

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
RAJYA SABHA
STARRED QUESTION NO. : 170
TO BE ANSWERED ON THE 9th March 2026

SAFETY OF AIR OPERATIONS AND DGCA OVERSIGHT

170. SHRI A. D. SINGH

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

(a) the number of air safety incidents reported during the last three years and major causes leading to such incidents;

(b) whether the Directorate General of Civil Aviation (DGCA) faces shortage of trained technical manpower; and

(c) steps taken by Government to strengthen inspection, certification and flight safety oversight systems?

ANSWER

Minister of CIVIL AVIATION (Shri Kinjarapu Rammohan Naidu)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (A) TO (C) IN RESPECT OF RAJYA SABHA STARRED QUESTION NO. 170 FOR REPLY ON 09.03.2026 REGARDING "SAFETY OF AIR OPERATIONS AND DGCA OVERSIGHT" BY SHRI A.D. SINGH

(a): From 2023 to 2025, 40 incidents involving aircraft from scheduled airlines, non-scheduled operators, private operators, and state governments were recorded. The investigation on these incidents are carried out under Rule 13(1) of the Aircraft (Investigation of Accidents and Incidents) Rules. The majority of incidents occurred due to System component failure, pilot handling, non-adherence to Standard Operating procedures (SOPs), loss of situational awareness and breach of standard separation between aircraft.

(b): The total number of sanctioned posts of Group 'A' Technical Officers in Directorate General of Civil Aviation (DGCA) is 1063. Out of 1063 posts, 426 posts have been created during the period 2022 to 2024 keeping in view of future expansion of civil aviation as part of restructuring of DGCA.

In last few months, following steps have been taken to strengthen technical manpower in DGCA:

- (i). 22 Group 'A' Technical Officers and 14 FOIs (total 36 officers) have joined DGCA since June, 2025.
- (ii). Offers of appointment have been issued to 106 candidates.
- (iii). Offers to other selected 58 candidates are under scrutiny and likely to be issued.
- (iv). Replacement of 42 candidates (Airworthiness Officers) from reserve panel has been requested from UPSC.
- (v). DR Proposal for 82 posts of different technical cadres for vacancy year 2026 is at various stages of process.
- (vi). 50 Group 'A' Technical officers have been promoted
- (vii). DPC proposal for 18 posts at various stages (DPC held for 08 and for 10 posts at various stages).

To meet requirements in the interregnum, vacancies are managed by recruiting persons through short terms contractual hiring.

The above measures will further enhance the functioning of DGCA.

(c): DGCA has put in place measures based on technology, operational procedures, and regulations to strengthen the safety oversight system. These include the following:

(i). "Track the Tail" digital service, hosted on the e-Governance for Civil Aviation (e-GCA) platform, enables continuous tracking of aircraft health and component performance, enabling early detection of safety issues and strengthens aviation safety standards.

(ii). The repetitive Minimum Equipment List (MEL) items and repetitive snags/defects are being monitored through "Delay Defect Meetings" and "Reliability Meetings" conducted by the concerned organisation under supervision of regional DGCA offices followed with periodic high level review at DGCA Headquarters.

(iii). A random second level "Desk review" of field inspections and surveillance/audit findings for their quality and classification is being undertaken by senior DGCA officials periodically.

(iv) Additionally, General Circular 1/2025 dated 19th June 2025 has been implemented for comprehensive special audit to assess aviation on ecosystem and strengthen aviation safety architecture.

(v). The systematic safety oversight process of DGCA for monitoring the compliance of rules and Civil Aviation Requirements (CARs) includes regulatory audits, surveillances inspections, spot checks and special audits as per the risk perceived. The Annual Surveillance Plan (ASP) is published on DGCA website and each directorate conduct surveillance/spot checks in their respective technical areas as per the ASP. Findings of these inspections are followed up with the concerned operator for compliance. Further the compliance of the action taken by the operator is verified during the audit/surveillance. In case of any violations/ non-compliance to regulations detected during audit/surveillance, enforcement action including financial penalty is imposed by the DGCA.

(vi). Certification of Operators is carried out in accordance with Civil Aviation Requirements (CAR), Section 3 - Air Transport, Series C, under Part II (for Scheduled Operators) and Part III (for Non-Scheduled Operators) and other relevant CARs following a five phase process consistent with the International Civil Aviation Organization (ICAO) guidance.