

**ESTIMATES COMMITTEE  
1960-61**

**HUNDRED AND FIFTEENTH REPORT**

(SECOND LOK SABHA)

**MINISTRY OF TRANSPORT AND COMMUNICATIONS  
(Departments of Communications and Civil Aviation)—  
TRAINING AND EMPLOYMENT OF CIVIL PILOTS**



**LOK SABHA SECRETARIAT  
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### Hundred and Fifteenth Report of the Estimates Committee on Training and Employment of Civil Pilots.

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1960-61

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## INTRODUCTION

I, the Chairman, Estimates Committee, having been authorised by the Committee to submit the Report on their behalf present this Hundred and Fifteenth Report of the Estimates Committee on the Ministry of Transport and Communications (Departments of Communications and Civil Aviation)—Training and Employment of Civil Pilots.

2. The circumstances leading to the examination by the Committee of this *ad hoc* subject referred to them by the Speaker, Lok Sabha, are stated in the following chapter.

NEW DELHI;  
*The 24th March, 1961.*  
*3rd Chaitra, 1883 (Saka).*

H. C. DASAPPA,  
*Chairman,*  
*Estimates Committee.*

## PREFACE

In reply to Starred Question No. 302 of 23rd February, 1960 and supplementaries raised thereon (Appendix I), the Deputy Minister of Civil Aviation informed the House that about 40 pilots, who had recently completed their course at the Civil Aviation Training Centre at Bamrauli (Allahabad) and had obtained their 'B' Class licences, were unemployed on 31st December, 1959. Further 32 pilots were at present undergoing training at this Centre. Action had been taken to select 30 more candidates for training which was expected to commence in July, 1960; they would complete their training after two years. A—Original.

2. The Deputy Minister informed the House that the pilots would have to seek employment with the Air Transport Industry or the Flying Clubs. Information regarding these unemployed pilots was also being communicated to the Ministry of Defence in case they were able to utilise their services. It was stated by him that the average expenditure at the Civil Aviation Training Centre at Allahabad came to about Rs. 52,000 *per capita* per trainee. He added that the intake of the trainees was based on the estimated requirement of pilots in the next two or three years.

3. When the Estimates Committee (1956-57) examined the estimates of the Indian Airlines Corporation, the Committee were given to understand that there was a shortage of pilots in the I.A.C. In para 164 of their 43rd Report (First Lok Sabha), the Committee observed: B—Earlier Committee's observations.

“164. The Committee understand that wide disparities exist in the flying hours of different pilots and that it is due to the fact that pilots of particular types and endorsements are not available. Also owing to a shortage of pilots, the Corporation has not been able to get sufficient number trained. The Committee feel that this situation should be remedied as early as possible. . . . .”

4. Thus there was a shortage of pilots in 1956-57 and the question of their unemployment did not arise. The Estimates Committee had no occasion, therefore, to dwell

on this aspect either in their 41st Report on 'General Matters and Air India International Corporation' or 43rd Report on 'Indian Airlines Corporation'. The Committee, however, referred to some general aspects of "Training" in para 126 of their 41st Report and also in paras 167 to 175 of their 43rd Report on the Indian Airlines Corporation.

**C—Terms of Reference.**

5. From the statement made by the Deputy Minister of Civil Aviation, it appeared that the position with regard to the availability of trained pilots had changed since the Committee examined the subject last and there was a large surplus of trained pilots awaiting employment. Unless the trainees were suitably absorbed, the expenditure incurred on their training was likely to prove infructuous not to speak of the disappointment and hardships to the unemployed pilots. Considering that Government were spending about Rs. 52,000 per head on training the pilots, such expenditure would by no means be negligible. The Speaker, therefore, felt that the Estimates Committee might usefully examine in detail the arrangements made for selecting the number of candidates for training as pilots and for their suitable employment. The subject was thus referred by the Speaker to the Estimates Committee for examination. The terms of reference were as follows:

"To examine:

- (i) the basis on which the number of candidates are selected by the Civil Aviation Department for training as Pilots;
- (ii) the number of Training Centres in the country for training civil pilots and the number of pilots that can be trained in such centres during the period for each full course;
- (iii) the extent to which the number selected for training as pilots is correlated with the requirements of the country in Civil Aviation, the Indian Air Force and the Flying Clubs;
- (iv) the steps that are taken by the Civil Aviation Department for absorption of the trained pilots in Civil Aviation, Flying Clubs and in the Indian Air Force;
- (v) the manner in which the pilots trained so far are employed and the number unemployed;
- (vi) steps necessary to ensure all pilots trained in recognised Civil Aviation Centres are suitably employed."

