flight briefing centres or Air India offices, or at locations provided by pilots' respective bases.

"This initiative, which goes beyond regulatory requirements, reflects our determination to uphold the highest standards of safety and professionalism, and to provide reassurance to our passengers, stakeholders and the com-

munity at large," the management letter added.

The letter comes after the DGCA pulled up Air India top brass asking it to improve oversight in operations and take more steps to ensure safety.

During a meeting with the Air India CEO Mr Campbell Wilson on Tuesday, the DGCA had asked the airline to enforce tougher penalties on pilots testing positive for banned substances and give more chances to pilots who test positive to drugs that are due to certain medicines. All pilots need to declare their certain medications ahead of flight.

DGCA's Civil Aviation Requirement, section 5 air safety rules (series E, part V) prescribe for random drug testing for the consumption of psychoactive substances. This random testing shall be done by a DGCA authorized laboratory at six airports — Delhi, Mumbai, Chennai, Kolkata, Bangalore and Hyderabad in phase 1, in the presence of the DGCA officer of the level of assistant director and above.



Corporate Communications Directorate

THE ASIAN AGE

DELHI

14 AUGUST 2026

Pilot drug test sets off alarm

The disclosure that the commander of an Air India flight from Phuket to New Delhi had taken medication prescribed by his family doctor for severe sleep difficulties is deeply disturbing, particularly because a confirmatory post-flight test was reportedly positive for cannabis. Although investigators have not established that the pilot was impaired or that his condition contributed to the aircraft's sudden loss of altitude, the episode could seriously undermine passengers' confidence in air travel.

Civil aviation rests on an unwritten compact. Passengers surrender control because airlines promise professional competence, regulatory vigilance and uncompromising safety. Therefore, a pilot consuming an impairing substance while commanding an aircraft would represent a grave breach of that understanding.

A pilot affected by a psychoactive substance could experience impaired concentration, slower reactions, altered perception, reduced coordination or poor decision-making. Despite all the safeguards that modern aviation offers, the flight's safety ultimately depends on sound human judgment. At cruising altitude, even a momentary lapse can have serious consequences.

Reports of drug use, fatigue, and undeclared medication can make passengers question the safety of air travel. Airlines and the government must also investigate reasons that made the pilot in question not declare his medical conditions as per the mandate.

No personal or professional difficulty can justify reporting for duty while impaired or concealing medication that could affect performance. At the same time, the airlines need to create an environment in which pilots can disclose sleep disorders, mental health concerns and other medical problems without automatically fearing dismissal.

While Air India's decision to make all pilots, instead of a random 10 per cent, undergo drug tests is welcome, testing alone cannot substitute for a mature safety system. The Aircraft Accident Investigation Bureau (AAIB) must conduct its investigation into the technical aspects of the aircraft without getting overshadowed by the pilot's drug test results. Therefore, every person involved in aircraft operations should behave responsibly. Otherwise, it will not only affect their career, but also damage the airline and air travel as a whole.



Corporate Communications Directorate

AMAR UJALA

DELHI

14 AUGUST 2026

एक मिनट में 300 नहीं 676 फीट नीचे आया था विमान

एअर इंडिया की फुकेट-दिल्ली उड़ान मामले की जांच में खुलासा

नई दिल्ली। एअर इंडिया की फुकेट से दिल्ली की जो उड़ान 4 अगस्त को तकनीकी खराबी का शिकार हुई थी, वह सिर्फ एक मिनट में 300 फीट नहीं, बल्कि 676 फीट नीचे गिरी थी। शुरुआती जांच में यह खुलासा हुआ है।

जांच में सामने आया कि उड़ान में जब गड़बड़ी शुरू हुई, तब विमान 36,001 फीट की ऊंचाई पर था। इस दौरान अचानक तकनीकी खामी और विमान रुकने का संकेत मिलने और विमान का नोज ऊपर उठने से यह 36,401 फीट की ऊंचाई पर जा पहुंचा। यहां सह पायलट ने आपात उपायों के तहत नोज को नीचे की किया तो यह सिर्फ 60



सेकंड में 676 फीट का गीता लगाकर 35,725 फीट पर आ गया। यह 60 मंजिला इमारत के बराबर ऊंचाई होती है। तेज गिरावट से विमान में सवार कई यात्री, जिन्होंने सीट बेल्ट नहीं लगा रखी थी, अपनी सीटों से उड़ते हुए सामान के केबिन से जा टकराए। व्यूरो

एअर इंडिया के सभी पायलटों का अब हर दिन होगा ड्रग टेस्ट

एअर इंडिया ने उड़ान सुरक्षा के लिए सभी पायलटों की अनिवार्य ड्रग स्क्रीनिंग शुरू करने का फैसला किया है। 13 अगस्त से एअर इंडिया और एअर इंडिया एक्सप्रेस के 5,000 से अधिक पायलटों की प्रतिबंधित पदार्थों और दवाओं की प्रतिदिन जांच होगी।

■ यह कदम 4 अगस्त को फुकेट से दिल्ली आ रही उड़ान एआई 2379 में हुई गंभीर घटना के बाद उठाया गया है। एअर इंडिया का कहना है कि इस कदम का मकसद सुरक्षा और पेशेवर उच्चतम मानकों को बनाए रखना है।



Corporate Communications Directorate

BUSINESS LINE

DELHI

14 AUGUST 2026

AI altitude loss incident: AAIB's first report in 10-15 days

Rohit Vaid
New Delhi

The preliminary report into the August 4 Air India flight AI2379 incident, in which the aircraft suffered a sudden loss of altitude, injuring passengers, is expected to be completed within the next 10-15 days, sources told *businessline*.

Following the preliminary investigation report by the Aircraft Accident Investigation Bureau (AAIB), the Directorate General of Civil Aviation (DGCA) will decide on any action against Air India. The incident involved an Airbus A320neo, registered VT-EXO, which subsequently landed safely in Delhi. Around 20 passengers and four crew members were injured in the incident.

Sources said Air India is entirely "responsible for

The AAIB has summoned pilots and crew of AI2379 for questioning regarding the August 4 flight AI2379 incident

compliance" with the established Civil Aviation Requirements and that the regulator will "not micro-manage an airline". Ensuring compliance with regulatory requirements and established procedures is the responsibility of the airline's management, sources said.

Currently, the AAIB is examining all aspects related to the incident, including turbulence, drug-test results and any faults in the air-

craft's hydraulic and flight-control systems. "All options are on the table, including stringent action and strictures against Air India," sources said.

According to them, "Fines and management liability cannot be ruled out at this stage." They clarified that these proposed actions can only be decided after the preliminary investigation report is out. Apart from fines and management liability, enhanced surveillance measures on the airline may also be imposed, depending on the findings of the investigation, sources said.

In terms of investigation, the AAIB has summoned the pilots and crew of AI2379 for questioning as part of its investigation.

MAINTENANCE REPORT
A post-flight maintenance

report of the aircraft, reviewed by *businessline*, has flagged multiple warnings involving the aircraft's hydraulic and flight-control systems.

The aircraft recorded repeated warnings of low pressure in its hydraulic systems and low-level indications for hydraulic reservoirs. Around the same time, the aircraft recorded a fault involving the left and right elevators. The report also recorded "AUTO FLT AP OFF", indicating that the autopilot was off.

However, the maintenance report does not establish whether these warnings were linked to the sudden loss of altitude. It also does not indicate whether the hydraulic warnings were caused by an actual loss of pressure or fluid.

According to sources, the

pilot-in-command allegedly told investigators that he had not slept adequately and had informed the first officer that he would take some rest under controlled-rest provisions.

The pilot also allegedly told investigators that he had been experiencing sleep difficulties over a period of time due to personal circumstances and had been prescribed medication by his family doctor. He reportedly said he had tried to rest during the layover but sleep did not come easily.

However, *businessline* could not independently confirm the authenticity of these accounts.

Other sources had indicated that the pilot had failed the secondary drug test. Nonetheless, this development was not officially confirmed by the government.



Corporate Communications Directorate

BUSINESS LINE

DELHI

14 AUGUST 2026

Air India Group starts screening all pilots for prohibited substances, medications

PHUKET-DELHI INCIDENT FALLOUT. Mandatory testing initiative, beginning Aug 13, goes beyond existing regulatory requirements

Rohit Vaid
New Delhi

Tata Group-promoted Air India Group will undertake mandatory screening of all pilots for substances or medications not permitted under prevailing regulations, according to an internal communication to pilots. As per the communication, which was reviewed by *businessline*, the testing exercise began on Thursday (August 13).

Notably, the testing campaign comes after a pilot of the airline tested positive for consumption of psychoactive substances. However, it has not yet been officially verified which recreational

drug or medication the pilot tested positive for.

As per the airline, the screening would be conducted concurrent with training at its Gurugram academy, post-flight at flight briefing centres and Air India offices or at locations provided by respective bases.

FULL COMPLIANCE

The communication said the initiative has been undertaken to uphold safety and professionalism, and provide reassurance to passengers, stakeholders and the wider community.

Air India said it already fully complies with regulatory requirements prescribed by the Directorate General of



PROACTIVE MEASURE. The testing campaign comes after a pilot of the airline tested positive for consumption of psychoactive substances. REUTERS

Civil Aviation (DGCA).

These regulations, the airline said, are similar to those followed in other major aviation jurisdictions, including Europe and the US.

"We now feel that it is important to go further. Accordingly, we have decided to

undertake a full screening of all Group pilots for any substances or medications that are not permitted under prevailing regulations," the airline said.

PUBLIC TRUST

The airline said the decision

followed concerns and feedback shared by pilots, with the communication noting that several pilots had recently reached out to express similar sentiments about protecting the trust placed in Air India.

Meanwhile, Air India recalled its role as the flag bearer of Indian aviation and said the professionalism, skills and commitment to safety of its pilots and other employees had earned the trust of millions of passengers and the wider community.

"This trust is our most important asset, and it is vital that we do all possible to protect and sustain it," the airline said.

MAJOR INCIDENT

The initiative comes as Air India faces scrutiny following the August 4 Phuket-Delhi flight incident involving an Airbus A320neo, which suffered a sudden altitude variation during cruise before stabilising and landing safely in Delhi.

Air India said the new screening initiative goes beyond existing regulatory requirements. "This initiative, which goes beyond regulatory requirements, reflects our determination to uphold the highest standards of safety and professionalism, and to provide reassurance to our passengers, stakeholders and the community at large," the airline said.

एयर इंडिया 2 साल में अपने बेड़े में शामिल करेगी 100 विमान!

