



FEDERATION OF INDIAN PILOTS

FIP/AAIB/26 – 12

17 August 2026

To,
The Director General,
Aircraft Accident Investigation Bureau (AAIB),
Government of India, Udaan Bhavan,
New Delhi – 110003

**REQUEST FOR FORMAL CONSIDERATION OF FIP TECHNICAL INPUTS
AND PERSONAL HEARING IN THE INVESTIGATION OF AIR INDIA
FLIGHT AI-171 ACCIDENT ON 12 JUNE 2025 AT AHMEDABAD**

Dear Sir,

The Federation of Indian Pilots (FIP) respectfully submits this representation in connection with the ongoing investigation into the tragic accident involving Air India Flight AI-171 (VT-ANB) at Ahmedabad on 12 June 2025, and pursuant to the order of the Hon'ble Supreme Court of India dated 28 July 2026 in W.P. (Civil) – I.A. No. 214482/2026, a copy of which is enclosed.

1. Judicially Recorded Assurance of Consideration of FIP Inputs

Reference is respectfully made to the order of the **Hon'ble Supreme Court dated 28 July 2026**, wherein the Hon'ble Court recorded the assurance given by the Learned Solicitor General of India that:

“The inputs and suggestions given by the Federation of Indian Pilots will be duly taken into consideration in the process.”

FIP respectfully submits that the above assurance, having been recorded by the Hon'ble Supreme Court, warrants due and meaningful consideration of the technical inputs and suggestions submitted by FIP in relation to the AI-171 accident investigation.

FIP therefore requests that its technical submissions be formally placed before and evaluated by the competent investigation team of AAIB, with due consideration being given to the expertise and operational experience of professional pilots represented by FIP.

2. Request for Formal Recognition and Consideration of FIP Inputs

In view of the above judicially recorded assurance, ***FIP respectfully requests AAIB to:***

- a. Formally acknowledge FIP as a professional aviation stakeholder providing technical and operational inputs relevant to the investigation;



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- b. Place FIP's technical submissions on the investigation record, to the extent permissible under the applicable investigation procedures and confidentiality requirements;
- c. Ensure that the technical observations, suggestions and questions raised by FIP are duly examined and evaluated by the investigation team; and
- d. Provide FIP an opportunity for a personal hearing/technical interaction with the investigation team before finalisation of the Final Investigation Report.

FIP submits that these measures would give substantive and meaningful effect to the assurance recorded by the Hon'ble Supreme Court.

3. Relevance of FIP's Expertise to the Investigation

FIP is the representative body of professional Indian pilots and possesses substantial collective operational expertise in airline operations, flight deck procedures, crew resource management, human factors, aircraft systems, simulator training, flight safety and operational risk management.

The participation of FIP in an accident investigation can assist in providing an informed perspective on matters relating to:

- a) Flight-deck operations and crew actions;
- b) Aircraft handling and system behaviour;
- c) Human factors and crew performance;
- d) Operational procedures and standard operating procedures;
- e) Cockpit workload and decision-making;
- f) Aircraft systems and their interaction with crew actions;
- g) Simulator-based reconstruction and validation;
- h) Operational environment and circumstances prevailing at the time of the accident; and
- i) The practical implications of findings for aviation safety.

FIP's objective is not to interfere with, influence or prejudice the independent investigation, but to ensure that relevant operational and technical perspectives are available to the investigation authority before its conclusions are finalised.

4. ICAO Annex 13 Considerations

FIP further submits that its request is consistent with the principles and requirements contained in **ICAO Annex 13** – Aircraft Accident and Incident Investigation,



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including the provisions concerning the gathering, evaluation and consideration of relevant technical information and the participation of appropriately qualified persons and organisations where their expertise may assist the investigation.

In particular, FIP respectfully draws attention to **ICAO Annex 13 Standards 5.25, 6.3 and 6.6 and Recommended Practice 5.26**, in so far as applicable to the consideration of relevant information and technical expertise during an investigation.

