

AMAR UJALA

DELHI

15 AUGUST 2026

आईजीआई एयरपोर्ट पर सड़क सुरक्षा और बिजली व्यवस्था होगी और मजबूत

टर्मिनल-1, 2 और 3 के आसपास सड़क सुरक्षा उपकरण लगाए जाएंगे, विद्युत पैनल बदले जाएंगे

शनि पाथौली

नई दिल्ली। आईजीआईए एयरपोर्ट पर यात्रियों की आवाजाही को अधिक सुरक्षित और सुविधाजनक बनाने के लिए सड़क सुरक्षा व्यवस्था को और मजबूत किया जाएगा।

एयरपोर्ट के तीनों टर्मिनलों से जुड़े सड़कों पर सुरक्षा से जुड़े उपकरण और रोड फर्नीचर लगाए जाएंगे। साथ ही टर्मिनल-3 क्षेत्र और कार्गो एप्रन में लगे पुराने आउटडोर फीडर पिलर पैनलों को बदलने की तैयारी है।

एयरपोर्ट पर हर दिन बड़ी संख्या में यात्री निजी वाहनों, टैक्सि, बस और अन्य परिवहन साधनों से टर्मिनल तक पहुंचते हैं। ऐसे में टर्मिनल के बाहर की सड़क व्यवस्था यात्रियों की सुरक्षा के लिहाज से बेहद महत्वपूर्ण है। इसलिए नई व्यवस्था के तहत सड़क सुरक्षा और बिजली व्यवस्था को बेहतर किया जा रहा है। इन परियोजनाओं के लिए निविदा भी जारी कर दी गई है।

टर्मिनलों के आसपास बड़ेगी सड़क सुरक्षा : टर्मिनल-1, 2 और



आईजीआई एयरपोर्ट | फोटो फोटो

टर्मिनल के बाहर की सड़क व्यवस्था यात्रियों की सुरक्षा के लिहाज से महत्वपूर्ण है

3 के लैंडसाइड रोड नेटवर्क पर सड़क सुरक्षा बढ़ाने के लिए विभिन्न प्रकार के रोड सेफ्टी आइटम और रोड फर्नीचर लगाए जाएंगे।

एयरपोर्ट के बाहर यात्रियों को छोड़ने और लेने के लिए बड़ी संख्या में वाहन आते हैं। व्यस्त समय में वाहनों का दबाव बढ़ने से सड़क पर

सुरक्षित आवागमन पर विशेष ध्यान

एयरपोर्ट पर विमानों का संचालन दिन-रात चलता है। इसलिए टर्मिनल क्षेत्र की सड़कें भी लगातार व्यस्त रहती हैं। सड़क सुरक्षा उपकरणों की बेहतर व्यवस्था से रात के समय भी वाहन चालकों को मार्ग और सड़क की स्थिति समझने में मदद मिलेगी। इससे अचानक ब्रेक लगाने, गलत दिशा में वाहन ले जाने या सड़क पर अव्यवस्थित तरीके से रुकने जैसी स्थितियों को कम करने में सहायता मिलेगी।

नए पैनल लगाए जाने से संबंधित क्षेत्र की विद्युत व्यवस्था अधिक बेहतर होगी

यहीं, टर्मिनल-3 क्षेत्र और कार्गो एप्रन के एयरसाइड हिस्से में लगे आउटडोर फीडर पिलर पैनलों को बदलने की तैयारी है। फीडर पिलर पैनल एयरपोर्ट के विभिन्न विद्युत उपकरणों और व्यवस्थाओं तक बिजली की आपूर्ति में महत्वपूर्ण भूमिका निभाते हैं। पुराने पैनलों के स्थान पर नए पैनल लगाए जाने से संबंधित क्षेत्र की विद्युत व्यवस्था को अधिक बेहतर होगी। इसके अलावा हाई टेंशन (एचटी) और लो टेंशन (एलटी) स्विचगियर पैनलों से जुड़े जरूरी स्पेयर पार्ट्स की भी आपूर्ति की जाएगी।

जाम और अव्यवस्था की स्थिति बन सकती है। ऐसे में सड़क सुरक्षा से जुड़े

उचित इंतजाम यात्रियों और वाहन चालकों दोनों के लिए उपयोगी होंगे।



Corporate Communications Directorate

BUSINESS LINE

DELHI

15 AUGUST 2026

Bhogapuram airport to open on August 17

Hyderabad: The Alluri Sitarama Raju International Airport at Bhogapuram in Andhra Pradesh will begin commercial operations from Monday with all scheduled domestic and international passenger services transitioning from the Visakhapatnam airport. Developed and operated by GMR Visakhapatnam International Airport Limited (GVIAL), it will operate under the IATA code VTZ, previously with the Visakhapatnam airport.

OUR BUREAU

Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

15 AUGUST 2026



Security was enhanced at the court following the threat. RAJ K RAJ/HT

IGI Airport, HC, offices get hoax bomb threats

HT Correspondent

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NEW DELHI: The Delhi High Court, Terminal 3 of Indira Gandhi International (IGI) Airport and three government offices received hoax bomb threat e-mails on Friday morning, triggering panic and prompting multiple security checks a day ahead of Independence Day.

Delhi Fire Services (DFS) said that the Delhi Cantonment Sub-Divisional Magistrate (SDM) office received a bomb threat e-mail at 11.38am, followed by IGI T-3 at 11.32am.

Jamnagar House received a threat e-mail at 11.40am and the Saket SDM office at 11.42am. The DFS also received information regarding an e-mail bomb threat at a building in Jhandewalan at 11.57am, an official said.

The official said following the alerts, bomb disposal squads, sniffer dog teams and DFS personnel rushed to the spots and carried out extensive searches. No suspicious object was found at any of the flagged locations. "All threats were declared hoaxes," the DFS official said.

Later in the day, the Delhi High Court received a threatening e-mail. The e-mail read, "the blast will occur at 2:11 PM". Following the threat, teams from

various agencies, including bomb disposal squads, were pressed into service and thoroughly checked the premises, but found nothing suspicious, the official said.

Security was also enhanced at the court complex following the threat.

Delhi High Court Bar Association (DHCBRA) Joint Secretary Kunal Malhotra said the court is taking all precautions and security agencies conducted a thorough check.

Police said they are investigating the source of the threat e-mails and a probe is underway.

The threats came amid heightened security in Delhi ahead of Independence Day celebrations on Saturday. Multiple agencies have been carrying out security checks at key installations and other sensitive locations across the Capital.

On August 3, multiple schools in Delhi received hoax bomb threats via e-mails, prompting the Delhi Police, fire services and bomb disposal squads to launch extensive search operations.

A few days ago, on July 31, the Gurugram Deputy Commissioner's office, district courts and several schools received hoax bomb threat e-mails, prompting evacuation and extensive searches.



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

15 AUGUST 2026

Woman creates ruckus at airport after flight cancellation; FIR lodged

HTC and PTI

letters@hindustantimes.com

BHUBANESWAR: A woman passenger created a ruckus at Bhubaneswar airport, shouted at the airline staff, climbed onto a conveyor belt and threw some objects after her flight to Kolkata was cancelled, officials said on Friday.

An FIR was registered against her for allegedly damaging public property and misbehaving with

the staff at the airline counter.

Videos of the woman, who reportedly had a sick child at home in Kolkata, shouting at the staff were widely circulated.

Several passengers alleged the flight scheduled for 2.35 pm was cancelled at 5.30 pm on Thursday, but they did not receive timely information. The Bhubaneswar-Kolkata flight was delayed and later cancelled due to a technical reason, a sen-

ior officer of the Biju Patnaik International Airport said. Later, the passenger travelled to Kolkata via a connecting flight through Delhi, the officer said.

"We have registered an FIR and an investigation is underway," said inspector-in-charge Rabindranath Meher, Airport police station. The airline did not issue any statement on the matter till the filing of this report.

Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

15 AUGUST 2026

High Court, airport get hoax bomb threat



Outside the Delhi High Court on Friday. PRAVEEN KHANNA

Sakshi Chand

New Delhi, August 14

A DAY before India celebrates its Independence Day, bomb threats were received at multiple establishments in Delhi, including the Indra Gandhi International Airport and the Delhi High Court, besides several other government offices and locations. Nothing suspicious was found at any of the sites, officials said.

The threats come at a time when security arrangements have been heightened across the national capital ahead of

the August 15 celebrations.

Soon after the threats were received, police, bomb disposal squads, fire department personnel and other emergency response teams were dispatched to the locations.

The locations that reportedly received the threats include Jam Nagar House, the Jhandewalan Building, an office in Saket, the Delhi Cantonment SDM office and Terminal 3 of the IGI Airport, officials said. Police teams are continuing to verify the contents of the email and ascertain the source and credibility of the threats.

