

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
Rajya Sabha
UNSTARRED QUESTION NO. : 2418
TO BE ANSWERED ON THE 8th August 2022
AIR SAFETY CONCERNS

2418. SHRI DEREK O' BRIEN

Will the Minister of CIVIL AVIATION be pleased to state:-

- (a) the number of air safety issues which have occurred in the past three years, airlinewise;**
- (b) whether Government has conducted any annual checks of the conditions of safety of various airlines;**
- (c) if so, the results found thereof;**
- (d) whether Government has regulations like Minimum Equipment List (MEL) permitted easing of stringent safety standards; and**
- (e) the measures Government is taking to ensure safety of air travel?**

ANSWER

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

(a) The number of air safety issues which includes incidents, serious incidents and accidents in the last three years year wise/airline wise is at Annexure.

(b) The Directorate General of Civil Aviation (DGCA) ensures the safety norms/ regulations to be followed by Airlines/ operator for safe operation of aircraft through conducting regular surveillance, spot checks, night surveillance etc. A total of 177 Surveillance, 497 Spot Checks and 169 Night Surveillance have been carried out by DGCA on engineering and maintenance aspects of airline in the last one year (1st July 2021 - 30th June 2022).

(c) Based on the violations found during surveillance, spot checks, night surveillance carried out during 2021-22, enforcement action has been taken by DGCA against responsible personnel / post holder of the airline operator in 21 instances of violations, which inter-alia includes suspension of license, withdrawal of post holder (approved personnel to the airlines involved in the maintenance of aircraft), issuance of warning letters, etc.

(d) All Scheduled, Non-scheduled and General Aviation operators shall prepare Minimum Equipment List (MEL) on the basis of Master Minimum Equipment List (MMEL) issued by the State of design/ manufacture and same is approved by DGCA on being satisfied that the proposed MEL meets the MMEL, DGCA regulatory provisions from maintenance and operational aspects. The MEL may not deviate from requirements of the flight manual limitations section, emergency procedures or other airworthiness requirements stipulated by DGCA, unless DGCA or flight manual provides otherwise. Further no aircraft shall be released for flight with defects/ damage unless these are covered in the approved deficiency list/ Minimum Equipment List (MEL). Notwithstanding the MEL, an AME need not certify the aircraft for 'Flight' or a Pilot need not accept the aircraft for flight if it is considered that it is unsafe to do so. MEL need not include items like wings, flight controls, complete engines, landing gears etc., the airworthiness and correct functioning of which is absolutely necessary before any flight. All items which affect the airworthiness of aircraft or safety of those carried on board and are not included in MEL are automatically required to be operative. Operators shall maintain a record of all releases under MEL. The records shall be checked by DGCA officers / inspectors during their surveillance.

(e) DGCA, during its planned surveillance/ audits of airlines, raises findings of non-compliances which require rectification actions by operator. In case of violations requiring enforcement actions, DGCA take administrative action such as suspension, warning etc. or may impose financial penalty. Technical snags on an aircraft may be caused due to malfunctioning of components/equipment fitted on the

aircraft and require rectification action by the airline before the aircraft is released for operations. Further, regulations require the operator to report all occurrences to DGCA. These occurrences may be a result of an equipment malfunction, due weather, bird etc. Some of the occurrences such as air turn back, aborted take-off or a go-around are actions taken by the pilot keeping safety of operations in view and are usually taken to avert serious incidents/accidents.

In response to part (a) of Rajya Sabha Unstarred Q. No. 2418 for answer on 08.08.2022 regarding "Air Safety Concerns"

Annexure

Detail of safety related issues (Incidents, Serious Incidents and Accidents) of Indian Scheduled Airlines Operators from year 2020 to 2022 (till 25th July)

S. No.	Airline	2020	2021	2022 (Till 25th July)
1.	Indigo	4	4	4
2.	Alliance Air	0	1	2
3.	Go Air	1	0	0
4.	SpiceJet	6	6	2
5.	Air India Express	1	1	0
6.	Vistara	0	1	1
7.	Air India	4	1	1
8.	Air Asia	0	1	0
9.	Blue Dart	0	1	0
10.	TruJet	1	1	0
