

GOVERNMENT OF INDIA  
MINISTRY OF CIVIL AVIATION  
**RAJYA SABHA**  
**STARRED QUESTION NO : 2**  
(TO BE ANSWERED ON THE 3<sup>rd</sup> February 2025)

**ENHANCEMENT OF FLIGHT SAFETY MEASURES**

\*2. DR. MEDHA VISHRAM KULKARNI

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

(a) whether Government has taken significant measures to enhance flight safety in view of the increasing technical glitches reported by airlines, the details of technical glitches during the last three years

(b) whether specific guidelines have been issued to airlines to improve aircraft maintenance and ensure pilot training at par with international standards and

(c) if so, the details of upcoming plans, such as deployment of advanced safety monitoring systems to safeguard public welfare and not compromise passenger safety?

**ANSWER**

MINISTER OF CIVIL AVIATION

(Shri Kinjarapu Rammohan Naidu)

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (A) TO (C) IN RESPECT OF RAJYA SABHA STARRED QUESTION NO. 02 FOR REPLY ON 03.02.2025 REGARDING "ENHANCEMENT OF FLIGHT SAFETY MEASURES" BY DR. MEDHA VISHRAM KULKARNI**

(a) The data available for the last three years (2022-2024) shows there is a decrease in the no. of technical glitches reported by the airlines (Annexure A). Technical snags are general phenomena in aircraft which may be caused due to improper function/malfunction of components/system/accessories fitted on the aircraft. .

DGCA ensures that the airline and the maintenance organisation continues to comply with the regulatory requirements against which they have initially been approved through a system of surveillance, audits, spot checks, night surveillance etc. In case of non-compliances, DGCA ensures that the airlines/ maintenance organisation take necessary corrective action. In case of violations, DGCA may initiate enforcement actions against the airline/ organisation/ personnel which may include warning, suspension or cancellation of approval/ certificate/ licence including imposition of financial penalty. Further, Airworthiness advisory circular AAC no. 02 of 2024 issued on 28 Nov 2024 requires the operator to report all occurrences to DGCA. In case of an increase in occurrences, DGCA may initiate special audit drive including spot checks/ night surveillances.

(b) DGCA has laid down regulations under Civil Aviation Requirement 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 issued by DGCA 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 before the aircraft is released for operations.

DGCA has issued requires in Civil Aviation Requirements Section (CAR) 7 Series B Part XVIII and CAR Section 7 Series B Part XIX which lays down the requirements for pilot training. These requirements are at par with international standards. All pilots are required to undergo training as per the training syllabus provided by the OEM (aircraft manufacturer). DGCA may require additional training which is required to be adhered by the airline for training its pilots. In addition, training can be undertaken only in ICAO state-approved FTO/ATOs.

(c) All maintenance organisations approved under CAR 145 are required to have a safety management system in place which requires the organisation to identify hazard, carry out risk assessment and ensure mitigation measures are taken to address the hazard. Further, as part of its safety oversight responsibility, DGCA

conducts safety audits of the airlines and organisations to ensure the compliance with approved safety national and International standards. From time to time, DGCA reviews and amends its regulations in consultation with aviation industry stakeholders with an aim to improve safety and prevent incidents and accidents.

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**No. of instances of technical fault vs number of flight operated by the airlines (year-wise) 2022 -2025(Jan 2025)**

