

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
Lok Sabha
STARRED QUESTION NO. : 252
(TO BE ANSWERED ON THE 8th August 2024)
GROWTH OF CIVIL AVIATION INDUSTRY

252. DR. RANI SRIKUMAR

SMT KANIMOZHI KARUNANIDHI

Will the Minister of CIVIL AVIATION

be pleased to state:-

- (a) the details of potential growth of Civil Aviation Industry in the country and the number of Captains, Pilots and Airline crew staff required to cater to the need;**
- (b) the details of the shortage of Captains, Pilots and Airline crew staff in the Civil Aviation Industry of the country;**
- (c) the manner in which the Government has planned to tackle the pilot shortage issues in the Civil Aviation Industry in the country;**
- (d) the details of the number of pilot training institutes along with the average cost of pilot training in the country; and**
- (e) the measures taken by the Government to make pilot training affordable and accessible to people from poorer socio- economic backgrounds?**

ANSWER

Minister of CIVIL AVIATION (Shri Kinjarapu Rammohan Naidu)

(a) to (e) A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (A) TO (E) IN RESPECT OF LOK SABHA STARRED QUESTION NO. 252 FOR REPLY ON 08.08.2024 REGARDING GROWTH OF CIVIL AVIATION INDUSTRY ASKED BY DR. RANI SRIKUMAR AND SMT. KANIMOZHI KARUNANIDHI; (a) and (b) The Government has formulated the National Civil Aviation Policy, 2016 to provide a conducive ecosystem for overall growth of the Indian Aviation Sector, which involves infrastructure development of airports through Greenfield projects as well as under the UDAN scheme. The airline operators induct new aircraft in their fleet to cater to the growing demand of air transport. The details of orders placed by major airlines are at Annexure-I. Ministry of Civil Aviation does not maintain any such data regarding number of Captains, Pilots and Airline crew staff required to cater to the need. Presently, there is no shortage of Pilots and Airline Crews in the Indian Aviation Sector. The number of Commercial Pilot Licenses (CPLs) issued during last five years is as mentioned below: Year Issued CPLs 2019 744 2020 578 2021 862 2022 1165 2023 1622 2024 (till 17.07.2024) 739 Total 5710 (c) The steps being taken to augment the supply of trained pilots in the country are as follows:- (i) To augment the supply of trained pilots in the country, the Airports Authority of India (AAI) has brought out a liberalised Flying Training Organisation (FTO) policy whereby the concept of airport royalty (revenue share payment by FTOs to AAI) has been abolished and land rentals have been significantly rationalised. (ii) After a competitive bidding process in two phases in 2021 and 2022, respectively, AAI has

awarded 15 FTO slots at 10 airports. The present status of these slots is below:- ; Airports

Slots	Status;	No. of
	Belagavi (Karnataka)	
2	1 Operational;	Jalgaon
(Maharashtra)	2	All
Operational;	Kalaburagi (Karnataka)	2
All Operational;	Khajuraho (Madhya Pradesh)	2
All Operational;	Lilabari (Assam)	1
Operational;;	Bhavnagar (Gujarat)	2
1 Operational;	Hubballi (Karnataka)	1
Under Process;	Kadapa (Andhra Pradesh)	1
Under Process;	Kishangarh (Rajasthan)	1
Operational;	Salem (Tamil Nadu)	1

(iii) Directorate General of Civil Aviation (DGCA) has introduced Online-On Demand Examination (OLODE) for the Aircraft Maintenance Engineers (AME) and Flying Crew (FC) candidates with effect from November 2021. This facility allows candidates to choose the date and time from the available exam slots. (iv) DGCA has modified its regulations to empower Flying Instructors with the right to authorise flight operations at FTOs. This was earlier restricted to the Chief Flying Instructor (CFI) or Deputy CFIs only. (v) DGCA issued regulation, CAR-147 (Basic) - approved Basic maintenance Training organisation. The regulations are in line with international standards of International Civil Aviation Organisation (ICAO) and harmonised as per EASA regulations. The regulation streamlines the syllabus and skilled training requirements for the development of competent/ skilled manpower for maintenance of aircraft. These reforms have facilitated growth of FTOs and consequently number of CPLs have increased in recent years. (d) Currently,

there are 37 Flying Training Organizations (FTOs) in the country operating at 57 bases which are imparting flying training to cadets. List of these FTOs is attached as Annexure-II. The cost of training in Indira Gandhi Rashtriya Uran Akademi (IGRUA) is Rs 45 lacs. It includes Rs 16 lacs as fuel cost, Rs 25 lacs as Flying Instructor Cost, Maintenance of Aircraft and other Administrative Cost and Rs 4 lacs as Simulator and Ground Classes. (e) To reduce the cost of aviation courses, Ministry of Civil Aviation has approved liberalised Flying Training Organisation (FTO) guidelines wherein the concept of airport royalty (revenue share payment by FTOs to AAI) has been abolished and land rentals have been significantly rationalised. Further, no additional charges shall be levied from FTOs over and above the Lease Fee or Concession Fee, whichever is higher.

Annexure I

**ANNEXURE IN REPLY TO LOK SABHA STARRED QUESTION
NO. 252 DUE FOR ANSWER ON 08.08.2024**

Aircraft orders placed by Major Airlines

S. No.	Name of the operator	Type of aircraft	No. of aircraft ordered	Year	No. of aircraft already imported as on 30.06.2024	Tentative timelines for induction
1	Air India Group	A320/A321	210	2023	23	2023 to 2032
		A350	40	2023	6	2023 to 2032
		B787	20	2023	-	2025 to 2034
		B777	10	2023	-	2025 to 2034
		B737-8	190	2023	22	2023 to 2032
2	InterGlobe Aviation Limited (Indigo)	A320	400	2015	205	Ongoing
		A320	300	2019	-	2025 onwards
		A320	500	2023	-	2030 onwards
		A350	30	2024		
		ATR 72-212A (600)	50	2017	45	Ongoing
3	SNV Aviation Pvt. Ltd. (Akasa Air)	13737-8	76	2021	23	Ongoing and will be inducted until
		B737-8	150	2024	-	2027 to 2032
Total			1976		324	

Source: Directorate General of Civil Aviation (DGCA)

Note:

1. Aircraft induction by the airline operators would be accompanied with re-delivery/export of their existing aircraft in line with expiry of the lease periods. The aircraft induction would therefore cater for increase in airline fleet as well as replacement of existing fleet over the time.
2. Airline operators would plan/optimize their fleet over the time based on commercial considerations.

ANNEXURE II

**ANNEXURE IN REPLY TO LOK SABHA STARRED QUESTION NO. 252 DUE
FOR ANSWER ON 08.08.2024**

STATE-WISE DISTRIBUTION OF FLYING TRAINING ORGANISATIONS

State	Number of FTOs
Bihar	1
Gujarat	2
Haryana	2
Jharkhand	1
Karnataka	2
Kerala	1
Madhya Pradesh	5
Maharashtra	8
Odisha	1
Punjab	1
Rajasthan	2
Tamil Nadu	1
Telangana	4
Uttar Pradesh	6
Total	37

Source: Directorate General of Civil Aviation