6. The Committee examined apart from official witnesses including the Director General of Civil Aviation, the General Manager of the I.A.C. and the representatives of the Ministry of Transport and Communications (Departments of Communications and Civil Aviation) two non-officials competent to speak on the subject viz., Wing Commander R. Vaughan-Fowler, Editor, Asian and Indian Skyways, Bombay and Shri Biren Roy, M.P., President, the Bengal Flying Club, Ltd., Calcutta. At the request of the Committee Shri J. R. D. Tata, Chairman, Air India International submitted a Memorandum containing a number of useful suggestions for the training of Commercial Pilots. The Committee are grateful to them. The Committee's recommendations/observations in this behalf are set forth in the succeeding paragraphs.

D—Evi-  
dence.

## II INTRODUCTORY

### Historical

**A—Recent Growth of Aviation Training.**

7. In India the needs of the Air Transport Industry became noticeably perceptible after the last war. In November, 1946, the Communications and Aerodrome Schools were established by the Government at the Civil Aviation Training Centre, Saharanpur, but the Aerodrome School there was soon closed. The present Flying School and Aerodrome School were established at Allahabad in August 1948. The Engineering School was established also at Allahabad in October, 1950. Later on, in December, 1950, the Communications School was also shifted to Allahabad. The integrated aviation schools at Allahabad are collectively known as Civil Aviation Training Centre.

**B—The Master Committee.**

8. In April, 1952, Government appointed a Committee with Shri M. A. Master as Chairman, to examine the existing system of civil air pilots training in all its aspects and to recommend measures for its improvement consistent with economy. This Committee (hereinafter referred to as the 'Master Committee') submitted its report to the Government in January, 1953.

**C—The Raha Committee.**

9. Another Committee under the Chairmanship of Shri K. M. Raha (then Deputy-Director General, Civil Aviation) was set up by Government in 1957 to examine the existing system of selection of trainees for admission to the Civil Aviation Training Centre, Allahabad, (hereinafter referred to as 'C.A.T.C.')

and to the Flying Clubs for training given by the clubs and to recommend measures for improving the existing methods of selection. It was required to examine the system of training of civil air pilots obtaining at the C.A.T.C., Allahabad. This Committee (hereinafter referred to as the 'Raha Committee') submitted its report to Government in January, 1958.

**D—Recommendations of the Raha Committee.**

10. The Raha Committee recommended that the Air Force should not be relied upon wholly to meet the entire demand for commercial pilots in future though due weight should be given to the possibility of obtaining at least a part of the number required from the Air Force. It also recommended that the flying school of the C.A.T.C. was essential

and should be maintained for training of at least half the expected demand of commercial air pilots in the years to come. The idea was that the other half could be met from amongst the Indian Air Force Pilots. It accepted the estimate of Civil Aviation Department that the total demand for commercial air pilots in the foreseeable future was not less than 50 per year, and recommended that the Flying School at the C.A.T.C. should train 50 per cent of this number, *i.e.* 25 pilots a year. Allowing for the wastage during training, the Raha Committee recommended that the number to be admitted for training should not exceed 30 a year. Government accepted this recommendation.

### III

#### PRESENT EMPLOYMENT POSITION OF PILOTS

##### A. The manner in which the pilots trained so far are employed and the member unemployed

(i) D.G.C.A.'s estimate of number of unemployed pilots.

11. The Committee were informed that according to the records of the D.G.C.A., 34 pilots with current 'B' Licence were unemployed on 30th September, 1960. Of these, 8 pilots had been trained at the Flying Clubs and the remaining 26 at the C.A.T.C. The pilots, whose licences were not current, did not keep the D.G.C.A. informed how they were employed. It is thus difficult for the D.G.C.A. to give the accurate figures of such unemployed pilots. However, about 17 pilots whose commercial 'B' Licences had expired were also stated to be unemployed as on 30th September, 1960.

(ii) Figures furnished by the Deputy Minister of Civil Aviation to the House.