S/N	AIRLINES	2022		2023		2024 (till Jan 2025)	
		No. of technical fault	Total number of flight	No. of technical fault	Total number of flight	No. of technical fault	Total number of flight
1.	M/s Alliance Air Aviation Ltd (Alliance Air)	03	37,301	06	38,670	05	27,087
2.	M/s Interglobe Aviation Ltd (Indigo)	472	548,421	115	678,313	118	610,061
3.	M/s Spicejet Ltd	143	101,749	150	71,131	23	46,079
4.	M/s Air India Ltd	64	121,870	62	146,579	66	135,280
5.	M/s Vistara	03	86,844	14	102,938	08	98,501
6.	M/s AirIndia Express Ltd	23	29,699	23	36,248	26	66,616
7.	M/s Air Asia Ltd	08	54,347	16	69,962	18	39,868
8.	M/s Big Charter Pvt Ltd (Fly Big)	05	5,570	03	5,214	03	2,093
9.	M/s Akasa Air	01	5,484	00	39,773	05	38,162
10.	M/s Blue Dart Aviation Ltd	01	5,756	01	5,949	01	5,933
<b>Total Defect /Total Flight</b>		<b>723</b>	<b>997041</b>	<b>390</b>	<b>1194777</b>	<b>273</b>	<b>1069680</b>
<b>Percentage of faults per Flight</b>		<b>0.0725</b>		<b>0.0326</b>		<b>0.0255</b>	

भारत सरकार  
नागर विमानन मंत्रालय  
राज्य सभा  
मौखिक प्रश्न संख्या : 2  
सोमवार, 3 फरवरी, 2025 (14 माघ, 1946 (शक)) को दिया जाने वाला उत्तर

उड़ान सुरक्षा उपायों को बढ़ाया जाना

\*2. डा. मेधा विश्राम कुलकर्णी:

क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने विमानन कंपनियों द्वारा सूचित की गई तकनीकी खामियों की बढ़ती घटनाओं को देखते हुए उड़ान सुरक्षा को बढ़ाने के लिए महत्वपूर्ण उपाय किए हैं, पिछले तीन वर्षों के दौरान पाई गई तकनीकी खामियों का ब्यौरा क्या है;

(ख) क्या विमानों के रखरखाव में सुधार करने और विमान चालकों हेतु अंतरराष्ट्रीय मानकों के अनुरूप प्रशिक्षण सुनिश्चित करने के लिए विमानन कंपनियों को विशिष्ट दिशानिर्देश जारी किए गए हैं; और

(ग) यदि हां, तो जन-कल्याण सुनिश्चित करने और यात्री सुरक्षा से समझौता नहीं किए जाने हेतु उन्नत सुरक्षा निगरानी प्रणालियों की तैनाती करने जैसी आगामी योजनाओं का ब्यौरा क्या है?

उत्तर  
नागर विमानन मंत्री (श्री किंजरापु राममोहन नायडू)

(क) से (ग) : विवरण सदन के पटल पर रखा गया है।

"उड़ान सुरक्षा उपायों को बढ़ाया जाना" के संबंध में डॉ. मेधा विश्राम कुलकर्णी द्वारा पूछे गए दिनांक 03.02.2025 के राज्य सभा मौखिक प्रश्न संख्या 02 के भाग (क) से (ग) के उत्तर में संदर्भित विवरण

(क) पिछले तीन वर्षों (2022-2024) के लिए उपलब्ध आंकड़ों से पता चलता है कि एयरलाइनों द्वारा बताई गई तकनीकी खामियों की संख्या में कमी आई है (अनुलग्नक-क)। तकनीकी खराबियां विमान में होने वाली सामान्य घटनाएं हैं जो विमान में लगे उपकरणों/प्रणाली/उपसाधनों के सही से काम न करने/खराब होने के कारण हो सकती हैं।

