

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
Lok Sabha
STARRED QUESTION NO. : 51
(TO BE ANSWERED ON THE 28th November 2024)
TECHNICAL FAULTS IN FLIGHT OPERATIONS

51. SHRI DURAI VAIKO

Will the Minister of CIVIL AVIATION

be pleased to state:-

(a) the number of instances when the Indian flights have faced technical issues along with the types of technical issues reported/noticed during the last five years, year-wise;

(b) whether the Government is aware of the fact that one Flight (IX613) took off from Tiruchi Airport and circled the airport for three hours before returning to the Tiruchi Airport and if so, the details thereof; and

(c) the steps taken by the Government to reduce technical issues in flights, in the backdrop of the above mentioned event and to prevent flight cancellations and accidents?

ANSWER

Minister of CIVIL AVIATION (Shri Kinjarapu Rammohan Naidu)

(a) to (c) A statement is laid on the table of the House.

Statement referred to in reply to Parts (a) to (c) in respect of Lok Sabha Starred Ques. No. 51 for reply on 28.11.2024 regarding "Technical Faults in Flight Operations" by Shri Durai Vaiko. ;

(a) The details of number of instances that the Indian flights have faced technical issues year wise is attached as Annexure-A.

(b) On 11.10.2024 M/s Air India Express B737-800 aircraft VT-AYB operating flight IX-613 (Trichy-Sharjah) was involved in Air Turn Back (ATB) as after take-off on retracting landing gears, Hydraulic System "A" fluid level dropped to zero. The crew decided to hold and burn fuel to reduce the landing weight to appropriate level for safe landing at Trichy. Subsequently, the aircraft landed safely at Trichy. After landing at TRZ, during walk-around, Hydraulic leak observed from Hydraulic system "A" pressure module body which was found to be cracked. Hydraulic Systems "A" Engine-Driven Pump (EDP) & Hydraulic pressure module of system "A" were replaced and necessary tests were carried out and found to be satisfactorily, then aircraft was released for further flight.

(c) DGCA has laid down regulations under Civil Aviation Requirement (CAR) which requires that the aircraft is maintained in accordance with the manufacturer and DGCA guidelines and all technical issues reported on the aircraft are rectified before the aircraft is released for flight. ; ; Further, CAR 145 lays down the requirements for the approval of maintenance organization which mandates the

organization to have required manpower, equipment and literature commensurate to the type and fleet to be maintained. Under the system, airlines are required to ensure that the aircraft are maintained in a continuous state of airworthiness and all technical issues are rectified.; ; DGCA has a laid down mechanism of conducting surveillance, spot checks, night surveillance etc. of the airlines/ organizations and personnel to ensure all regulatory requirements are complied with to ensure safety of passenger and aircraft and the observations/ findings are provided to the airline for taking corrective action.; ; The action taken to correct the observation are reviewed to enforce corrective and preventive action. In case of violations, DGCA takes enforcement action in accordance with laid down procedures which may consist of warning, suspension, cancellation including imposition of financial penalty to the personnel involved/ airline.

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Annexure-A

S/N	AIRLINES	2020	2021	2022	2023	2024 (till date)
		No. of technical faults	No. of technical faults	No. of technical faults	No. of technical faults	No. of technical faults
1	M/s Alliance Air Aviation Ltd (Alliance Air)	1	4	3	6	5
2	M/s Interglobe Aviation Ltd (Indigo)	297	286	472	115	118
3	M/s Spicejet Ltd	147	170	143	150	23
4	M/s Air India Ltd	54	71	64	62	66
5	M/s Vistara	11	7	3	14	8
6	M/s AirIndia Express Ltd	-	-	23	23	26
7	M/s Air Asia Ltd	11	10	8	16	18
8	M/s Big Charter Pvt Ltd (Fly Big)	-	1	5	3	3
9	M/s Akasa Air	-	-	1	-	5
10	M/s Blue Dart Aviation Ltd	4	1	1	1	1
Total technical faults		525	550	723	390	273
Total Flights in the Year		549214	733881	997041	1194777	1069680