12. While replying to S.Q. No. 70, dated the 16th February, 1961, the Deputy Minister of Civil Aviation indicated the number of 'B' Licences issued during the last five years as follows:

Year	No. of licences issued
1956	29
1957	20
1958	19
1959	72
1960	27
TOTAL	167

13. A tabular statement showing the employment position of pilots in the Indian Airlines Corporation is given in Appendix II. From this statement it would be observed that the number of pilots recruited by the Indian Airlines Corporation during the years 1956-57 and 1957-58 were 44 and 57, while the number who were issued 'B' licences in those years were 29 and 20 respectively. It is not clear wherefrom the additional number were recruited. The number of pilots recruited since 1958-59 was only 26 as against the number of 'B' Licences of 118 issued over the same

*period. The Committee regret that a complete record of the unemployed trained pilots is not apparently maintained.*

*The Committee understand that information in respect of unemployed pilots who do not keep their licences current is not available with the D.G.C.A. The Committee, therefore, suggest that efforts should be made to collect information in respect of all trained pilots so that in times of emergency the services of much pilots whose licences have not been renewed can also be made use of by giving them some refresher courses.*

(iii) Register to keep watch over the employment of civil pilots trained at CATC and the Flying Clubs.

## **B. The basis on which the number of candidates are selected by the Civil Aviation Department for training of pilots**

14. Pilots licences are of two kinds:

- (a) Private flying for pleasure and sport ('A' Licence).
- (b) Professional flying in the capacity of commercial pilots ('B' Licence).

(i) Programme of training based on pilot requirement of the I.A.C.

The Committee were informed by the Ministry of Transport and Communications that the requirements of commercial pilots were assessed in consultation with the I.A.C., non-scheduled operators and Flying Clubs having regard to the availability of equipment and instructional staff. The programme for training of pilots at the C.A.T.C. is adjusted to suit the requirements of the I.A.C. who are the main employers in the country. Only one or two extra candidates are added for non-scheduled operators.

15. In his d.o. letter No. 243/IAC/56, dated December 10, 1956 (Appendix III), the Chairman of the I.A.C. made a firm commitment to the Director General of Civil Aviation that the I.A.C. would require a total of 127 pilots, or an average of 21 pilots per quarter till June, 1958. As regards the requirements beyond June 1958, the I.A.C. were of view that it was necessary to carry a surplus fleet as the entire crew was practically denied leave during the previous 3 years and that for the first two or three years and at any rate after the middle of 1958 the estimate of 30 to 45 pilots a year was not on the high side. The D.G.C.A. was requested to speed up the programme of training accordingly.

(ii) I.A.C.'s widely varying estimate of its pilot requirements.

16. In June, 1958, the General Manager of the I.A.C. informed the D.G.C.A. that on recalculation, it was found



that the Corporation would be requiring only 42 pilots during the year 1958. The future annual requirement of the Corporation was assessed between 30-35 pilots *vide* I.A.C.'s letter No. COM/AD-5/B/9579/1006, dated the 25th June, 1958 reproduced in Appendix IV. These estimates also later on proved to be very much on the high side.

17. In April, 1959, the I.A.C. communicated a further reduction of their annual requirements to only 10 pilots as against the earlier demand of 30 to 35 pilots. The original estimate of strength of pilots in I.A.C. was also stated to have been reduced to 350 against the earlier figure of 420 *vide* I.A.C.'s letter No. COM/AD-45/312/275, dated 28th April, 1959 (Appendix V). No additional courses for pilots' training were instituted at C.A.T.C. after I.A.C. submitted their reduced crew requirements in April, 1959 till August, 1960 when XV training course was commenced.

A tabular year-wise statement of the target figures to be reached and the estimates is given below:—

	Estimated total to be reached	Estimate per year
1956	397 (to be reached by middle of 1958).	30 to 45
1957	420	Not known.
1958	384	30 to 35
1959	350	10

(iii) Net effect of I.A.C.'s assessment of pilots require ment.

*Thus an assessment of an initial requirement of 127 pilots till 30th June, 1958 and a recurring annual estimate of 30 to 45 pilots a year beyond the middle of 1958 intimated by the I.A.C. in December, 1956 came down by early 1959 to ten pilots a year.*

(iv) Reasons given by D.G.C.A. for pilots' un-employment.