एयर इंडिया के मुख्य कार्य अधिकारी कैपबेल विल्सन ने गुरुवार को कहा कि एयरलाइन बाहरी परिस्थितियों में उतार-चढ़ाव के कारण चुनौतियों का सामना कर रही है, लेकिन वह लाभ की राह पर लौटने के लक्ष्य पर कायम रहते हुए अगले दो वर्षों के भीतर 100 से अधिक नए विमानों को अपने बेड़े में शामिल करने की योजना बना रही है। घाटे में चल रही एयर इंडिया को कई मोर्चों पर

मुश्किलों का सामना करना पड़ रहा है। इसी बीच, कंपनी में नेतृत्व परिवर्तन भी हो रहा है। इथियोपियन एयरलाइंस समूह के पूर्व प्रमुख टेवोल्डे गेब्रेमरियम अब विल्सन की जगह एयर इंडिया के नए सीईओ एवं प्रबंध निदेशक का पद संभालने वाले हैं। अगले महीने एयरलाइन से विदाई लेने को तैयार विल्सन ने कर्मियों संग कार्यक्रम में कहा कि वार्षिक वेतन वृद्धि 1 अक्टूबर से लागू होगी। भाषा

स्काईड्राइव को 2029 से उड़ान की आस

दीपक पटेल
नई दिल्ली, 13 अगस्त

जापानी इलेक्ट्रिक वर्टिकल टेक-ऑफ और लैंडिंग (ईवीटीओएल) एयरक्राफ्ट बनाने वाली कंपनी स्काईड्राइव को उम्मीद है कि वह

2029 से भारत में वाणिज्यिक परिचालन शुरू कर देगी। कंपनी के संस्थापक और मुख्य कार्याधिकारी टोमोहिरो फुकुजावा ने गुरुवार को कहा कि इस योजना के तहत, कंपनी अगले दो साल अमेरिका और जापान में अपने विमानों के लिए टाइप सर्टिफिकेशन हासिल करने में लगाएगी।

टाइप सर्टिफिकेशन एक नियामकीय मंजूरी है जो यह सुनिश्चित करती है कि विमान की डिजाइन जरूरी सुरक्षा मानकों को पूरा करती है। एयर कार्गो फोरम ऑफ इंडिया (एसीएफआई) वर्ल्ड कॉन्क्लेव 2026 के दौरान उन्होंने पत्रकारों से कहा, 'अमेरिका और जापान में टाइप सर्टिफिकेट पाने में लगभग दो साल

लगेगे। इसके बाद हम भारत और दूसरे बाजारों में इस प्रमाणन के लिए आगे बढ़ेंगे।'

भारत में मेडिकल एयर लॉजिस्टिक्स के लिए ईवीटीओएल एयरक्राफ्ट के इस्तेमाल पर संयुक्त अध्ययन करने के लिए स्काईड्राइव, एयर इंडिया और सुजूकी ने गुरुवार को एक समझौता किया। ये कंपनियां इस बात की जांच करेंगी कि ये विमान एयरपोर्ट और अस्पतालों के बीच मेडिकल सप्लाई और अंगों को पहुंचाने में कैसे मदद कर सकते हैं, क्योंकि सड़क पर ट्रैफिक की वजह से इसमें देरी हो सकती है।

फुकुजावा ने कहा कि कंपनी मंजूरी के लिए भारतीय नियामकों के साथ पहले से ही बातचीत कर रही है, हालांकि भारत में प्रमाणन के

लिए औपचारिक आवेदन बाद में किए जाने की उम्मीद है।

स्काईड्राइव का एयरक्राफ्ट लिथियम-आयन बैटरी से चलता है और इसकी पेलोड क्षमता लगभग 300 किलोग्राम है। इसके मौजूदा ढांचे में एक पायलट और दो यात्री बैठ सकते हैं। कंपनी ने बताया कि फुल पेलोड के साथ फुल चार्ज होने पर यह एयरक्राफ्ट लगभग 30-40 किलोमीटर की दूरी तय कर सकता है और इसे लगभग 20-30 मिनट में रिचार्ज किया जा सकता है।

फुकुजावा ने कहा कि स्काईड्राइव को अब तक दुनिया भर से लगभग 490 प्री-ऑर्डर मिले हैं, जिनमें भारत से मिले करीब 50 ऑर्डर भी शामिल हैं। ये ऑर्डर मुख्य रूप से चार्टर फ्लाइट ऑपरेटरों से मिले हैं।

पायलटों का अनिवार्य साइकोएक्टिव पदार्थ परीक्षण जरूरी: एयर इंडिया

दीपक पटेल

एयर इंडिया ने गुरुवार को सभी पायलटों के लिए एकबारगी अनिवार्य साइकोएक्टिव पदार्थ (मनःप्रभावी) परीक्षण शुरू किया। यह कदम उसके आंतरिक सुरक्षा प्रोटोकॉल को और सख्त करने के लिए उठाया गया है क्योंकि 4 अगस्त को फुकेट-नई दिल्ली उड़ान के प्रभारी पायलट का मारिजुआना के लिए परीक्षण सकारात्मक पाया गया था।

विमानन कंपनी नागर विमानन महानिदेशालय (डीजीसीए) के दिशानिर्देशों के अनुरूप ही ऐसे पदार्थों के सेवन को लेकर अपने विमान चालकों और अन्य विमानन कर्मियों की औचक जांच करता रहा है। ऐसी औचक जांच जारी रहेगी।

गुरुवार को विमान चालकों को लिखे एक मेल में एयर इंडिया ने कहा, 'दशकों से एयर इंडिया देश के विमानन क्षेत्र की प्रमुख कंपनी रही है। यह विश्वास ही हमारी सबसे अहम संपत्ति है और यह महत्वपूर्ण है कि हम इसकी रक्षा करने और इसे बचाए रखने के लिए हरसंभव कदम उठाएं। आपमें से कई लोगों ने हाल ही में ऐसी ही भावना के साथ संपर्क किया है।'

कंपनी ने कहा, 'फिर भी अब हमें लगता है कि आगे बढ़ना अहम है। इसीलिए हमने यह निर्णय लिया है कि एयर इंडिया समूह के सभी पायलटों की पूरी जांच की जाए ताकि किसी भी ऐसे पदार्थ या दवा का पता लगाया जा सके जो वर्तमान नियमों के तहत अनुमति प्राप्त नहीं है। यह परीक्षण अनिवार्य है और आज, 13 अगस्त 2026 से शुरू होगा।' एयर इंडिया ने कहा कि यह



आंतरिक सुरक्षा प्रोटोकॉल को और सख्त करने के लिए उठाए कदम

परीक्षण गुरुग्राम अकादमी में प्रशिक्षण के साथ-साथ, उड़ान के बाद कंपनी के फ्लाइट ब्रीफिंग सेंटर्स / एयर इंडिया कार्यालयों में या बेस द्वारा उपलब्ध कराए गए स्थानों पर किया जाएगा। नियामकीय आवश्यकताओं से भी आगे जा रही इस पहल से विमानन कंपनी की यह प्रतिबद्धता झलकती है कि वह सुरक्षा और पेशेवर मानकों के उच्चतम स्तर को बनाए रखेगी और हमारे यात्रियों, हितधारकों तथा व्यापक समुदाय को आश्वस्त करेगी।

गौरतलब है कि एयर इंडिया की उड़ान संख्या एआई 2379 जो 4 अगस्त को फुकेट से दिल्ली के रास्ते में करीब 300 फुट ऊंचाई गंवा बैठी थी, उसके प्रभारी पायलट का मारिजुआना संबंधी जांच सकारात्मक पाई गई।

घटना में 24 लोग घायल हो गए थे। इनमें 20 यात्री और चालक दल के चार सदस्य शामिल थे। इस विमान में 137 यात्री शामिल थे। इनमें तीन बच्चे और चालक दल के आठ सदस्य थे। विमान को बाद में दिल्ली में सुरक्षित उतार लिया गया।

उड़ान के बाद हुई जांच के पश्चात दोनों विमान चालकों को

उड़ान सूची से हटा दिया गया है। विमान दुर्घटना जांच ब्यूरो यानी एएआईबी इस घटना की जांच कर रहा है और इसे गंभीर घटना के रूप में वर्गीकृत किया गया है।

एयरबस और फ्रांस का ब्यूरो ऑफ एनक्वायरी ऐंड एनालिसिस फॉर सिविल एविएशन सेफ्टी (बीईए) भी इस जांच में सहयोग कर रहे हैं।

डीजीसीए की सिविल एविएशन रिक्वायरमेंट्स (सीएआर) जो साइकोएक्टिव पदार्थों के परीक्षण को नियंत्रित करती हैं, के तहत ड्यूटी पर मौजूद विमानन कर्मियों का परीक्षण यादृच्छिक रूप से किया जाता है।

पहला पुष्ट पॉजिटिव परीक्षण अपने आप पायलट का लाइसेंस रद्द या निलंबित नहीं करता। इसके बजाय पायलट को डी-एडिक्शन या पुनर्वास कार्यक्रम के लिए भेजा जाता है और वह केवल कार्यक्रम पूरा करने, एक और यूनिट टेस्ट पास करने और नई मेडिकल फिटनेस क्लियरेंस प्राप्त करने के बाद ही उड़ान भरने लौट सकता है।

सीएआर उल्लंघन दोहराए जाने पर क्रमशः सख्त परिणाम निर्धारित करता है। दूसरा पुष्ट उल्लंघन तीन साल के लाइसेंस निलंबन का

कारण बन सकता है जबकि तीसरा उल्लंघन लाइसेंस रद्द करवा सकता है। यद्यपि एयर इंडिया के आंतरिक नियम डीजीसीए की न्यूनतम नियामक जरूरतों से अधिक सख्त माने जाते हैं। सूत्रों के मुताबिक कंपनी आंतरिक जांच के निष्कर्षों के आधार पर फुकेट-नई दिल्ली उड़ान के पायलट के खिलाफ अनुशासनात्मक कार्रवाई कर सकती है। इस दौरान चार अगस्त की घटना की गंभीरता और यात्रियों व चालक दल को हुई चोटों को ध्यान में रखा जाएगा।

इस बीच एएआईबी ने चेतावनी दी है कि उसकी जांच पूरी होने तक अधूरी या अप्रमाणित जानकारी से निष्कर्ष निकालने से बचा जाए। उसने कहा है कि जांच के दौरान एकत्र किए गए रिकॉर्ड, बयान, चिकित्सीय जानकारी और अन्य सामग्री लागू जांच ढांचे के तहत संरक्षित और गोपनीय हैं।

पिछले वर्ष जून में हुई एआई 171 उड़ान दुर्घटना में 260 लोगों की मौत के बाद से एयर इंडिया के सुरक्षा मानकों निगरानी बढ़ा दी गई है। फुकेट-नई दिल्ली की घटना ने एयरलाइन के प्रति यात्रियों के विश्वास को लेकर चिंताओं को और बढ़ा दिया है।

एयर इंडिया के निवर्तमान मुख्य कार्यकारी अधिकारी कैपबेल विल्सन को मंगलवार को नागरिक उड्डयन मंत्रालय में बुलाया गया, ताकि वे वरिष्ठ अधिकारियों को इस घटना के बारे में जानकारी दे सकें। उन्होंने मंत्रालय और डीजीसीए के अधिकारियों से भी मुलाकात की जिन्होंने उनसे एयरलाइन के विभिन्न विभागों को इस मामले पर संबोधित करने के लिए कहा।

Air India plans to induct over 100 planes in 2 years

PRESS TRUST OF INDIA

New Delhi, 13 August

Air India is facing challenges due to external volatility but remains focused on the profitability path and plans to induct over 100 new planes over the next two years, its Chief Executive Officer (CEO) Campbell Wilson said on Thursday.

The airline has been facing multiple headwinds, and a leadership transition is happening, with former Ethiopian Airlines Group chief Tewolde Gebremariam set to take over as the CEO and managing director (MD) from Wilson.

During a townhall, Wilson, who is likely to leave the airline next month, said the annual salary increments will come into effect from October 1.

The recently revised pay structure for pilots will also be effective on the same date, according to sources. Earlier this year, the increment cycle was deferred by one quarter amid the West



Air India CEO Campbell Wilson also said the annual salary increments will come into effect from October 1

Asia turmoil significantly impacting flight operations and costs.

Talking about the future trajectory, Wilson said the group expects to induct over 100 new planes in the next two years and that 16 Boeing 787-8 aircraft are to be retrofitted in 2027, according to the sources.

Currently, Air India Group, comprising Air India and Air India Express, has nearly 300 planes.



Corporate Communications Directorate

DECCAN CHRONICLE

HYDERABAD

13 AUGUST 2026

SAFETY | CHECKS

Captain's medication disclosure emerges amid drug probe

Air India pilot cites sleep issues

DC CORRESPONDENT
NEW DELHI, AUG. 12

The captain of the Air India A320 Phuket-Delhi flight that plunged about 300 feet last week has reportedly said that he had been suffering from sleep problems and was taking medication prescribed by his family doctor, amid reports that he tested positive for marijuana in a confirmatory drug test.

In a flight safety statement quoted by national TV channel, the captain disclosed that he had

been experiencing difficulty sleeping due to personal circumstances and had been prescribed medication by his family doctor.