The involvement of an appropriately qualified professional pilot organisation can provide valuable operational insight, particularly where the investigation involves analysis of crew performance, flight-deck procedures, aircraft systems, simulator testing, human factors and the reconstruction of the sequence of events.

FIP therefore submits that consideration of its technical inputs would be fully consistent with the objective of Annex 13, namely, the prevention of accidents and incidents and the enhancement of aviation safety, without attributing blame or liability.

5. Specific Technical Matters on Which FIP Seeks an Opportunity to Provide Inputs

FIP respectfully requests that, in considering the technical inputs submitted by the Federation, AAIB may kindly identify the **relevant technical discipline(s)** within the investigation to which each substantive issue raised by FIP has been referred for examination.

Where appropriate, FIP further requests that AAIB indicate the **category of Subject Matter Expert (SME) or technical specialist** who has considered the particular issue, such as B787 flight operations, aircraft systems, propulsion/engine systems, avionics, flight recorders, human factors, cockpit procedures, maintenance and airworthiness, aviation medicine, or other relevant specialist disciplines.

FIP clarifies that it is **not seeking confidential personal information, personnel records or any information which may compromise the independence, integrity or confidentiality of the investigation.** The purpose of this request is solely to establish that the substantive technical propositions, observations and alternative hypotheses submitted by FIP have been subjected to appropriate **competency-based technical examination** within the investigation process.

FIP further respectfully requests that, where any material technical proposition or alternative hypothesis raised by FIP is not accepted, the technical basis and relevant evidence for such conclusion may, to the extent permissible under the applicable investigation procedures, be communicated to FIP so that the Federation may have an opportunity during the proposed technical interaction to clarify or supplement its submission.



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FIP believes that an **issue-by-issue technical consideration process**, identifying the relevant technical discipline and the evidentiary basis for acceptance, further examination or rejection of a material proposition, would assist in ensuring that all reasonably substantiated alternative hypotheses are appropriately considered before finalisation of the Final Investigation Report.

FIP therefore respectfully requests that the proposed personal hearing/technical meeting include, **where considered appropriate by AAIB, the Investigator-in-Charge and the relevant technical specialists/SMEs responsible for examining the substantive areas raised by FIP.**

FIP respectfully requests an opportunity to present its technical observations and comments, inter alia, in relation to the following areas:

I) Simulator Testing and Reconstruction

- a) Simulator configuration and fidelity;
- b) Aircraft software/hardware configuration;
- c) Methodology and assumptions adopted;
- d) Scenarios and parameters used for testing;
- e) Limitations of simulator-based reconstruction; and
- f) Correlation of simulator results with available flight data and other evidence.

II) Sequence-of-Events Reconstruction

- a) Reconstruction of the aircraft's operational sequence;
- b) Timing and correlation of recorded events;
- c) Aircraft configuration and system status;
- d) Crew actions and responses; and
- e) Correlation of DFDR, CVR, ATC, maintenance and other available evidence.

III) Crew Performance and Human Factors

- a) Assessment of crew actions in the operational context;
- b) Workload and time available for response;
- c) Human-machine interface considerations;
- d) Cockpit alerts, indications and warnings;
- e) Crew training and procedural requirements; and



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f) Relevant human-factors considerations.

IV) Aircraft and System Behaviour

- a. Aircraft systems and associated failure modes;
- b. System logic and protections;
- c. Interaction between aircraft systems and crew inputs;
- d. Warning and alerting mechanisms;
- e. Relevant maintenance and technical records; and
- f. Other technical aspects identified during the investigation.

V) Operational and Regulatory Oversight

- a. Applicable regulatory requirements;
- b. Operational procedures and standards;
- c. Training and competency requirements;
- d. Safety oversight mechanisms; and
- e. Systemic or organisational safety issues, where relevant to the investigation.

FIP is prepared to assist its technical observations in a structured manner and, where appropriate, support them with relevant **operational, regulatory, scientific and technical material**.

