

**GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
LOK SABHA  
UNSTARRED QUESTION NO. : 1411  
(To be answered on the 13<sup>th</sup> February 2025)**

**MALFUNCTIONING OF AIRCRAFTS**

**1411. SHRI K RADHAKRISHNAN**

**Will the Minister of CIVIL AVIATION**

**नागर विमानन मंत्री**

**be pleased to state:-**

**(a) whether the Government has noticed the cases of malfunctioning of aircrafts of private airlines during the last two years resulting difficulties to air passengers, particularly elderly and children and if so, the details thereof, airline-wise; and**

**(b) the action taken by the Government against such airlines?**

**ANSWER**

**Minister of State in the Ministry of CIVIL AVIATION**

**नागर विमानन मंत्रालय में राज्य मंत्री**

**(Shri Murlidhar Mohol)**

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**(a): During operations, an aircraft may experience technical snags due to malfunctioning of components/ equipment fitted on the aircraft which require rectification action by the airlines for continued safe, efficient and reliable air transport service. These technical snags are reported by the flight crew on receiving and aural/ visual warning in the cockpit or an indication of an inoperative / faulty system or while experiencing difficulty in handling/ operating the aircraft. The snag is thereafter rectified as per the procedure in the AMM and may involve replacement of components, testing, servicing etc.**

**The details of cases of malfunctioning of aircrafts of private airlines during the last two years is attached as Annexure A1**

**(b): 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 snags 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 defects 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. The observations/ findings made during surveillance, spot checks and night surveillance 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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**No. of instances of malfunctioning of aircraft of private airlines (year-wise) 2023 -2024(Till Jan 2025)**

S. No.	Name of the Airline	2023		2024 (Till Jan 2025)	
		Total number of flight	No. of technical fault	Total number of flight	No. of technical fault
1.	M/s Interglobe Aviation Ltd (Indigo)	678,313	115	610,061	118
2.	M/s Spicejet Ltd	71,131	150	46,079	23
3.	M/s Air India Ltd	146,579	62	135,280	66
4.	M/s Vistara	102,938	14	98,501	08
5.	M/s Air India Express Ltd	36,248	23	66,616	26
6.	M/s Air Asia Ltd	69,962	16	39,868	18
7.	M/s Big Charter Pvt Ltd (Fly Big)	5,214	03	2,093	03
8.	M/s Akasa Air	39,773	00	38,162	05
09.	M/s Blue Dart Aviation Ltd	5,949	01	5,933	01
<b>Total Defect /Total Flight</b>		<b>1156107</b>	<b>384</b>	<b>1042593</b>	<b>268</b>
<b>Percentage of faults per flight</b>		<b>0.033</b>		<b>0.025</b>	