नागर विमानन महानिदेशालय (डीजीसीए) निगरानी, ऑडिट, स्पॉट चेक, रात्रि निगरानी की प्रणाली के माध्यम से सुनिश्चित करता है कि एयरलाइनों और अनुरक्षण संगठन उन विनियामक अपेक्षाओं का अनुपालन करते आ रहे हैं, जिनके अंतर्गत उन्हें शुरू में अनुमोदन दिया गया था। गैर-अनुपालन के मामले में, डीजीसीए सुनिश्चित करता है कि एयरलाइनों/ अनुरक्षण संगठन आवश्यक सुधारात्मक कार्रवाई करें। उल्लंघनों के मामले में, डीजीसीए एयरलाइन/संगठन/कार्मिकों के विरुद्ध प्रवर्तन कार्रवाई शुरू कर सकता है, जिसमें वित्तीय जुर्माना लगाने सहित चेतावनी, अनुमोदन/प्रमाणपत्र/लाइसेंस का निलंबन या रद्द करना शामिल हो सकता है। इसके अलावा, 28 नवंबर 2024 को जारी उड़ानयोग्यता एडवाइजरी परिपत्र एएसी संख्या 02/2024 के अनुसार प्रचालक को सभी घटनाओं की रिपोर्ट डीजीसीए को देनी होगी। घटनाओं में वृद्धि के मामले में, डीजीसीए स्पॉट चेक/ रात्रि निगरानी सहित विशेष ऑडिट अभियान शुरू कर सकता है।

(ख) डीजीसीए ने नागर विमानन अपेक्षाओं के तहत नियम बनाए हैं, जिसके अनुसार विमान का रखरखाव विनिर्माता और डीजीसीए के दिशा-निर्देशों के अनुसार किया जाना चाहिए और विमान में बताई गई सभी खराबियों को विमान को उड़ान के लिए भेजे जाने से पहले ठीक किया जाना चाहिए।

इसके अलावा, डीजीसीए द्वारा जारी नागर विमानन अपेक्षाएं 145, रखरखाव संगठन के अनुमोदन की अपेक्षाओं को निर्धारित करती हैं, जिनके अनुसार रखरखाव किए जाने वाले विमान के प्रकार और बेड़े के अनुरूप संगठन के पास आवश्यक जनशक्ति, उपकरण और साहित्य होना अनिवार्य है। इस प्रणाली के तहत, एयरलाइनों को यह सुनिश्चित करना आवश्यक है कि विमान निरंतर उड़नयोग्यता की स्थिति में बनाए रखा जाए और परिचालन के लिए भेजे जाने से पहले सभी खराबियों को ठीक कर लिया जाए।

डीजीसीए ने नागर विमानन अपेक्षाएं (सीएआर) खंड-7, शृंखला-ख, भाग-XVIII और नागर विमानन अपेक्षाएं खंड-7, शृंखला-ख, भाग-XIX में अपेक्षाएं जारी की हैं जो पायलट प्रशिक्षण के लिए आवश्यकताओं को निर्धारित करती हैं। ये अपेक्षाएं अंतर्राष्ट्रीय मानकों के समकक्ष हैं। सभी पायलटों को ओईएम (विमान विनिर्माता) द्वारा प्रदान किए गए प्रशिक्षण पाठ्यक्रम के अनुसार प्रशिक्षण लेना आवश्यक है। डीजीसीए अतिरिक्त प्रशिक्षण की अपेक्षा कर सकता है जिसका पालन एयरलाइन को अपने पायलटों को प्रशिक्षित करने के लिए करना आवश्यक है। इसके अलावा, प्रशिक्षण केवल आईसीएओ स्तर-अनुमोदित एफटीओ/एटीओ में ही लिया जा सकता है।

(ग) नागर विमानन अपेक्षाएं 145 के तहत अनुमोदित सभी रखरखाव संगठनों के पास एक सुरक्षा प्रबंधन प्रणाली होना आवश्यक है, जिसमें संगठन को खतरे की पहचान करने, जोखिम आकलन करने और खतरे को दूर करने के लिए शमन उपायों को सुनिश्चित करना अपेक्षित होता है। इसके अलावा, अपनी सुरक्षा निगरानी जिम्मेदारी के हिस्से के रूप में, डीजीसीए सुरक्षा के राष्ट्रीय और अंतर्राष्ट्रीय अनुमोदित मानकों के अनुपालन को सुनिश्चित करने के लिए एयरलाइनों और संगठनों का सुरक्षा ऑडिट करता है। डीजीसीए सुरक्षा में सुधार और घटनाओं और दुर्घटनाओं को रोकने के उद्देश्य से विमानन उद्योग के हितधारकों के परामर्श से समय-समय पर अपने नियमों की समीक्षा और उनमें संशोधन करता है।