6. Access to Relevant Non-Sensitive Information

To enable FIP to provide meaningful and technically informed comments, FIP respectfully requests access to such non-sensitive factual and technical information as may lawfully and appropriately be made available under **ICAO Annex 13** and the applicable Indian regulatory framework.

FIP fully recognises that certain investigation information may be subject to confidentiality, privilege, security or other statutory restrictions. FIP does not seek access to information that cannot appropriately be disclosed.

Rather, FIP requests access only to such information as AAIB may consider appropriate and necessary to facilitate informed technical engagement.

7. Request for Personal Hearing Before Finalisation of Report

FIP respectfully requests that, where any of the technical matters raised by FIP require further evidence, analysis, simulation, specialist



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examination or clarification, AAIB may kindly consider undertaking such further examination before finalisation of the Final Investigation Report.

In light of the Hon'ble Supreme Court's order and the anticipated timeline for completion of the investigation **by first week of October 26**, FIP respectfully requests that a personal hearing/technical meeting with the AAIB investigation team be ***scheduled on or before 15 September 2026***.

This would provide sufficient opportunity for FIP to present its technical observations and for the investigation team to consider the same before finalisation of the Final Investigation Report.

FIP respectfully submits that consideration of these inputs after finalisation of the report would substantially reduce their practical value, whereas an interaction prior to finalisation would enable the investigation team to independently assess whether any of the submissions warrant further examination.

8. Independence of the Investigation

FIP reiterates that it fully respects the statutory independence and professional judgment of AAIB and does not seek to interfere with the investigation or its findings.

FIP does not seek any predetermined conclusion or finding. Its sole objective is to ensure that relevant operational and technical perspectives are placed before the investigation authority and duly considered before the investigation is concluded.

The ultimate conclusions, findings and safety recommendations remain entirely within the statutory mandate and independent professional judgment of AAIB.

9. Conclusion

The AI-171 accident was a tragedy of profound significance to Indian and international aviation. The investigation and the resulting safety recommendations will have important implications for the future safety of commercial aviation in India and globally.

In these circumstances, FIP respectfully submits that consideration of inputs from an established professional pilot organisation would contribute to the technical robustness, completeness and safety value of the investigation, while also giving meaningful effect to the assurance recorded before the Hon'ble Supreme Court.

FIP therefore respectfully requests the AAIB to:

- a) Acknowledge this representation formally;
- b) Confirm that FIP's technical inputs will be duly placed before and considered by the investigation team;



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- c) Provide an opportunity for FIP to make its technical submissions;
- d) Schedule a personal hearing/technical meeting with the investigation team on or **before 15 September 2026**; and
- e) Consider FIP's submissions, to the extent relevant and permissible, before finalisation of the AI-171 Final Investigation Report.

FIP remains fully committed to the principles of aviation safety, professional integrity, transparency, independence of accident investigation and prevention of future accidents. **FIP's participation would strengthen the credibility of the final report aligning with India's obligations under ICAO and enhancing public confidence.**

We look forward to the kind acknowledgement of this representation and to an early confirmation of a suitable date for the requested meeting.

Yours faithfully,

(Capt. CS Randhawa)
President,
Federation of Indian Pilots (FIP)

Encl: Copy of the Order of the Hon'ble Supreme Court of India dated 28 July 2026.

Copy To: 1. Minister of Civil Aviation, Rajiv Gandhi Bhavan, New Delhi-110003.

2. Secretary, MOCA, Rajiv Gandhi Bhavan, New Delhi-110003.

3. PMO Office, Seva Teerth, South Block, New Delhi-110011.

4. Principal Secretary, PMO Office, Seva Teerth, South Block, New Delhi-110011.

S U P R E M E C O U R T O F I N D I A
RECORD OF PROCEEDINGSWrit Petition(s) (Civil) No(s). 920/2025

SAFETY MATTERS FOUNDATION

Petitioner(s)

VERSUS

UNION OF INDIA & ORS.

