

**GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION**

**Rajya Sabha**

**UNSTARRED QUESTION NO. : 648**

**TO BE ANSWERED ON THE 29th July 2024**

**FLIGHT CANCELLATIONS DUE TO TECHNICAL FAULTS**

**648. SHRI SANJAY SINGH**

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

- (a) number of incidents of technical faults in aircraft reported from 2019 to 2024, the number of flights cancelled due to the said reasons and details thereof, year-wise;**
- (b) reasons for the closure of private airlines one after the other and the total losses of Indian airline companies during the said period and the details thereof, year-wise;**
- (c) number of airlines companies that had submitted tenders under the UDAN scheme and have closed their operations and the number of airlines operating under this scheme at present; and**
- (d) whether air fares in the country are continuously soaring, details thereof and reasons therefor?**

**ANSWER**

**Minister of State in the Ministry of CIVIL AVIATION  
(Shri Murlidhar Mohol)**

**(a): The details of technical faults in aircraft that have been reported from 2019 to 2024 is at Annexure A.**

**(b): Details are attached as Annexure B.**

**(c): Details are attached as Annexure C.**

**(d): With the repeal of Air Corporation Act in March 1994, the process of airfare approval by Government has been dispensed with. Under the provision of Sub Rule (1) of Rule 135 of The Aircraft Rules,**

**1937, every air transport undertaking engaged in scheduled air services require to establish tariff having regard to all relevant factors, including cost of operation, characteristic of services, reasonable profit and the generally prevailing tariff.**

**As per prevailing regulation, airfares are neither established nor regulated by the Government. The airfares across various countries are dynamic in nature and follow the principle of demand & supply. The fares are also dependent on a number of other factors such as the number of seats already sold on a particular flight, prevailing fuel price, the capacity of the aircraft operating on the route, the competitive strengths, etc.**

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## Annexure A

### No. of incidents of technical faults in aircraft

S/ N	AIRLINES	2019	2020	2021	2022	2023	2024 (Jan 2024 to 19-07- 2024)
1.	M/s Alliance Air Aviation Ltd (Alliance Air)	04	01	04	03	07	51
2.	M/s Interglobe Aviation Ltd (Indigo)	208	141	179	215	246	46
3.	M/s Spicejet Ltd (Spicejet)	205	147	170	143	47	23
4.	M/s Tata Sia Airlines Ltd (Vistara)	139	64	85	97	79	44
5.	M/s Air India Ltd (Air India)- Fleet A	73	54	71	64	46	152
6.	M/s Big Charter Pvt Ltd (Fly Big)	-	-	01	01	05	06
7.	M/s Air India Ltd (Air India)- Fleet B	11	14	05	00	17	101
8.	M/s Akasa Air	-	-	-	06	06	04
9.	M/s BlueDart Aviation Ltd	00	04	01	01	01	01
<b>TOTAL</b>		<b>640</b>	<b>425</b>	<b>516</b>	<b>530</b>	<b>454</b>	<b>428</b>

### No. of flights cancelled due to the technical reasons

S/ N	AIRLINES	2019	2020	2021	2022	2023	2024 (Jan 2024 to 19-07- 2024)
1.	M/s Alliance Air Aviation Ltd (Alliance Air)	51	24	50	37	40	45
2.	M/s Interglobe Aviation Ltd (Indigo)	62	27	32	48	86	49
3.	M/s Spicejet Ltd (Spicejet)	83	47	58	42	27	22
4.	M/s Tata Sia Airlines Ltd (Vistara)	3	4	1	1	3	0
5.	M/s Air India Ltd (Air India)- Fleet A	72	50	44	47	42	88
6.	M/s Big Charter Pvt Ltd (Fly Big)	-	-	-	45	24	27
7.	M/s Air India Ltd (Air India)- Fleet B	45	15	1	25	35	37
8.	M/s Akasa Air	-	-	-	01	00	00
9.	M/s BlueDart Aviation Ltd	01	00	00	00	00	01
<b>TOTAL</b>		<b>317</b>	<b>167</b>	<b>186</b>	<b>201</b>	<b>257</b>	<b>269</b>

## Annexure B

S. N.	Name of the Operator	Category	Remarks
1	Jet Airways (India) Ltd. (Jet Airways)	Scheduled	Jet Airways (I) Ltd. and Jet Lite Ltd. (wholly owned subsidiary of Jet Airways) suspended their operations w.e.f. 17.04.2019 due to financial issues.  Jet Airways (I) Ltd. underwent Corporate Insolvency Resolution Process (CIRP) under the Indian Insolvency and Bankruptcy Code, 2016. Resolution plan of Jalan-Kalrock Consortium was approved by NCLT and company was re-issued with AOC on 20.05.2022 for resumption of operations. However the company did not commence their commercial operation and the AOC expired on 03.11.2023.
2	Jet Lite (India) Ltd. (Jet Lite)		
3	Deccan Charters Pvt. Ltd. (Air Deccan)	Scheduled Commuter	Operator surrendered their AOC.
4	Air Odisha Aviation Pvt. Ltd. (Air Odisha)	Scheduled Commuter	AOC lapsed. Operator did not apply for renewal/Extension.
5	Heritage Aviation Pvt. Ltd. (Air Heritage)	Scheduled Commuter	AOC lapsed. Operator did not apply for renewal/Extension.
6	Turbo Megha Airways Pvt. Ltd. I(TruJet)	Scheduled Commuter	Suspended operations as all the aircraft were repossessed by the lessor.
7	Go Airlines (India) Limited (Go First)	Scheduled	Go Airlines (India) Ltd. – GO FIRST suspended their operations w.e.f. 03.05.2023. Currently the operator is undergoing Corporate Insolvency Resolution Process as per Section 10 of Insolvency & Bankruptcy Code. However all the aircraft endorsed on their AOC have been de-registered as per the direction from Hon'ble High Court of Delhi.
8	Aviation Connectivity Infrastructure Developers Pvt. Ltd. (Air Taxi)	Scheduled Commuter	AOC lapsed. Operator did not apply for renewal/Extension

## Annexure C

### **A. Airlines presently operating under UDAN**

- Allinace Air
- Spicejet
- Star Air
- Indigo
- Pawan Hans Ltd
- Heritage Aviation
- Air Taxi
- Flybig
- GSEC Monarch
- Fly91

### **B. Airlines that stopped operations after commencement**

- Trujet
- Deccan Charters
- Air Odisha
- Zoom Air
- Jet Airways

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