**तकनीकी खराबी की घटनाओं की संख्या बनाम एयरलाइनों द्वारा परिचालित उड़ानों की संख्या (वर्षवार) 2022-2025 (जनवरी 2025)**

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क्रम. स.	एयरलाइन	2022		2023		2024 (जनवरी 2025 तक)	
		तकनीकी खराबियों की संख्या	उड़ानों की कुल संख्या	तकनीकी खराबियों की संख्या	उड़ानों की कुल संख्या	तकनीकी खराबियों की संख्या	उड़ानों की कुल संख्या
1.	मैसर्स अलाएंस एयर एविएशन लिमिटेड (अलाएंस एयर)	03	37,301	06	38,670	05	27,087
2.	मैसर्स इंटरग्लोब एविएशन लिमिटेड (इंडिगो)	472	548,421	115	678,313	118	610,061
3.	मैसर्स स्पाइसजेट लिमिटेड	143	101,749	150	71,131	23	46,079
4.	मैसर्स एअर इंडिया लिमिटेड	64	121,870	62	146,579	66	135,280
5.	मैसर्स विस्तारा	03	86,844	14	102,938	08	98,501
6.	मैसर्स एअरइंडिया एक्सप्रेस लिमिटेड	23	29,699	23	36,248	26	66,616
7.	मैसर्स एअर एशिया लिमिटेड	08	54,347	16	69,962	18	39,868
8.	मैसर्स बिग चार्टर प्रा. लिमिटेड (फ्लाइ बिग)	05	5,570	03	5,214	03	2,093
9.	मैसर्स अकासा एअर	01	5,484	00	39,773	05	38,162
10.	मैसर्स ब्लू डार्ट एविएशन लिमिटेड	01	5,756	01	5,949	01	5,933
<b>कुल खराबियां/कुल उड़ानें</b>		<b>723</b>	<b>997041</b>	<b>390</b>	<b>1194777</b>	<b>273</b>	<b>1069680</b>
<b>प्रति उड़ान खराबियों का प्रतिशत</b>		<b>0.0725</b>		<b>0.0326</b>		<b>0.0255</b>	

(MR. CHAIRMAN *in the Chair.*)

DR. MEDHA VISHRAM KULKARNI: Sir, I would like to congratulate our Central Government and the Ministry of Aviation. India has emerged as the world's fastest growing aviation market and currently holds the position of third-largest in the domestic segment. Over the last decade, the number of aircraft in country has doubled from 400 to 800 while the number of airports has expanded significantly from 74 to 157. The Government's visionary initiatives such as UDAN have strengthened regional connectivity bringing even the most remote areas into national aviation network and developing an ecosystem for unprecedented growth. My first question is this. The issuance of 1,562 commercial pilot licenses in 2023 is an all-time high. How does the Government ensure that the expansion of Flying Training Organizations maintains global safety standards and produces highly skilled pilots capable of handling modern aircraft and emergencies?

MR. CHAIRMAN: Hon. Minister.

SHRI KINJARAPU RAMMOHAN NAIDU: Sir, like, the hon. Member has mentioned the statistics, India is one of the leading aviation markets in the whole world and we have the numbers which back it up. Once you see the increase in the aviation, one primary statistics which also needs to grow is, the commercial pilots, the aircraft maintenance and the training and skilled workforce. It needs to be backed up by it. We already have 800 planes operating in the Indian aircraft space from the Indian operators and we see 1,720 planes under order also. We have so many planes coming into the Indian air space. Then, you definitely need more pilots also to be trained. Currently, we have approximately 1,600 being trained every year. We have more than 54 FTOs operating in the country. We see that more FTOs are under demand now. A lot of FTO companies are coming up, and organizations are coming to set up new FTOs. Whenever these new FTOs are being set up, we ensure that the standards that are being followed are followed at a global level so that the pilots, who get trained in the country, are not only for the domestic aviation market but they can go abroad and work in any country which maintains those kinds of global standards. So, from our side, we are ensuring that we maintain thorough global standards. We have our DGCA which is a safety regulator and which does a thorough work in ensuring that all the standards, procedures, rules, guidelines, whichever have been put up by the Indian Civil Aviation Authority, are thoroughly met by the FTO, new organizations which are being set up.

