Preliminary Report: Accident involving M/S Air India Ltd.'s Airbus A320 aircraft bearing registration VT-EXO, while operating flight AIC2379 in Indian Airspace on 04 August 2026.

1. General Information

1.	Aircraft	Type	Airbus A320-251N
		Nationality	Indian
		Registration	VT-EXO
2.	Owner		Alafco Irish Aircraft Leasing Eight Limited
3.	Operator		M/s Air India Limited
4.	Pilot-In-Command's License		Airline Transport Pilot License (Aeroplane) (ATPL)
5.	Co Pilot's License		Commercial Pilot's License (Aeroplane) (CPL)
6.	Number of Persons on board (POB)		Total 145 POB 02 cockpit crew, 06 cabin crew and 137 Passengers
7.	Date & Time of Accident		04 August 2026, approximately 0402 UTC (0932 IST)
8.	Place of Accident		Enroute (Kolkata Flight Information Region)
9.	Co-ordinates of Accident Site		Latitude: 21° 17' 22.02"N Longitude: 84° 56' 18.276" E
10.	Last point of Departure		Phuket International Airport (VTSP), Thailand
11.	Intended place of landing		Indira Gandhi International Airport (VIDP), Delhi
12.	Type of Operation		Scheduled (Passenger)
13.	Phase of operation		Cruise

2. Notification and Initial Response

On 04 August 2026, Aircraft Accident Investigation Bureau (AAIB) received a notification from Operational Control Room, Airports Authority of India (AAI) regarding an occurrence involving M/s Air India Airbus A320 aircraft bearing registration VT-EXO operating a scheduled flight AI 2379, from Phuket to Delhi. It was initially notified that the aircraft encountered a turbulence enroute to Delhi, wherein some persons onboard had received injuries and aircraft landed safely at Delhi airport.

On receipt of the occurrence information, AAIB team immediately reached the airport to assess the situation. The team carried out on-site activities and evidence collection.

Based on the evidence collected and the assessment of injuries sustained by the persons onboard, the occurrence was classified as an accident.

An investigation has been ordered by Director General (DG), AAIB in exercise of power conferred to him by the Rule 11 (1) of the Aircraft (Investigation of Accidents and Incidents) Rules, 2025 to determine the probable cause(s) and contributory factor(s) leading to this accident and make recommendations to avoid recurrence of such events in future. The investigation team is also taking assistance of relevant subject matter experts.

As per the requirement of ICAO Annex 13 and the Aircraft (Investigation of Accidents & Incidents) Rules, 2025, the initial notification of the accident was sent to State of Design & Manufacture, which in this case is Bureau of Enquiry and Analysis for Civil Aviation Safety (BEA), France. BEA, France has appointed an Accredited Representative to assist in this Investigation.

3. Brief Description of Accident

On 04 August 2026, M/s Air India's Airbus A320-251N aircraft bearing registration VT-EXO, was scheduled to operate an International Flight AI-2379, from Phuket International Airport (VTSP) to Indira Gandhi International Airport, Delhi (VIDP). The Pilot-In-Command (PIC) of the flight was an ATPL holder, who was the Pilot monitoring (PM) and the Co-pilot was a CPL holder, who was the Pilot Flying (PF). There were 145 persons onboard (POB) i.e. 137 passengers (including 03 infants), 06 cabin crew and 02 flight crew.

Flight took-off at 01:41 UTC from Phuket airport and no abnormalities were reported. Subsequently, at 03:40 UTC, Flight AI 2379 entered Kolkata Flight Information Region (FIR) and contacted Kolkata ACC. Kolkata ACC, instructed the aircraft to climb from FL340 to FL360. The flight crew followed the ATC instructions and the aircraft climbed to the assigned FL 360.

At 04:02:43 UTC, while cruising at FL 360, aircraft's Flight control (F/CTL) system detected loss of green hydraulic system. Further at 04:02:47 UTC, Flight control (F/CTL) system detected loss of Blue and Yellow hydraulic system. At 04:02:48 UTC, the Autopilot got disengaged and Continuous Repetitive Chime (CRC) came. At 04:02:51 UTC, the Stall warning triggered for 2

seconds. The Co-Pilot, who was the Pilot Flying (PF) responded and tried to control the prevailing situation. Subsequently, PIC took over the controls. Meanwhile, the aircraft encountered altitude upset. Initially, it gained 372 ft and fell by 292 ft from its assigned FL360 during the event.

At around 04:02:52 UTC, the Blue hydraulic system was recovered, and few seconds later, the Yellow hydraulic and the Green hydraulic systems were also recovered. Consequently, this led to the recovery of the Flight control (F/CTL) surfaces. Subsequently, the aircraft operation returned to its normal operating condition.