"I disclose, for completeness, that I had separately been experiencing sleep difficulty over a preceding period, related to personal circumstances, for which I had been prescribed medication by my family doctor," the pilot said.

He also reportedly raised concerns over his roster and duty schedule.

A cabin crew member is

learnt to have complained to Air India about the captain's conduct, alleging that he appeared disoriented.

Questions have also arisen over whether the pilot had declared the medication he was taking and how he was cleared for flying duty.

The Aircraft Accident Investigation Bureau (AAIB), which is investigating the incident, has declined to comment on these issues pending the completion of its inquiry.

Aviation analyst Sanjay

Lazar said in a post on X that a pilot was duty-bound to disclose medication being taken.

He also referred to media reports about a purported preliminary report submitted by Air India to the Directorate General of Civil Aviation that mentioned a "suspected transient technical fault", saying that this aspect also warranted examination.

Meanwhile, scores of SpiceJet passengers faced a difficult time on a Pune-bound aircraft due to an air conditioning issue on

Tuesday, and another plane was arranged to operate the Pune flight.

Video clips shared on social media showed many passengers standing inside the aircraft and fanning themselves, apparently due to heat.

An airline spokesperson in a statement on Wednesday said the flight SG 105, scheduled to operate from Delhi to Pune, encountered a last-minute technical issue on Tuesday and an alternate aircraft was arranged to operate the flight.

ओडिशा में 300 फीट नीचे आया था एअर इंडिया का विमान, नहीं कराई इमरजेंसी लैंडिंग पायलट ने 134 यात्रियों की जान को खतरे में डालकर 1200 किमी उड़ाया था विमान

गौरव कुमार मिश्रा • जागरण

नई दिल्ली : ओडिशा के आसमान में अचानक करीब 300 फीट नीचे आए एअर इंडिया के फुकेट से दिल्ली आ रहे विमान (एआइ-2379) को नजदीकी एयरपोर्ट पर लैंड कराने के बजाय दिल्ली तक लाने के फैसले पर इन दिनों बहस छिड़ गई है। 134 यात्रियों की जान को खतरे में डालकर विमान को 1200 किमी दूर दिल्ली लाया गया। विमानन विशेषज्ञों के अनुसार, यह एक बेहद बड़ा और जोखिम भरा फैसला था। विमान को नजदीकी एयरपोर्ट पर इमरजेंसी लैंड कराना चाहिए था। अब जांच का मुख्य फोकस यह भी है कि घटना के वक्त विमान का नियंत्रण किसके हाथ में था। पायलट-इन-कमांड अपनी सीट पर कब से नहीं थे। क्या टर्बुलेंस से ठीक पहले वह अपनी सीट पर मौजूद थे या फिर फुकेट से उड़ान भरने के बाद से ही विमान की पूरी कमान सहायक पायलट के पास थी। जांच एजेंसियां ऐसे सवाल के जवाब प्राथमिकता के आधार पर तलाश रही हैं।

विमान के पोस्ट-फ्लाइट मॉनेटर

- दिल्ली के एयरस्पेस में पहुंचने के बाद आपातकालीन संदेश जारी किया
- चार-पांच यात्रियों के घायल होने की सूचना दी, जबकि 24 घायल हुए थे



रिकार्ड ने सुरक्षा पर और भी बड़े सवाल खड़े कर दिए हैं। रिकार्ड के मुताबिक, घटना के दौरान विमान के तीनों हाइड्रोलिक सिस्टम में लो-प्रेसर वार्निंग, आटो-पायलट का डिस्कनेक्ट होना और एलिवेटर फ्लाइट-कंट्रोल की गड़बड़ी दर्ज की गई थी। विशेषज्ञों का मानना है कि इतने गंभीर तकनीकी अलर्ट और यात्रियों के घायल होने के बावजूद विमान को पास के किसी एयरपोर्ट पर न उतारकर दिल्ली तक लाना बेहद जोखिम भरा फैसला था।

दिल्ली एयरस्पेस में पहुंचकर दिया था आपातकालीन संदेश: सूत्रों का कहना है कि विमान के अचानक 300 फीट नीचे गिरने की घटना ओडिशा के ऊपर घटी थी, लेकिन

कंपनी के सभी पायलटों का होगा डोप टेस्ट

नई दिल्ली : एअर इंडिया और एयर इंडिया एक्सप्रेस ने अपने सभी पायलटों का अनिवार्य साइकोएक्टिव सब्सटेस टेस्टिंग (डोप टेस्ट) शुरू करने का फैसला किया है। यह कदम चार अगस्त को फुकेट-दिल्ली उड़ान के दौरान विमान के अचानक करीब 300 फीट नीचे आने की घटना के बाद उठाया गया है। जांच में उस विमान के पायलट-इन-कमांड का डोप टेस्ट पाजिटिव पाया गया था।

बिस्तृत » पेज 5

पायलट ने इसके मद्देनजर 'पैन-पैन' आपातकालीन संदेश दिल्ली एयरस्पेस में पहुंचकर दिया। पायलट ने दिल्ली एटीसी से प्रायोरिटी लैंडिंग मांगते हुए केवल चार से पांच यात्रियों के घायल होने की बात कही थी, जबकि असल में यह संख्या करीब 24 थी। मामले की गंभीरता तब और बढ़ गई, जब जांच में घटना के बाद पायलट का डोप टेस्ट पाजिटिव पाया गया। फिलहाल एयरक्राफ्ट एक्सीडेंट इन्वेस्टिगेशन ब्यूरो, डीजीसीए विमान के ब्लैक बॉक्स और मॉनेटर रिकार्ड के जरिये यह पता लगाने में जुटे हैं कि हाइड्रोलिक वार्निंग के बावजूद विमान को दिल्ली तक लाना सही फैसला था या गलत।

मे डे और पैन-पैन संदेश:

अक्सर लोग इन दोनों संदेश को एक जैसा समझ लेते हैं, लेकिन एक्प्लान में दोनों का अलग महत्व है। 'मे डे' सबसे गंभीर और उच्चतम स्तर का आपातकालीन संदेश है। इसका इस्तेमाल तब किया जाता है, जब विमान दुर्घटनाग्रस्त होने की कगार पर हो या सवार लोगों की जान को तत्काल खतरा हो। वहीं, 'पैन-पैन', 'मे डे' से एक कदम नीचे का तत्काल सहायता संदेश है। इसका उपयोग तब होता है, जब स्थिति गंभीर हो, कोई मेडिकल इमरजेंसी हो या प्राथमिकता लैंडिंग चाहिए, लेकिन विमान पूरी तरह नियंत्रण से बाहर न हो।

एअर इंडिया ने सभी पायलटों का डोप टेस्ट किया अनिवार्य

पायलट के डोप टेस्ट में गांजा मिलने के बाद बढ़ाई जांच

विमान हादसा

नई दिल्ली, प्रेस: एअर इंडिया और एयर इंडिया एक्सप्रेस ने अपने सभी पायलटों का अनिवार्य साइकोएक्टिव सब्सटेंस टेस्टिंग (डोप टेस्ट) शुरू करने का फैसला किया है। यह कदम चार अगस्त को फुकेट-दिल्ली उड़ान के दौरान विमान (एआई-2379) के अचानक करीब 300 फीट नीचे आने की घटना के बाद उठाया गया है। घटना की जांच के दौरान विमान के पायलट-इन-कमांड का डोप टेस्ट पाजिटिव पाया गया था और पुष्टि परीक्षण में मारिजुआना (गंजे) की मौजूदगी की पुष्टि हुई थी। एअर इंडिया का सभी पायलटों की जांच करने का फैसला सुरक्षा प्रक्रियाओं को मजबूत करने और यात्रियों का भरोसा बनाए रखने की कोशिश के तौर पर देख जा रहा है।

टाटा समूह की दोनों एयरलाइनों में 5000 से अधिक पायलट हैं। एयरलाइनों ने पायलटों को भेजे आंतरिक संदेश में कहा है कि व्यापक जांच में विमानन नियमों के तहत प्रतिबंधित साइकोएक्टिव सब्सटेंस और ड्रग्स को शामिल किया जाएगा। ये परीक्षण एअर

गलत काम करने के नतीजे और भी गंभीर होते जाएंगे:सीईओ

एअर इंडिया के मुख्य कार्यकारी अधिकारी (सीईओ) कैपबेल विल्सन ने गुरुवार को कर्मचारियों से कहा कि जब कोई न देख रहा हो, तब भी सही काम करें। उन्होंने कर्मचारियों को मिलने वाली यात्रा सुविधाओं के गलत इस्तेमाल और अन्य मुद्दों का जिक्र करते हुए कहा कि गलत काम करने के नतीजे और भी गंभीर होते जाएंगे। अगर आप किसी को गलत काम करते हुए देखें, तो उसकी जरूर रिपोर्ट करें। यह जान लें कि बच निकलने की संभावना कम होती जा रही है।

हालांकि, उन्होंने किसी का नाम नहीं लिया, लेकिन माना जा रहा है कि ये टिप्पणियां हाल में उड़ान के दौरान नशे के सेवन के दोषी पाए गए पायलट के संदर्भ में थीं। इसके साथ ही उन्होंने कहा कि एयर इंडिया समूह अगले दो वर्षों में 100 से अधिक नए विमानों को बेड़े में शामिल करने की योजना बना रहा है। बता दें कि मुख्य कार्यकारी अधिकारी और एमडी कैपबेल विल्सन ने पद से इस्तीफा दे दिया है और अगले छह महीने में एयरलाइन छोड़ देंगे।

इंडिया की गुरुग्राम अकादमी में प्रशिक्षण के दौरान, उड़ान ब्रीफिंग केंद्रों और एयरलाइन कार्यालयों में या पायलटों के घर के पास निर्धारित स्थानों पर किए जाएंगे।

मौजूदा विमानन नियमों के तहत एयरलाइनों के लिए हर साल अपने उड़ान दल के कम से कम 10 प्रतिशत सदस्यों का साइकोएक्टिव सब्सटेंस के लिए अचानक और यादृच्छिक परीक्षण करना जरूरी है।

एअर इंडिया अब इस न्यूनतम आवश्यकता से आगे बढ़ते हुए अपने सभी पायलटों की जांच

कर रही है। एयरलाइन ने पायलटों को स्पष्ट किया है कि ये जांच अनिवार्य हैं। बता दें कि चार अगस्त को फुकेट से दिल्ली आ रहा विमान टर्बुलेंस में फंस गया और अचानक करीब 300 फीट यानी 91 मीटर नीचे आ गया। घटना में कम से कम 24 लोग घायल हुए थे।

बता दें कि चार अगस्त को फुकेट से दिल्ली आ रहा एयर इंडिया का विमान आसमान में अचानक करीब 300 फीट नीचे गिर गया था, जिसमें 24 लोग घायल हो गए थे।

यात्रियों की जान जोखिम में डाल एअर इंडिया के पायलट ने किया 1200 किमी का सफर

गौतम कुमार मिश्रा • जागरण

नई दिल्ली : ओडिशा के आसमान में लगभग 300 फीट नीचे गिरे एअर इंडिया के फ्लैट-दिल्ली विमान (एआइ-2379) को नजदीकी एयरपोर्ट पर लैंड कराने के बजाय दिल्ली तक लाने के फैसले पर विमानन गलियारों में बहस छिड़ गई है। जांच का मुख्य फोकस इस बात पर है कि घटना के वक्त विमान का नियंत्रण किसके हाथ में था। पायलट-इन-कमांड अपनी सीट पर कब से नहीं थे। क्या टर्बुलेंस से ठीक पहले वह अपनी सीट पर मौजूद थे या फिर फ्लैट से उड़ान भरने के बाद से ही विमान की पूरी कमान सहायक पायलट के पास थी। ऐसे सवाल के जवाब जांच एजेंसियां प्राथमिकता के आधार पर तलाश रही हैं।

