

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 1641
(To be answered on the 20th December 2018)**

REPAIR OF SANG-PRONE ENGINE

1641. SHRIMATI K. MARAGATHAM

Will the Minister of CIVIL AVIATION

नागर विमानन मंत्री

be pleased to state:-

- (a) whether the two private airlines in India that are using Pratt & Whitney (PW) engines on their airbus A 320 New Engine Option (Neos), have been asked to mandatorily carry out repairs on these snag-prone engines and if so, the details thereof;
- (b) whether the Directorate General of Civil Aviation (DGCA) has directed these airlines to do so within a fixed time in view of the frequent snags in PW engines for the A 320 Neos aircraft and if so, the details thereof; and
- (c) whether the Federal Aviation Administration has issued two Airworthiness Directives and if so, the details thereof?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

नागर विमानन मंत्रालय में राज्य मंत्री

(Shri Jayant Sinha)

(a) & (b) Yes, Madam. Directorate General of Civil Aviation (DGCA) has directed private airlines i.e. M/s InterGlobe Aviation Ltd. and M/s Go Airways to carry out the following actions for PW 1100G engines fitted on airbusA320-271N(New Engine Option)aircraft.

(i)To carry out one time Boroscopic inspection (BSI) on all engines which have completed 1000 Hrs within one week.

(ii) To carry out one time Boroscopic inspection at 1000 Hrs instead of 1500 Hrs (as recommended by manufacturer) and repeat inspection at every 500 Hrs.

(iii) If the Boroscopic inspection result is not satisfactory, subsequent operation of the engine should be as per the recommendation of manufacturer however any recommendation of subsequent operation of below 375 Hrs shall not be accepted.

(iv) Engines which had earlier unsatisfactory Boroscopic inspection result and under monitoring may continue to be inspected as per present recommendation given by manufacturer provided the interval is not less than

375 Hrs.

(c) Yes, Madam. Federal Aviation Administration (FAA) has issued three Airworthiness Directives and the following are their details.

(i) FAA AD 2018-13-03 to detect and prevent defects, damage and cracks that could result in an uncontained failure of the engine fan hub

(ii) FAA AD 2018-21-10 to prevent the failure of the high pressure compressor rotor hub knife edge seal.

(iii) FAA AD 2018-22-02 to prevent cracking and failure of the HPC front hub. With reference to the above three FAA Airworthiness Directives, DGCA has issued mandatory Modifications to both the airlines for compliance as per the directive contained in the Airworthiness Directives with immediate effect.
