

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
Rajya Sabha
UNSTARRED QUESTION NO. : 1769
TO BE ANSWERED ON THE 17th March 2025
FLIGHT SEFETY CONCERNS AND REGULATORY
OVERSIGHT IN THE COUNTRY

1769. SHRI AYODHYA RAMI REDDY ALLA

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

(a) the reasons and rationale behind the significant increase in incidents of technical snags and near-misses involving Indian airlines, and corrective measures that are being taken to address this trend;

(b) the manner in which DGCA reconcile the conflicting priorities of promoting the country's rapidly growing aviation sector while ensuring the safety of millions of air passengers, along with the trade-offs being made in this regard; and

(c) the steps Government is taking to address the shortage of skilled personnel, including pilots, engineers, air traffic controllers, which is impacting the safety and efficiency of the country's aviation sector?

ANSWER

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

(a): There is no significant increase in the incidents of technical snags.

However, during operations, an aircraft may experience technical faults due to malfunctioning of components/ equipment fitted on the aircraft which require rectification action by the airlines for continued safe, efficient and reliable air transport service. These technical snags/occurrence 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. These 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.

(b): Government of India ensures highest level of safety in its aviation system by incorporating ICAO Standards and Recommended Practices (SARPs).

India has implemented proactive and predictive strategies for ensuring that India has highly safe, efficient, competitive aviation industry during its growth. To achieve this objective, Safety Management Systems (SMS) has been introduced in accordance with CAR Section 1 Series C Part I, which is based on the principle of hazard identification and risk management. It encourages all stakeholders/ service providers to understand the benefits of a safety culture while maintaining the industry growth. The implementation of SMS by the airline operators is assessed during surveillance and audits by DGCA.

Further, commensurate to the growth of aviation industry and to address safety related issues, DGCA also reviews and amends the regulations time to time as per international practices, national requirements and stakeholder's consultation.

(c): There is no shortage of skilled manpower including pilots and aircraft maintenance personnel in the Indian civil aviation industry.

DGCA has issued regulation, CAR-147 (Basic) - approved Basic Maintenance Training Organization. The regulations are in line with International Standards of ICAO and harmonised as per EASA regulations. The regulations streamline the syllabus and skilled training requirements for the development of competent/ skilled manpower for maintenance of aircraft. The regulations require part of practical training to be imparted by the approved Aircraft Maintenance Organization (AMO) which provides a live environment, practical working exposure for enhancing the competency of students. The students on completing training under CAR-147 (Basic) approved institute and on passing the requisite DGCA examinations become eligible for issue of Aircraft Maintenance Engineers (AME) license.

Currently, there are total 57 Basic Aircraft Maintenance Training Institutes which have been approved by DGCA under CAR-147 (Basic). These institutes are sufficient to cater to the demand of Indian civil aviation industry. Currently, 8033 AME licenses have been issued by DGCA in different categories i.e. Cat A, B1, B2, B3 for maintenance and certification of Indian registered aircraft.

Further, a total of 1636 posts have been created in Airports Authority of India (AAI) in line with the growing Air Space Infrastructure in the past 2-3 years.