एयरबस की रिपोर्ट : विमान में गंभीर खामी आई थी, 145 जानें खतरे में थीं विमान 4 सेकंड नियंत्रण से बाहर था मुख्य सिस्टम हवा में फेल हो गए थे विमान ऊपर-नीचे और दाएं-बाएं करने वाले स्विच खराब हुए, खुद ठीक हो गए

अमर उजाला ब्यूरो

नई दिल्ली। एअर इंडिया की फ्लैगशिप से दिल्ली की 4 अगस्त की उड़ान में करीब चार सेकंड तक पायलटों का विमान पर कोई नियंत्रण ही नहीं था। इसकी पुष्टि विमान की यूरोपीय निर्माता कंपनी एयरबस ने कर दी है। घटना के करीब 15 घंटे बाद ही एयरबस ने विमान के डिजिटल फ्लाइट डाटा रिकॉर्डर को डीकोड कर विश्लेषण रिपोर्ट एअर इंडिया को भेज दी थी।

विश्लेषण रिपोर्ट के अनुसार, विमान में दो सेकंड के भीतर तीन हाइड्रोलिक सिस्टम फेल हुए और सात सेकंड में सिस्टम ठीक हो गए। हाइड्रोलिक फेल होने से करीब चार सेकंड के लिए एलिवेटर व एलिरॉन सरफेस काम नहीं कर रहे थे। साफ है कि सिस्टम ठीक होने से पहले के चार सेकंड तक विमान पायलटों के नियंत्रण से बाहर था। विमान में 145 यात्री सवार थे।

लोगों की जान दांव पर लगाने वाले सात सेकंड



हुए, इसके बाद, एलिवेटर व एलिरॉन सरफेस ने भी काम करना बंद कर दिया, जो विमान को ऊपर-नीचे, बाएं-दाएं ले जाते हैं।

■ 9:32:51 बजे तीनों सिस्टम अपने आप फिर से ठीक हो गए।

■ 9:32:44 बजे से ठीक पहले एक हाइड्रोलिक सिस्टम ने काम करना बंद कर दिया।

■ 9:32:45 बजे बाकी दो हाइड्रोलिक सिस्टम भी फेल हुए, इसके बाद, एलिवेटर व एलिरॉन सरफेस ने भी काम करना बंद कर दिया, जो विमान को ऊपर-नीचे, बाएं-दाएं ले जाते हैं।

ये हुआ असर : विमान के डैनों के फ्लैप्स की हाइड्रोलिक पावर चली गई, तो वे मुक्त होकर ऐसी स्थिति में आ गए जिससे विमान का नोज ऊपर उठ गया। सह पायलट ने नोज को नीचे करने के लिए कंट्रोल को आगे की तरफ धकेला। पर, हाइड्रोलिक पावर के काम नहीं करने से विमान का कंट्रोल पायलट को नहीं मिला। इसके कारण विमान तेजी से नीचे आ गया।

■ कुछ सेकंड बाद, ब्लू, येलो व ग्रीन हाइड्रोलिक सिस्टम एक-एक कर अपने आप चालू हो गए, जिससे पायलट को पूरा कंट्रोल मिल गया।

क्यों हुआ ऐसा
एयरबस ने कहा कि सिस्टम ने ऐसा व्यवहार हाइड्रोलिक प्रेशर कम होने की वजह से किया। कम से कम दो प्रेशर स्विच ने प्रेशर कम होने का संकेत दिया। इससे एबचुएटर्स बंद हो गए।

अगले दिन ही पता थी गड़बड़ी मगर बताते रहे नशे की कहानी

एयरबस की शुरुआती रिपोर्ट घटना के एक दिन बाद पांच अगस्त को ही एअर इंडिया के अलावा नागरिक उड़्डयन महानिदेशालय (डीजीसीए) को मिल गई थी। इसके बावजूद तकनीकी खराबी से जुड़ी जानकारी करीब एक सप्ताह बाद बाहर आई। इसके बारे में भी कहीं से कोई आधिकारिक सूचना नहीं दी गई।

■ एअर इंडिया ने घटना की शाम जो बयान जारी किया उसमें से टर्बुलेंस शब्द हटा दिया था मगर इतनी गंभीर खामियों के बारे में जानकारी नहीं दी। यह संकेत देने की कोशिश की गई कि घटना के लिए मुख्य पायलट का नशे में होना जिम्मेदार था। बाद में पता चला कि घटना के समय सह पायलट विमान उड़ा रहा था और वह नशे में नहीं था।



Corporate Communications Directorate

AMAR UJALA

DELHI

15 AUGUST 2026

एयरबस ने माना...चार सेकंड तक विमान पर नहीं था कंट्रोल

एयरबस की रिपोर्ट : विमान में गंभीर खामी आई थी, 145 जानें खतरे में थीं

अमर उजाला नेटवर्क

नई दिल्ली। एअर इंडिया की फ्लैगशिप से दिल्ली की 4 अगस्त की उड़ान में करीब चार सेकंड तक पायलटों का विमान पर कोई नियंत्रण ही नहीं था। इसकी पुष्टि विमान की यूरोपीय निर्माता कंपनी एयरबस ने कर दी है। घटना के करीब 15 घंटे बाद ही एयरबस ने विमान के डिजिटल फ्लाइट डाटा रिकॉर्डर को डीकोड कर विश्लेषण रिपोर्ट एअर इंडिया को भेज दी थी।

विश्लेषण रिपोर्ट के अनुसार, विमान में दो सेकंड के भीतर तीन हाइड्रोलिक सिस्टम फेल हुए और सात सेकंड में सिस्टम ठीक हो गए। हाइड्रोलिक फेल होने से करीब चार सेकंड के लिए एलिवेटर व एलिरॉन सरफेस काम नहीं कर रहे थे। साफ है कि सिस्टम ठीक होने से पहले के चार सेकंड तक विमान पायलटों के नियंत्रण से बाहर था। विमान में 145 यात्री सवार थे।



क्यों हुआ ऐसा

एयरबस के अनुसार, सिस्टम ने ऐसा व्यवहार हाइड्रोलिक प्रेशर कम होने की वजह से किया क्योंकि कम से कम दो प्रेशर स्विच ने हाइड्रोलिक प्रेशर कम होने का संकेत दिया, जिससे एक्चुएटर्स ने काम करना बंद कर दिया।

रखरखाव की मांगी

जानकारी : एयरबस ने बताया कि उड़ान के बाद की रिपोर्ट में कई खराबी का पता चलता है, इसलिए विश्लेषण में एयरक्राफ्ट के अलग-अलग सिस्टम पर ध्यान दिया गया, क्योंकि अचानक ऊँचाई में बदलाव हुआ था। 4 अगस्त को इस विश्लेषण रिपोर्ट में, एयरबस ने एअर इंडिया से विमान के रखरखाव की जानकारी मांगी है।

लोगों की जान दांव पर लगाने वाले सात सेकंड

9:32:44

बजे से ठीक पहले एक हाइड्रोलिक सिस्टम ने काम करना बंद कर दिया

9:32:51

9:32:45

बजे बाकी दो हाइड्रोलिक सिस्टम भी फेल हो गए

बजे तीनों सिस्टम फिर से ठीक हो गए

इसका असर क्या हुआ

जब विमान के इंजनों के फ्लैप्स की हाइड्रोलिक पावर चली गई, तो वे फ्री होकर ऐसी स्थिति में आ गए जिससे हवाई जहाज का अगला हिस्सा (नोज) ऊपर उठ गया। इसी समय ऑटोपायलट डिस्कनेक्ट हो गया और सह पायलट ने नोज को नीचे करने के लिए कंट्रोल को आगे की तरफ धकेला। हालांकि, हाइड्रोलिक पावर के काम नहीं करने से विमान का कंट्रोल पायलट को नहीं मिला। इसके कारण विमान में तेज गिरावट हुई। कुछ ही सेकंड बाद, ब्लू, येलो और ग्रीन हाइड्रोलिक सिस्टम अपने आप चालू हो गए, जिससे पायलट को पूरा कंट्रोल मिल गया।



Corporate Communications Directorate

AMAR UJALA

DELHI

15 AUGUST 2026

बैंकॉक में फंसे एअर इंडिया के 200 यात्री

एअर इंडिया के बैंकॉक-नई दिल्ली उड़ान में तकनीकी खराबी के कारण करीब 200 भारतीय यात्री बैंकॉक में बृहस्पतिवार शाम से शुकवार रात तक फंसे रहे। फ्लाइट एआई4335 को बृहस्पतिवार की शाम 5:30 बजे दिल्ली के लिए उड़ान भरना था पर अंतिम समय में उड़ान रोक दी गई। यात्रियों को काफी देर तक पहले एयरपोर्ट और फिर होटल में रखा गया। यात्रियों को मौखिक रूप से बताया गया कि तकनीकी खराबी के कारण उड़ान स्थगित की गई है। बाद में ईमेल कर बताया कि उड़ान अब 14 अगस्त को शाम 7:15 बजे जाएगी।

घायल यात्री 1.8 करोड़ तक मुआवजे के हकदार

नई दिल्ली। एअर इंडिया की दुर्घटना में 24 घायलों को कंपनी से तगड़ा मुआवजा मिल सकता है। सेफ्टी मैटर्स फाउंडेशन के संस्थापक अमित सिंह के अनुसार, अंतरराष्ट्रीय नागरिक उड्डयन संगठन का संलग्न 13 साफ कहता है, उड़ान में एक व्यक्ति भी गंभीर रूप से घायल होता है, तो इसे दुर्घटना माना जाता है। 48 घंटे से ज्यादा अस्पताल में रहना, हड्डी टूटना, या जोरदार खून बहने के साथ गहरा घाव होना, इनमें से कोई भी स्थिति इस नियम के दायरे में आती है। इसे देखते हुए फुकेट-दिल्ली उड़ान को दुर्घटना माना जाएगा न कि मामूली घटना। भारत में पहले ही ऐसी मिसाल कायम हो चुकी है।



■ विस्तार की मुंबई-कोलकाता उड़ान में 7 जून, 2021 को नीचे उतरते समय जबरदस्त टर्बुलेंस हुआ, लोग गंभीर रूप से घायल हुए, लेकिन किसी की मौत नहीं हुई। एएआईबी ने इसे दुर्घटना माना था। विस्तार अब एयर इंडिया का हिस्सा है। मॉनिट्रियल कन्वेंशन के तहत, हर घायल यात्री को मुआवजा पाने का अधिकार है। इस बारे में सख्त जवाबदेही का नियम लागू होता है। इसमें प्रति यात्री लगभग 1.8 करोड़ रुपये तक का मुआवजा मिल सकता है। इससे ज्यादा मुआवजे की कोई सीमा नहीं है, बशर्ते एअर इंडिया यह साबित न कर दे कि उससे कोई लापरवाही नहीं हुई थी। क्लेम करने के लिए दो साल की समय सीमा होती है। ऐसे में एअर इंडिया के यात्रियों को अपने अस्पताल के दस्तावेज संभाल लेने चाहिए।

Corporate Communications Directorate

BUSINESS LINE

DELHI

15 AUGUST 2026

Airbus' initial report flags temporary malfunction of flight-control systems

FALL IN ALTITUDE. Assessment identifies hydraulic system loss; Airbus team in India to assist AAIB

Rohit Vaid
New Delhi

A preliminary assessment by Airbus into the August 4 Air India Phuket-Delhi flight incident has identified a loss of the aircraft's hydraulic system that resulted in a temporary malfunction of multiple flight-control systems.

