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REF: CIMOCA /01-23, DATED 15<sup>TH</sup> DEC 2023

To

**The Honorable Cabinet Minister**

**Ministry of Civil Aviation**

**Government of India**

**N.Delhi-110003.**

**SUBJECT: PILOT SHORTAGE: INNOVATIVE SOLUTION: Permission to Use Trainer Aircraft in multiple role to Reduce Flying Training Fees**

Kind Attn.: Shrimant Jyotiraditya Scindia

Respected Sir

We express our gratitude for your unwavering dedication to the advancement of the Aviation Industry in India. Thanks to your reforms, aviation has become an integral part of everyday life, transcending its previous status as a luxury mode of transportation. As we look ahead, the increasing demand for airplanes necessitates a substantial number of pilots.

Sir, we are aware that becoming a pilot is a financially demanding endeavor, and unfortunately, many aspiring individuals may not have the opportunity to pursue this career path. While certain state governments offer scholarships, these initiatives do not effectively benefit the wider community. The only viable solution, in the best interest of aspiring pilots, is to reduce the cost of training through various measures. One significant step towards achieving this goal would be to grant FTO Operators permission to utilize their aircraft for charter, joyride, para-jumping, cargo, and other activities when there are no training flights scheduled.

By allowing FTO Operators to engage in multiple modes of operation, they can generate additional income, making the FTO business model more sustainable. Consequently, numerous training clubs will emerge within the country, thereby reducing the outflow of foreign currency. The multifaceted use of training aircraft will undoubtedly lower training costs, enabling a larger number of individuals to pursue a career in aviation.

If your esteemed office were to take the initiative, the aircraft imported for FTOs could be utilized for their intended purpose, as well as for various other activities permitted under the airworthiness/type acceptance granted to the specific model of the aircraft, in accordance with the relevant CARs. It is important to note that once registered in India, the aircraft will be maintained, operated, and, if necessary, de-registered in compliance with Indian rules, regulations, procedures, and any conditions specified by DGCA India. There are no binding limitations in this regard, and internal acceptance can be achieved without compromising the safety standards of the aircraft. We sincerely hope that you will consider these proposals and take the necessary steps to support growth. By adhering to the regulations set by DGCA India, we aim to ensure the highest level of safety and efficiency for the aircraft operations in India.

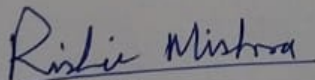
To facilitate a comprehensive discussion on this matter, I kindly request that concerned officials from your esteemed department be directed to engage in a detailed dialogue. We would greatly appreciate the opportunity to present our views and insights during this discussion, as we believe it will contribute significantly to the enhancement of flight training practices.

Recognizing the importance of thorough consideration, we seek your invaluable support for this pilot study. By actively involving FTO operators and gathering real-world feedback, we can make necessary adjustments to ensure a seamless transition towards more efficient and sustainable training practices. This collaborative approach will undoubtedly position Indian Aviation at the forefront of global advancements, setting a new standard for innovation in pilot training.

Your time and consideration in this matter are greatly appreciated. We firmly believe that your support can usher in a new era of excellence and transformation in the field of Pilot Training, ultimately benefiting our nation's aviation landscape.

Once again, thank you for your attention to this matter, and we remain optimistic about the transformative impact this initiative can have on our nation's aviation landscape.

Sincerely,



**Rishikesh Mishra**, Director

Centre for Aviation Policy Safety and Research