विशेषज्ञों का मानना है कि इतने गंभीर तकनीकी अलर्ट और घायलों के होने के बावजूद दिल्ली तक लाना यात्रियों की जान जोखिम में डालने जैसा था। ओडिशा में इतना गंभीर हादसा होने के बावजूद नजदीकी एयरपोर्ट पर



चार अगस्त को फ्लैट से दिल्ली आ रहे एअर इंडिया विमान में टर्बुलेंस के कारण कई लोग घायल हो गए थे। फाइल

इमरजेंसी लैंडिंग करने के बजाय 1200 किमी दूर दिल्ली तक उड़ान जारी रखना बेहद बड़ा और जोखिम भरा फैसला था। विमान के अचानक 300 फीट नीचे गिरने की घटना ओडिशा के ऊपर घटी थी, लेकिन पायलट ने इसका 'पैन-पैन' आपातकालीन संदेश दिल्ली एयरस्पेस में पहुंचकर ही दिया।

क्या होता है 'पैन-पैन' व 'मे डे'

अक्सर लोग दोनों इमरजेंसी सिग्नलों को एक जैसा समझ लेते हैं, लेकिन एविएशन में दोनों का अलग महत्व है। 'मे डे' सबसे गंभीर और उच्चतम स्तर का सिग्नल है। इसका इस्तेमाल तब किया जाता है जब विमान दुर्घटनाग्रस्त होने की गंवार पर हो या सवार लोगों की जान को तत्काल जानलेवा खतरा हो। पैन-पैन सिग्नल 'मे डे' से एक कदम नीचे का तत्काल सहायता सिग्नल है।

1600 फीट प्रति मिनट थी विमान के नीचे आने की रफ्तार

चार अगस्त को टर्बुलेंस की चपेट में आकर इतनी तेजी से नीचे गिरा कि 30 सेकंड में ही यात्रियों के बीच अफरातफरी मच गई। टर्बुलेंस के वक्त विमान 1600 फीट प्रति मिनट की रफ्तार से नीचे आया। विमान हर सेकंड आठ मीटर (लगभग ढाई मंजिला इमारत के बराबर) ऊंचाई खो रहा था।

Air India to Stay on Expansion Course Despite Challenges

Forum Gandhi

Mumbai: Air India plans to add more than 100 new aircraft across the group over 2027 and 2028 and retrofit 16 Boeing 787-8s next year, continuing a fleet overhaul as the airline faces higher operating costs, disrupted international routes and the challenge of returning to profitability.

The airline's \$400 million legacy fleet retrofit programme is on track, outgoing chief executive Campbell Wilson told employees at a townhall Thursday. The narrow-body retrofit programme is complete, while work on the widebody fleet is ongoing, he said.

Air India inducted three retrofitted Boeing 787-8 Dreamliner aircraft this year and expects another four to return to service before the end of 2026. The airline estimates that the entire programme to retrofit 16 airliners will be nearly complete by the end of 2027.

The airline also received three new Boeing 787-9s in 2026 and expects delivery of two Airbus A350-1000s later this year.

Induction of new planes during 2027 and 2028 will add to the fleet of the group comprising full-service carrier Air India and low-cost Air India Express.

The expansion comes at a time when Air India is facing higher operating costs due to geopolitical disruptions and longer flight routings. The closure of Pakistani airspace has increased flight times for Indian carriers by up to three hours on some Europe and North America routes, while disruptions linked to the Iran conflict have added to fuel and operating costs. A weaker rupee and softer India-US demand amid visa restrictions and trade-related uncertainty have also weighed on the industry.

Air India, meanwhile, has reported improvements in operations. The airline's on-time performance (OTP) reached 91.6% in June, its highest ever recorded by the aviation regulator, while FY27 year-to-date OTP stood at 85%, compared with 76% in FY26. Widebody technical dispatch reliability improved to 97.4%, according to the airline. Its fleet-wide net promoter score, a measure of customer loyalty, rose to +37 in FY27 year-to-date from -35 in FY23.

Profitability remains a key priority for the airline as it invests in aircraft, fleet refurbishment and operations amid the challenging operating environment.

Wilson said annual salary increments for employees, including ground staff and cabin crew, will take effect October 1.



PHUKET-DEL AFTERMATH

Air India Mandates Drug Test for All Pilots, Cabin Crew

Our Bureau

New Delhi: Air India has mandated all pilots and cabin crew to undergo tests for psychoactive substance use, starting Thursday, expanding the remit beyond the civil aviation regulator's rules, according to an internal memo reviewed by ET. The Tata Group-owned airline tightened its rules after the captain of an Air India A320 flight from Phuket to Delhi rapidly lost around 300 feet of altitude last week, injuring 17 passengers. The pilot later tested positive for marijuana.

Between Air India and Air India Express, the airline has more than 5,000 pilots. Current rules of the Directorate General of Civil Aviation (DGCA) mandate random testing of crew for substance abuse.

Air India will carry out the tests alongside training sessions at the airline's Gurugram academy, after flights at briefing centres and offices, or at locations designated by pilots' home bases, Manish Uppal, senior VP, operations, wrote in the memo. "We feel that it is important to go further," said Uppal. "We have decided to undertake a full screening of all group pilots for substances or medications that are not permitted under regulations." The carrier urged pilots and cabin crew to self-declare if they used any substance, stressing such information will be handled in a confidential and sensitive manner, and shared only on a need-to-know basis.



Corporate Communications Directorate

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AIR INDIA

Expansion to profitability

AKBAR MERCHANT
Mumbai, August 13

FOR THE NEXT Tata Sons chairman, Air India is likely to be one of the most consequential unfinished projects inherited from N Chandrasekaran. The group has put in place the building blocks of a global airline through the acquisition of Air India, merger with Vistara and a more than 500-aircraft order, but the challenge now is to make the investment deliver financially.

The scale of that challenge is evident from Air India's latest financials. Air India and Air India Express together reported a net loss of ₹22,238 crore in FY26, more than double the previous year, even as the group continued to spend on fleet renewal, cabin refurbishment, technology and integration. Chandrasekaran has said the turnaround should be viewed as a five-to-10-year journey rather than one measured in quarters.

GROWTH CHALLENGE

■ Air India and Air India Express posted a combined **₹22,238 cr** loss in FY26

■ With nearly 600 aircraft on order, the successor must balance aggressive capacity expansion



■ New CEO **Tewolde Gebremariam** inherits an airline through its rebuilding phase

■ High fuel costs and airspace restrictions have already forced route rationalisation & constrained growth



The incoming Tata Sons chairman will therefore have to decide how aggressively to pursue the original expansion plan while putting greater emphasis on operational efficiency and profitability.

Air India's nearly 600-aircraft orderbook is due to translate into a significant increase in capacity from 2027, making the

next few years critical in determining whether the new fleet can generate adequate returns.

This will also involve managing the pace of deliveries and network expansion amid an unusually difficult operating environment. Airspace restrictions and high jet fuel prices have already forced Air India to rationalise several international

routes, while delays in aircraft deliveries and cabin retrofits have constrained capacity. The leadership transition at the airline adds another layer.

Former Ethiopian Airlines chief Tewolde Gebremariam has been appointed Air India's CEO, replacing Campbell Wilson, who is set to step down by September 30.

Gebremariam is taking charge at a stage when the initial rebuilding of the airline's systems, fleet and organisation has largely begun, but the harder task of making the enlarged airline commercially sustainable lies ahead. For Chandra's successor, the question will thus not be whether to continue the Air India transformation, but how to balance growth with financial discipline as the airline moves into its next phase. The successor will inherit a business where the capital has already been committed and the strategic direction set, but where the returns from that bet are still some years away.

GROUP NOW HAS NEARLY 300 AIRCRAFT

Air India plans to induct 100 planes in 2 years: Wilson

PRESS TRUST OF INDIA
New Delhi, August 13

AIR INDIA IS facing challenges due to external volatility but remains focused on the profitability path and plans to induct over 100 new planes over the next two years, its CEO Campbell Wilson said on Thursday.

The loss-making airline has been facing multiple headwinds, and a leadership transition is happening, with former Ethiopian Airlines Group chief Tewolde Gebremariam set to take over as the CEO and MD from Wilson.

During a townhall with staff, Wilson, who is likely to leave the airline next month, said the annual salary increments will come into effect from October 1.

The recently revised pay structure for pilots will also be effective on the same date, according to sources. Earlier this year, the increment cycle was deferred by one quarter amid the West Asia turmoil significantly impacting flight operations and costs.

Talking about the future trajectory, Wilson said the group expects to induct over 100 new planes in the next two years and that 16 Boeing 787-8 aircraft are to be retrofitted in 2027, according to the sources.

He told the employees that the airline continues to make steady progress on its transformation journey despite a challenging operating environment marked by geopolitical uncertainty, airspace disruptions, fuel price volatility and macroeconomic pressures.

Currently, Air India Group, comprising Air India and Air India Express, has nearly 300 planes. Air India has more than

FLYING HIGH

■ Outgoing CEO Campbell Wilson during a townhall said the carrier remains focused on the profitability path

■ He said the annual salary increments will come into effect from October 1

■ Air India has 35 Boeing 787s, 19 Boeing 777-300 ERs & 6 A350-900s

■ The airline has been facing multiple headwinds, and a leadership transition is taking place

■ Former Ethiopian Airlines Group chief Tewolde Gebremariam set to take over as the CEO and MD from Wilson



Airline to test pilots for drugs

AIR INDIA AND Air India Express will begin mandatory psychoactive substance testing of all their pilots on Thursday, expanding checks beyond regulatory requirements, following the captain of a Phuket-Delhi flight that suddenly lost altitude tested positive for marijuana, according to sources.

The two Tata Group-owned airlines together have more than 5,000 pilots. The comprehensive screening will cover substances and medica-

tions prohibited under prevailing aviation regulations, the airlines said in an internal communication to pilots.

Tests will be conducted alongside training sessions at Air India's Gurugram academy, after flights at briefing centres and airline offices, or at locations designated by pilots' home bases, the memo said.

Existing regulations require airlines to randomly test at least 10% of their flight crew for psychoactive substances each year. **PTI**

185 aircraft, including the wide-body fleet of 35 Boeing 787s, 19 Boeing 777-300 ERs and 6 A350-900s. Out of these wide-bodies, 26 Boeing 787-8s are legacy ones, and 3 are brand new and were inducted this year. In 2026, the airline is to induct 2 new Airbus A350-1000 aircraft.

Over the past six months, Wilson said airlines worldwide

have faced significant headwinds, including a surge in jet fuel prices during the March-May period, and the Pakistan airspace closure increased flight times for Indian airlines by up to three hours on various Europe and North America routes.

Disruptions arising from the Iran conflict have further increased operational complexity and fuel costs.