The initial assessment report sent from Airbus to Air India on August 4 had said the aircraft's control on elevators and aileron surfaces were lost for around four seconds during the occurrence.

Notably, the assessment was based on decoded digital flight data recorder (DFDR) data and the post flight report (PFR), relating to the Airbus A320neo that suffered a sudden loss of altitude of around 300 feet during the flight.

However, sources said the preliminary report is dated and subject to changes as the



SERIOUS INCIDENT. The assessment was based on decoded digital flight data recorder data and the post flight report.

investigation progresses.

Besides, the initial Airbus assessment said the incident requires a detailed analysis covering both aircraft systems and structural integrity, as the aircraft may have been affected by the sudden movement.

OPERATIONAL TESTS

Meanwhile, the preliminary assessment prescribed a series of operational tests of the hydraulic systems, along with tests of the system pressure switches, pressure

transducers and associated indicating systems.

Furthermore, Airbus has sought information on recent maintenance activities carried out on the aircraft's hydraulic system.

Earlier a post-flight maintenance report of flight AI2379 flagged multiple warnings involving faults in the aircraft's hydraulic and flight-control systems.

In another development, a three-member specialised team from Airbus is currently in India to examine

the Air India aircraft involved in the incident, multiple sources told *businessline*.

The team, sources said, is assisting with the ongoing investigation into the occurrence, which has been designated as a 'Serious Incident'.

CONTROL SYSTEMS

At present, the Aircraft Accident Investigation Bureau (AAIB) is examining all aspects related to the incident, including turbulence, drug-test results and any faults in the aircraft's hydraulic and flight-control systems.

Earlier, sources in the Ministry of Civil Aviation told *businessline* that the preliminary report into the August 4 Air India flight AI2379 incident is expected to be completed within the next 10-15 days.

Following the preliminary investigation report by the AAIB, sources said the Directorate General of Civil Aviation (DGCA) will decide on

any action against the stakeholder involved in the incident.

"Fines and management liability cannot be ruled out at this stage," sources said. However, sources 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 had summoned the pilots and crew of AI2379 for questioning as part of its investigation into the incident.

Additionally, the AAIB is collaborating with the French civil aviation regulator, Air India and Airbus.

The incident involved an Airbus A320neo, registered VT-EXO, in which 20 passengers and four crew members were injured.

Corporate Communications Directorate

BUSINESS LINE

DELHI

15 AUGUST 2026

'Public trust in aviation will not be allowed to be broken'

Rohit Vaid
New Delhi

The government will not allow public trust in India's aviation sector to be compromised due to the recent Air India Phuket-Delhi flight-related incidents, Civil Aviation Minister Ram Mohan Naidu Kinjarapu told *businessline*, adding that all necessary steps will be undertaken to enhance safe operations.

The assertion comes even as investigations into "all significant aspects" are ongoing in the recent Air India incident in which an Airbus

A320neo, registered VT-EXO, lost 300 feet of altitude within seconds, injuring 20 passengers and four crew members. The Aircraft Accident Investigation Bureau (AAIB) is examining aspects related to the incident, including turbulence, pilots' drug-test results and any faults in the aircraft's flight-control systems.

SUCCESS OF AVIATION

"The trust of the public in aviation is what led to the success of aviation in India in the first place. In no way will we ever allow that trust to break," Naidu said.

"All significant aspects re-



Civil Aviation Minister
Ram Mohan Naidu Kinjarapu

garding the incident are being investigated and AAIB will soon come out with a report."

The Minister said that

MoCA (Ministry of Civil Aviation) would ensure that incidents such as these do not recur. However, he said that it was too early to draw conclusions or to take effective measures before the completion of a proper investigation.

According to Naidu, stringent steps would be undertaken to strengthen the existing Civil Aviation Requirements (CARs) if any shortcomings were identified during the investigation.

"India remains one of the safest aviation markets in the world," he added.

Meanwhile, the preliminary report into the August 4

Air India flight AI2379 incident is expected to be completed within the next 10-15 days, sources have told *businessline*.

POSSIBLE ACTION

Following the preliminary investigation report by the AAIB, the Directorate General of Civil Aviation (DGCA) will decide on any action against Air India, sources said. As per sources, the regulator will "not micro-manage any airline's operations but will fix liability."

Sources said ensuring compliance with regulatory requirements and established procedures is the re-

sponsibility of the airline's management.

"All options are on the table, including stringent action and strictures against Air India. Fines and management liability cannot be ruled out at this stage," sources said.

Nevertheless, 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.

A-I's Phuket-Delhi plane faced 'hydraulic failures'

Lost flight controls for 4 sec: Airbus report

PRESS TRUST OF INDIA
New Delhi, 14 August

Air India's Airbus A320 plane lost flight controls for four seconds due to multiple hydraulic system failures, resulting in a sudden loss of 300 feet in altitude while flying from Phuket to Delhi on August 4, according to an initial analysis.

At least 24 people out of the 145 people onboard were injured in the incident that is being probed by the Aircraft Accident Investigation Bureau.

The initial analysis report by Airbus about the incident showed that the aircraft suffered three hydraulic system failures within two seconds and the systems were recovered in seven seconds.

With the hydraulic system failures, the report said, "elevators and ailerons surfaces were lost for around four seconds".

Elevators and ailerons are key flight controls. While elevators control up and down movements, ailerons control left and right movements. This means the flight controls were lost during Air India's Phuket-Delhi flight AI2379 for four seconds on August 4 before the sys-



- The report showed that the aircraft suffered three hydraulic system failures within two seconds and the systems were recovered in seven seconds
- At least two pressure switches showed low hydraulic status that led to the loss of actuators
- The first officer tried the input for full nose down or pitch down of the aircraft, but the flight controls did not respond
- The analysis focused on various aircraft systems after the sudden loss of altitude

tems recovered.

Just before 9:32:44 IST (4:02:44 UTC), there was loss of one hydraulic system, and at 9:32:45 IST (4:02:45 UTC), the two other hydraulic systems were also lost, as per the report.

Then at 9:32:51, all three systems were recovered. The report said the

system behaviour was due to the loss of hydraulic pressure as at least two pressure switches showed low hydraulic status that led to the loss of actuators. During the short period of multiple hydraulic system failures, the first officer tried the input for full nose down or pitch down of the aircraft, but the flight controls did not respond, the report said. Airbus noted that since the post flight report indicates multiple faults, the analysis focused on various aircraft systems as the sudden loss of altitude.

In the analysis report, dated August 10, which is six days after the incident, Airbus has sought more details from Air India. AAIB, on August 11, said the A320 aircraft with registration VT-EXO operating AI 2379 experienced a sudden altitude variation of approximately 300 feet during cruise. It subsequently stabilised and landed safely at Delhi. The probe agency had also said that it was engaged in the systematic collection, preservation and examination of all relevant technical, operational, medical and human-factor evidences.

"It examination of the aircraft and its systems, recorded flight data, relevant operational and maintenance records, medical information, and interviews with persons concerned. All material evidence will be examined in its entirety before any conclusions are drawn," it had said.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

15 AUGUST 2026



Tewolde Gebremariam,
CEO-designate, Air India

Air India CEO-designate visits India

PRESS TRUST OF INDIA
New Delhi, 14 August

Tewolde Gebremariam, who is set to take over the reins of Air India next month, held meetings with senior airline executives this week during his first visit to India after being appointed as CEO and MD, according to officials.

Gebremariam, an aviation industry veteran and former chief of Ethiopian Airlines Group, will take over from Campbell Wilson as the CEO and MD.

The officials said Gebremariam visited the national capital and Mumbai and held meetings with senior executives of the airline and Tata Group. He will be taking charge of the airline at a time when it is working on ambitious expansion plans amid multiple external headwinds.

Air India makes dope test must for all pilots

VINEETA PANDEY | DC
NEW DELHI, AUG. 13

Air India on Thursday ordered mandatory drug screening of all its pilots across routes, going beyond the testing requirements prescribed by the Directorate General of Civil Aviation (DGCA), amid the row over the captain of its Phuket-Delhi flight testing positive for marijuana.

The airline began the screening following a formal communication from the management. Pilots have also been asked to declare any substance use, with the airline assuring confidentiality.

In a letter to pilots, Air India 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," the management said.

The tests will be conducted alongside training at Air India's academy in Gurugram, after flights at Flight Briefing Centres or Air India offices, or at locations provided at pilots' respective bases.



- **THE AIRLINE** began the screening following a formal communication from the management

- **THE RULES** also provide for drug testing of pilots and air traffic control officers before employment, after accidents, through random organisational testing and as follow-up in confirmed cases.

The airline said the additional screening was aimed at maintaining high standards of safety and professionalism and reassuring passengers and other stakeholders.

The move follows the controversy over the captain of the Phuket-Delhi flight testing positive for

marijuana. It also comes after the DGCA asked Air India's top management to strengthen operational oversight and take further measures to improve safety.

At a meeting with Air India CEO Campbell Wilson on Tuesday, the regulator asked the airline to consider tougher action against pilots testing positive for banned substances while differentiating cases in which a positive result could be linked to medication declared by a pilot.

Under existing DGCA rules, airlines are required to conduct random testing for psychoactive substances, covering at least 10 per cent of an airline's employees annually.

