



FEDERATION OF INDIAN PILOTS

FIP/AAIB/26-10

14 Jun 2026

To:

The Director General
Aircraft Accident Investigation Bureau, GOI,
Udaan Bhawan, Sri Aurobindo Marg,
New Delhi – 110003

**SIMULATOR TESTS ON RAT DEPLOYMENT TIMING ANALYSIS &
NEED FOR SIMULATOR TESTING TO AUTHENTICATE THE
TIMINGS GIVEN IN PRELIM REPORT**

Dear Sir,

Reference is drawn to the subject.

1. The Federation of Indian Pilots has received a letter from Mr. D. Michael Andrews, Advocate, representing Beasley Allen, attorneys for passengers and families affected by Air India Flight 171. The letter submits that Boeing 787 simulator testing does not support the timeline contained in the AAIB Preliminary Report. While the report indicates RAT power generation approximately 4–5 seconds after fuel interruption, simulator testing reportedly indicates approximately 18 seconds (Refer Annexures 1 & 2). The letter therefore suggests that RAT deployment may have occurred before fuel control switch movement and may indicate an earlier system or electrical fault requiring further investigation. I quote his letter “The videos and preliminary data analysis appear to contradict key points in the timeline of VT-ANB RAT deployment and power generation contained within the Indian AAIB preliminary report. Specifically, the preliminary report, page 14 states (based on VT-ANB FDR data) that fuel system interruption occurred at 08:08:42 UTC with hydraulic power produced by the RAT 4-5 seconds later. However, flight simulator testing indicates that RAT generated power is not produced until around 18 seconds following fuel system interruption.

2. If the VT-ANB RAT power generation timestamp is accurate, and if the simulator tests are representative of real-world performance, then the tests indicate that the VT-ANB RAT device had to have been deployed and spinning up many seconds prior to fuel system interruption. In short, the tests indicate that the



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RAT deployment may be unrelated to fuel system changes and instead may be a symptom of faults occurring prior to any fuel disruption. Further, although the preliminary report contains photos showing that the RAT is out and visible immediately AFTER take-off (Attachment 1, page 14, figure 15), still-frame images captured from video from an Ahmedabad airport security camera (Attachment 3) appear to show the RAT is already out on the runway just BEFORE the aircraft rotates for take-off. Taken together these pieces of evidence tend to indicate that the RAT deployment (a potential symptom of electrical system failure) was not caused by alleged pilot induced fuel system changes.” Unquote

3. Summary of recorded Simulator Observations in excel file

Sl. No.	Parameter	AAIB Preliminary Report Timeline (Baseline)	Simulator Observation	Difference
1	RAT hydraulic power availability following fuel interruption	4-5 seconds	Approximately 18 seconds	Approximately +14 seconds
2	Achievement of V1	56 seconds	Mean 40.9 seconds Tests 1-9 (static take off)/46 seconds in Test 10 (rolling take-off)	Approximately -15 seconds in Tests 1-9 (static take off) and -10 seconds in Test 10 (rolling take-off)
3	Achievement of VR	58 seconds	Mean 42 seconds Tests 1-9 (static take off)/48 seconds in Test 10 (rolling take-off)	Approximately -16 seconds in Tests 1-9 (static take off) and -10 seconds in Test 10 (rolling take-off)

4. The letter therefore suggests that RAT deployment may have occurred before fuel control switch movement and may indicate an earlier system or electrical fault requiring further investigation. Survivor reports referring to a loud bang and dimming of cabin lighting, ACARS maintenance messages transmitted between 0753 and 0808 UTC, and the damage visible in the aft EAFR image reproduced in the Preliminary Report may be examined collectively and correlated with recorded



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aircraft data to establish a coherent sequence of events and determine whether any electrical system anomalies contributed to the accident.

