

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
RAJYA SABHA
UNSTARRED QUESTION NO. : 973

TO BE ANSWERED ON THE 9th February 2026

FLEET INTEGRATION AND OPERATIONAL READINESS

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

- (a) the number of wide-body and narrow-body aircrafts inducted during the last three years and their current route of deployment;
- (b) the manner in which Government is overseeing challenges related to aircraft availability, on-time performance and route rationalisation during fleet integration;
- (c) the coordination mechanisms that exist between DGCA and airline operators to ensure safety compliance during expansion; and
- (d) the expected timelines for completion of fleet harmonisation and service standardisation?

ANSWER

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

- (a) The number of wide-body and narrow-body aircraft inducted into the fleet of scheduled airline operators during the last three years is attached as Annexure-I. With the repeal of the Air Corporations Act, the Indian aviation sector has been fully deregulated, and airlines are free to operate flights and deploy capacity on routes based on their commercial viability and market considerations.
- (b): The DGCA has a robust mechanism in place to monitor the induction of aircraft by airlines, On-Time Performance (OTP) and route rationalisation.
- (c) The Directorate General of Civil Aviation (DGCA) has put in place a multi-layered oversight mechanism to ensure that safety standards are strictly complied with by airlines, particularly during phases of rapid expansion in fleet size and operations. All expansion activities, including induction of aircraft, increase in flight operations, route expansion and wet/dry leasing, are subject to prior approval by DGCA after detailed scrutiny of safety preparedness. DGCA conducts periodic and special audits, inspections and surveillance activities covering flight operations, airworthiness, training, safety management systems (SMS) and maintenance practices. DGCA conduct meetings with airline management and key post-holders to review operational performance, safety indicators, and manpower adequacy and compliance status. In case of deficiencies, DGCA takes corrective and

enforcement action, including issuance of show cause notices, operational restrictions or suspension of approvals and financial penalty, as necessary.

(d): The process of fleet harmonisation and standardisation of services is a commercial decision of individual airline operator based on their business plan and the Ministry and DGCA does not directly interfere in this regard.

Number of wide-body and narrow-body aircraft inducted

Year	Wide Body	Narrow Body	Total
2023	8	104	112
2024	11	129	140
2025	0	95	95
2026 (As on 31.01.2026)	01	7	8

Note: Aircraft induction by the airline operators would be accompanied with re-delivery/export of their existing aircraft in line with expiry of the lease periods. The aircraft induction would therefore cater for increase in airline fleet as well as replacement of existing fleet over the time.