Corporate Communications Directorate

HINDUSTAN

DELHI

14 AUGUST 2026

सख्ती: एयर इंडिया के सभी पायलटों का रोज होगा डोप टेस्ट

नई दिल्ली, विशेष संवाददाता। एयर इंडिया ने सुरक्षा मानकों को मजबूत करने के लिए उड़ान से पहले अपने समूह के सभी पायलटों के लिए डोप टेस्ट अनिवार्य कर दिया है। जांच गुरुवार से शुरू हो गई।

कंपनी ने यह फैसला चार अगस्त को फुकेट से दिल्ली आ रहे विमान के कर्मांडिंग पायलट का डोप टेस्ट (दिमाग पर असर डालने वाले नशीले पदार्थ) पॉजिटिव आने के बाद लिया है। एयर इंडिया के उड़ान परिचालन प्रमुख महेश उप्पल ने पायलटों को पत्र भेजकर इसकी सूचना दी। उन्होंने कहा कि 13 अगस्त से सभी पायलटों का रोज परीक्षण होगा। कंपनी पहले से ही डीजीसीए के सभी मानकों का पालन करती है। यात्रियों और अन्य हितधारकों का भरोसा मजबूत करने के लिए व्यापक जांच का फैसला लिया है।

टाटा समूह के स्वामित्व वाली विमानन कंपनियों एयर इंडिया और एयर इंडिया एक्सप्रेस में पांच हजार से अधिक पायलट हैं। कंपनी के अनुसार, पायलटों की जांच गुरुग्राम अकादमी में प्रशिक्षण के बीच, उड़ान के बाद फ्लाइट



05 हजार से अधिक पायलट हैं एयर इंडिया और एयर इंडिया एक्सप्रेस में

टर्बुलेंस मामले की रिपोर्ट जल्द साँपेगा ब्यूरो

फुकेट-दिल्ली उड़ान में टर्बुलेंस की घटना की जांच रिपोर्ट वायुयान दुर्घटना अन्वेषण ब्यूरो तय 30 दिन की समयसीमा से पहले जारी कर सकता है। जांच तेजी से आगे बढ़ रही है। टर्बुलेंस के कारण 20 यात्री और चार कैबिन कू सदस्य घायल हुए थे। नागरिक उड्डयन मंत्रालय ने जांच ब्यूरो को सूची है।

ब्रीफिंग सेंटर, एयर इंडिया के कार्यालयों या संबंधित वेब पर होगी। स्पष्टीकरण के लिए पायलट चीफ पायलट या वेब मैनेजर से संपर्क कर सकते हैं।



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इंडिगो बुकिंग में 20 फीसदी तक छूट देगी

नई दिल्ली, एजेंसी।
विमानन कंपनी इंडिगो ने
स्वतंत्रता दिवस के मौके पर
टिकट बुकिंग में छूट देने की
घोषणा की है। ग्राहक घरेलू
और अंतरराष्ट्रीय उड़ानों के
टिकट बुक करते समय मूल
किराये पर 20 फीसदी तक
की छूट पा सकते हैं।

कंपनी ने गुरुवार को बताया
कि यह पेशकश 16 अगस्त
तक की बुकिंग पर लागू
होगी। इसके तहत नॉन-
स्टॉप उड़ानों से 16 अगस्त
से 31 अक्टूबर 2026 के
बीच यात्रा की जा सकती है।



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दो बार खराब हुआ ऑटोपायलट मोड



नई दिल्ली, एजेंसी। फुकेट से दिल्ली आ रही एयर इंडिया की फ्लाइट की रिपोर्ट में नया दावा सामने आया है। पोस्ट-फ्लाइट मेंटनेंस रिपोर्ट (उड़ान के बाद की रखरखाव रिपोर्ट) में पता चला कि गत चार अगस्त को 300 फीट नीचे गिरने से पहले विमान का ऑटोपायलट दो बार बंद हुआ था।

फ्लाइट के हाइड्रोलिक सिस्टम और फ्लाइट कंट्रोल में तकनीकी खराबी की

एयर इंडिया चुनौतियों का सामना कर रही: सीईओ

एयर इंडिया के मुख्य कार्यकारी अधिकारी (सीईओ) कैप्टन विल्सन ने गुरुवार को कहा कि एयरलाइन बाहरी अस्थिरता के कारण चुनौतियों का सामना कर रही है। हालांकि, पूरा ध्यान मुनाफे के रास्ते पर लौटने पर है। उनके मुताबिक, एयरलाइन की अगले दो वर्षों में 100 से अधिक नए विमानों को अपने बेड़े में शामिल करने की योजना है। घाटे में चल रही यह एयरलाइन कई तरह की विपरीत परिस्थितियों का सामना कर रही है। विल्सन की जगह इथियोपियन एयरलाइंस ग्रुप के पूर्व प्रमुख तेवोल्डे गेब्रेमारियम एयर इंडिया के नए सीईओ और एमडी का पदभार संभालने वाले हैं।

चेतावनी भी दर्ज की गई थी।

इस उड़ान को संचालित कर रहे एयरबस ए320 के लिए तैयार रिपोर्ट में ग्रीन, ब्लू और यलो हाइड्रोलिक सिस्टम में बार-बार कम दबाव के अलर्ट और यलो व ब्लू रिजर्वॉयर में कम फ्लूइड की

बात सामने आई है। वहीं हाइड्रोलिक सिस्टम, एक एलिवेटर कंप्यूटर और नोज लैंडिंग गियर डोर सिस्टम से जुड़े हाई-प्रेसर संकेत की समस्याओं को भी चिन्हित किया है। हालांकि, रखरखाव रिपोर्ट में यह पुष्टि नहीं की गई है।

AI pilot claims he was on 'sleep medication'

HT Correspondent

letters@hindustantimes.com

NEW DELHI: The commander of the Air India Phuket-Delhi flight that lost altitude suddenly on August 4, injuring several passengers, told investigators he had been struggling with sleep and was on medication prescribed by his family doctor, two people familiar with his account to the Aircraft Accident Investigation Bureau (AAIB) said. They spoke on condition of anonymity and described more than an hour of questioning by investigators.

The disclosure comes a day after it emerged the pilot's preliminary post-flight drug test was recorded as "non-negative," a screening result indicating a sample flagged for further analysis, and that his confirmatory test came back positive for cannabis.

The pilot told investigators he had been unable to sleep during his layover in Phuket. He said he had experienced sleep difficulty for some time because of personal circumstances, one of the persons said. He did not name the medication or say how long he had been on it, the person said.

DGCA rules require pilots on prescription medication to declare it to their airline. Non-disclosure can invite action from the operator. It was not clear if the pilot had done so.

THE DISCLOSURE COMES A DAY AFTER IT EMERGED THE PILOT'S POST-FLIGHT DRUG TEST WAS RECORDED AS 'NON-NEGATIVE'

The pilot said he slept for 30 to 35 minutes during the flight, used the washroom and returned to stand behind the first officer, the two persons said. He was discussing the air conditioning system when the altitude event happened, and he was thrown to the cockpit floor, they said.

The first officer was flying the aircraft. The commander was the pilot monitoring, two people said.

A cabin crew member on the observer seat, a role a departing pilot must assign when leaving the cockpit, helped him up, the persons said. It was the first detailed account from the cockpit crew of what happened aboard flight AI2379, an Airbus A320 registered as VT-EXO.

The full sequence of events inside the cockpit could not be independently established from the pilots' accounts to investigators. A copy of the aircraft's post-flight Centralised Fault Display System log, seen by HT, recorded nine warning messages within

one minute at 9.32am IST — a time when the flight had entered over the coast of Odisha from the Bay of Bengal. The messages included low pressure across the Green, Blue and Yellow hydraulic systems in different combinations, low reservoir levels on the Yellow and Blue systems, an autopilot disconnect and an elevator flight-control fault. Two door emergency-exit sensor messages followed at 9.33am and 9.35am. No further hydraulic or elevator messages were logged for the next 43 minutes. A separate engine anti-ice fault was recorded at 10.16am, and a second autopilot disconnect at 10.52am. The second disconnect was not accompanied by any hydraulic messages, unlike the first. The log doesn't state a cause.

The pressure readings toggled across different system combinations within a minute rather than one system failing and staying failed. That pattern could allude to a transient event of the kind a sharp vertical excursion — or a sudden altitude loss, as reported by those onboard and the airline. — can produce through brief fluid movement in the hydraulic reservoirs, on a reading of the log by HT against standard A320 fault-code references. A sustained mechanical failure would have thrown up more messages including a number to indicate recurrency.

AI asks all pilots to take drug test

Neha LM Tripathi

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NEW DELHI: Air India and Air India Express will begin screening of all their pilots psychoactive substance from Thursday after the commander of a Phuket-Delhi flight that lost altitude sharply last week tested positive for marijuana, even as the Centre is planning to amend rules to enforce stricter action against pilots testing positive for drugs, people familiar with the matter said.

"We have decided to undertake a full screening of all Group pilots for any substances or medications that are not permitted under prevailing regulations. This testing is mandatory and will start today, 13 August 2026," Manish Uppal, head of flight operations, Air India, wrote in an email to all pilots of the group. HT has seen the email.

"It will be conducted concurrently with training at the Gurugram academy, post flight at our Flight Briefing Centres / Air India Offices, or at locations provided by your respective bases," the internal communication added.

Air India and Air India Express together have around 5,000 pilots.

The move follows an August 4 incident involving Air India flight AI2379, an Airbus A320neo flying from Phuket to Delhi, which suddenly lost about 300 feet in altitude during cruise. While the case is being investigated by the Aircraft Accident Investigation Bureau (AAIB), the pilot-in-command tested positive for marijuana in an initial, and a second confirmatory, test early this week. A preliminary defect report prepared by the pilots suggested the incident was preceded by multiple technical glitches, including an autopilot disconnection.

Meanwhile, people aware of the



The pilot of a Phuket-Delhi flight that lost altitude sharply tested positive for marijuana.

matter said the government is planning to amend the drug-testing rules for aviation personnel. "The Directorate General of Civil Aviation (DGCA) will review the existing civil aviation requirements (CAR) on testing for psychoactive substances, with a possible increase in random testing and stronger penalties under the revised framework," one of the people said, requesting anonymity.

The current CAR, effective since January 2022, requires scheduled commercial airlines, air traffic controllers, flight training organisations and air navigation service providers to conduct random drug tests covering at least 10% of employees annually. The rules also provide for removal from safety-sensitive duties following a non-negative screening result.

India mandates pilots to undergo breathalyser test for alcohol before and after the flight. "The government may look at similar rules for drug testing. The random testing module can also be increased," a second person said. "While the discussions have just begun, the amendments to the CAR may also look at placing greater responsibility on airlines for ensuring compliance with drug-testing requirements."

Air India CEO peeved at employees flouting rules, warns of consequences

Airline to have mandatory screening for banned substances, medicines for pilots instead of random testing; probe on into incident involving Phuket-Delhi flight, which suffered a momentary loss of altitude, multiple technical snags in a minute

Jagriti Chandra
NEW DELHI

Air India CEO Campbell Wilson on Thursday expressed “anger and disappointment” at employees who flout rules and regulations, warning that violations would invite consequences as the airline faces scrutiny over last week’s Phuket-Delhi flight incident, in which the pilot-in-command reportedly tested positive for marijuana, a banned substance.

The airline also informed all its pilots in an email that mandatory screening for banned substances and medications



Sound advice: Air India CEO Campbell Wilson has urged employees to “do the right thing even when no one is watching”. PTI

would come into effect immediately, replacing the earlier system of random testing.

The CEO remarks came

as the airline is under investigation into the August 4 incident involving the Phuket-Delhi flight, which suffered a momentary loss

of altitude and multiple technical snags within a span of about a minute.

As many as 20 passengers and four crew members were injured during the episode, according to the airline. The Aircraft Accident Investigation Bureau (AAIB) has classified the incident as a serious incident and is investigating the sequence of events.

“It angers me, it disappoints me [that] there are some people who think that rules and regulations don’t apply to them,” Mr. Wilson said in his final town hall address before demitting office.

He warned employees that since privatisation, the

airline had put systems and controls in place to ensure that transgressions do not go unchecked, and that going forward, the consequences for misdemeanours would only get “tougher and tougher.”

He urged employees to “do the right thing even when no one is watching”, as well as to report wrongdoings. He underlined that “fundamentally something that’s problem is a matter of culture and self discipline”. He also mentioned that 1,000 employees had been terminated in the last three years for misdemeanours like abuse of travel privileges and forgery of travel documents.



Corporate Communications Directorate

THE INDIAN EXPRESS

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AFTER PHUKET-DELHI PILOT TESTS POSITIVE FOR MARIJUANA

Air India group makes one-time drug test mandatory for all its pilots

Sukalp Sharma

New Delhi, August 13

WITH THE pilot-in-command of the Air India Phuket-Delhi flight that suddenly lost altitude on August 4 testing positive for marijuana, the airline group has decided to conduct mandatory drug tests of all its pilots — Air India and Air India Express — starting Thursday.