The rules also provide for drug testing of pilots and air traffic control officers before employment, after accidents, through random organisational testing and as follow-up in confirmed cases.

DGCA regulations also encourage employees to voluntarily declare the use of psychoactive substances. Such employees are required to undergo rehabilitation before returning to active duty.

चार सेकंड तक बेकाबू रहा था एअर इंडिया का विमान

जागरण संवाददाता, नई दिल्ली : चार अगस्त को फुकेट से नई दिल्ली आ रहा एअर इंडिया का विमान एआइ-2379 (एयरबस, ए320नियो) हवा में बड़े हादसे से बाल बाल बचा था। एयरबस की शुरुआती जांच रिपोर्ट और लीक हुए दस्तावेज के अनुसार, विमान में एक के बाद एक तीनों हाइड्रोलिक प्रेशर सिस्टम (ग्रीन, ब्लू व यलो) फेल हो गए थे, जिससे करीब चार सेकंड तक विमान के मुख्य उड़ान नियंत्रण (फ्लाइट कंट्रोल) पूरी तरह बेअसर हो गए थे। इस दौरान विमान अचानक 300 फीट से अधिक तक नीचे आ गया, जिससे उसमें सवार 145 लोगों (137 यात्री व आठ कू) में से कम से कम 24 लोग घायल हो गए थे।

एक के बाद एक फेल हुए सिस्टम : एयरबस द्वारा एअर इंडिया को लिखे गए पत्र के लीक होने से



पता चला है कि डिजिटल फ्लाइट डेटा रिकार्डर के विश्लेषण में सामने आया है कि भारतीय समयानुसार सुबह 9:32 वजे सबसे पहले ग्रीन हाइड्रोलिक सिस्टम बंद हुआ। इसके ठीक एक सेकंड बाद ब्लू और यलो सिस्टम भी बंद हो गए। तीनों हाइड्रोलिक प्रणालियां ठप होने से विमान को मोड़ने और ऊपर नीचे करने वाले मुख्य पुर्जें एलिवेटर और एलियन लगभग चार सेकंड के लिए पूरी तरह बेअसर हो गए थे।

इस दौरान आटोपायलट अपने

- चार अगस्त को फुकेट से दिल्ली आ रहे विमान में तीनों हाइड्रोलिक प्रेशर सिस्टम हो गए थे फेल
- अटकी थीं सांसें, एयरबस की ओर से एअर इंडिया को लिखे पत्र लीक होने से सामने आई यह जानकारी

आप डिस्कनेक्ट हो गया। क्राफ्ट में मौजूद सह-पायलट ने स्थिति संभालने के लिए स्टिक को पूरा आगे दबाकर 'नोज-डाउन' करने की कोशिश की, लेकिन हाइड्रोलिक दबाव न होने के कारण तुरंत कोई प्रतिक्रिया नहीं दिखी। कुछ सेकंड बाद हाइड्रोलिक सिस्टम वापस चालू हुए, तब सह-पायलट के दिए कमांड के अनुसार सिस्टम ने अचानक काम करना शुरू कर दिया और विमान तेजी से नीचे की ओर गया, जिससे यात्री और कू सदस्य केबिन में उछल गए। हालांकि, बाद

में विमान को सुरक्षित संभालकर दिल्ली में लैंड करा लिया गया।

एयरबस और फ्रांस की वीईए ने बढ़ाया जांच का दायरा : एयरबस और फ्रांस की दुर्घटना जांच एजेंसी वीईए ने जांच का दायरा बढ़ा दिया है। एयरबस ने एअर इंडिया से पिछले 30 दिनों में इस विमान के हाइड्रोलिक सिस्टम पर की गई सभी मरम्मत और रखरखाव की विस्तृत रिपोर्ट मांगी है। हाइड्रोलिक ग्रीन प्रेशर स्विच, प्रेशर ट्रांसड्यूसर और संकेतक प्रणालियों के तत्काल आपरेशनल टेस्ट करने और 50वीथू पैनल पर लगे स्विचों व वायरिंग की जांच रिपोर्ट जमा करने को कहा है। साथ ही हवा में अचानक आए अत्यधिक भार दबाव के कारण विमान के ढांचे को पहुंचे नुकसान की जांच के लिए मानकों के तहत स्ट्रक्चरल इस्पेक्शन करने के निर्देश दिए गए हैं।



Corporate Communications Directorate

RS DAINIK JAGRAN

DELHI

15 AUGUST 2026

उड़ान रद्द होने पर महिला यात्री ने भुवनेश्वर एयरपोर्ट पर किया हंगामा

जगरण संवाददाता, भुवनेश्वर : तकनीकी खराबी के कारण कोलकाता जाने वाली इंडिगो की उड़ान रद्द होने से नाराज एक महिला यात्री ने भुवनेश्वर के बीजू पटनायक अंतरराष्ट्रीय एयरपोर्ट पर जमकर हंगामा किया। आरोप है कि इस दौरान महिला ने एयरपोर्ट की संपत्ति को भी नुकसान पहुंचाया। घटना गुरुवार शाम करीब छह बजे की है।

महिला यात्री की पहचान ममोनी खराट के रूप में हुई है। वह इंडिगो की उड़ान संख्या 6ई7352 से भुवनेश्वर से कोलकाता जाने वाली थी। उड़ान रद्द होने के बाद वह भड़क गई और प्रस्थान लॉन्ज में हंगामा करने लगी महिला ने एयरपोर्ट का मानिटर, की-बोर्ड व मशीन क्षतिग्रस्त कर दी। इससे करीब 49 हजार रुपये का नुकसान होने का अनुमान है। घटना के दौरान सीआइएसएफ), इंडिगो और एयरपोर्ट अथॉरिटी ऑफ इंडिया के अधिकारों मौके पर मौजूद थे।

एअर इंडिया ने शुरू किया सभी पायलटों का डोप टेस्ट

नई दिल्ली, प्रेस: एअर इंडिया और एअर 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 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 (गांजे) की मौजूदगी की पुष्टि हुई थी। एअर इंडिया का सभी पायलटों की जांच कराने का फैसला सुरक्षा प्रक्रियाओं को मजबूत करने और यात्रियों का भरोसा बनाए रखने की कोशिश के तौर पर देखा जा रहा है। टाटा समूह की दोनों एयरलाइनों में 5,000 से अधिक पायलट हैं। एयरलाइनों ने पायलटों को भेजे आंतरिक संदेश में कहा है कि 13 अगस्त से व्यापक जांच में विमानन नियमों के तहत प्रतिबंधित साइकोएक्टिव सब्सटेंस और ड्रग्स को शामिल किया जाएगा। ये परीक्षण एअर इंडिया की गुरुग्राम अकादमी



अगले दो साल में 100 से ज्यादा नए विमान: सीईओ

एअर इंडिया के सीईओ और एमडी कैम्पबेल विल्सन ने गुरुवार को कर्मचारियों के साथ टाउनहॉल में कहा कि एयरलाइन बाहरी अस्थिरता के बावजूद लाभप्रदता की दिशा में आगे बढ़ रही है। उन्होंने कहा कि समूह अगले दो वर्षों में 100 से अधिक नए विमानों को बेड़े में शामिल करने की योजना बना रहा है। वर्ष 2027 में एअर इंडिया के 16 बोइंग 787-8 विमानों के आधुनिकीकरण की भी योजना है।

में प्रशिक्षण के दौरान, उड़ान ब्रीफिंग केंद्रों और एयरलाइन कार्यालयों में या पायलटों के घर के पास निर्धारित स्थानों पर किए जाएंगे। एअर इंडिया अब न्यूनतम आवश्यकता से आगे बढ़ते हुए अपने सभी पायलटों की जांच कर रही है।



Corporate Communications Directorate

DAINIK JAGRAN

KANPUR

14 AUGUST 2026

यात्रियों की जान जोखिम में डाल 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 फुकेट-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। इसके साथ ही, 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 फुकेट से उड़ान भरने के बाद से ही विमान की पूरी कमान सहायक पायलट के पास थी। विशेषज्ञों का मानना है कि इतने गंभीर तकनीकी अलर्ट और घायलों के होने के बावजूद विमान को बिना पास के किसी एयरपोर्ट पर उतारे दिल्ली तक लाना यात्रियों की जान जोखिम में डालने जैसा था।

विमानन विशेषज्ञों के अनुसार, नजदीकी एयरपोर्ट पर इमरजेंसी लैंडिंग करने के बजाय 1200 किमी दूर दिल्ली तक उड़ान जारी रखना जोखिम भरा फैसला था।

Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

15 AUGUST 2026

'Phuket Flight Lost Hydraulics for Secs'



Phuket to Delhi flight lost hydraulic control across three independent systems for about five seconds

Pressure drop caused elevators, ailerons to stop responding to pilot commands
Experts describe incident as 'rarest of rare'
Initial assessment indicates no human trigger

Airbus asks Air India to check if genuine failure or glitch

Arindam Majumder

New Delhi: The Air India Airbus A320 flight from Phuket to New Delhi, which rapidly lost around 300 feet of altitude on August 4, injuring 24 people, briefly lost hydraulic control across all three of its independent systems, leaving pilots struggling for control for a few seconds, the initial assessment of the flight data recorders by Airbus, reviewed by ET, showed.

It is yet to be ascertained whether the hydraulics failed or it was a spurious

warning caused by a faulty wire or sensor. Airbus has asked Air India to physically check one of the hydraulic pressure switches to determine if it was faulty and sent a spurious signal.

The incident was termed "rarest of rare" by pilots and engineers familiar with the A320, and may invite scrutiny of one of the most widely used aircraft in the world. IndiGo and Air India together operate more than 500 A320 family aircraft, with around 1,300 on order.

Non-responsive Elevators, Ailerons → 9

End-to-end Indian Capability

→ From Page 1

RIL has also acquired stakes in several defence startups and companies.