5. In view of the above, it is requested that the AAIB conduct a comprehensive series of Boeing 787 simulator tests, with an observer nominated by the Federation of Indian Pilots (FIP), to independently verify the acceleration recorded in the AAIB preliminary Report and the relationship between RAT deployment, RAT hydraulic power generation and fuel control switch movement, and consider the findings in the Final Report. Survivor reports referring to a loud bang and dimming of cabin lighting, ACARS maintenance messages transmitted between 0753 and 0808 UTC, and the damage visible in the aft EAFR image reproduced in the Preliminary Report may be examined collectively and correlated with recorded aircraft data to establish a coherent sequence of events and determine whether any electrical system anomalies or software abnormalities contributed to the accident. Air India Engineering and Boeing may be asked to decode the fault/**status report transmitted from 07:53 UTC** (Approximately 14 minutes before take-off roll commenced) **to 0809 UTC** (MAYDAY call transmitted. **containing a list of aircraft maintenance messages present on VT-ANB** (Refer attachments 3,4, 5 and 6):

QU BOMASAI
QXSXMXS 120753
CFD
FI AI0171/AN VT-ANB
DT QXS AMD1 120753 C17A

- EFFE 1 12JUN25 0752 AI VT-ANB AIC171 ...

MSG 2419374 A
DB 24 BPCU GATEWAY OPS (RIGHT)
DB 24 BPCU GATEWAY OPS (LEFT)

MSG 2419302 A
DB 24 BPCU GATEWAY OPS (RIGHT)
DB 24 BPCU GATEWAY OPS (LEFT)

MSG 2713544 A
DB 27 FCM OPS (RIGHT)
DB 27 FCM OPS (LEFT)
DB 27 FCM OPS (CENTER)

MSG 4622360 A
DB CAPTAIN'S EFB ELECTRONIC UNIT



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MSG 4203872 A
DB 42 GPM_GENERAL OPS (RIGHT 4)
DB 42 GPM_GENERAL OPS (LEFT 1)

MSG 2919633 A
DB 29 HYD OPS (RIGHT)

MSG 3818285 A
DB 38 VWW OPS (2)

MSG 2171322 L
DB FT ZONAL DRIER

MSG 4519748 A
DB 45 CMCF OPS (LEFT)

MSG 2419405 A
DB 24 BPCU GATEWAY OPS (RIGHT)
DB 24 BPCU GATEWAY OPS (LEFT)

172050004	600
163600003	599
167330003	599
247450002	597
252490002	597
252390002	597
247460002	597
167280002	599
163840003	599
171060003	599
EM12Ro	

6. It is further requested that a copy of the Ahmedabad Airport security camera video be provided to the Federation of Indian Pilots for independent analysis to determine the precise timing of RAT deployment on to take-off (Refer attachment 7).

7. Submission: AAIB should investigate why, in spite of having its own Boeing 787 Dreamliner simulators and access to the ACARS maintenance messages, Air India's Flight Operations and Flight Safety Departments could not highlight the discrepancy in the RAT hydraulic power availability timings and associated aircraft maintenance messages to the AAIB and thus allow the pilot suicide



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narrative to be continuously propagated in national and international news media. In this regard please refer our emails dated 12 and 17 Mar regarding “REQUEST FOR SIMULATOR CORRELATION WITH RAT IMAGERY AND DFDR TIMELINE (AI 171, CRASH) AND INCORPORATION IN FINAL REPORT in the investigations being carried by the AAIB”. Thus, it is requested that the AAIB conduct a comprehensive series of Boeing 787 simulator tests.

Submitted for your consideration and necessary action.

Yours sincerely

Warm Regards,
CAPT CS RANDHAWA,
PRESIDENT, FIP

Copy To:

1. Minister of Civil Aviation, Rajiv Gandhi Bhawan, New Delhi
2. PMO Office, South Block, New Delhi – 110011
3. Secretary Ministry of Civil Aviation
4. DG, DGCA

Encls: Annexure 1 – *Beasley Allen Letter to U.S. Secretary, Department of Transportation (DoT) (PDF)*

Annexure 2 – *Air India 171 – Flight Simulator Testing Comparisons (Excel Spreadsheet)*

Annexure 3 – *FPJ Exclusive: Air India Flight 171 Probe Under Scrutiny as Sole Survivor Was Interviewed After 8 Months (PDF)*

Annexure 4 – *0753 UTC ACARS Messages (JPG Image)*

Annexure 5 – *ACARS Messages up to 0809 UTC (JPG Image)*

Annexure 6 – *AFT EAFR Image Extract (JPG Image)*

Annexure 7 – *RAT Deployment on Runway (TIF Image)*

Annexure 8 – *Sim Test Results*

Annexure 9 -

<https://www.dropbox.com/scl/fo/k2c2iit9gxp89bdn9656/AMpbgXMXcto6Puhdgt4YPg?rlkey=2amvtzaq9wx8pxncowtqp1mdl&st=vdv81bpu&e=1&dl=0>. *Sim Test Videos*