In an internal memo to its pilots, the group said this one-time exercise “goes beyond the regulatory requirements” listed in the Directorate General of Civil Aviation’s (DGCA) rules on testing for psychoactive substances. According to the internal memo, the tests will be conducted alongside training sessions at the airline’s Gurugram academy, after flights at briefing centres and offices, or at locations designated by the pilots’ home bases.

According to sources, pilots who are currently on leave will be expected to undergo the tests upon resuming duty. The

entire exercise is expected to take a few days.

Air India didn’t issue any official comment on the communication. Together, the group’s two airlines have about 5,000 pilots and a fleet of nearly 300 aircraft.

As per the DGCA’s existing Civil Aviation Requirements (CAR) on testing for psychoactive substances, random dope tests on 10% of the flight crew or pilots, and air traffic controllers are mandatory each year. Apart from the routine random testing, dope tests are also usually carried out after a safety-related incident.

“As you know, Air India already fully complies with all regulatory requirements prescribed by India’s DGCA, which are similar to those practised in other major aviation jurisdictions including Europe and the United States. We nevertheless now feel that it is important to go further. Accordingly, we have decided to undertake a full screening of all group pilots

As per the existing Civil Aviation Requirements (CAR) on testing for psychoactive substances, random dope tests on 10% of the flight crew or pilots, and air traffic controllers are mandatory each year

for any substances or medications that are not permitted under prevailing regulations. This testing is mandatory and will start today, 13 August 2026,” the airline said in its internal memo.

“It (test) will be conducted concurrent with training at the Gurugram Academy, post flight at our Flight Briefing Centres/Air India Offices, or at locations provided by your respective

bases. This initiative, which goes beyond regulatory requirements, reflects our determination to uphold the highest standards of safety and professionalism, and to provide reassurance to our passengers, stakeholders and the community at large,” it said.

“For decades, Air India has been the flag bearer of Indian aviation. Over this time, the professionalism, skill and commitment to safety of our pilots, together with other staff, has earned the trust of millions of passengers and the wider community. This trust is our most important asset, and it is vital that we do all possible to protect and sustain it. Many of you have recently reached out to share the same sentiment,” it said.

The development comes days after an Air India Airbus A320 aircraft — VT-EXO — operating a flight from Phuket to Delhi on August 4 encountered a sudden altitude drop of about 300 feet, causing injuries to 20

passengers and four cabin crew members; 17 of the 24 injured had to be hospitalised. The aircraft had 137 passengers, six cabin crew members, and two pilots on board. The incident was classified as serious and is being investigated by the Aircraft Accident Investigation Bureau (AAIB).

While the initial drug screening of the pilot-in-command had returned a ‘non-negative’ result, the confirmatory test was found to be positive, with the substance identified as marijuana, according to sources. It is not clear when the substance was consumed, or whether he was operating the flight under its influence.

According to sources, the pilot informed the authorities that he was on sleep medication, as prescribed by his family doctor. He is also learnt to have said that he was standing behind the co-pilot’s seat at the time of the incident, and was not at the aircraft’s controls.

LOKSATYA

DELHI

14 AUGUST 2026

अब सभी पायलटों का होगा डोप टेस्ट एअर इंडिया और एअर इंडिया एक्सप्रेस ने लिया बड़ा फैसला

● फुकेत-दिल्ली फ्लाइट में
टर्बुलेंस का मामला

नई दिल्ली, लोकसत्य

फुकेत-दिल्ली फ्लाइट में टर्बुलेंस की घटना के बाद अब एयर इंडिया और एयर इंडिया एक्सप्रेस ने सभी पायलटों के डोप टेस्ट कराने का फैसला लिया है। दोनों एयरलाइनों में कुल मिलाकर 5,000 से अधिक पायलट हैं।

फुकेत-दिल्ली एयर इंडिया फ्लाइट में टर्बुलेंस की घटना के बाद अब सभी पायलटों को डोप टेस्ट से गुजरना होगा। इस फ्लाइट में अचानक 300 फीट की ऊंचाई कम हो गई थी। इस घटना में कम से कम 20 यात्री और चार केबिन क्रू सदस्य घायल हो गए थे।

टर्बुलेंस की घटना के फ्लाइट के पायलट-इन-कमांड की रिपोर्ट डोप टेस्ट में पॉजिटिव आई थी। मतलब



कि विमान उड़ते समय पायलट नशे में था। अब एयर इंडिया और एयर इंडिया एक्सप्रेस ने आगे ऐसी गलती नहीं हो, इसलिए सभी पायलटों के डोप टेस्ट कराने का फैसला लिया है।

पायलटों को भेजे गए एक आंतरिक मेल में दोनों एयरलाइन कंपनियों ने कहा कि किसी भी ऐसे पदार्थ या दवाओं की पूर्ण जांच करने का निर्णय लिया गया है, जिनकी मौजूदा नियमों के तहत अनुमति नहीं है। सभी पायलटों की जांच में यह देखा जाएगा कि उनके शरीर में नियमों के तहत प्रतिबंधित कोई पदार्थ या दवा तो मौजूद नहीं है। यह

जांच 13 अगस्त 2026 से अनिवार्य रूप से शुरू होगी। एयर इंडिया का कहना है कि वह पहले से ही डीजीसीए के सभी नियमों का पालन करती है।

कंपनी का कहना है कि यात्रियों की सुरक्षा और भरोसा बनाए रखने के लिए कंपनी ने नियमों से आगे जाकर यह अतिरिक्त जांच कराने का फैसला किया है। जांच गुडगांव स्थित एयर इंडिया अकादमी, फ्लाइट ब्रीफिंग सेंटर, एयर इंडिया कार्यालयों या संबंधित बेस पर होगी। यह जांच पायलटों की ट्रेनिंग के साथ-साथ, पोस्ट-फ्लाइट के बाद भी की जाएगी।

युनौतियों के बीच एयर इंडिया की बड़ी उड़ान,
दो साल में बेड़े में जुड़ेंगे 100 विमान: सीईओ

नई दिल्ली, लोकसत्य। एयर इंडिया के मुख्य कार्यपालक अधिकारी (सीईओ) कैप्टन विल्सन ने बृहस्पतिवार को कहा कि एयरलाइन बाहरी परिस्थितियों में उतार-चढ़ाव के चलते युनौतियों का सामना कर रही है, लेकिन वह लाभप्रदता की राह पर लौटने के लक्ष्य पर कायम है। उन्होंने कहा कि एयर इंडिया अगले दो वर्षों में अपने बेड़े में 100 से अधिक नए विमान शामिल करने की योजना बना रही है।

घाटे में चल रही एयर इंडिया को कई मोर्चों पर मुश्किलों का सामना करना पड़ रहा है। इसी बीच, कंपनी में नेतृत्व परिवर्तन भी हो रहा है। इथियोपियन एयरलाइंस समूह के पूर्व प्रमुख टेवोल्डे गेब्रेमरियम अब विल्सन की जगह एयर इंडिया के नए सीईओ एवं प्रबंध निदेशक का पद संभालने वाले हैं। अगले महीने एयरलाइन से विदाई लेने को तैयार विल्सन ने कर्मचारियों के साथ आयोजित कार्यक्रम में कहा कि वार्षिक वेतन वृद्धि एक अक्टूबर से लागू होगी।

सूत्रों के अनुसार, पायलट के लिए हाल में संशोधित वेतन ढांचा भी इसी तारीख से प्रभावी होगा। इस साल की शुरुआत में पश्चिम एशिया में जारी तनाव के कारण उड़ान संचालन और लागत पर पड़े असर को देखते हुए वेतन वृद्धि चक्र को एक तिमाही के लिए टाल दिया गया था।



Corporate Communications Directorate

MINT

DELHI

14 AUGUST 2026

Air India widens pilot drug testing post Phuket incident

Abhishek Law
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NEW DELHI

Air India started testing all its pilots and copilots for psychoactive substances on Thursday—the first such group-wide exercise since the Tata Group took control of the airline in January 2022, two people familiar with the development said.

The mandatory one-time screening comes after the pilot-in-command of an Air India Phuket-Delhi flight tested positive for a banned substance, one of the two people said. The aircraft suddenly plunged about 300 feet while cruising last week and 20 passengers and four cabin crew members were injured. Air India and the ministry of civil aviation have not disclosed the identity of the pilot or detailed the test results.

The airline has decided to undertake a “full screening” of all group pilots for substances or medications that are not permitted under prevailing regulations, Manish Uppal, senior vice president—operations, Air India, said in a communication to pilots. *Mint* has reviewed the letter.

The airline said the exercise was being undertaken even though Air India already fully complies with requirements prescribed by the Directorate General of Civil Aviation. “We have decided to undertake full screening of all group pilots for any substances or medications that are not permitted under prevailing regulations,” Air India said in the email.

The communication did not refer to the Phuket-Delhi incident or specific pilot or test result. Air India didn’t reply to *Mint*’s queries till press time.

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



Corporate Communications Directorate

MILLENNIUM POST

DELHI

14 AUGUST 2026

Air India to test all pilots for drugs

NEW DELHI: Air India and Air India Express will introduce mandatory psychoactive substance tests for all their pilots from Thursday, going beyond the regulatory requirement to randomly screen at least 10 per cent of flight crew each year.

The move follows an August 4 incident involving Air India flight AI2379, an Airbus A320neo **CONTINUED ON P4**

Air India

flying from Phuket to Delhi, which lost about 300 feet (91 metres) during turbulence. The aircraft had 145 people on board, including 137 passengers and eight crew members, with at least 24 people injured.

Sources said the pilot-in-command initially tested positive for a psychoactive substance, while a confirmatory test identified marijuana. The pilot's name has not been disclosed.

The Tata Group-owned airlines have more than 5,000 pilots. According to an internal communication, testing will cover substances and medications prohibited under aviation rules. Checks will be conducted at Air India's Gurugram academy, briefing centres, airline offices and locations linked to pilots' home bases.

The incident remains under investigation amid scrutiny of pilot fitness and compliance with safety regulations. **MPOST**



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

14 AUGUST 2026

AVIATION

Air India to induct 100 planes in 2 years: Wilson

ENS ECONOMIC BUREAU @ New Delhi

AIR INDIA plans to induct over 100 new planes over the next two years, its CEO Campbell Wilson said on Thursday. The statement by the outgoing CEO comes as the Tata Group-run carrier reported record losses last fiscal due to operational challenges, airspace closures and elevated jet fuel prices.

During a town hall with staff, Wilson said the group expects to induct over 100 new planes in the next two years and that 16 Boeing 787-8 aircraft are to be retrofitted in 2027. Currently, Air India Group, comprising Air India and Air India Express, has nearly 300 planes.

He told the employees that the airline continues to make steady progress on its transformation journey despite a challenging operating environment marked by geopolitical uncertainty, airspace disruptions, fuel price volatility and macroeconomic pressures.

To reduce costs, the airline had recently curtailed its domestic as well as international operations. According to Wilson, during temporary network curtailments due to airspace restrictions, fleet improvement initiatives were implemented.

Wilson also said that the annual salary increments will come into effect from October 1. The recently revised pay structure for pilots will also be effective on the same date.

The town hall took place at a time when the airline is facing regulatory scrutiny over the Phuket-Delhi flight incident on August 4, in which the aircraft suddenly lost 300 feet of altitude, and the pilot-in-command tested positive for a psychoactive substance.