The partnership also entails RIL and Rolls-Royce exploring the establishment of a dedicated aerospace gas turbine complex as a centre of excellence for power and propulsion technology.

"The partnership will offer a compelling proposition for joint development of the AMCA engine in India, bringing together world-leading technology and industrial execution capabilities," according to the statement. The partnership is aimed at building end-to-end Indian capability covering the design, development, manufacturing, testing, production, and through-life support of aero-engines, it said.

The RIL-Rolls-Royce partnership will face a major challenge from French manufacturer Safran, which has been shortlisted to develop next-generation fighter jet engines for the AMCA programme.

"India's strategic autonomy requires sovereign capability in critical technologies," said Anant Ambani, executive director, RIL. "Our intent with Rolls-Royce is to combine their world-leading expertise in advanced propulsion with Reliance's technology, manufacturing, scale and execution capabilities to build an indigenous

aero-engine ecosystem in India."

The alliance underscores India's efforts to strengthen domestic capabilities in critical defence technologies and reduce dependence on imports. It is also aligned with the government's Atmanirbhar Bharat push to indigenise defence manufacturing and develop advanced propulsion capabilities within the country.

"Together, with our existing partnerships and capabilities in India, this marks a major milestone towards building a robust, self-reliant aerospace ecosystem in the country," said Tufan Erginbilgic, chief executive at Rolls-Royce.

The proposed aero gas turbine complex could also create opportunities for wider collaboration in defence, civil aerospace, and new power and propulsion systems.

The companies didn't disclose the proposed investment or timeline for setting up the complex.

NORTH WESTERN RAILWAY

पत्र सं- WB-74-W-OW/Work/NT/O

दिनांक 11/08/2026

ई-निविदा आमंत्रण सूचना

मंडल रेल प्रबंधक, इंडीविजिएन, उत्तर पश्चिम रेलवे, जेम्सपुर द्वारा भारत की राष्ट्रपति को तिवे एवं उनकी ओर से ई-निविदा के सम्बन्ध में प्रेषित निम्न की अवगत प्रेषित करने में निविदा निम्न कार्य के लिए अनुरोध आर्थिक की जाती है- ई-निविदा सूचना सं- 130 OF 2026-27 कार्य का नाम व स्थान: Provision of SA T



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

15 AUGUST 2026

Skyways Air sets ₹131-138 price band for ₹583-cr IPO



AIR FREIGHT FORWARDING and logistics company Skyways Air Services will launch its ₹583-crore IPO on August 24. It has set a price at ₹131-138 per share, valuing the company at ₹1,904 crore at the lower end and ₹2,006 crore at the upper end. The IPO comprises a fresh issue of 2.89 crore equity shares and an OFS of 1.33 crore equity shares. The issue size is estimated at ₹553 crore at the lower end and ₹583 crore at the upper end of the price band. The anchor investor bidding will take place on August 21, according to a public announcement on Friday.

PTI

Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

15 AUGUST 2026

AIRCRAFT FACED MULTIPLE HYDRAULIC FAILURES

AI's Phuket-Delhi plane lost control for 4 seconds: Airbus

PRESS TRUST OF INDIA
New Delhi, August 14

AIR INDIA'S AIRBUS A320 plane lost flight controls for four seconds due to multiple hydraulic system failures, resulting in a sudden loss of 300 feet in altitude while flying from Phuket to Delhi on August 4, according to an initial analysis.

At least 24 people out of the 145 people onboard were injured in the incident that is being probed by the Aircraft Accident Investigation Bureau.

The initial analysis report by Airbus about the incident showed that the aircraft suffered three hydraulic system failures within two seconds and the systems were recovered in seven seconds.

With the hydraulic system failures, the report said, "elevators and ailerons surfaces were lost for around 4 seconds."

Elevators and ailerons are key flight controls. While elevators control up and down movements, ailerons control left and right movements.

This means the flight controls were lost during Air India's Phuket-Delhi flight AI 2379 for four seconds on August 4 before the systems recovered.

Just before 9:32:44 IST, there was loss of one hydraulic

KEY DETAILS

■ At least 24 people out of the 145 people onboard were injured in the incident

■ The system behaviour was due to the loss of hydraulic pressure, the report said

■ During this time, the first officer tried the input for full nose down or pitch down of the aircraft



■ However, the flight controls did not respond

■ The aircraft subsequently stabilised and landed safely at Delhi

system, and at 9:32:45 IST, the two other hydraulic systems were also lost, as per the report.

Then at 9:32:51, all three systems were recovered.

The report said the system behaviour was due to the loss of hydraulic pressure as at least two pressure switches showed low hydraulic status that led to the loss of actuators.

During the short period of multiple hydraulic system failures, the first officer tried the input for full nose down or pitch down of the aircraft, but the flight controls did not respond, the report said.

Airbus noted that since the post flight report indicates multiple faults, the analysis

focused on various aircraft systems.

In the analysis report, dated August 4, Airbus has sought more details from Air India.

Details about the subsequent updates related to the incident could not be ascertained.

AAIB, on August 11, said the A320 aircraft with registration VT-EXO operating AI 2379 experienced a sudden altitude variation of approximately 300 feet during cruise.

The aircraft subsequently stabilised and landed safely at Delhi.

The probe agency had also said that it was engaged in the systematic collection, preser-

vation and examination of all relevant technical, operational, medical and human-factor evidences.

"This includes examination of the aircraft and its systems, recorded flight data, relevant operational and maintenance records, medical information, and interviews with persons concerned. All material evidence will be examined in its entirety before any conclusions are drawn," it had said.

Meanwhile, the pilot-in-command of the flight has tested positive for a psychoactive substance, following which Air India has decided to carry out testing of all pilots for such substances.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

14 AUGUST 2026

Maha ranks 2nd in UDAN funding

Dhairya Gajera

MUMBAI

Maharashtra has emerged as the second-largest beneficiary of the Centre's flagship regional connectivity scheme - UDAN - securing more than ₹632 crore in viability gap funding (VGF) to power air links to its underserved and unserved regions. The state follows Karnataka,

Top gainers

Karnataka	₹823 cr
Maharashtra	₹632.29 cr
Uttar Pradesh	₹523 cr
Rajasthan	₹282 cr
Gujarat	₹220 cr

which stood the highest gainer at ₹823 crore until June 2026. Uttar Pradesh earned over ₹523 crore, while Rajasthan and Gujarat earned over ₹282 crore and ₹220 crore, respectively. Official data from the Ministry of Civil Aviation revealed that Maharashtra received ₹632.29 crore in VGF disbursements as of June 30. The substantial allocation to Maharashtra highlights the heavy capital and operational push required to integrate key interior tier-2 and tier-3 locations, such as Nashik's Ozar, Sindhudurg's Chipli, Jalgaon, Kolhapur, Solapur and Amravati, into the national aviation network.

Corporate Communications Directorate

HINDUSTAN

DELHI

15 AUGUST 2026

चार सेकंड तक नियंत्रण से बाहर रहा था विमान

नई दिल्ली, विशेष संवाददाता। फुकेट से दिल्ली आ रही एयर इंडिया की फ्लाइट से जुड़े मामले की जांच अब तकनीकी पहलुओं पर केंद्रित हो गई है। विमान के तीनों हाइड्रोलिक सिस्टम में गड़बड़ी हुई, जिसके चलते चार सेकंड तक विमान पायलटों के नियंत्रण से बाहर रहा। एयरबस द्वारा प्रारंभिक तौर पर डिजिटल फ्लाइट डेटा रिकॉर्डर (डीएफडीआर) के विश्लेषण करने के बाद ये जानकारी सामने आई है।

प्रारंभिक जांच के बाद एयरबस ने विमान के ऑटोमैटिक फ्लाइट, सेंसर और हाइड्रोलिक सिस्टम की चार से पांच बार जांच करने के निर्देश दिए हैं। निर्देश पर एयर इंडिया की तकनीकी टीम नागरिक उड्डयन मंत्रालय से जुड़ी एजेंसियों की निगरानी में जांच में जुटी है। विमान के तीनों हाइड्रोलिक सिस्टम



■ फुकेट से दिल्ली आ रही एयर इंडिया विमान की जांच अब तकनीकी पहलुओं पर केंद्रित

■ विमान के तीनों हाइड्रोलिक सिस्टम में गड़बड़ी से विमान नियंत्रण से बाहर हुआ

में गड़बड़ी हुई, जिसके चलते विमान नियंत्रण से बाहर हुआ। अब आने वाले दिनों में अलग-अलग समय पर विमान से जुड़े हाइड्रोलिक सिस्टम और ऑटोमैटिक फ्लाइट सिस्टम का ऑपरेशनल टेस्ट किया जाएगा। इसमें देखा जाएगा कि प्रणाली निर्धारित

मानकों के हिसाब से काम कर रही या फिर किसी प्रक्रिया में देरी हो रही। कहीं पर कोई तकनीकी खराबी तो नहीं है। डीएफडीआर के विश्लेषण से संकेत मिले हैं उड़ान के दौरान विमान का जी, बी व वाई हाइड्रोलिक प्रेशर कुछ सेकंड के लिए फेल हो गया था। इसे देखते हुए

सूझबूझ से टला बड़ा हादसा

प्रारंभिक रिपोर्ट के बाद माना जा रहा है कि विमान के सहायक पायलट की सूझबूझ से बड़ा हादसा टल गया। जांच से साफ हुआ है कि सहायक पायलट ने सही और मानक प्रक्रिया के अनुसार कार्रवाई की। विमान के अचानक से 300 फीट नीचे आने के दौरान उनकी प्रतिक्रिया अहम रही। सहायक पायलट की सतर्कता से 4 सेकंड के अंदर विमान पर पूरी तरह नियंत्रण पा लिया गया।