18. The Director General of Civil Aviation informed the Committee that the pilot training programme in the C.A.T.C. had been regulated on the basis of the requirements of pilots intimated by the I.A.C. He admitted that the estimates made by the I.A.C. had been accepted without independent scrutiny. The varying assessment of I.A.C.'s requirements was one of the major causes of trained pilots being unemployed. *The Committee were also informed by the D.G.C.A. that the Flying Clubs were responsible for continuing the training of 95'B' licence pilots of which 65 had completed their training and got 'B' licences. It is doubtful if this fact was fully kept in view at the time of assessing the requirements of pilots by either I.A.C. or D.G.C.A.*

19. The Committee were informed by the Ministry that the present phenomenon of the unemployment of the commercial pilots trained at the C.A.T.C. was mainly attributable to the introduction of heavier and faster aircraft on the I.A.C. and A.I.I. services. The General Manager, I.A.C. who was examined by the Committee also said that their high estimate of pilots requirement was mainly due to their failure to appreciate in time the impact of the introduction of heavier and faster aircraft. He admitted that this could have been foreseen and the requirements of pilots intimated by the I.A.C. in 1956 and 1958 were primarily responsible for the present phenomenon of unemployment of pilots. He also explained that the requirement of 42 pilots for the year 1958, intimated to the D.G.C.A. in June, 1958 was based on the anticipation that the I.A.C.'s contract for air dropping in NEFA would be renewed. The contract however was not renewed.

(v) Introduction of Heavier & Faster Aircraft.

20. *It is obvious that the high estimate of pilots requirements intimated by the I.A.C. in 1956 and 1958 and which was subsequently reduced to the small figure of ten has been the primary reason for the unemployment of a large number of trained pilots. This has primarily resulted from the failure of the I.A.C. to take into account the effects of the Viscount Service even in June, 1958 when some of these planes had already been put into operation. The Government on its part depended only on the assessment made by I.A.C. and did not choose to make any independent assessment of its own having regard to the changes that were taking place in replacing the older and slower aircraft by the heavier and faster aircraft.*

(vi) Failure to appreciate the effects of Viscount services.

21. *It is regrettable that the Raha Committee which submitted its report in 1958, did not apparently make any allowance for reduction of requirements of pilots even after some of the Viscount planes had been put into operation. On the other hand, the D.G.C.A. and the representative of the Ministry informed the Committee during evidence that the introduction of heavier and faster aircrafts need not lead to a reduction in the number of pilots required, a contention not borne out by the present state of affairs.*

(vii) Failure of Raha Committee to appreciate the impact of Faster Aircraft.

22. The Committee have dealt with the steps necessary to find employment for trained pilots and co-ordination of training with employment in the next chapter.

## IV

### CO-ORDINATION OF TRAINING AND EMPLOYMENT

**A—Absorption of Pilots.**

23. The Committee understand that no new courses for training of commercial pilots were undertaken by the C.A.T.C after April, 1959 till August, 1960 when XVth training course was commenced which would turn out 15 trainees by 1962 apart from six Nepalese Nationals who are also being trained at the C.A.T.C. under the Colombo Plan. Government expect that by that time all the unemployed pilots would have been absorbed.

**B—Absorption in Flying Clubs.**

24. In the next Five Year Plan, Government propose to establish 15 more Flying Clubs, the aim being to have at least a Flying Club in each State. These Flying Clubs are autonomous bodies, registered either under the Indian Companies Act or the Indian Co-operative Societies Act. Their function is to impart training in hobby flying, Private Pilots' Licence and National Cadet Corps Flying. *With the setting up of more Flying Clubs in the III Plan, an avenue may be found for the absorption of some of the unemployed commercial pilots after giving them training as Instructors etc. in the Flying Clubs.*

**C—Absorption in I.A.F.**

25. *The Committee understand that the question of the absorption of some of the unemployed pilots in the I.A.F./ Auxiliary Air Force after giving them some specialised training has been taken up by the Ministry of Transport and Communications with the Ministry of Defence. The matter has been under consideration. As the matter has been pending for the last more than one year, the Committee suggest that an early decision may be taken in this behalf.*

**D—Absorption in the I.A.C.**

26. The General Manager, I.A.C., informed the Committee that though the number of the passengers would increase from 7,50,000 to 2½ millions and the carrying capacity would go up during the next five years, the number of the pilots would remain the same. The I.A.C., however, proposed to recruit 10 pilots this year and 10 more next year to meet anticipated wastage. *The Committee trust that the absorption of these 20 pilots, would afford some relief to the trained unemployed pilots.*

27. In the U.K., each student is sponsored by an airline operator who initially bears the cost of training in excess of the amount provided by Government grant. The student is not called upon to make any financial contribution whilst under training, but during the first five years of employment he pays out of salary about one third of his sponsor's outlay for training fees. Neither the D.G.C.A. nor the I.A.C. have any objection to the introduction of a similar system in India. *The Committee feel that it would be advisable to follow such a system in India, to ensure employment of trainees for at least a limited period after completion of training. They, therefore, recommend that a Government assisted scheme for the training of Civil Aviation pilots on the lines of the U.K. scheme may be evolved for all future courses of training of commercial pilots.*

E—U.K.  
System.

