

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
RAJYA SABHA
STARRED QUESTION NO : 2
(TO BE ANSWERED ON THE 3rd February 2025)**

ENHANCEMENT OF FLIGHT SAFETY MEASURES

*2. DR. MEDHA VISHRAM KULKARNI

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

(a) whether Government has taken significant measures to enhance flight safety in view of the increasing technical glitches reported by airlines, the details of technical glitches during the last three years

(b) whether specific guidelines have been issued to airlines to improve aircraft maintenance and ensure pilot training at par with international standards and

(c) if so, the details of upcoming plans, such as deployment of advanced safety monitoring systems to safeguard public welfare and not compromise passenger safety?

ANSWER

MINISTER OF CIVIL AVIATION

(Shri Kinjarapu Rammohan Naidu)

(a) to (c) A statement is laid on the table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (A) TO (C) IN RESPECT OF RAJYA SABHA STARRED QUESTION NO. 02 FOR REPLY ON 03.02.2025 REGARDING "ENHANCEMENT OF FLIGHT SAFETY MEASURES" BY DR. MEDHA VISHRAM KULKARNI

(a) The data available for the last three years (2022-2024) shows there is a decrease in the no. of technical glitches reported by the airlines (Annexure A). Technical snags are general phenomena in aircraft which may be caused due to improper function/malfunction of components/system/accessories fitted on the aircraft. .

DGCA ensures that the airline and the maintenance organisation continues to comply with the regulatory requirements against which they have initially been approved through a system of surveillance, audits, spot checks, night surveillance etc. In case of non-compliances, DGCA ensures that the airlines/ maintenance organisation take necessary corrective action. In case of violations, DGCA may initiate enforcement actions against the airline/ organisation/ personnel which may include warning, suspension or cancellation of approval/ certificate/ licence including imposition of financial penalty. Further, Airworthiness advisory circular AAC no. 02 of 2024 issued on 28 Nov 2024 requires the operator to report all occurrences to DGCA. In case of an increase in occurrences, DGCA may initiate special audit drive including spot checks/ night surveillances.

(b) DGCA has laid down regulations under Civil Aviation Requirement which requires that the aircraft is maintained in accordance with the manufacturer and DGCA guidelines and all snags reported on the aircraft are rectified before the aircraft is released for flight.

Further, CAR 145 issued by DGCA lays down the requirements for the approval of maintenance organization which mandates the organization to have required manpower, equipment and literature commensurate to the type and fleet to be maintained. Under the system, airlines are required to ensure that the aircraft are maintained in a continuous state of airworthiness and all defects are rectified before the aircraft is released for operations.

DGCA has issued requires in Civil Aviation Requirements Section (CAR) 7 Series B Part XVIII and CAR Section 7 Series B Part XIX which lays down the requirements for pilot training. These requirements are at par with international standards. All pilots are required to undergo training as per the training syllabus provided by the OEM (aircraft manufacturer). DGCA may require additional training which is required to be adhered by the ariline for training its pilots. In addition, training can be undertaken only in ICAO state-approved FTO/ATOs.

(c) All maintenance organisations approved under CAR 145 are required to have a safety management system in place which requires the organisation to identify hazard, carry out risk assessment and ensure mitigation measures are taken to address the hazard. Further, as part of its safety oversight responsibility, DGCA

conducts safety audits of the airlines and organisations to ensure the compliance with approved safety national and International standards. From time to time, DGCA reviews and amends its regulations in consultation with aviation industry stakeholders with an aim to improve safety and prevent incidents and accidents.

No. of instances of technical fault vs number of flight operated by the airlines (year-wise) 2022 -2025(Jan 2025)

S/N	AIRLINES	2022		2023		2024 (till Jan 2025)	
		No. of technical fault	Total number of flight	No. of technical fault	Total number of flight	No. of technical fault	Total number of flight
1.	M/s Alliance Air Aviation Ltd (Alliance Air)	03	37,301	06	38,670	05	27,087
2.	M/s Interglobe Aviation Ltd (Indigo)	472	548,421	115	678,313	118	610,061
3.	M/s Spicejet Ltd	143	101,749	150	71,131	23	46,079
4.	M/s Air India Ltd	64	121,870	62	146,579	66	135,280
5.	M/s Vistara	03	86,844	14	102,938	08	98,501
6.	M/s AirIndia Express Ltd	23	29,699	23	36,248	26	66,616
7.	M/s Air Asia Ltd	08	54,347	16	69,962	18	39,868
8.	M/s Big Charter Pvt Ltd (Fly Big)	05	5,570	03	5,214	03	2,093
9.	M/s Akasa Air	01	5,484	00	39,773	05	38,162
10.	M/s Blue Dart Aviation Ltd	01	5,756	01	5,949	01	5,933
Total Defect /Total Flight		723	997041	390	1194777	273	1069680
Percentage of faults per Flight		0.0725		0.0326		0.0255	