नशे में पायलट: यात्री सुरक्षा पर खतरा और नियामक की जिम्मेदारी

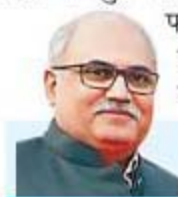
हवाई यात्रा आज आम आदमी की जरूरत बन चुकी है। लाखों यात्री रोज आसमान में उड़ान भरते हैं, इस भरोसे के साथ कि उनके जीवन की बागडोर संभालने वाले पायलट पूरी तरह सचेत, स्वस्थ और नशे से मुक्त होंगे। लेकिन जब भी कोई पायलट नशे या नशीले पदार्थ के प्रभाव में कॉकपिट में बैठा है, तो यह भरोसा टूट जाता है। यह सिर्फ नियम उल्लंघन नहीं, बल्कि सैंकड़ों जिंदगियों के साथ खिलवाड़ है।

भारत में नागरिक उड्डयन महानिदेशालय (डी.जी.सी.ए.) के नियम काफी सख्त माने जाते हैं। एयरक्राफ्ट रूल 1937 के नियम 24 और सिविल एविएशन रिक्रायमेंट्स (सी.ए.आर.) सैक्शन 5, सीरीज एफ के तहत पायलट और क्रू को उड़ान शुरू होने से कम से कम 12 घंटे पहले किसी भी नशीले पदार्थ, सेडेटिव, नार्कोटिक या स्टीमुलेंट का सेवन पूरी तरह प्रतिबंधित है। कानून के मुताबिक 'ब्लड अल्कोहल कंसंट्रेशन' (बी.ए.सी.) जीरो होना चाहिए। हर पायलट और क्रू का 'प्री-फ्लाइट ब्रेथ एनालाइजर टेस्ट' अनिवार्य है। कुछ मामलों में 'पोस्ट-फ्लाइट टेस्ट' भी जरूरी है। इसके साथ ही साइकोएक्टिव पदार्थों (जैसे मारिजुआना) के लिए भी सख्त डोप टेस्ट के प्रावधान हैं।

डी.जी.सी.ए. के नियमों के अनुसार, पहली बार 'प्री-फ्लाइट पॉजिटिव' आने पर आमतौर पर 3 महीने का लाइसेंस निलंबन, दूसरी बार 3 साल और तीसरी बार स्थायी रद्दीकरण का प्रावधान है। पोस्ट फ्लाइट

पॉजिटिव पर पहली बार भी 1 साल तक निलंबन हो सकता है। गौरतलब है कि टेस्ट से इंकार को भी 'पॉजिटिव' माना जाता है। इसके बावजूद इनके आंकड़े चिंताजनक हैं। 2023 की पहली छमाही में ही 33 पायलट और 97 केबिन क्रू ड्यूटी पर नशे में पाए गए।

हाल के उदाहरण चौंकाने वाले हैं। दिसम्बर 2025 में वैक्वर एयरपोर्ट पर एयर इंडिया के एक पायलट को उड़ान से पहले हटाया गया क्योंकि 'ब्रेथ एनालाइजर टेस्ट' में बहुत ज्यादा अल्कोहल पाया गया। नतीजतन फ्लाइट घंटों देरी से निकली। ताजा मामला अगस्त 2026 में एयर इंडिया की फुकेत-दिल्ली फ्लाइट की



रजनीश कपूर

अचानक 300 फुट ऊंचाई घटने और कई यात्रियों के घायल होने के बाद पायलट-इन-कमांड का डोप टेस्ट पॉजिटिव आया, जिसमें मारिजुआना की पुष्टि हुई। इतना ही नहीं, यात्रियों ने पायलट की अजीब चाल और व्यवहार की शिकायत भी की। जिस कारण डी.जी.सी.ए. ने दोनों पायलट को ड्यूटी से हटाया।

ऐसा सिर्फ भारत में ही नहीं होता, दुनिया भर में भी ऐसे कई मामले हैं। अमरीका में एफ.ए.ए. के नियम 8 घंटे की 'अब्स्टिनेंस' और 0.04 प्रतिशत बी.ए.सी. लिमिट के हैं, जबकि यूरोप में ई.ए.एस.ए. 0.02 प्रतिशत तक अनुमति देता है।

परंतु भारत का 'जीरो टॉलरेंस' कहीं ज्यादा कठोर है। फिर भी उल्लंघन होते हैं क्योंकि कभी-कभी सिस्टम में सेंध भी लग जाती है।

ऐसे में पायलट की जिम्मेदारी सबसे बड़ी होती है। मैडिकल सर्टिफिकेट और फिटनेस के लिए ईमानदारी जरूरी है। अगर ऐसी कोई दवा ली है, जिसमें नशीले पदार्थ होते हैं तो कंपनी डॉक्टर से सलाह अनिवार्य है, क्योंकि कई दवाएं भी 'ब्रेथ टेस्ट पॉजिटिव' कर सकती हैं। नशा निर्णय लेने की क्षमता, रिएक्शन टाइम, स्पेसियल ओरिएंटेशन और आपात स्थिति संभालने की शक्ति को बुरी तरह प्रभावित करता है। थकान के साथ मिलाकर यह घातक हो जाता है। छोटी सी गलती से प्लेन क्रैश हो सकता है, सैंकड़ों मौतें हो सकती हैं।

डी.जी.सी.ए. जैसे नियामक की जिम्मेदारी है कि वह नियमित और संप्राइज चैक करे, टैस्टिंग की विश्वसनीयता सुनिश्चित करे और उल्लंघन पर सख्त कार्रवाई करे। नियमों को और कठोर बनाया गया है, वीडियो रिकॉर्डिंग अनिवार्य की गई है, रिपोर्टिंग 24 घंटे में जरूरी है। लेकिन सवाल उठता है कि क्या हमेशा सख्ती बरती जाती है? कई मामलों में पहली गलती पर 3 महीने का निलंबन और 'रिहैबिलिटेशन' का रास्ता खुला छोड़ दिया जाता

है। वहीं कुछ निजी चार्टर सेवाओं में कैप्टन एच.एस. विदी जैसे मामलों में डी.जी.सी.ए. द्वारा कथित तौर पर हल्की सजा देने की शिकायतें भी सामने आई हैं, जहां गंभीर उल्लंघन के बावजूद मामूली सजा दी गई। ऐसे कई उदाहरण हैं जो नियामक की विश्वसनीयता पर भी सवाल खड़े करते हैं। यात्री सुरक्षा में कोई समझौता नहीं होना चाहिए।

डी.जी.सी.ए. ने कई मामलों में सख्ती भी दिखाई है। दिल्ली हाईकोर्ट ने भी जीरो टॉलरेंस नीति को बरकरार रखा है। लेकिन प्राइवेट चार्टर और छोटे ऑपरेटर्स पर नजर रखना चुनौती है। एयरलाइंस को भी अपनी जिम्मेदारी समझनी होगी। सिर्फ नियम बनाने से काम नहीं चलेगा, लागू करने और उदाहरण पेश करने की भी जरूरत है।

यात्री का भरोसा तभी बनेगा जब हर उल्लंघन पर सख्त कार्रवाई हो। आसमान सुरक्षित तभी रहेगा, जब कॉकपिट में पूरी तरह जागरूक और नशे से मुक्त हाथ होंगे। सरकार, डी.जी.सी.ए. और एयरलाइंस को मिलकर यह सुनिश्चित करना होगा कि कोई भी पायलट यात्रियों की जिंदगी के साथ खिलवाड़ न कर सके। सुरक्षा कोई समझौता नहीं, बल्कि पूर्ण प्रतिबद्धता है।



Corporate Communications Directorate

THE PIONEER

DELHI

14 AUGUST 2026

Air India orders drug tests for all pilots

ASHOKE RAJ ■ New Delhi

Air India (AI) has introduced fresh mandatory screening for drug and psychoactive substances for pilots across both Air India and Air India Express following concerns surrounding the captain of a Phuket-Delhi flight who reportedly tested positive for marijuana.

The expanded testing programme begins Thursday and applies to all pilots, according to a formal communication issued by the airline to its employees. Once this one-time exercise is completed, testing will revert to the existing requirement of screening at least 10 per cent of pilots annually.



Representative image

WIKIMEDIA COMMONS

AI said it already complies with drug and alcohol testing requirements laid down by the Directorate General of Civil Aviation (DGCA). However, the airline has decided to conduct additional screening as part of a broader effort to strength-

en flight safety. The latest screening initiative comes in addition to the alcohol and substance-testing requirements already prescribed for India's flight crews. The airline said the new checks would cover substances as well as medications that are not permitted under prevailing aviation regulations.

Over 5,000 pilots across Air India and Air India Express are expected to undergo mandatory drug and substance testing. Testing will be carried out at the AI's Gurugram Academy, along with flight briefing centres and offices, with pilots required to undergo screening after completing their flights, according to the communication.

CONTINUED ON ►► P4

Air India orders drug tests for all pilots

The airline said the decision followed concerns raised by employees and was aimed at protecting the confidence passengers place in the carrier.

The move comes after an incident involving an Airbus A320neo operating from Phuket to Delhi. The aircraft, which had 137 passengers and eight crew members on board, suffered a sudden loss of altitude of around 300 feet during the flight before continuing to Delhi and landing safely. The incident left 13 passengers and four crew members injured.

Under DGCA regulations, crew members operating scheduled flights from India must undergo a pre-flight breathalyser examination at the first departure airport during their flight-duty period. A crew member who operates without completing the mandatory test can be removed from the roster at the first landing point, with the incident reported to the aviation regulator.

The Aircraft Rules, 1937, separately prohibit operating crew from consuming alcohol, sedatives, narcotic drugs or stimulants within 12 hours before commencing a flight or while a flight is in progress. Crew members are also prohibited from reporting for duty while intoxicated or with detectable alcohol in their blood. DGCA procedures require positive or missed alcohol tests to be reported to the regulator within 24 hours. While alcohol can generally be detected through breath or blood testing, drug screening involves the collection of biological samples and laboratory analysis to confirm the presence of prohibited substances.



Corporate Communications Directorate

THE STATESMAN

KOLKATA

13 AUGUST 2026

AI Express Chennai flight delayed by 6 hours

STATESMAN NEWS SERVICE
Kolkata, 12 August

An Air India Express flight to Chennai was delayed by nearly six hours at the NSCB I Airport on Wednesday after detection of a technical problem shortly before take-off, triggering angry protests by passengers, who alleged they were left stranded without clear information for hours. The flight, carrying around 170 passengers, was scheduled to leave the airport at 6.30 a.m. The boarding passes had already been issued when passengers were informed that the aircraft had developed a technical problem.

The passengers were subsequently asked to wait at the airport. Several people alleged that neither a clear departure time nor adequate assistance was provided as they remained stranded.

The frustration eventually spilled over into a protest inside the airport. A video shared by one of the passengers on a social media platform showed travellers confronting airline staff and seeking answers over the delay. An official of the Airports Authority of India (AAI) said the aircraft had a technical fault. However, an Air India Express official later said an alternative aircraft had been arranged. "An alternative aircraft was arranged which took off at 12.40 p.m.," the official said. Passengers said the disruption affected their plans and alleged that the technical issue had not been communicated earlier, particularly after boarding passes had been issued.

Ahead of 15 August Independence Day, a bomb threat exercise was conducted at Netaji Subhas Chandra Bose International Airport (NSCB I) in Kolkata on Wednesday to assess emergency response mechanisms, inter-agency coordination and overall contingency preparedness amid heightened security concerns.

Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

13 AUGUST 2026

Govt warns AI over safety, orders tighter drug tests

Directs DGCA To Enforce Tougher Penalties

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New Delhi: Govt has warned Air India to improve its oversight on operations and "take responsibility" for ensuring safety. The aviation ministry has also ordered DGCA to quickly revise its drug-testing rules and increase the percentage of personnel who must undergo mandatory testing.

The govt has also directed the aviation regulator to enforce tougher penalties against those testing positive for "real" drugs, while giving additional chances to



File photo of the AI flight from Phuket to Delhi after it hit turbulence, injuring several passengers

those whose positive results stem from medicines.

The pilot-in-command of Air India's badly rattled Aug 4 Phuket-Delhi flight with 145 people onboard is learnt to have told investigators he had been prescribed sleeping pills due to personal

problems which, he claims, led to the positive dope tests. His onboard behaviour is also under the scanner after the cabin crew complained against him.

"The final report of AI's last June Ahmedabad crash and then something like this happens with Air India. Govt has taken a very serious view of what happened on AI 2379 and heads will roll. Aviation secretary Samir Sinha has told the AI brass in clear terms that the airline needs to take responsibility and that people found guilty by the probe will not be spared," said a person familiar with the discussions.