At the time of the event, the aircraft was cruising at FL360 and seat belt signs were off. Consequently, some passengers and cabin crew suffered injuries. Cabin Supervisor apprised the cockpit about the injuries suffered by the passengers and cabin crew. The flight crew assessed the cabin situation and took the decision of continuing the flight to its planned destination i.e. Delhi airport and did not divert to the nearest enroute airport.

Later, the flight crew contacted ATC Delhi and sought medical priority. ATC responded accordingly and provided requisite assistance. At 05:30 UTC aircraft landed safely on runway 11 L at IGI airport, Delhi. Subsequently, aircraft taxied on its own power to the parking bay and parked at 05:37 UTC.

On arrival, at Delhi airport, medical assistance was provided to total 24 persons onboard (20 passengers and 04 cabin crew) by the airport medical team. Subsequently, they were shifted to nearby hospitals for further medical assessment. 20 persons were discharged after initial treatment for minor injuries. Remaining 04, who had received serious injuries were hospitalised for further treatment.

The aircraft sustained damages at several places inside the cabin mainly to the hatrack (overhead stowage bins) and ceiling panels.

4. Aircraft Information

4.1 Information specific to the Airbus A320 aircraft VT-EXO are tabulated below:

Aircraft Model	Airbus A320-251N
Aircraft Serial Number	8470
Year of Manufacture	2018
Name of Owner	Alafco Irish Aircraft Leasing Eight Limited
Certificate of Registration Issue date/ Valid up to	21 May 2025 / 19 Nov 2030
Certificate of Airworthiness issue date/ Validity	26 Nov 2018 / Valid

Airworthiness Review Certificate Issue date/ valid up to	26 Aug 2025/ 27 Aug 2026
Aircraft Empty Weight	43661 Kgs
Maximum Take-off Weight	79000 Kgs
Date of Aircraft weighment	12 Oct 2025
Total Aircraft Hours	26837: 04 Hours (TSN)
Last Major Inspection	15 Nov 2024
Engine Type	LEAP-1A26
Date of Manufacture LH engine	20 Apr 2017
Engine Sl. No. (LH)	598258
Last Major Inspection (LH) engine	Released from Shop on 03 Nov 2024
Total Engine Hours/ Cycles (LH)	25691:41 hours (TSN) / 12315 Cycles (CSN)
Engine Sl. No. (RH)	598975
Date of Manufacture RH engine	17 Dec 2018
Last Major Inspection (RH) engine	Released from Shop on 23 Dec 2025
Total Engine Hours/ Cycles (RH)	20877:38 Hours (TSN) / 10100 Cycles (CSN)
Aero Mobile License Valid Up to	19 November 2030

Prior to departure from Phuket International Airport, pre-flight inspection was carried by the maintenance personnel and no discrepancies were recorded except for already invoked Minimum Equipment List (MEL). As per flight crew statement, they did the walk around inspection of the aircraft and nil discrepancies were found. Subsequently, the aircraft was dispatched under the MEL item No. 29-23-01A, pertaining to the Power Transfer Unit (PTU) invoked on 28 July 2026.

4.2 Hydraulic System:

The Airbus A320 aircraft has three hydraulic systems. They are identified as the green, blue and yellow systems. Together they supply hydraulic power at 3000 psi (206 bar) to the main power users. Services which are not used during flight are isolated from the main supply. Hydraulic fluid cannot be transferred from one system to another. Each system has its own hydraulic reservoir.

On the green system the normal source of pressure is the Engine Driven Pump (EDP) located on the left engine and as auxiliary source the Power Transfer Unit (PTU). On the blue system the normal source of pressure is the electrical pump (E-Pump) and as auxiliary source the Ram Air Turbine (RAT). On the yellow system the normal source of pressure is the EDP located on the right engine and as auxiliary sources the PTU and the electric pump (E- Pump).

Each hydraulic system pressurization information is available for the aircraft systems through:

1. One pressure transmitter (numerical value of the pressure),
2. Two pressure switches (discrete value indicating if there is a loss of pressure).

Relevant Hydraulic components were removed from the aircraft for further analysis.

The PTU is an auxiliary pressure supply for either the green or yellow systems without transfer of fluid between the two systems. It operates automatically if there is a delta pressure of 500 psi between the green / yellow or yellow / green hydraulic systems.

4.3 Post Flight Report (PFR):

Post Flight Report was generated by the aircraft maintenance personnel and was examined to check the in-flight warning and failure messages. Some relevant extracts of the PFR are given below:

PFR ECAM WARNING:

1. HYD GREEN SYS LO PR followed by BLUE and YELLOW.
2. AUTO FLT AP OFF
3. FLT CTL L, R ELEVATOR FAULT.
4. RSVR LO LVL (YELLOW, BLUE,)
5. DOOR RIGHT FWD AND AFT EMER EXIT.

