

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
STARRED QUESTION NO. : 317
(To be answered on the 23rd March 2017)

TECHNICAL SNAGS IN AIRCRAFT

*317. SHRI KAMAL NATH
SHRI JYOTIRADITYA M. SCINDIA

Will the Minister of CIVIL AVIATION

नागर विमानन मंत्री

be pleased to state:-

- (a) whether the Government/ Directorate General of Civil Aviation (DGCA) has taken note of aircraft of various airlines frequently facing technical snags;
- (b) if so, the details of such airlines and technical snags reported during the last three years and the current year, year-wise;
- (c) whether technological solution has been found out to reduce such glitches and if so, the details thereof;
- (d) whether DGCA has since initiated borescope examination/probes of the A-320 neo aircraft that have faced technical snags; and
- (e) if so, the details thereof and the corrective steps taken by the Government in this regard?

ANSWER

Minister of CIVIL AVIATION

नागर विमानन मंत्री

(Shri Ashok Gajapathi Raju Pusapati)

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

Statement referred in reply to Part (a) to (e) of Lok Sabha Starred Ques. No. 317 regarding "Technical Snags in Aircraft" to be answered on 23.03.2017.

(a) & (b) Technical snags are likely to occur during normal course of operation of the aircraft. Operators are responsible for monitoring and rectification of the technical snags observed/ reported. The details of observed/ reported snags airline-wise and year-wise for the last three years and the current year is attached as Annexure-A.

(c) During the course of operation when technical snags persist, necessary solutions are provided by the manufacturers from time to time in the form of Service Bulletins/ Service Instructions in respect of aircraft/ engine/ components.

(d) & (e) DGCA vide letter no. 78/2/2017-AI (2) dated 10/02/2017 has issued instructions to carry out boroscope inspection on PW1100G-JM engines installed on Airbus A320 Neo aircraft operated by M/s Indigo and M/s Go Air at 1000 hours and 500 hours. These instructions were issued due to frequent unscheduled removal of engines due to deterioration in the combustion chamber of the engines. Consequent to above the engine manufacturer M/s Pratt and Whitney had issued instructions for conduct of boroscopic inspection at the interval of 1500 hours. However during the analysis of the engine history it was observed that some of the engines have developed deterioration in the combustion chamber below the interval prescribed by the manufacturer. Based on above analysis, DGCA has issued these instructions to monitor the condition of engine after every 1000 hours of flying by conducting boroscopic inspections. In addition DGCA has also directed M/s Indigo and M/s Go Air to carry out one time boroscopic inspection of engines fitted on their A-320 Neo aircraft which have flown for 1000 hours to ensure safety of aircraft operations.

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Annexure - 'A'

Details of technical snags reported by schedule airlines during the last three year and the current year, year- wise:

Year	2014	2015	2016	2017 (Till Feb)
No. of snags	15048	17483	21505	3620

Defect (Snag): means a condition existing in an aircraft (including its systems) or aircraft component arising from any cause other than damage, which would preclude it or another aircraft component from performing their intended functions or would reduce the expected service life of the aircraft or aircraft component.

The common snags in the aircraft and its system are

- 1) Fires during flight;
- 2) fires during flight not protected by a related fire warning system;
- 3) an engine exhaust system that causes damage during flight to the engine, adjacent structure, equipment or components;
- 4) engine shutdown during flight with external damage to the engine or aircraft structure occurs;
- 5) defect to an aircraft component that causes accumulation or circulation of smoke, vapour, or toxic or noxious fumes in the crew compartment or passenger cabin during flight;
- 6) Any other defect requiring extensive repair/ inspection/ modification to the aircraft (or/and in cases as desired by local DAW office).
- 7) false fire warnings during flight;
- 8) engine shutdown during flight because of flame- out;
- 9) engine shutdown during flight due to foreign object ingestion or icing;
- 10) shutdown during flight of more than one engine;
- 11) defect of a propeller feathering system or ability of the system to control over-speed during flight;
- 12) Defect of a fuel or fuel-dumping system that affects fuel flow or causes hazardous leakage during flight;
- 13) defect related to landing gear extension or retraction, or opening or closing of landing gear doors , during flight;
- 14) brake system components that result in loss of brake actuating force when the aircraft is in motion on the ground;
- 15) cracks, permanent deformation, or corrosion of aircraft structure, if more than the maximum acceptable to the manufacturer or the DGCA;
- 16) damage of aircraft components or systems that result in taking emergency actions during flight (except action to shut down an engine);
- 17) each interruption to a flight , unscheduled change of aircraft en route, or unscheduled stop or diversion from a route, caused by known or suspected mechanical difficulties or malfunction