The anger stems from the fact that AI 2379 may have narrowly avoided a disaster. While cruising near Odisha, the aircraft reportedly got a

series of warnings — many in quick succession — related to the three hydraulics systems, doors and elevator (which makes an aircraft ascend and descend). Autopilot had also tripped off. It had suffered a loss of altitude during cruise, injuring many on board.

An Airbus team is in India to examine the reported issues along with officials of the French aviation regulator, with Aircraft Accident Investigation Bureau probing whether these warnings were real or spurious and what had caused them. Pilots want Airbus to give a detailed explanation of the same. "We are seeing whether it happened due to mechanical reasons or human intervention," said an official.

Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

13 AUGUST 2026

The Dope On Pilots & Dope

AI pilot testing positive for marijuana sharpens, for DGCA, a challenge all aviation regulators face: is the presence of a substance law prohibits, proof that psychomotor skills were impaired?

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The Air India flight from Phuket to Delhi (AI2379) that dropped 300ft midair, leaving 20 passengers and four flight attendants injured, has touched down into a debate aviation has not quite resolved. What is known so far is that the drug screening test of the pilot-in-command (PIC) turned out "non-negative". The confirmatory test has, since, reportedly come back positive for marijuana.

On Tuesday, TOI reported that the PIC was found sitting on the cockpit floor midflight at one point; the cabin crew have since filed a complaint with the airline about his conduct. There is also talk of a triple hydraulic failure. By Sept 3, AAIB, the body that investigates aviation accidents, will release its preliminary report.

It may answer some of the core questions, but if it does not, the wait for clarity could stretch to a year or more, when the final report is expected. Irrespective of what AAIB finds, what happened onboard this flight has brought a core question to the fore.

What, exactly, does a positive drug test tell us? That a pilot used a prohibited substance, or that he was impaired while flying? The two are not the same question, and the answer is far more complicated than it sounds.

The Jan 2023 Australian helicopter accident makes the distinction vivid. Two sightseeing helicopters collided near Gold Coast. Toxicology subsequently found low levels of cocaine metabolites in the deceased pilot. The finding is alarming until one looks at the final report. A forensic pharmacologist's assessment, cited in Australian Transport Safety Bureau's report, found the concentrations so low that exposure was unlikely to have occurred in the preceding 24 hours, and that the pilot's psychomotor skills had probably not been impaired during the flight itself. It was a drug presence with no credible evidence of impairment.

The Phuket-Delhi case may not fit that pattern quite as neatly – if the reported cockpit-floor account holds up, it describes something closer to impairment than

was visible. Even so, the Australian case is closer to the norm than the exception: most positive drug tests in aviation reflect trace presence rather than a pilot visibly incapacitated at the controls, which is what makes the underlying science worth examining, regardless of how this case turns out.

That is the bind DGCA finds itself in. The Phuket case has reopened a conversation that is, by most accounts, an unusual one – it is rare for a pilot to report to a cockpit "high" in any visible sense. But a regulator cannot write rules around the rare case alone. It has to design a system that catches the genuine outlier,

has pushed India's drug testing regime for pilots into scrutiny it has not faced since the rule was framed in 2022. Current norms require stakeholders to randomly test at least 10% of flight crew and ATCs (air traffic controllers) every year, in addition to testing before employment, and after any accident, across a panel covering cannabis, cocaine, amphetamines, opiates, barbiturates and benzodiazepines.

But the harder question is what a positive result is actually capable of proving, once someone has been tested.

With alcohol, regulators are on comparatively solid ground, since a breathalyser reading correlates, fairly reliably, with impairment at the time it is taken, which is why the science behind the 12-hour bottle-to-throttle rule is well understood and rarely disputed.

Drug testing is markedly different. A urine test can establish that a substance or its metabolite is present above a laboratory cutoff, but it often cannot say when the substance was taken, whether it was still pharmacologically active at the time of the flight, or whether the pilot was in any meaningful sense impaired while at the controls.

The scale of this uncertainty was shown by US's NTSB research published May this year. It examined toxicology from US pilots, killed in civil aviation accidents, between 2018 and 2022. It found that 53% tested positive for at least one drug, with 29% testing positive for something classified as potentially impairing. The single most common impairing substance was not cocaine or marijuana, but diphenhydramine, the sedating ingredient in Benadryl and similar OTC antihistamines. NTSB, itself, was careful to state that presence does not equal impairment.

That is the needle DGCA has to thread. It has to set up a regime precise enough to separate presence from impairment, and genuine misuse history, from a pilot who merely took cough syrup, all the while ensuring the system is robust enough to catch the AI2379s before they happen again. That gap has existed since the rule was written in 2022. AI2379 has simply made it impossible to look away.



without quietly punishing pilots who did nothing riskier than take a cough syrup or antihistamines the night before.

Pilots' body. ALPA India, made exactly this argument, warning that a "non-negative" screen is not legal or medical proof of drug abuse, and that common over-the-counter cough, cold and sleep-aid medicines can trigger a "non-negative" result. It went further, advising pilots to avoid poppyseed-heavy dishes, since these too are documented to trigger a "non-negative" – a phenomenon well-known internationally as the poppyseed defence.

What is already clear is that the Air India episode

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MUMBAI

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'Breathless' flyers force Delhi-Pune plane back to bay

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Pune: Chaos erupted over air conditioning on a SpiceJet flight from Delhi to Pune Tuesday as more than 100 flyers refused to fly and stopped flight SG-105 from taking off. The flight was scheduled to depart Delhi at 9.30pm but was delayed until 11.30pm. Dhanawadi resident Leshpal Javalge, who was on board, told TOI that passengers were shocked and protested when they realised the aircraft's air conditioning was not functioning.

"Had flyers not protested, the airline probably would have flown us on the same aircraft. Initially, we waited, but soon, passengers began perspiring and



CHAOS ONBOARD: Passengers on the SpiceJet flight on Tuesday

feeling suffocated," he said.

Javalge said that about 45 minutes after they boarded, the aircraft began taxiing towards the runway, still without any air conditioning. Passengers questioned the cabin crew, but were allegedly asked to remain seated. "There were pregnant women

struggling to breathe. When the aircraft continued taxiing, passengers started shouting and stood up, demanding the AC be switched on. The crew and pilot finally switched it on, but hot air started blowing from the vents, making matters worse," he said.

As the heat and suffocation intensified, passengers demanded that the aircraft return to the bay. The protests grew louder before the aircraft eventually turned back. Even after reaching the bay, passengers had to wait for the doors to open, further fuelling their anger. "We were inside in suffocating conditions for more than an hour," Javalge said. SpiceJet, however, denied that the AC unit had failed. An

airline spokesperson said the flight had encountered a last-minute technical issue and an alternate aircraft was arranged. "The air conditioning remained operational throughout. Due to prevailing weather conditions in Delhi, some passengers may have experienced discomfort," the spokesperson said.

Once passengers got onto the tarmac, several began raising slogans against the airline. Javalge said some people felt giddy and unwell, and had to be taken to the terminal building in wheelchairs. Central Industrial Security Force was called in to control the situation, while engineers inspected the aircraft in the presence of passengers.



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THE TIMES OF INDIA

DELHI

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Air India begins dope test of all its pilots

Air India has begun substance screening for all pilots, including those of Air India Express, after one of its pilots involved in a serious mid-air incident on a Phuket to Delhi flight failed two dope tests. After this one-time exercise, AI will conduct dope tests according to regulatory requirements, which mandate at least 10% crew members, among others, be tested annually.

Airbus, in its initial assessment sent to AI of the events on the A320 on Aug 4, said the aircraft's elevators, which control up-and-down movement, and ailerons, which control left-and-right movement, stopped responding for about four seconds. Within a span of seven seconds between 9:32:44 am and 9:32:51 am there was a loss of hydraulics systems that enable flight controls to move, Airbus found. **P16**



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DELHI

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Airbus sends initial report to AI, seeks maintenance details

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New Delhi: "The elevators (control up and down movement of aircraft) and ailerons (controls left and right movement) surfaces were lost for around four seconds." Airbus, in its initial assessment of the A320 flying from Phuket to Delhi on Aug 4, said the aircraft experienced a sudden loss in altitude that left 24 injured.

"Based on analysis of the DFDR (digital flight data recorder)," Airbus found that

PHUKET PLUNGE

within seven seconds between 9:32:44 am and 9:32:51 am, there was a loss of hydraulics systems — pressurised fluids which enable flight controls to move. At this point, the autopilot was disconnected and the aircraft's nose went up (increase in pitch). All timings are in IST.

The Airbus preliminary communication sent to AI on Aug 10 says "at (9:32:46 am) auto pilot 2 was disconnected, and full nose down (pitch down) input began being applied on first officer side with no direct response from the flight control surfaces" due to the loss of hydraulics.

AI begins dope test on all its 5,000 pilots

New Delhi: Over 5,000 pilots of Air India and Air India Express have started undergoing "mandatory substance screening" from Thursday. The airline took this move to "protect and sustain" passenger trust — which had taken a hit after last June's Ahmedabad crash and was slowly being restored — but has been shaken yet again after the badly rattled Aug 4 Phuket-Delhi flight's pilot-in-command failed his dope test, reports **Saurabh Sinha**. After this one-time mega exercise, AI will conduct dope tests according to regulatory requirement, which as of now mandate at least 10% crew members be tested annually. DGCA is reviewing its rules and may go in for stricter consequences for those testing positive due to addiction issues and adopt a different approach for those who do so after taking medicines for pain, allergy and other issues. Pointing out that AI has over the decades "earned trust of millions of passengers and the wider community," AI senior VP (flight ops) Captain Manish Uppal wrote to all pilots Thursday: "...This trust is our most important asset, and it is vital that we do all possible to protect & sustain it."

Five seconds later, a single hydraulic system was recovered and a few seconds later the remaining two systems were back, leading to recovery of normal flight control.

Airbus has asked Air India to carry out multiple tests and share the aircraft's recent maintenance activities as it continues its event assessment. "Since load exceedances were detected during the sudden altitude change, (maintenance) inspections must be performed. Please provide the inspection results once they are completed. Please provide more detailed pilot re-

ports from the reported event clarifying what it is observed during the event," the communication says.

"...this event requires an analysis considering both aircraft systems and structural integrity, as airframe may have been affected by the movement," it adds.

While probe is on by Airbus and France's accident investigator under the ambit of India's Aircraft Accident Investigation Bureau, several pilots are questioning why Air India decided to fly the aircraft all the way to Delhi after it had recovered from the technical events.



Corporate Communications Directorate

THE TRIBUNE

DELHI

14 AUGUST 2026

AI flight scare spurs pilots' drug tests

SHEKHAR SINGH
TRIBUNE NEWS SERVICE

NEW DELHI, AUGUST 13

Air India has ordered mandatory drug testing of all pilots across the group, including Air India and Air India Express, as scrutiny intensifies over the Phuket-Delhi flight incident in which the pilot-in-command

**Probe into turbulence
incident underway;
report in 10-15 days**

tested positive for drugs.

The fresh testing began on Thursday and will cover all group pilots, with the airline saying the move goes beyond exist-

ing regulatory requirements and is aimed at reinforcing safety and passenger confidence.

In a communication to pilots, Air India said the screening would cover substances and medications not permitted under prevailing regulations. The tests will be

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AI flight scare spurs pilots' drug tests

FROM PAGE 1

conducted alongside training at the airline's Gurugram academy, after flights at its briefing centres and offices or at locations designated by individual bases.

The airline said it already

complied with the testing requirements prescribed by the DGCA. The Aircraft Accident Investigation Bureau (AAIB), which is probing the Phuket incident, has summoned the pilots and cabin crew for questioning as part of

its investigation. Once the preliminary findings are available, the DGCA will examine the report and decide on regulatory action against the airline, sources said. Fines and management liability cannot be ruled out at this stage.