## SUGGESTED NEW AVENUES OF EMPLOYMENT

A—Agricultural Aviation.

28. One of the recommendations of the Master Committee was that such of the unemployed pilots holding 'B' Licences, as may be found suitable for such type of work as dusting of crops, spraying of chemicals, anti-malarial work, anti-locust operations, aerial survey, etc. should be given special training for that purpose, at the expense of the State. *The Committee understand that not much thought has so far been given to implement this. The use of aircraft for such purposes is likely to prove useful for agriculture. Such use of aircraft may also provide an additional scope for the employment of pilots.*

B—Feeder Services.

29. The Committee understand that there is a great scope for feeder air services in the country. Such feeder services can only be started by private operators if a no objection certificate is issued by the I.A.C. Though the I.A.C. does not raise any difficulties in issuing such certificates it has been represented to the Committee that the private operators are always apprehensive that such a service started and profitably operated by them is likely to be taken over by the Corporation. *The Committee feel that a specified period of assured operation may encourage the starting of feeder services and provide a good field of employment for pilots.*

C—Air Cargo.

30. The Committee have been informed that there is a considerable scope for carrying air cargo in the form of fresh fruits, fresh vegetables, fish and other perishable commodities. Asked whether any efforts have been made to explore the markets, the representatives of the Ministry stated that this was a question for the I.A.C. to look into. The General Manager of I.A.C. agreed with the Committee that if a proper search was made, there would be enough of air cargo. He gave the Committee to understand that the National Council of Applied Economic Research was conducting a survey in South India in this respect on behalf of the I.A.C. and the Corporation intended in due course to run a number of pure cargo services with Dakotas covering the whole country. The I.A.C. expected to fly about 12,000 to 15,000 hours for carrying cargo which was likely to

absorb about 20 of the pilots already employed in the Corporation. In their estimates for the next five years, they had already made allowances for that and their strength of 350 pilots would not call for an increase. *Successful carriage of air cargo is, however, likely to create additional demand which cannot be foreseen initially. The Committee suggest that the I.A.C. should start its proposed cargo services as early as possible so that its impact on the pilot employment aspect can be more accurately assessed.*

31. The Committee have been informed by Government that due to foreign exchange shortage import of light aircraft is not permitted at present. This according to the Ministry is undoubtedly impeding the growth of civil Aviation in the field of agricultural operations, executive and survey flights. It is likely that about 25 to 30 light aircraft, suited for agricultural aviation, executive and survey flights might be imported if the restrictions are withdrawn. This would open a new avenue of employment for these pilots and would also build up their experience to a stage where they could be more usefully employed by the I.A.C. or other non-scheduled operators of larger types of aircraft. Foreign Exchange to the tune of about Rs. 25 lakhs will be involved if 30 light aircrafts are to be imported. *The Committee hope that the suggestions made above by the Ministry will be examined and pursued further by them. It should be possible to get some of the light planes manufactured in the country with the help of H.A.L.*

D—Foreign  
Exchange  
Shortage.

## VI

### TRAINING OF PILOTS

**A. The number of training centres in the country for training civil pilots and the number of pilots that can be trained in such centres during the period for each full course.**

32. Training for Commercial Pilots Licences is imparted only at the Civil Aviation Training Centre, Allahabad. The total number of trainees that can be trained there in a year is about 50.

**B. Staff at C.A.T.C.**

33. The representatives of the Ministry of Transport and Communications informed the Committee that there was no continuity of staff maintained in the C.A.T.C. because of frequent transfers. They were entirely dependent for the Instructors on the I.A.C. who withdrew the pilots from time to time. *The ratio of instructors to trainees was also not satisfactory. It worked out at 1 : 8 or 9 compared to the usual requirement of 1 : 5.*

**C. Training in Turbine-engined Aircraft**

34. The Committee were informed that at the C.A.T.C. training is given only in flying of piston-engined aircraft and that it would increasingly suffer from the lack of facilities to impart advanced training in turbine engined aircraft which are universally displacing the piston engined type aircraft. *The Committee hope that the possibility of providing a course of training in this respect will be examined.*

