

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
RAJYA SABHA
UNSTARRED QUESTION NO : 2751
(TO BE ANSWERED ON THE 20th March 2018)

Grounding of A-320 neo aircrafts

2751. DR. T. SUBBARAMI REDDY

Will the Minister of CIVIL AVIATION be pleased to state:-

- (a) whether A-320 neo aircrafts were grounded recently by various airlines;
- (b) if so, the details thereof and the reasons therefor; and
- (c) the steps taken to ensure that all aircrafts operated by various airlines including private airlines are in air worthiness and to ensure maximum safety for passengers and cargo?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION

(Shri Jayant Sinha)

(a) & (b) In view of the few occurrences of aborted take - off and In-Flight Shut Down(IFSD) on A 320 neo fleet worldwide fitted with PW 1100 engines (from S.No. 450 and beyond), European Aviation Safety Agency (EASA) issued Emergency Airworthiness Directive(AD) on 09.02.2018. Accordingly, EASA imposed following operational restrictions:

- (i) Grounding of Airplanes having two affected engines.
- (ii) Not to use those airplanes having at least one affected engine for ETOPs operations.

EASA Emergency AD was immediately followed by the airlines and three A 320 neos in Indigo fleet fitted with both the affected engines having Engine Serial No.(ESN) 450 and beyond were grounded. However, 11 aircraft (8 in Indigo and 3 in Go Air fleet) fitted with one engine above ESN 450 continued to operate as they were not affected by the above - mentioned EASA directive.

Subsequently, after the occurrence of 3 cases of In-flight shutdown of PW 1100 engines with ESN 450 and above, the matter was reviewed by DGCA and keeping in view the safety of aircraft operations, it was decided to ground A 320neos aircraft fitted with such engines with effect from 12.03.2018.

At present, a total of 10 A 320neos with PW1100 engines beyond ESN 450 (08 of M/s Indigo and 02 of M/s Go Airlines) are grounded.

(c) The airworthiness of aircraft operated by various airlines including private airlines is ensured by:

- (i) Compliance of Aircraft Maintenance Programme, Airworthiness Directives, Mandatory Modifications etc.
- (ii) Carrying out Annual Review of Airworthiness of aircraft.
- (iii) Analyzing Engineering Statistical reports and advising the aircraft operators to take corrective actions on the adverse trend, if any.
- (iv) Conducting planned Surveillance Inspections of the operators as per the Safety Oversight Programme.
- (v) Carrying out Periodic Regulator Audit.
- (vi) Carrying out Spot checks.
