

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 1126
(To be answered on the 21st December 2017)

Technical Snags in Aircraft

1126. SHRI KUNDARIYA MOHAN BHAI KALYANJI BHAI
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Will the Minister of CIVIL AVIATION

नागर विमानन मंत्री

be pleased to state:-

- (a) the definition of 'technical snag' in an aircraft;
- (b) whether the Government has taken note of repeated technical snags reported in the aircraft being operated by various airlines;
- (c) if so, the details thereof during the last three years and the current year and the reaction of the Government thereto;
- (d) whether the Government has taken any steps along with the DGCA to check such lapses which endangers the life of hundreds of passengers and if so, the details and the outcome thereof;
- (e) whether all airlines are strictly following Broescope inspection and if so, the details thereof; and
- (f) the steps being taken to strengthen aviation safety in the country?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री

(Shri Jayant Sinha)

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- (a) A 'Technical Snag' (Defect) means a condition existing in an aircraft (including its systems) or an aircraft component, arising from any cause other than damage which would preclude it or another aircraft component from performing its intended functions or would reduce the expected service life of the aircraft or aircraft component.
 - (b) & (c) Technical snags are likely to occur during normal course of operation of the aircraft. Operators are responsible for monitoring and rectification of the technical snag observed/ reported of. Number of reported technical snags airline wise is attached as Annexure-A
 - (d) DGCA has issued regulations and procedures for monitoring snag / defects encountered during aircraft operations by following actions taken by the airlines:-
 - (i) All observed or reported defects in aircraft are rectified or carried forward as part of approved deficiency list as per approved procedures by DGCA.
 - (ii) Airline are required to hold daily meetings to analyse the previous day technical snags including repeated snags, delays and incidents to review the effectiveness of rectification action taken. If required, manufacturer assistance is taken in case of in

service difficulties are experienced by Airlines to rectify the defects.

(iii) Monthly defects are analysed and statistics report is prepared to review the performance of previous months and the same is submitted to DGCA. Such reports are reviewed by DGCA to take corrective action on the adverse trend if any.

(iv) Reliability meetings are held quarterly in association with DGCA to pin point the problem areas and initiate corrective action if the report indicate degraded level of reliability.

(e) All airlines are required to strictly follow the Borescope inspection requirements as a part of maintenance programme.

Borescopic inspections are primarily required to be performed on aircraft Engines based on Maintenance Planning Documents (MPD) provided by Engine manufacturer. All airlines are required to prepare Aircraft Maintenance Programme (AMP) on this basis and follow the same as per period specified therein.

DGCA ensures compliance of AMP including Borescopic inspection by operator during renewal of Airworthiness Review Certificate (ARC), Surveillance inspection and spot checks.

(f) DGCA has developed State Safety Programme to:

(i) develop and embed a safety culture across all aviation industries that recognizes the importance and value of effective aviation safety management and acknowledges at all times that safety is paramount

(ii) support the management of safety in India through an effective safety reporting and communication system

(iii) conduct both performance-based and compliance-oriented activities, supported by analyses and prioritized resource allocation based on safety risks levels (proactively targeting regulatory attention on known areas of high risk)

(iv) ensure that operators and service providers establish and maintain the Safety Management System (SMS) in their operation

Annexure-A

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

Airline	Type of Aircraft	Year			
		2014	2015	2016	2017
M/s Air India (A Fleet)	Air Bus A319	307	328	280	165
	Air Bus A320	94	101	94	72
	Air Bus A321	183	198	203	178
M/s Air India (B-Fleet)	B747-400	39	2	3	12
	B777	57	86	66	58
	B787	39	69	73	96
M/s Alliance Air	CRJ700	06	04	0	---
	ATR-72-600	---	02	1	00
M/s SpiceJet	Boeing 737 NG	392	230	104	127
	Bombardier Q400	100	69	260	132
M/s IndiGo	Air Bus A320	12	18	24	37
M/s Vistara Airlines	Air Bus A320	--	5	14	03
M/s Go Air	Air Bus A320	32	21	16	17
M/s Jet Airways	Boeing 737 NG	220	49	65	41
	Boeing 777	9	3	4	20
	Air Bus A330	12	3	6	13
	ATR	67	20	20	6
M/s Blue Dart (TruJet)	B757-200	7	6	12	1
	B737-200	1	---	---	---
(Zoom Air)	ATR 72-500,600	---	4	8	4
(Zoom Air)	CRJ200	---	---	---	02
M/s Air Asia	Air Bus A320	2	11	14	16
Grand Total	----	1579	1229	1267	1000

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Year	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024																																																								
Population	100	105	110	115	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240	245	250	255	260	265	270	275	280	285	290	295	300	305	310	315	320	325	330	335	340	345	350	355	360	365	370	375	380	385	390	395	400	405	410	415	420	425	430	435	440	445	450	455	460	465	470	475	480	485	490	495	500	505	510	515	520	525	530	535	540	545	550	555	560	565	570	575	580	585	590	595	600	605	610	615	620	625	630	635	640	645	650	655	660	665	670	675	680	685	690	695	700	705	710	715	720	725	730	735	740	745	750	755	760	765	770	775	780	785	790	795	800	805	810	815	820	825	830	835	840	845	850	855	860	865	870	875	880	885	890	895	900	905	910	915	920	925	930	935	940	945	950	955	960	965	970	975	980	985	990	995	1000

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