एयरबस ने एयर इंडिया को ग्रीन, येलो व ब्लू हाइड्रोलिक सिस्टम, प्रेशर स्विच और ट्रांसड्यूसर का निर्धारित समय के अंतराल के बाद टेस्ट करने को कहा है। सूत्रों कहते हैं एयर इंडिया ने एयरबस की सिफारिश पर कुछ ऑपरेशनल जांच प्रक्रियाओं को शुरू किया है।



Corporate Communications Directorate

HINDUSTAN

DELHI

15 AUGUST 2026

एयर इंडिया बेड़े में 100 विमान शामिल करेगी

नई दिल्ली। एयर इंडिया के मुख्य कार्यपालक अधिकारी (सीईओ) कैपबेल विल्सन ने कहा कि कंपनी अगले दो वर्षों के भीतर 100 से अधिक नए विमानों को अपने बेड़े में शामिल करने की योजना बना रही है। इसके अलावा, वर्ष 2027 में 16 बोइंग 787-8 विमानों में सुधार और बदलाव (रेट्रोफिटिंग) किया जाएगा। फिलहाल एयर इंडिया समूह के पास करीब 300 विमान हैं। एयर इंडिया समूह में एयर इंडिया और एयर इंडिया एक्सप्रेस शामिल हैं।



Corporate Communications Directorate

THE HINDU

DELHI

15 AUGUST 2026

Air India plane hit by flight-control issues, says Airbus

Jagriti Chandra

NEW DELHI

An Airbus dossier sent to Air India's engineering team, after a Phuket-Delhi flight experienced a sudden 300-foot drop on August 4, corroborated the hydraulic and flight-control abnormalities reported during the incident. The observations were based on the company's preliminary analysis of the aircraft's digital flight data recorder.

According to the document, at 9.32 a.m., the aircraft first recorded the loss of the hydraulic system. This coincided with the loss of the left-hand elevator, or horizontal tail surface, which controls the aircraft's nose-up and nose-down pitch, as well as hydraulic-powered surfaces on the main wings that control lift and drag and assist in the aircraft's roll or

tilt. Next second, the aircraft recorded failures of the remaining two hydraulic systems, which resulted in a total loss of the hydraulic-powered control surfaces.

Autopilot disconnected

Airbus said some of aircraft's tail and wing control surfaces were unavailable for around four seconds, causing the aircraft to pitch up. The second autopilot disconnected, and the First Officer applied nose-down control input, but Airbus said the aircraft's control surfaces initially did not respond directly.

After five seconds, the hydraulic systems began recovering one by one, restoring the aircraft's flight-control surfaces and their ability to respond to pilot inputs. The incident has been categorised as "serious" by the Aircraft Accident Investigation Bureau.

Corporate Communications Directorate

THE INDIAN EXPRESS

DELHI

15 AUGUST 2026

Brief triple hydraulic failure in Phuket-Delhi flight: Airbus initial assessment of flight data

Sukalp Sharma
New Delhi, August 14

THE AIR India A320 aircraft that suddenly dropped 300 feet while flying from Phuket to Delhi on August 4 experienced a temporary loss of hydraulic systems, which led to loss of key control surfaces for about four seconds, an initial assessment of the digital flight data recorder (DFDR) data by aircraft manufacturer Airbus is learnt to have said. The aircraft — bearing registration VT-EXX — was cruising at an altitude of about 36,000 feet over Odisha when the altitude-loss incident occurred.

While the government and Air India had initially attributed the incident to severe turbulence, a series of snags involving the aircraft's hydraulic systems and flight control surfaces have emerged as a key focus area for investigators. Notably, the pilot-in-command (PIC) of the aircraft also tested positive for marijuana, but given the initial assessment by the Airbus, it now appears unlikely that his positive drug test may be directly related to the serious incident involving the aircraft. On Monday, *The Indian Express* had reported quoting sources the aircraft likely faced a series of snags pertaining to hydraulic systems and flight control at time of the incident.

The incident, which led to 24 people on board sustaining injuries, is under investigation by the Aircraft Accident Investigation Bureau (AAIB), with Airbus and French aircraft accident investigation body BEA assisting in the probe. In its initial analy-

The Airbus A320 aircraft has three independent hydraulic systems — coded green, blue, and yellow — built as a redundancy so that the loss of one such system doesn't result in total loss of hydraulic control

sis, which was sought by Air India, Airbus didn't identify the underlying cause of the failure of hydraulic systems, and asked the airline to conduct a series of maintenance tests and inspections — including checks of hydraulic pressure switches, pressure transducers, wiring, and the aircraft's flight-control and automatic-flight systems, it is learnt. The manufacturer has also asked Air India to provide maintenance activities performed on the plane's hydraulic system in the last month.

A request for comment didn't elicit a response from Air India. In a statement, Airbus said, "In accordance with ICAO Annex 13, Airbus is providing technical assistance to the relevant investigating authorities and actively supporting the airline. We do not comment on ongoing investigations."

The Airbus A320 aircraft has three independent hydraulic systems — coded green, blue, and yellow — built as a redundancy so that the loss of one such system doesn't result in total loss

of hydraulic control. Hydraulic pressure is essential for moving several of the aircraft's flight-control surfaces. According to experts, simultaneous loss of the three hydraulic systems was virtually considered an impossibility on the A320, one of the most flown aircraft types globally.

According to an August 10 communication to Air India, Airbus is learnt to have said that as per the DFDR data, the aircraft's three independent hydraulic systems were lost in quick succession, resulting in the loss of control over elevators and ailerons for around four seconds. During this period, the aircraft's nose pitched upwards and the autopilot disengaged.

The first officer — who was the pilot flying the aircraft — commanded for the nose to be pushed down, but the flight control surfaces were non-responsive due to loss of hydraulic control, it is learnt. Then the hydraulic systems recovered within seconds, and the sudden lowering of the nose to bring the aircraft under control likely threw passengers and cabin crew upwards, resulting in injuries to some of them.

As per the initial analysis, the aircraft first experienced a loss of the green hydraulic system shortly before 09:32:44 am, followed by the loss of blue and yellow hydraulic systems at 09:32:45. At 09:32:51 am, the blue system recovered, followed a few seconds later by the yellow and green systems, it is learnt. As hydraulic pressure returned, the flight-control surfaces also recovered.

JANSATTA

DELHI

15 AUGUST 2026

एअर इंडिया के विमान की तीनों हाइड्रोलिक प्रणालियां हुई थीं विफल

जनसत्ता ब्यूरो
नई दिल्ली, 14 अगस्त।

एअर इंडिया की फुकेट-दिल्ली उड़ान ए-320 (एआइ-2379) के चार अगस्त को अचानक 300 फुट तक नीचे आने की घटना की विमान दुर्घटना जांच ब्यूरो (एएआइबी) ने जांच शुरू कर दी है। इस जांच एअरबस के प्रारंभिक विश्लेषण में विमान के तीनों हाइड्रोलिक प्रणालियां विफल होने की बात सामने आई है।

इस घटना में करीब चार सेकंड तक विमान नियंत्रण से बाहर रहा, लेकिन करीब सात सेकंड बाद तीनों प्रणालियां फिर से सक्रिय होने के बाद विमान को सुरक्षित उतारा गया। हालांकि इस घटना की वजह से विमान में सवार 145 लोगों में से 24 लोग घायल हो गए थे। एअरबस की प्रारंभिक विश्लेषण रिपोर्ट से पता चला है कि दो सेकंड के भीतर विमान की तीन हाइड्रोलिक प्रणालियां विफल हो गई थीं और करीब सात सेकंड के भीतर दोबारा काम करना शुरू कर दिया था। इस रिपोर्ट में कहा गया कि हाइड्रोलिक प्रणालियां विफल होने के कारण करीब चार सेकंड तक विमान के एलीवटर और एलरन ने पायलट के निर्देशों पर प्रतिक्रिया नहीं दी। एलीवटर विमान के अगले हिस्से को ऊपर या नीचे करने, जबकि एलरन उसे दाईं या बाईं तरफ झुकाने में मदद करते हैं।

रिपोर्ट के मुताबिक, इसका अर्थ है कि चार अगस्त को एअर इंडिया की फुकेट-दिल्ली उड़ान संख्या एआइ 2379 चार सेकंड तक नियंत्रण से बाहर रही और बाद में प्रणालियों ने

एएआइबी ने अपनी रिपोर्ट में बताया कि घटना में करीब चार सेकंड तक विमान नियंत्रण से बाहर रहा, लेकिन करीब सात सेकंड बाद तीनों प्रणालियां फिर से सक्रिय होने के बाद विमान को सुरक्षित उतारा गया।

फुकेट-दिल्ली उड़ान में हुई घटना में 24 लोग हुए थे घायल।

फिर काम करना शुरू कर दिया। रिपोर्ट के अनुसार, भारतीय समय के मुताबिक सुबह 9:32:44 बजे से पहले एक हाइड्रोलिक प्रणाली ने काम करना बंद कर दिया। इसके बाद सुबह 9:32:45 बजे बाकी दोनों हाइड्रोलिक प्रणालियां भी विफल हो गईं और सुबह 9:32:51 बजे तीनों प्रणालियां ने फिर काम करना शुरू कर दिया।

रिपोर्ट में कहा गया है कि हाइड्रोलिक दबाव कम होने के कारण प्रणालियां विफल हुईं। दबाव मापने वाले कम से कम दो स्विच ने हाइड्रोलिक दबाव कम होने का संकेत दिया था, जिससे नियंत्रण संचालित करने वाले उपकरणों ने काम करना बंद कर दिया। रिपोर्ट के अनुसार, कई हाइड्रोलिक प्रणालियों के कुछ समय तक काम नहीं करने के दौरान सह-पायलट ने विमान के अगले हिस्से को पूरी तरह नीचे झुकाने का निर्देश दिया, लेकिन उड़ान नियंत्रण प्रणाली ने कोई प्रतिक्रिया नहीं दी। एअरबस ने कहा कि उड़ान के बाद तैयार रिपोर्ट में कई खामियों का संकेत मिले है।



Corporate Communications Directorate

MINT

DELHI

15 AUGUST 2026

Airbus finds system faults on Air India jet during drop

Airbus SE discovered hydraulic system faults on an Air India jet that dropped about 300 feet in mid-flight last week, according to a preliminary assessment by the plane-maker. The A320—flying from Phuket, Thailand, to Delhi—lost systems controlling its pitch and tilt before regaining normal functions.