MR. CHAIRMAN: Second supplementary, Dr. Medha Vishram Kulkarni.

DR. MEDHA VISHRAM KULKARNI: Will the five national safety goals outlined in NASP specifically address the increasing occurrences of technical glitches in commercial aviation? If so, the details thereof. Another allied question is this. Over 91 lakh passengers have availed Digi Yatra's seamless contactless travel experience. What measures are being taken to expand the technology across all major and regional airports? And how does the Government plan to address data security concerns related to facial recognition technology?

MR. CHAIRMAN: So, hon. Minister, part (1) and part (2).

SHRI KINJARAPU RAMMOHAN NAIDU: Sir, regarding the part (1) about technical glitches and faults, the House would be happy to know that in 2022, two years back, the number of glitches that happened in the country was 723. Last year, in 2023, we had 390 and now we have come down to 273. Obviously, our DGCA and the Civil Aviation, we are all putting many efforts so that the technical glitches, the safety issues and the occurrences all come down. Definitely, we are on the right path. With the numbers also, we are seeing that the technical glitches have come down. We are going to improve much further. The National Aviation Security Plan and the Safety Plan definitely assists us in ensuring that the whole number of technical glitches comes down in the country in the future also.

And, on top of that, Digi Yatra has been a revolutionary Scheme that we have brought in. We have included technology at our airports so that check-in time, entry time at security gates, which used to be done manually by CISF personnel in handling the security and take around 20 to 30 seconds. But, the installation of Digi Yatra systems has brought it down to five seconds. And, not only at the entry point, we have them at the boarding gate and we have them at the security check-in. So, there is a seamless travel for passengers. Just with their mobile in hand, with their digital documents in hand, they are able to seamlessly enter airport and board the aircraft. And, now, in 24 airports, we are handling Digi Yatra system and requests have been pouring in from many other airports also. We have five more ready for inauguration right now and, thoroughly, stage-by-stage, we are including more airports to be brought into the Digi Yatra system network. Furthermore, we can expect more airports having this Digi Yatra system at entry gates. Thank you, Sir.

MR. CHAIRMAN: Third Supplementary, Sri Sanjay Kumar Jha. Don't split because if you start splitting, then, of course, it will be never ending for the next question.

SHRI SANJAY KUMAR JHA: Hon. Chairman, Sir, with your permission, I would like to ask *Mantriji* as to how DGCA ensures that CAR 145 Approved Maintenance Organization updates its practice in line with evolving industry standards and that their safety management system actively enhance safety beyond mere compliance. Is there any reported case of non-compliance?

MR. CHAIRMAN: Hon. Minister.

SHRI KINJARAPU RAMMOHAN NAIDU: It is a very important question, Sir, because for civil aviation and, especially DGCA, there has also to be a thorough compliance and harmonization with the international civil aviation requirements. The International Civil Aviation Organization periodically meets the DGCA and the DGCA level authorities of all countries. It takes feedback from them and updates them according to the technological advancements and the improvements that are happening in the industry. It continuously makes some changes to the aviation requirements also and whenever these things happen at the International Civil Aviation Organization level; it intimates the DGCA and the DGCA also proactively follows up on this and periodically update the civil aviation requirements, be 145 or any other requirement where subsequent changes are required. The DGCA periodically makes an effort to update them regularly and at the best possible time, so that we are harmonized with the international civil aviation agreements. And, there have been instances where we have found that sometimes the compliance is not met by the airlines or the operators. Whenever these instances happen, we take thorough and strict action according to the protocol. It is not that whenever something non-compliance is happening, we are taking something new. Everything has been strictly laid out in the standards of procedures, civil aviation requirements and the guidelines that we have. And, whenever there is non-compliance, we take strict action on them. There have been many instances and I will give you the number also on how many instances have happened. Thank you.

