

**GOVERNMENT OF INDIA**  
**MINISTRY OF CIVIL AVIATION**  
**Lok Sabha**  
**UNSTARRED QUESTION NO. : 1920**  
**( TO BE ANSWERED ON THE 28th July 2022 )**  
**SHORTAGE OF COMMERCIAL PILOTS**

**1920. SHRIMATI SUNITA DUGGAL**

**Will the Minister of CIVIL AVIATION**

**be pleased to state:-**

- (a) whether Airlines are facing issues to introduce flights due to shortage of commercial pilots in the country on new routes or increase in frequency of existing flights and if so, the details thereof;**
- (b) the details of the steps being taken by the Government to tackle the issue as the Indian Civil Aviation Market is the fastest growing in the world; and**
- (c) the details of data of licence issued to commercial pilots by the training academy after 2010, year-wise?**

**ANSWER**

**Minister of CIVIL AVIATION (Shri Jyotiraditya M&#46; Scindia)**

**(a) to (c) There is no shortage of pilots in India. There is, however, a marginal shortage of commanders on certain types of aircraft and the same is being managed by utilising foreign pilots by issuing Foreign Aircrew Temporary Authorization (FATA). There were 82 FATA-holders in India as on 30th June 2022, as compared to over 9000 pilots employed with airlines in India.**

**;**

**The number of pilots receiving their Commercial Pilot Licences (CPL) in India is increasing every year. DGCA issued 862 CPLs in 2021, an all-time high.**

**The total number of flying hours at Indian Flying Training Organizations (FTO) increased from 1.20 lakh hours in the pre-**

**COVID year (2019) to 1.62 lakh hours in 2021. The improvement in 2021 is despite severe disruptions due to the COVID-19 second wave, Cyclone Yaas, Cyclone Tauktae, early onset of monsoons and rising cost of imported aviation fuel.**

**The Government-owned FTO - IGRUA (Amethi, UP) - operated at an all-time high of 19,110 flying hours in 2021-22, despite the severe disruptions mentioned above. In comparison, before COVID-19, it operated 14,830 flying hours in 2019-20 and 14,039 flying hours in 2018-19.;**

**The number of FTOs and the annual production of pilots is likely to increase further. In 2020, the Airports Authority of India (AAI) came up with a liberalised FTO policy wherein airport royalty payments (revenue share payment by FTOs to AAI) was abolished and land rentals were significantly rationalised. ;**

**In 2021, after a competitive bidding process, AAI awarded nine FTO slots at five airports at Belagavi (Karnataka), Jalgaon (Maharashtra), Kalaburagi (Karnataka), Khajuraho (Madhya Pradesh) and Lilabari (Assam). As on 30th June 2022, four of these FTOs - two at Kalaburagi and one each at Jalgaon and Lilabari - have commenced commercial operations.;**

**In June 2022, after a competitive bidding process, six more FTO slots were awarded by AAI at five airports namely: Bhavnagar (Gujarat), Hubballi (Karnataka), Kadapa (Andhra Pradesh), Kishangarh (Rajasthan) and Salem (Tamil Nadu). ;**

**The details of data of licenses issued to commercial pilots by the training academy after 2010, year wise is attached at Annexure.**

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## ANNEXURE

### ANNEXURE IN REPLY TO LOK SABHA UNSTARRED QUESTION NUMBER 1920 FOR ANSWER ON 28<sup>TH</sup> JULY 2022

Year-wise details of Commercial Pilot Licenses (CPLs) issued after 2010

Year	Number of CPLs issued
2011	823
2012	654
2013	591
2014	896
2015	394
2016	537
2017	552
2018	640
2019	744
2020	578
2021	862
2022 (Till 30 <sup>th</sup> June)	699
<b>Total</b>	<b>7970</b>