BLOOMBERG



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

15 AUGUST 2026

Second instance of AI flight hydraulic fault in 10 days

S LALITHA @ New Delhi

IN the second instance of a hydraulics glitch on board an Air India flight within 10 days, pilots of an A320 flight from Bangkok to New Delhi were forced to abort the takeoff on Thursday (August 13) evening when they detected the malfunction while taxiing to the runway at the Bangkok airport. The pilot announced it over the public address system to keep the fliers in the loop.

An airline source conceded "a hydraulic malfunction" took place on Flight AI 2335 but added that the pilot was not supposed to announce it.

On August 4, a cruising A320 Phuket-Delhi flight suffered three hydraulic failures within two seconds. It led to a steep descent resulting in injuries to 24 flyers, the initial analysis report of Airbus revealed.

A hydraulic malfunction refers to a loss of pressurised fluid power used to move flight controls, landing gear, brakes, or in some cases, a total shutdown of the equipment.

The AI 2335, with over 250 passengers, was scheduled to take off at 6.25 pm Bangkok time (4.55 pm IST) on Thursday. It finally took off at 7 pm local time on Friday.

Rajiv Gambhir, a Delhi-based businessman, who also owns an aircraft, told this paper, "The flight was moving for take-off when we heard a loud screeching halt. The pilot announced there was a hydraulic failure. It worried us." The flight was left standing on one of the side bays near the runway **P8**

TMS
EXCLUSIVE



Corporate Communications Directorate

THE MORNING STANDARD

DELHI

15 AUGUST 2026

Triple hydraulic failure led to AI's Phuket flight plunge, says Airbus report

S LALITHA @ New Delhi

AN initial report submitted to Air India by Airbus, the company that designed the A320 involved in the Air India Phuket-Delhi accident on August 10, has stated that a temporary triple hydraulic failure on board resulted in loss of multiple flight controls, causing a sudden loss in flight altitude.

Airbus has decoded the Digital Flight Data Recorder (DFDR) and the post-flight data before submitting its report.

A total of 24 people, including four crew members, sustained injuries which occurred when flight AI 2379 went down by 300 feet.

On August 10, this newspaper broke the story on the complete failure of the hydraulic systems, which debunked the turbulence theory spelt out by the airline and the aviation ministry. The plane took off early on August 4 from Phuket, and while it was nearing Odisha, the hydraulic systems failed for seven seconds. The first system failed at 44 seconds, and the other two hydraulic systems failed in the next second, causing a total failure of the oth-

er systems.

"The elevators and ailerons surfaces were lost for around four seconds after that." The elevator refers to the horizontal surface which controls the movement of the aircraft's nose up and down. The hydraulic systems later recovered one by one, the report said.

Hydraulic failure in an aircraft is the loss of pressurised fluid power which impacts all other flight operations.

Airbus has also asked Air India to submit its maintenance activities performed on the hydraulic system in the past one month. With the written report submitted by Airbus on the technical failure, the theory of the pilot testing positive for marijuana, which may have impacted his plane operations, takes a backseat.

The Aircraft Accident Investigation Bureau (AAIB) is probing the incident. Its report on the pilot is expected within a month, and any action on

him will be considered only after that, said an airline source.

"Triple hydraulic systems failure behind AI Phuket-Delhi flight's altitude loss"



TMS was first to report it on Aug 10, 2026

एयर इंडिया की फ्लाइट में 4 अगस्त को हुई टर्बुलेंस की घटना में सामने आई बड़ी लापरवाही सीनियर पायलट नहीं थे अपनी सीट पर

Maneesh Aggarwal
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■ **नई दिल्ली :** एयर इंडिया की चार अगस्त को थाइलैंड के फुकेत से दिल्ली आ रही फ्लाइट AI-2379 में हुई टर्बुलेंस की घटना को लेकर नई जानकारी सामने आई है। एयरलाइन पायलट्स एसोसिएशन ऑफ इंडिया (ALPA) के चीफ प्रेजिडेंट कैप्टन सैम थॉमस के मुताबिक, हाइड्रोलिक सिस्टम फेलियर के संकेत मिलने और विमान के अचानक करीब 676 फीट नीचे गोता लगाने के वक़्त सीनियर पायलट-इन-कमांड (PIC) सुदीप वशिष्ठ अपनी सीट पर नहीं थे। कॉकपिट में जूनियर को-पायलट रुचिर केशव थे और उन्होंने ही मोर्चा संभाला था। कैप्टन थॉमस ने NBT

को बताया कि घटना के बाद उन्होंने दिल्ली में दोनों पायलट और क्रू मेंबर से बात की थी। हालाँकि, AAIB जांच के चलते उन्होंने जानकारी देने से इनकार किया। उन्होंने बताया कि घटना के वक़्त कैप्टन वशिष्ठ को-पायलट के पीछे थे।

हाइड्रोलिक सिस्टम में गड़बड़ी के बाद विमान करीब 400 फीट ऊपर उठा और फिर अचानक करीब 676 फीट नीचे गोता लगाने लगा। जोरदार झटके में वशिष्ठ का सिर कॉकपिट की छत से टकराया। घटना में 20 यात्री और 4 एयरहोस्टेस घायल हुईं।

वहीं, Airbus की 3 सदस्यों की टीम शुक्रवार को दिल्ली एयरपोर्ट पर खड़े एयर इंडिया के इस प्लेन तक पहुंची। टीम ने प्लेन की कुछ तकनीकी जांच भी की। इसके बाद टीम AAIB ऑफिस पहुंची।



1. हाइड्रोलिक फेलियर के वक़्त जूनियर पायलट ने ही संभाला पूरा मोर्चा
2. एयर टर्बुलेंस होते ही पहले विमान अचानक ऊपर की तरफ उठ गया
3. 400 फीट ऊपर जाने के बाद विमान अचानक नीचे गोता खाने लगा
4. कुछ सेकंड बाद विमान को कंट्रोल करके सामान्य ऊंचाई पर लाया गया

4 सेकंड तक सबकुछ ब्लैक

- टर्बुलेंस से पहले प्लेन 36,001 फुट की हाइट पर आराम से उड़ रहा था
- हाइड्रोलिक फेलियर होने के बाद प्लेन अचानक अपनी नॉर्मल हाइट से 400 फुट ऊपर उठते हुए 36,401 फुट तक ऊपर जा पहुंचा
- इसके बाद प्लेन 676 फीट नीचे गोता खाते हुए 35,725 फुट तक नीचे आया
- इसके चंद सेकंड बाद प्लेन 36 हजार फुट पर सामान्य हाइट पर लाया गया
- प्लेन ने अपनी नॉर्मल हाइट 36,001 फुट से नीचे 276 फुट तक गोता खाया, लेकिन 36,401 फुट के हिसाब से प्लेन 676 फीट तक नीचे आया

Corporate Communications Directorate

THE PIONEER

DELHI

15 AUGUST 2026

Airbus flags hydraulics failure in AI2379 plunge

ASHOKE RAJ ■ New Delhi

Initial analysis by Airbus of the Digital Flight Data Recorder from an Air India A320neo that plunged about 300 feet during a Phuket-New Delhi flight has revealed a complete, simultaneous loss of several key flight-control surfaces for roughly four seconds.

The elevators and ailerons on AI2379 became unavailable after failures in all three of the aircraft's hydraulic systems, while the spoilers were also affected. During the four-second disruption, the elevators and ailerons reportedly moved without corresponding pilot commands, leaving the aircraft temporarily without normal control response.

CONTINUED ON ►► P4



WIKIMEDIA COMMONS

Airbus flags hydraulics failure in AI2379...

The simultaneous failure of all three hydraulic systems is considered an unusual development and is now a central focus of the investigation. Airbus has not yet established what caused the systems to fail in such rapid succession.

Hydraulic power is essential to the operation of the A320's primary flight controls. The elevators control the aircraft's pitch, the ailerons control its roll, and spoilers alter lift and drag to help control the aircraft's speed and descent. Airbus said the A320's hydraulic systems are designed with redundancy, meaning the loss of one system would not normally cause a significant loss of flight control. The unusual feature of this incident was the near-simultaneous disruption of all three systems. Airbus has not yet established why the three hydraulic systems were affected. The aircraft's autopilot subsequently disconnected as the flight-control systems were disrupted. The co-pilot, who was flying the aircraft, then pushed his side-stick forward after stall warnings were reportedly generated in the cockpit. A stall occurs when an aircraft's wings are no longer producing sufficient lift to maintain controlled flight. In such a situation, pushing the nose down is a standard recovery action designed to reduce the angle of attack and restore airflow over the wings.

However, the co-pilot's control input initially produced no corresponding nose-down movement because the aircraft's hydraulic systems were unavailable. The aircraft's flight controls became responsive only after all three hydraulic systems recovered several seconds later.

The findings provide the clearest indication so far of what happened during the critical seconds of the August 4 incident, but investigators are still examining the aircraft's systems, sensors, wiring, maintenance history and recorded flight data before determining the underlying cause.

The incident injured 24 people, with 17 requiring hospitalisation. The aircraft was carrying 137 passengers and eight crew members.

The manufacturer has asked Air India to conduct further inspections, including checks of

the hydraulic systems, pressure sensors, switches and wiring. Recent maintenance involving the hydraulic systems is also being examined. Airbus has additionally asked for inspections for possible structural damage after the aircraft experienced forces above specified limits.