MR. CHAIRMAN: Fourth Supplementary; Shri Kunwar Ratanjeet Pratap Narayan Singh.

SHRI KUNWAR RATANJEET PRATAP NARAYAN SINGH: Mr. Chairman, Sir, my question is not relating to the safety part of it, but to a very important airport to which I would like to draw your attention. I would be very glad if you could give me a written answer regarding that. I would like to ask the hon. Minister about Kushinagar International Airport. It was opened a couple of years ago with great fanfare, but I just would like to draw the attention of the hon. Minister that the localizer has been put in

the airport. The airport is CAT-1 compliant. The Indigo Airlines have asked for four planes to take off under the UDAN Scheme. They have already given the proposal to the hon. Minister and they are ready to start flying planes from there in February. I would be very grateful to the hon. Minister if he could ensure that the Kushinagar International Airport begins with UDAN and the international flights which would help not only Uttar Pradesh, but I am sure, Mr. Jha, who is from Bihar, would support me. A lot of people coming from western parts of Bihar will also --labour travel to the Middle East--have a great opportunity to take direct flights from there. So, I will be extremely grateful if the hon. Minister could start that airport immediately.

MR. CHAIRMAN: Hon. Minister, the question is on a different level. The hon. Member has been earnest. It is your discretion; you can send him a written reply.

SHRI KINJARAPU RAMMOHAN NAIDU: Yes, Sir. But I am very happy to answer the question also. Kushinagar is a very strategic location, which is why the Government has also put in all the efforts to make it operational at the earliest. We are in the last phase of it. All the technical and navigational systems have been installed and, very soon, we are going to start operations. We are trying to speak with the airlines and promoting what is necessary for international operations also. The House would also be happy to know that UDAN Scheme which was earlier envisioned for ten years, in the Budget that was presented on Saturday by the hon. Finance Minister, she has been gracious enough to accept that the UDAN Scheme needs to be extended for further ten years more which is going to help not only the existing civil aviation network that we have today, but when we are also planning to build 100 more airports in the coming ten years. Definitely, to connect all these airports and to give more boost to the domestic aviation market, UDAN has been a revolutionary scheme and we should thank our hon. Prime Minister, Narendra Modi ji, for bringing up this kind of a scheme. Definitely, as we are going to extend it for ten more years, places like Kushinagar, etc. -- the Tier-II and Tier-III city airports which are coming up with lot of grandness -- will all get connected in the future also.

MR. CHAIRMAN: Dr. Bhagwat Karad, last supplementary question.

DR. BHAGWAT KARAD: Sir, through you, I want to ask this question to the hon. Minister. What is the number of pilot training centres, private and of the Government of India, and the number of trainees coming out everyyear for training in India as well out of India?

SHRI KINJARAPU RAMMOHAN NAIDU: Sir, at present, we have 54 pilot training organizations, flight training organisations in the country. On top of that, we are issuing around 1,600 to 1,700 licences every year which is a record number in the country itself and compared at the global level also. One other phenomenon that we are observing is that, some of these students who want to become pilots are undergoing the training sessions abroad also. When they go for the training sessions abroad, they finish the course there and try to come back and work in the Indian scenario. But with the standards of FTOs continuously improving and more number of FTOs being established in the country itself, that number has been coming down slowly. We are trying to encourage more FTOs in the country with the growing demand in the civil aviation network and also with the coming of more planes in the country also. We see this 54 growing into a much bigger number in the coming years.

MR. CHAIRMAN: Q.No.3. Shri Sanjay Raut; not present. Any supplementaries?

*\* Q. No. 3. [The questioner was absent.]*