GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
RAJYA SABHA
UNSTARRED QUESTION NO : 816
(TO BE ANSWERED ON THE 8th December 2025)

PILOT UNEMPLOYMENT AND TRAINING INFRASTRUCTURE DEFICIENCIES

816. DR. FAUZIA KHAN

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

(a) whether Government has taken note that despite high costs of training, large numbers of qualified pilots remain unemployed, reflecting a mismatch between training and job absorption in the aviation sector;
(b) if so, the steps taken to address the same and the rationale behind airlines hiring foreign captains even as Indian license holders struggle for placements;
(c) whether outdated aircraft, limited sorties and proliferation of unregulated ground schools have weakened the training pipeline; and
(d) the concrete steps being taken to modernize training infrastructure, enforce stricter oversight of flying schools and ensure fair employment opportunities for Indian pilots?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION

(Shri Murlidhar Mohol)

(a)The details of pilots employed with major airlines are as follows:

S. No.	Airlines	Total
1.	Aakasa Air	466
2.	Alliance Air	111
3.	Air India	6350
4.	Air India Express	1592
5.	Indigo	5085
6.	Spicejet	385

The rate of employment among qualified pilots is dependent on market forces.

(b) There is no such discrimination or preference in practice, however, the rationale behind airlines hiring foreign pilots inter-alia, is requirement of specific type rated pilot in light of fleet expansion and time bound operational requirements of

airlines.

(c) & (d) Flying Training Organizations are continuously upgrading their aircraft fleet by regularly inducting training aircraft fleet. DGCA facilitated the induction of 61 training aircraft by FTOs in the year 2025 (till Nov 2025). DGCA has approved two Flying Training organizations in 2025. As on Nov 2025, India has 40 FTOs operating across 62 bases.

The flying training syllabus for PPL and CPL training encompasses all the training sorties and ground training as laid down in DGCA's Civil aviation requirements and DGCA approved Training and Procedures Manual of FTOs.

Modernization of flying training infrastructure is market dependent and is undertaken on basis of commercial consideration of the FTO. Ministry currently has no intervention in the same.

However, India being an ICAO member, DGCA aligns its training and regulatory framework to ICAO's Standards and Recommended Practices (SARPs). DGCA regularly assesses the quality and adequacy of flying training through robust regulatory framework.
A continued review of safety standards is undertaken during surveillance of these FTOs as per published Annual Surveillance Plan of DGCA. Special Safety Audits and Spot Checks are also carried out as and when needed.

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