



GOVERNMENT OF INDIA  
**DIRECTORATE GENERAL OF CIVIL AVIATION**  
Opposite Safdarjung Airport, New Delhi -1100 03

File No. : DGCA/Website/17/2016  
Dated: 15<sup>th</sup> February 2018

## PUBLIC NOTICE

**REBUTTAL ON NEWS ITEM AIRED BY TIMES NOW ON 11 FEB 2018 ON PW1100 ENGINES FITTED ON AIRBUS A 320(NEO) AIRCRAFT OPERATED BY M/S INDIGO AND M/S GO AIR**

Times Now has aired news on subject matter highlighting the following issues:

- i) Large no. of engines replacements on A320neo aircraft operated by IndiGo and Go Air (69 replacements in 18 months).
- ii) Inadequate safety measures taken by DGCA.
- iii) DGCA has not grounded the entire fleet.
- iv) DGCA file notings indicating that engines were faced with problems before launch and known to the manufacturer.
- v) Recent Emergency Airworthiness Directive issued by EASA.

Point-wise rebuttal on the above issues is as follows:

- i) **Large no. of engines replacements on A320neo aircraft operated by IndiGo (69 replacements in 18 months)**

Airbus A320neo aircraft with PW 1100 engines was first inducted in India in March 2016 by M/s IndiGo. At present, they have a total of 32 A320neos in their fleet. Subsequently, M/s Go Air also inducted A320neo with PW 1100 engines in their fleet from May, 2016 onwards. At present, they have a total of 13 such aircraft in their fleet.

During operations, following repetitive defects were reported on these aircraft by the above operators:

- a) Distress in Combustion Chamber; and
- b) Oil chips warning due to wear of No. 3 bearing

After examining the defects, following stringent mitigation measures were introduced by DGCA, which resulted in planned removal of engines to contain the failure during flight:

1. Reduction of periodicity of boroscopic inspection on Combustion Chamber at 1000 hours instead of 1500 hours as recommended by Engine Manufacturer (i.e. M/s Pratt & Whitney), and repeat inspection at 500 hours when no abnormality is observed. If the Boroscopic inspection (BSI) result is not satisfactory, grounding of aircraft for engine replacement. These restrictions were imposed so that distress in combustion chamber is detected and engine is removed well before the failure.
2. Grounding of aircraft from commercial operations on illumination of “oil chip lights” due to No. 3 bearing failure on aircraft display panel as against the manufacturer recommendation of 10 flight hours.

Therefore, all the 69 engine removals were planned ones before the impending failure of engine and DGCA ensured that there is no compromise on safety of aircraft operations.

The engine manufacturer has taken series of remedial actions to address the above issues related to combustion chamber and No. 3 bearing issues. It may be stated that both the issues have now been addressed with modification of No. 3 bearing and incorporation of new combustion chambers and has resulted in reduction of such failures.

Further, to keep a check on safe aircraft operations, the restrictions imposed by DGCA on PW1100 engine continues as on date despite above improved performance.

In view of the above, the allegations are baseless.

## **ii) The inadequate safety measures taken by DGCA**

A320neos with PW 1100 engines are being operated by many countries all over the world. As per the engine manufacturer, only DGCA has taken proactive measure to impose restrictions on operation of A320neo aircraft.

Thus the allegations are not true.

## **iii) DGCA has not grounded the entire fleet**

Both the issues have been addressed by M/s Pratt & Whitney with the modification of No. 3 bearing and incorporation of new combustion chambers. However, engines issues on A320neos are continuously monitored by DGCA and there is no compromise on safety.

Recently, two incidents of Airbus A 320neo of aborted take-off and In-flight Shut Down (IFSD) due to engine failure were reported by M/s IndiGo on 11 Jan, 2018 and 29 Jan, 2018 respectively, which were due to other than the reasons mentioned in Para (i) above. In this regard, DGCA as a precautionary measure, had taken up this issue with the operator to take up the matter with M/s Airbus and M/s Pratt & Whitney. It may be stated that these failures occurred on the engines S/N P 770450 and beyond.

In compliance with EASA Emergency Airworthiness Directive of 09 Feb, 2018, three A320neos of IndiGo aircraft have since been grounded, which were fitted with engines having serial no. 450 and beyond.

Thus the conclusions drawn by the news channel are not true.

**iv) DGCA file notings indicating that engines were faced with problems before launch and known to the manufacturer**

After taking series of remedial actions to address the issues related to combustion chamber distress, and no. 3 bearing seals, the manufacturer requested DGCA to review the reduced combustion chamber inspection requirements, and aligning the DGCA limit with the manufacturer recommendation. The request was examined, and due to the fact that the engine problems were not completely eliminated, and isolated cases of engine failures due to other reasons were also reported, manufacturer's request was not agreed to.

The file notings shown during the news were not in its entirety and only selected part of the noting was displayed. The above notings were in the context of the above request of engine manufacturer to review and removal of restrictions imposed by DGCA on PW1100 engines in view of failure of combustion chambers and No. 3 bearing.

Therefore, the facts presented in the news item were misleading.

**v) Recent Emergency Airworthiness Directives issued by EASA**

The recent emergency airworthiness directive issued by EASA has been reviewed by DGCA and measures recommend in EASA have been complied by the operators. Three IndiGo A320neo aircraft installed with both the engines having affected serial nos. have been grounded.

It may be stated that this occurrence is common to the entire fleet of A320neo fitted with PW1100 engines having serial no. 450 and beyond and being operated globally and not merely in Indian context.

In the interest of safety of aircraft operation, DGCA always takes proactive steps as has been taken in case of combustion chamber failure and no. 3 bearing failure for P&W 1100 series engines. Likewise, in the instant case of P&W 1100 engines serial numbers 450 and beyond, further course of action will be taken by DGCA after receipt of detailed report/inputs from EASA in this regard.

Therefore, the facts presented in the news were not correct.

In view of the above, it is stated that the news item aired by Times Now on 11 Feb 2018 between 2000-2100 hours on the subject matter was misleading, devoid of technical support, lacked material evidence and telecasted with a view to create sensation in the minds of travelling public.

It is once again reiterated that safety of aircraft operations is paramount for DGCA and it takes proactive measures in this regard.

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