Respondent(s)

(IA No. 281811/2025 - APPROPRIATE ORDERS/DIRECTIONS)

WITH

Diary No(s). 33740/2025 (PIL-W)

(IA No. 8348/2026 - APPLICATION FOR PERMISSION, IA No. 302593/2025 - CONDONATION OF DELAY IN REFILEING / CURING THE DEFECTS, IA No. 7242/2026 - INTERVENTION/IMPLEADMENT and IA No. 331324/2025 - PERMISSION TO FILE ADDITIONAL DOCUMENTS/FACTS/ANNEXURES)

W.P.(C) No. 738/2025 (PIL-W)

W.P.(C) No. 1031/2025 (X)

(IA No. 120482/2026 - APPROPRIATE ORDERS/DIRECTIONS, IA No. 94070/2026 - INTERVENTION/IMPLEADMENT and IA No. 90212/2026 - PERMISSION TO FILE ADDITIONAL DOCUMENTS/FACTS/ANNEXURES)

Date : 28-07-2026 These matters were called on for hearing today.

CORAM : HON'BLE THE CHIEF JUSTICE
HON'BLE MR. JUSTICE JOYMALYA BAGCHI
HON'BLE MRS. JUSTICE V. MOHANA

For Petitioner(s) :Mr. Gopal Sankaranarayanan, Sr. Adv.

Mr. Joseph Pookkatt, Adv.

Ms. Awantika Manohar, Adv.

Mr. Nilesh Sharma, Adv.

Mr. Dhawesh Pahuja, Adv.

M/s Ap & J Chambers, AOR

Mr. Prashant Bhushan, Adv.

Mr. Pranav Sachdeva, AOR

Mr. Sanyam Jain, Adv.

Ms. Mishra Divya Santosh, Adv.

Mr. P Rohit Ram, Adv.

Mr. Govind Jee, Adv.

Mr. Omanakuttan K.k., Adv.

Mr. Shubham Upadhyay, AOR

Ms. Anukriti Bajpai, Adv.
Mr. Sachin Pathak, Adv.
Mr. Vikas Nain, Adv.
Mr. Neeraj Kumar Yadav, Adv.

Mr. Punit Dutt Tyagi, Sr. Adv.
Mr. Ajay Bansal, Adv.
Mr. Kuldip Singh, AOR
Mrs. Veena Bansal, Adv.
Mr. Gaurav Yadava, Adv.
Mr. Sourav Jindal, Adv.

For Respondent(s) :Mr. R Venkataramani, Advocate General
Mr. Tushar Mehta, Solicitor General
Mr. Sudarshan Lamba, AOR
Mr. Sansriti Pathak, Adv.
Mr. Bhuvan Kapoor, Adv.
Mr. Udit Dedhiya, Adv.
Mr. Kartikay Aggarwal, Adv.
Mr. Raman Yadav, Adv.
Mr. Abhishek Kumar Pandey, Adv.
Mr. Chitvan Singhal, Adv.
Ms. Ameyvikrama Thanvi, Adv.

Mr. Raj Bahadur Yadav, AOR

UPON hearing the counsel the Court made the following

O R D E R

1. The petitioner(s) have filed I.A. No.214482/2026, *inter-alia*, praying that respondent No.3 be directed to conduct simulator tests to verify the timing and sequence of events of the crash of Air India Flight AI-171 (Dreamliner Aircraft) on 12.06.2025 at Ahmedabad.

2. Learned Solicitor General of India, on instructions from the officers including the Director General of Civil Aviation, who is present in Court, states that simulator tests have already been conducted and, thus, the issue raised in this application has become moot. As regards the prayer that the Federation of Indian Pilots also be associated in the ongoing inquiry, we are informed

by the learned Solicitor General of India, on instructions, that the inputs and suggestions given by the said Federation will be duly taken into consideration in the process.

3. The final report is likely to be submitted in the first week of October, 2026.

4. Post this matter for further consideration on 13.10.2026.

(NITIN TALREJA)
ASTT. REGISTRAR-cum-PS

(PREETHI DILEEP KUMAR)
DY. REGISTRAR