

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
Lok Sabha
UNSTARRED QUESTION NO. : 2669
(TO BE ANSWERED ON THE 22nd December 2022)
TECHNICAL SNAGS

2669. SHRI ANTO ANTONY

Will the Minister of CIVIL AVIATION

be pleased to state:-

(a) whether the Government has any statistics regarding technical snags reported by various airlines in the country;

(b) if so, the details thereof during the last five years, year and airline-wise;

(c) whether the Government has conducted any enquiry in such incidents;

(d) if so, the details of each such case and the action taken against airline operators by the Government;

(e) whether the use of old aircraft is the main reason for technical snags and if so, the details thereof;

(f) the details of fixed period for use of an aircraft; and

(g) whether the Government has any system to monitor the use of old aircraft by airline operators and if so, the details thereof?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION
(GEN. (DR) V. K. SINGH (RETD))

(a) & (b) An aircraft may experience technical snags due to malfunctioning of components/ equipment fitted on the aircraft which require rectification by the airlines for continued safe,

efficient and reliable air transport service. These technical snags are reported by the flight crew on receiving an aural/ visual warning in the cockpit or an indication of an inoperative/ faulty system or while experiencing difficulty in handling/ operating the aircraft. The details of technical snags reported by various airlines in the country during the last five years is at Annexure.;

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(c) & (d) The snags are recorded by the flight crew in the Flight Report Book of the aircraft and after completion of the flight which is examined by a duly qualified and type rated Aircraft Maintenance Engineer (AME), as per the procedure laid down in the Manufacturer's Aircraft Maintenance Manual (AMM)/ Trouble Shooting Manual. The snag is thereafter rectified as per the procedure in the AMM and may involve replacement of components, testing, servicing etc. Upon satisfactory rectification, the aircraft is released for service and an entry to this effect is made in the Flight Report Book. In case of repetitive snags/ occurrence reported, then it is the responsibility of Airline/ operator to approach the OEM/ manufacturer for mitigation of defects.;

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Civil Aviation Requirement (CAR) Section 5 Series C Part I requires occurrences relating to system and component failure e.g. Damage to a principal structural element, Loss of any part of the aircraft structure, Malfunction of Air-conditioning system, Electrical system, Fire protection system, Flight control system, Fuel System, Hydraulic System, Landing gear system/ brakes/ tyres, Navigation systems, propulsion system etc. to be reported to DGCA. These occurrences, based on their severity are investigated either by the concerned airlines under the supervision of the DGCA or by the DGCA under Rule 13(1) of the Aircraft (Investigation of Accidents and Incidents) Rules, 2017.;

(e) No sir.

(f) & (g) The Directorate General of Civil Aviation (DGCA) has not prescribed guidelines specifying life for an aircraft to fly in India. Aircraft is considered airworthy provided the maintenance is as per approved schedule laid down by the manufacturer. Aircraft

registered in India may operate as long as the aircraft is under maintenance support provided by manufacturer for the continuous operation of the aircraft.;

The aircraft may be withdrawn from operation by an operator, in case it becomes 'beyond economic repair' or is 'permanently withdrawn from use' due to any reason such as unavailability of spares, etc.;

However, DGCA has laid down age criteria for an aircraft to be imported into India as under:

(1) Aircraft intended to be imported and used in passenger services (Scheduled/ Non-Scheduled) and General Aviation;

(i) Pressurized aircraft restricted to 18 years of age or 65% of designed economic life in terms of pressurization cycle, whichever is earlier;

(ii) Non Pressurized aircraft (intended to import in India) allowed up to 20 years of age on case to case basis agreed by DGCA.

(2) Aircraft to be used for air cargo operations restricted to 25 years in age or 75% of its designed economic life in terms of pressurization cycles, whichever is earlier.

Annexure

Details of significant technical snags reported by various airlines in the country are as follows:

S/N	AIRLINES	2018	2019	2020	2021	2022	TOTAL
1.	M/s Alliance Air Aviation Ltd (Alliance Air)	01	04	01	04	03	13
2.	M/s Interglobe Aviation Ltd (Indigo)	142	208	141	179	215	885
3.	M/s Spicejet Ltd (Spicejet)	26	205	147	170	143	691
4.	M/s Tata Sia Airlines Ltd (Vistara)	59	139	64	85	97	444
5.	M/s Air India Ltd (Air India)- Fleet A	99	73	54	71	64	361
6.	M/s Big Charter Pvt Ltd (Fly Big)	-	-	-	01	01	05
7.	M/s Air India Ltd (Air India)- Fleet B	08	11	14	05	00	38
8.	M/s Go air	10	19	07	11	07	54
9.	M/s Akasa Air	-	-	-	-	06	06
10.	M/s BlueDart Aviation Ltd	01	00	04	01	01	07
11.	M/s TrueJet	10	08	06	05	01	30
12.	M/s Air Asia (India) Ltd	13	35	11	12	08	79
TOTAL							2613
