

**GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
Lok Sabha**

**UNSTARRED QUESTION NO. : 1340  
( TO BE ANSWERED ON THE 9th February 2023 )**

**TECHNICAL SNAGS**

**1340. SHRI ANUBHAV MOHANTY**

**Will the Minister of CIVIL AVIATION**

**be pleased to state:-**

- (a) whether the Government has any statistics regarding the technical snags reported by various airlines in the country;**
- (b) if so, the details thereof during the last five years, year and airline-wise;**
- (c) whether the Government has conducted any enquiry regarding such incidents;**
- (d) if so, the details of each such case and the action taken against airlines by the Government;**
- (e) whether the use of old aircraft is the main reason for technical snags and if so, the details thereof;**
- (f) the details of the fixed period for use of an aircraft; and**
- (g) whether the Government has any system to monitor the use of old aircraft by airline operators and if so, the details thereof?**

**ANSWER**

**Minister of State in the Ministry of CIVIL AVIATION (GEN.  
(DR) V. K. SINGH (RETD))**

- (a) & (b) Yes, Sir. The details of technical snags reported by various airlines in the country during the last five years is at Annexure.**
- (c) & (d) Civil Aviation Requirement (CAR) Section 5 Series C Part I issued by Directorate General of Civil Aviation (DGCA) requires occurrences relating to system and component failure to be reported to DGCA. These occurrences, based on their severity are investigated either by the concerned airlines under the supervision of the DGCA or by the DGCA under Rule 13(1) of the Aircraft (Investigation of Accidents and Incidents) Rules, 2017.**
- (e) No sir.;**

**(f) & (g) Aircraft is considered airworthy provided the maintenance is as per approved schedule laid down by the manufacturer. Aircraft registered in India may operate as long as the aircraft is under maintenance support provided by manufacturer for the continuous operation of the aircraft. No aircraft can fly without having a valid Airworthiness Review Certificate (ARC) issued by the DGCA.**

**\*\*\*\*\***

**Annexure**

Details of significant technical snags reported by various airlines in the country are as follows:

<b>S/N</b>	<b>AIRLINES</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>TOTAL</b>
<b>1.</b>	M/s Alliance Air Aviation Ltd (Alliance Air)	<b>01</b>	<b>04</b>	<b>01</b>	<b>04</b>	<b>03</b>	<b>13</b>
<b>2.</b>	M/s Interglobe Aviation Ltd (Indigo)	<b>142</b>	<b>208</b>	<b>141</b>	<b>179</b>	<b>215</b>	<b>885</b>
<b>3.</b>	M/s Spicejet Ltd (Spicejet)	<b>26</b>	<b>205</b>	<b>147</b>	<b>170</b>	<b>143</b>	<b>691</b>
<b>4.</b>	M/s Tata Sia Airlines Ltd (Vistara)	<b>59</b>	<b>139</b>	<b>64</b>	<b>85</b>	<b>97</b>	<b>444</b>
<b>5.</b>	M/s Air India Ltd (Air India)- Fleet A	<b>99</b>	<b>73</b>	<b>54</b>	<b>71</b>	<b>64</b>	<b>361</b>
<b>6.</b>	M/s Big Charter Pvt Ltd (Fly Big)	<b>-</b>	<b>-</b>	<b>-</b>	<b>01</b>	<b>01</b>	<b>05</b>
<b>7.</b>	M/s Air India Ltd (Air India)- Fleet B	<b>08</b>	<b>11</b>	<b>14</b>	<b>05</b>	<b>00</b>	<b>38</b>
<b>8.</b>	M/s Go air	<b>10</b>	<b>19</b>	<b>07</b>	<b>11</b>	<b>07</b>	<b>54</b>
<b>9.</b>	M/s Akasa Air	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>06</b>	<b>06</b>
<b>10.</b>	M/s BlueDart Aviation Ltd	<b>01</b>	<b>00</b>	<b>04</b>	<b>01</b>	<b>01</b>	<b>07</b>
<b>11.</b>	M/s TrueJet	<b>10</b>	<b>08</b>	<b>06</b>	<b>05</b>	<b>01</b>	<b>30</b>
<b>12.</b>	M/s Air Asia (India) Ltd	<b>13</b>	<b>35</b>	<b>11</b>	<b>12</b>	<b>08</b>	<b>79</b>
<b>TOTAL</b>							<b>2613</b>

\*\*\*\*\*