4.4 Flight Recorders:

The aircraft VT-EXO is equipped with Solid-State Flight Data Recorders (SSFDR) and Solid-State Cockpit Voice Recorder (SSCVR). Post event, both the flight recorders were removed from the aircraft and were brought to AAIB Headquarters for further analysis.

4.4.1 The details of the SSFDR installed in the aircraft are as follows: -

Solid-State Flight Data Recorders (SSFDR)	
Manufactured by	L3 Aviation Products, Florida, USA
Model	FA2100
Part Number	2100-4245-00
Serial Number:	001265253

4.4.2 The details of the SSCVR installed in the aircraft are as follows: -

Solid-State Cockpit Voice Recorder (SSCVR)	
Manufactured by	L3 Aviation Products, Florida, USA
Model	FA2100
Part Number	2100-1228-02
Serial Number	001247008

The downloaded data from both the recorders are available with the Investigation team for further analysis.

4.5 Aircraft Damages

The damages were confined to the aircraft cabin at various places during the event. Some of the relevant damages are given below:

a) Overhead ceiling panel was found cracked or deformed at various places, such as at 5th, 9th, 10th, 11th,18th, 19th and 20th row.
b) Most of the Passenger Service Unit (PSU) panels were found dislocated or bent at various places, for example, at seat no. 14F, 16th row, 18th row (LH-Side).
c) Near the 10th row, overhead handrail was found broken & sealing panel was also found dislocated.
d) Forward RH emergency exit(R2) handle was found broken.
e) Row no. 20–22th ceiling panel/decorative panel was found cracked & emergency light was found dislocated.
f) Row no. 20th (LH) overhead bin door was found dislodged from the hinge point.
g) Row no. 24th (RH) handrail was found broken.
h) Row no. 25 (RH) – overhead bin storage door was found detached from the hinge.
i) Row no. 27 to 29th ceiling panel was found cracked.
j) Row no. 29th (LH) overhead bin storage compartment divider was found cracked.
k) Lavatory 'E' commode was uprooted from its original location.
l) Crew seat R4 (swivel seat) was found bent.
m) L4 & R4 door ceiling panel was found severely broken.
n) R4 door crew seat headrest came out.

5. Crew Information

5.1 Pilot-In-Command

Pilot-In-Command held valid Airline Transport Pilot's licenses (aeroplane) at the time of event flight. Details of the PIC are summarized in the table below:

Description	PIC
Age	34 Years
License	ATPL
Date of Issue of License	06 Aug 2020
Valid up to	05 Aug 2035
Date of Class I Medical Exam	27 Nov 2025
Class I Medical valid up to	02 Dec 2026
Date of issue of Flight Radio Telephone Operator's License (FRTOL)	04 Aug 2011
FRTOL valid up to	18 Feb 2072
Date of issue of Radio Telephone Operator's (Restricted) License (RTR)	14 Sep 2010
RTR valid up to	18 Feb 2072
Total flying experience	5055:22 Hrs
Total flying experience on type	5055:22 Hrs
Last flown on type	03 Aug 2026
Total flying experience during last 1 year	607:18 Hrs
Total flying experience during last 6 Months	328:48 Hrs
Total flying experience during last 90 Days	145:31 Hrs
Total flying experience during last 30 Days	20:46 Hrs
Total flying experience during last 07 Days	04:28 Hrs
Total flying experience during last 24 Hours	00:00 hrs
Rest period before flight	21:59 Hrs

5.2 Co-Pilot

Co-Pilot held valid Commercial Pilot's licenses (aeroplane) at the time of event flight. Details of the Co-Pilot are summarized in the table below:

Description	Co-Pilot
Age	32 years
License	CPL
Date of Issue of License	20 May 2022
Valid up to	19 May 2027
Date of Class I Medical Exam	31 Jan 2026
Class I Medical valid up to	16 Feb 2027
Date of issue of Flight Radio Telephone Operator's License (FRTOL)	20 May 2022
FRTOL valid up to	21 Oct 2073
Date of issue of Radio Telephone Operator's (Restricted) License (RTR)	14 Dec 2016
RTR valid up to	21 Oct 2073
Total flying experience	1393:47 Hrs
Total flying experience on type	1393:47 Hrs
Last flown on type	03 Aug 2026
Total flying experience during last 1 year	486:47 Hrs
Total flying experience during last 6 Months	237:09 Hrs
Total flying experience during last 90 Days	92:45 Hrs
Total flying experience during last 30 Days	08:38 Hrs
Total flying experience during last 07 Days	04:28 Hrs
Total flying experience during last 24 Hours	00:00 hrs
Rest period before flight	21:59 Hrs

5.3 Post Flight Medical

In accordance with Para 4.2.3, of DGCA CAR Section 5, Series F Part III, as the flight was originated from destination outside India, therefore, on arrival, at Delhi airport, both flight crew were subjected to post flight medical (Breath- Analyser examination). The Breath Analyser examination report was found satisfactory.