**D. Control on C.A.T.C.**

35. The present difficulties of getting adequate number of Instructors has been already indicated about. It has been suggested to the Committee that it would be in the interests of proper training of pilots if the I.A.F. takes over the C.T.A.C., the D.G.C.A. containing to be responsible for the standards and certificates. There is, however, another opin-

ion that the training of commercial pilots should be different from that I.A.F. in the sense that while navigational efficiency should be of the same type as I.A.F. there are certain attitudes and approaches in the conduct of commercial pilots which cannot be identical with those of I.A.F. *The Committee suggest that even if I.A.F. cannot take over the control of C.A.T.C., the question of drawing on the I.A.F. for the instructional staff may be examined.*

NEW DELHI;

H. C. DASAPPA,  
*Chairman,*

*The 24th March, 1961.*

*3rd Chaitra, 1883 (Saka).*



## APPENDIX I

(Vide para 1)

**SQ. No. 302 answered on the 23rd February, 1960 with supplementaries raised thereon**

### EMPLOYMENT FOR TRAINED PILOTS

\*302. { **Shrimati Sucheta Kripalani:**  
**Shrimati Ila Palchoudhuri:**

Will the Minister of **Transport and Communications** be pleased to state:

(a) whether it is a fact that about 59 trained pilots who recently completed their course at the Civil Aviation Training Centre at Bamrauli (Allahabad) and obtained their 'B' Class licences, are unemployed;

(b) whether it is also a fact that 20 pilots are undergoing training at present at this Centre;

(c) whether it is also a fact that the Union Government have recently held competitive examinations and interviews to select another 30 candidates for training at the XVth Flying Training Course which commenced in January, 1960; and

(d) if so, what steps have been taken or are proposed to be taken to provide employment to those 59 pilots who have been sitting idle and those 20 who will shortly be completing their course?

**The Deputy Minister of Civil Aviation (Shri Mohiuddin):** (a) About 40 such pilots were unemployed on 31st December, 1959.

(b) Their number was 32 on 31st December, 1959.

(c) Yes, but the course is expected to commence only in July, 1960 and the candidates will complete their training after two years.

(d) The pilots have to seek employment with the Air Transport Industry or the Flying Clubs. Information regarding these unemployed pilots is also being communicated to the Ministry of Defence in case they are able to utilize their services.

**Shrimati Sucheta Kripalani:** May I know whether it is a fact that about Rs. 75,000/- are spent for training each of these pilots? If they are left unemployed, how do the Government propose to employ them?

**Shri Mohiuddin:** Yes, Sir. The average expenditure at the Civil Aviation Training Centre at Allahabad comes to about Rs. 52,000/-. The intake of the trainees is based generally on the estimated requirements of the pilots in the next two or three years. As far as possible the number is reduced if the employment potential is less.

**Shrimati Sucheta Kripalani:** Just now the hon. Minister has said that 40 out of the first batch are still unemployed, 20 are under training and they are proposing to train another 30. How does this figure square up with the reply that he has just now given?

**Shri Mohiuddin:** The estimate has been made on the basis that in about 1962 the requirement of the new pilots will be just over 100. The new recruitment is based on that estimate.

**Shrimati Sucheta Kripalani:** I understand, at present there is no proper co-ordination between the Civil Aviation Department and the IAF in employing 'B' licence pilots. How do they propose to remedy this defect?

**Shri Mohiuddin:** I have just now stated that the names of our unemployed pilots have been communicated to them. I expect that there will be more co-ordination.

**Shri S. M. Banerjee:** The hon. Minister has stated that the names have been forwarded to the Ministry of Defence and also to the Flying Clubs. I want to know as to how many of these trained pilots have been taken either by the Defence Ministry or by the Flying Clubs during 1959. Was anybody taken?

**Shri Mohiuddin:** I am not aware as to whether anyone was taken in the Defence Ministry, but as far as Flying Clubs are concerned, we are of course asking them to take the pilots that have passed from CATC, unless some other more experienced pilot is available to them.

**Shri S. M. Banerjee:** My question was specific whether anybody has been taken over by the Defence Ministry?

**Mr. Speaker:** He is not aware.

**Shri S. M. Banerjee:** So, what is the fate of these pilots? I want to know that.

**Mr. Speaker:** He says he is not aware. What more?

**Shri T. B. Vittal Rao:** A few years ago a committee known as the Master Committee was appointed to go into the question of the training of these pilots and the unemployment of pilots. They made several recommendations. After implementing those recommendations, the unemployment situation eased in that sector. How is it suddenly we see that 40 pilots are unemployed?

