

PART II — FLIGHT TRAINING

The Government of India is a dominant influence in flight training, through relatively consistent regulation as well as through irregular subsidies of funds and aircraft. The unpredictability of the latter has fostered among the flying clubs a dependence and an inability to plan and set independent directions. The training subsidies for students (Indian nationals) have naturally decreased the time available for club and leisure flying and increased the time allocated to training.

FACILITIES

Civilian flying training in India is carried out through 22 private and 6 state-owned flying clubs and one central government flying school. The majority of the flying establishments are affiliated with the Aero Club of India. Aircraft procurement for the clubs is done either collectively by the government through the Aero Club of India, or individually by the flying clubs themselves. Fifteen of the flying establishments are sponsored and maintained by their respective state governments. The flying clubs provide initial training, generally up to the level of a Private Pilot's Licence.

The Central Government school, the Indira Gandhi Rashtriya Uran Akademi (IGRUA) at Furstatgang in Uttar Pradesh, has a modern fleet of 7 Aerospatiale Trinidad basic/advanced trainers, 2 Beech Kingairs and 2 Robinson R22 helicopters. The 1992-93 budget allocation to IGRUA by the Ministry of Civil Aviation was Rs. 150 million.

The flying clubs tend to differ quite markedly in the service that they offer to students. Many, such as Delhi and Baroda, have good reputations, some, such as Bombay, offer indifferent service, and others appear to be experiencing financial difficulties. Both the flying clubs and IGRUA offer training for Indian nationals that is heavily subsidised by the Ministry of Civil Aviation at 15% of the normal cost for the first 60 hours of training. The Ministry provides further subsidised training for the Assistant Flying Instructors Rating. While there are about 500 students who join this system each year, there is a heavy drop out rate. For a listing of Flying Training Establishments see Appendix J.

About 150 commercial pilots are trained each year in India. The majority are trained at Indian Airlines' Central Training Establishment in Hyderabad. Many more commercial pilots have received training through the various aviation corps of the Indian Armed Forces. With the emergence of the private airlines, an acute shortage of commercial pilots has occurred. As many of the private airlines are operating Boeing 737 aircraft, they have been active in wooing pilots away from Indian Airlines. Over 100 pilots have left in the last year, as the private airlines are offering salaries as much as five times more than those offered by Indian Airlines. To stem this exodus, in early 1993, the Government announced a restriction on private airlines hiring Indian Airlines pilots.

Indian Airlines' Central Training Establishment (CTE) has two A-320, one A-300, one B-737 (3-axis), one B-737 (6-axis) and one HS-748 simulators. The CTE, according to its former Director, Captain R.P. Barnwal, plans to phase out its B-737 and HS-748 simulators as they have become obsolete. Indian Airlines has also trained pilots and flight engineers from other organizations such as Air-India and the Indian Air Force at its facilities.

At its Operations Training Centre in Bombay, Air-India conducts all its flight crew training. It has Boeing 747 and Airbus A-310-300 simulators. These six degrees freedom of motion simulators are equipped with visual systems capable of generating colour day/dusk/night airport scenes. A new Boeing 747-400 simulator is expected to be operational in September.

Two private airlines, East West Airlines and Jet Airways, have indicated their intention to set up training establishments for pilot training. Mr. Vijayapat Singhania has also indicated his intention to set up a training facility with a B-737 simulator.

AIRCRAFT

In the 1970s and 1980s, all twenty-eight flying clubs used de Havilland Chipmunks and HAL Pushpaks. Towards the end of the 1980s, the Aero Club of India secured an advantageous deal with Cessna Aircraft