In addition, both flight crew were subjected to Psycho-active substance detection test by using Psycho-active substance detection kit. The sample of PIC was found non-negative. Subsequently, blood samples of both the flight crew were sent to the pathological laboratory for confirmatory test. The confirmatory test report of PIC was found non-negative whereas the sample of the Co-Pilot was found negative in both the tests.

6. Aerodrome Information

Indira Gandhi International (IGI) Airport, Delhi was the destination airport for flight AI - 2379. The IGI airport, Delhi is operated by GMR and AAI maintains Communication, Navigation and Surveillance (CNS) & Air Traffic Management (ATM) services at the airport. The IATA location identifier Code is DEL and ICAO location identifier Code is VIDP.

Airport Co-ordinates: -

Latitude: 28°34'07" N
Longitude: 77°06'44" E.

Airport Elevation (AMSL): 237 m/ 777 ft

Aerodrome category for firefighting: Within ATS HR: CAT-10

On arrival at Delhi airport, immediate medical assistance was provided to the injured persons.

7. Weather Information

During altitude upset the aircraft was cruising at FL360 and was in contact with ATC Upper Bhubaneshwar Sector (UBS). Terminal Aerodrome Forecasts (TAFs) with 09 hours and 30 hours validity for Bhubaneswar (VEBS) issued on 04/08/2026 (between 0200 and 0600 UTC) are given below:

a) 09 Hours validity: -

TAF VEBS 040200Z 0403/0412 31004KT 6000 SCT018 BKN100

TEMPO 0407/0409 2000 -TSRA BKN016 FEW030CB OVC080=

(b) 30 Hours validity

TAF VEBS 040500Z 0406/0512 31005KT 6000 SCT018 BKN100

TEMPO 0408/0410 2000 -TSRA BKN016 FEW030CB OVC080

BECMG 0412/0414 25005KT 4000 -RA HZ BKN018 OVC090

BECMG 0422/0424 23005KT 3000 HZ

BECMG 0502/0504 20005KT 5000 HZ SCT018 BKN100

TEMPO 0509/0511 2000 -TSRA BKN016 FEW030CB OVC080=

No adverse weather was reported by flight crew and ATC.

8. Progress of Investigation

a) The investigation team inspected the aircraft parked at Delhi airport and visited the medical facility at airport to understand the extent of injuries.

b) The perishable and crucial evidence were collected.

c) The investigation team interacted with the flight crew and cabin crew (including cabin supervisor) at Delhi Airport. Subsequently, both flight crew were interviewed by the investigation team.

d) Flight recorders (CVR and DFDR) were recovered from the aircraft and they were brought to AAIB Headquarters. Downloaded CVR and DFDR data are available with the investigation team for investigation.

e) The initial notification was sent to ICAO and BEA, France as per ICAO protocol. In accordance with ICAO Annex 13 procedures, the investigation team coordinated with the Accredited Representative of BEA, France. Subsequently, a team of technical experts assigned by BEA from Airbus came to India on 12 August 2026. The technical experts inspected the involved aircraft from 13 August 2026 to 15 August 2026 in the presence of investigation team. Based on the outcome of the aircraft's inspection, some of the hydraulic components and hydraulic samples were collected by the investigation team for further analysis. They were brought to the AAIB Headquarters by the investigation team for testing.

f) The team conducted initial interviews and discussions with various stakeholders such as flight crew, cabin crew, the operator, the airport operator and medical team.

g) Maintenance and operational records pertaining to VT-EXO were collected from the operator for further scrutiny.

h) Fuel and oil sample were collected from aircraft VT-EXO for further examination.

i) The investigation team obtained the relevant data/ information from ATC Delhi and Kolkata.

j) Records/data obtained from various stakeholders are currently being scrutinized.

9. Interim Safety Recommendation

In view of non-negative result for psycho-active substance of one of the flight crew, it is recommended that DGCA may take appropriate actions as deemed fit to prevent abuse of psycho-active substance.

10. Conclusion

Detailed investigation regarding technical and other aspects are underway. In this case, it has been observed that the PIC was found non-negative for psycho-active substance in the confirmatory test. The confirmation of use of psycho-active substance is a serious concern and AAIB recommends appropriate actions by DGCA on priority.

The preliminary report is published as per ICAO guidelines. The investigation is under progress. The final report will be published in due course.