The Aircraft Accident Investigation Bureau (AAIB) is leading the investigation, with assistance from Airbus and France's BEA. Investigators are examining the aircraft, maintenance records, flight-data recorder, cockpit voice recorder and other technical evidence.

Air India initially described the event as turbulence-related but later referred to a sudden loss of altitude. The AAIB has cautioned against drawing conclusions before the investigation is complete. The captain's drug screening has also received attention after a preliminary test returned a non-negative result for a psychoactive substance. However, investigators have not established any connection between the result and the altitude loss. The Airbus findings confirm that the aircraft temporarily lost important flight-control functions, but they do not identify the underlying cause. Investigators will now determine whether a component failure, sensor or wiring problem, maintenance issue, cockpit input or another factor caused the unusual hydraulic disruption.

Until the AAIB completes its investigation, the Airbus assessment remains preliminary and should not be treated as a final explanation of the incident.

Corporate Communications Directorate

RAJASTHAN PATRIKA

JAIPUR

13 AUGUST 2026

मंगलवार को फ्लाइट रद्द होने से हुआ था हंगामा

स्पाइसजेट ने दूसरी फ्लाइट से दुबई भेजे 150 यात्री

जयपुर @ पत्रिका जयपुर एयरपोर्ट पर मंगलवार शाम स्पाइसजेट की दुबई फ्लाइट रद्द होने के बाद परेशान हुए करीब 150 यात्रियों को बुधवार को राहत मिली। एयरलाइन ने वैकल्पिक फ्लाइट की व्यवस्था कर सभी यात्रियों को दुबई रवाना कर दिया। दरअसल, स्पाइसजेट ने मंगलवार शाम 5-55 बजे दुबई जाने वाली फ्लाइट को पहले रीशेड्यूल किया और बाद में रद्द कर दिया था। इससे सैकड़ों के बाद यात्रियों ने एयरपोर्ट पर हंगामा किया और दूसरी फ्लाइट की व्यवस्था करने की मांग की थी। एयरलाइन ने बुधवार



को वैकल्पिक उड़ान से भेजने का आश्वासन दिया था। इसके बाद बुधवार शाम यात्रियों को दूसरी फ्लाइट से दुबई रवाना किया गया।



Corporate Communications Directorate

THE TELEGRAPH

KOLKATA

14 AUGUST 2026

Dope test for all AI pilots

AMITYA KUMAR
KUSHWAHA

New Delhi: Air India and Air India Express will begin mandatory psychoactive substance testing of all their pilots on Thursday, sources said.

The move comes after the captain of a Phuket-Delhi flight that suddenly lost altitude allegedly tested positive for marijuana.

The managements of Air India and Air India Express have in an internal communication to employees informed them about the screening.

"We have decided to undertake a full screening of all Group pilots for any substance

or medications that are not permitted under prevailing regulations. This testing is mandatory and will start today, 13 August 2026.

"It 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," the communication said.

According to sources, the initiative, which goes beyond regulatory requirements, reflects the airlines' determination to uphold the highest standards of safety and professionalism and to reassure passengers, stakeholders and the

community at large. There are more than 5,000 pilots at the two Tata Group-owned airlines.

Asserting that "trust" is the most important asset, Air India told its pilots that it is vital that they do everything possible to protect and sustain it.

On August 4, Air India's A320 aircraft flying from Phuket to Delhi experienced a sudden loss of about 300 feet in altitude during cruise, leaving 20 passengers and four crew members injured.

On Sunday, the civil aviation ministry said both pilots had undergone psychoactive substance screening test. The pilots have been taken off the roster pending an investigation.

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THE TELEGRAPH

KOLKATA

14 AUGUST 2026



Tourists take an elephant safari at the Kaziranga National Park. File picture

Warning against Kaziranga buffer slash

UMANAND JASWAL

Guwahati: Padma Shri awardee Jadav Payeng, who single-handedly created a forest in Assam's Jorhat district, on Thursday warned against any move to reduce the eco-sensitive zone (ESZ) around Kaziranga National Park from 10km to 1km.

In a 1:39-minute video posted on social media, Payeng said reducing the area would pose a serious challenge to the park's animals, particularly during floods when they move towards the hills of Karbi Anglong.

"What will they do if the area is reduced to 1km? Let it remain as it is. We all need to secure Kaziranga through thorough deliberations. I request everyone, the Centre and the state government, to secure Kaziranga through long-term solutions," he said.

Kaziranga National Park, a Unesco World Heritage Site, is famed for the world's largest population of one-horned rhinos. The park's core area, spread across four districts, covers 430sqkm, while six additions take the total protected area to 1,300sqkm.

Payeng said reducing the ESZ would also increase man-elephant and man-monkey conflicts. "We have seen the outcome of concrete jungles. I think nature is god, god is nature. That is why let it remain as it is. Protect Kaziranga," he said.



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THE TELEGRAPH

KOLKATA

14 AUGUST 2026

Air India to induct 100 more planes

New Delhi: 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.



Campbell Wilson

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.

Drugs, alcohol & the cockpit

SHEKHAR SINGH

A PILOT tests positive for marijuana after flying a passenger aircraft. Does that mean he was flying under its influence? Not necessarily. But it does raise a more uncomfortable question: is India's system designed to catch an unfit pilot before take-off, or only detect prohibited substance use after the flight?

The Air India Phuket-Delhi incident has put India's psychoactive-substance testing regime under the spotlight, raising questions over how pilots are tested, how a positive result is confirmed, what happens afterwards and whether India's rules are as stringent as those followed by aviation regulators abroad.

The captain of Air India flight AI2379, which suffered a sudden loss of around 300 feet of altitude on August 4, underwent a psychoactive-substance test after landing. The initial screening was "not negative". The confirmatory test returned positive for marijuana.

That finding, by itself, does not establish that the pilot was impaired while flying or that marijuana had any connection with the aircraft's altitude loss. The technical aspects of the incident are being investigated separately.

That distinction matters because a dope test is not a simple test of whether someone is fit or unfit to fly. It detects a substance or its metabolites. It does not necessarily establish when it was consumed or whether the person was impaired at that particular moment.

SUBSTANCE TESTING IN INDIA

India's formal framework for psychoactive-substance testing in aviation came into force in 2022. Under the DGCA's Civil Aviation Requirement (CAR), airlines have to conduct random testing of at least 10 per cent of flight crew and air traffic controllers every year. The specified substances include cannabis/THC, cocaine, amphetamines and amphetamine-type stimulants, opiates and metabolites, barbiturates and benzodiazepines.

The process has two stages. The first is a screening test. A "non-negative" result is not treated as the final finding. The sample undergoes confirmatory testing before it can be treated as a confirmed positive.

This distinction became important when the



Are India's pilot fitness checks tough enough?

Indian Pilots Guild and Air Traffic Controllers Guild challenged the DGCA's framework before the Delhi High Court in 2022. The court recorded concerns over the availability of qualified Medical Review Officers (MROs), the possibility of legitimate medicines affecting test results, differences between laboratories and safeguards available to personnel facing action.

The High Court held that there was no impediment to implementing the CAR.

WHAT IF THE TEST IS POSITIVE

A first confirmed positive can trigger medical evaluation, counselling and rehabilitation or de-addiction measures, as applicable. The individual has to fulfil the prescribed requirements and obtain the necessary clearance before returning to safety-sensitive duties.

A second confirmed positive can result in suspension of the licence for three years. A third confirmed positive can lead to cancellation of the licence. The MRO mechanism is crucial here. The MRO can examine whether legitimate therapeutic treatment or another innocuous source could explain the result.

But does this system go far enough for a profession where one pilot can be responsible for hundreds of lives? The biggest complication is cannabis. A urine test can detect cannabis metabolites long after the intoxicating effects have disappeared. A positive result can therefore establish exposure or use without proving impairment at the time of flying.

So, should a pilot who tests positive for marijuana after landing automatically be described as having flown under its influence? No, unless the investigation establishes it. But should a confirmed positive be treated seriously even if impairment cannot be proved? Clearly, yes.

THE GLOBAL SYSTEMS

In the US, the minimum random drug-testing rate for covered employees is 25 per cent. The system provides for pre-employment, random, reasonable-suspicion and post-accident testing. Its position on marijuana is particularly strict.

EU aviation rules require operators to have systems to prevent and detect psychoactive-substance misuse, including systematic and random testing of flight and cabin crew. The framework links substance use with wider medical and psychological fitness.

This raises the key question: should India rely primarily on random and post-duty testing, or should it have stronger mechanisms to establish fitness before a pilot enters the cockpit?

There is currently no blanket requirement under the psychoactive-substance CAR for a pilot to undergo a drug test before every flight. And there is a scientific reason why simply introducing a pre-flight urine test may not solve everything. A positive cannabis result could indicate earlier use rather than current impairment.

So perhaps the answer is not simply more testing, but smarter testing. Could India increase random testing beyond the present 10 per cent? Should there be greater use of targeted tests where there is reasonable suspicion? Should post-incident testing be strengthened? Should there be a defined cannabis abstinence period similar to Canada's 28-day rule?

Dr Vandana Singh, Chairperson-Aviation Cargo, Federation of Aviation Industry in India, calls the Phuket incident a "serious wake-up call". She told *The Tribune* that the larger issue is prevention while ensuring that someone who may be medically or operationally unfit does not reach the cockpit of a passenger aircraft.

She has called for stronger fitness-for-duty protocols covering medication, substance use, fatigue and overall fitness, including risk-based random testing, stricter medical reporting and real-time verification of crew fitness.

The Civil Aviation Ministry has now asked the DGCA to review the psychoactive-substance testing framework and examine protocols followed in other countries. Air India has already moved beyond the regulatory minimum, ordering psychoactive-substance screening for all its pilots.