**Shri Mohiuddin:** The Master Committee was appointed about four years ago. Since then, another committee was appointed presided over by the Director General of Civil Aviation. Their recommendations have also been accepted. Their main recommendations are with a view to increasing the efficiency of the training and the efficiency of the licencees and other matters. It is not mainly concerned with the employment of the pilots.

**Shri Joachim Alva:** May I know why these pilots are kept on hanging unemployed? Why not entertain the idea of their being kept as second or third in command on a plane on a sustenance allowance, so that their training may not go rusty?

**Shri Mohiuddin:** The Indian Airlines Corporation take in new recruits as and when they require them. It is not possible for me to say whether they should be taken as second or third in command.

## APPENDIX II

(Vide para 13)

Statement showing employment of Pilots in the I.A.C.

TABLE I

Year	Total Hours flown per year	Hours flown by Viscounts	Mileage covered (in millions)	C. T. M. Obtained	Total number of pilots at the beginning of the year	Number of pilots Recruited	Average flying done by each pilot per month
1956-57	1,24,000	Nil	19.202	55.110	282	44 Second Officers 3 Commanders	74.4
1957-58	1,16,000	4935	18.319	56.988	301	57 Second Officers 3 Commanders	63.1
1958-59	1,19,000	23,168	19.535	64.075	333	17 Second Officers 9 Apprentice Pilots 2 Commanders	61.5
1959-60	1,17,000	25,211	19.402	67.870			
1. 4. 60 to 31. 10. 60	Available	Available	Available	Available	341	Nil	62.1
					327	Nil	64.5

19

TABLE II

Year	Pilots Re-leased to AII	Pilots Killed	Medically Unfit	Resigned	Total
1956-57	5	4	3	16	28
1957-58	14	4	1	9	28
1958-59	6	8	1	5	20
1959-60	Nil	4	3	7	14
				Total	90

### APPENDIX III

(Vide para 15)

*Copy of D.O. Letter from the Chairman, IAC to the DGCA*

#### INDIAN AIRLINES CORPORATION

No. 243|IAC|56

Thapar House,  
Queensway, New Delhi,

Dated Dec. 10, 1956.

Will you please refer to your letter No. 8|278|TRG, dated 7th December, 1956, regarding future requirements of the I.A.C. in respect of pilots? I enclose herewith a note from Capt. Chitambar on the subject.

2. I agree that our pilot strength should reach a figure of 397 by the middle of 1958 to enable us to cope with the expected volume of operations. This means that till 30th June, 1958, we shall require a total of 127 pilots or an average of 21 pilots per quarter. This may be taken as a firm commitment and I suggest that you may base your programme after taking into account such wastage as may be incidental to training as well as the requirements of other operators.

3. It is not easy to be so certain about our future requirements. Capt. Chitambar believes this to be somewhere between 35 to 45 pilots. Quite a number of our pilots are now in the age group of 40-45 and as such 5 to 7 years hence, there might be a substantial gap. Even so, there is no doubt that the minimum intake would be 25 a year. In certain years, owing to impending retirement or other unforeseen reasons, it may go up but provision for this could be made at a later date by stimulating recruitment to particular batches. I also feel that it would be of advantage to the I.A.C. to carry a little surplus fleet as practically the entire crew have been denied leave during the last 3 years and the position is not expected to be very much better during the next two to three years. As such, there may be rush for leave when the position is somewhat easier. I, therefore, expect that, at any rate, for the first two or three years beyond the middle of 1958, the estimate of Capt. Chitambar of 30 to 45 pilots a year is not on the high side. I shall be grateful if arrangements are made to speed up training accordingly as the demand must be met fully if we are to utilise our equipment effectively.

Yours sincerely,

Sd/- SHANKAR PRASAD.

Shri L. C. Jain, I.C.S.,  
Director General of Civil Aviation,  
Government of India,  
New Delhi.

## APPENDIX IV

(Vide para 16)

*Copy of Letter from General Manager, IAC to the DGCA*

### INDIAN AIRLINES CORPORATION

COM|AD-5|B|9579|1006

June 24|25, 1958.

#### CREW REQUIREMENTS

May I invite your attention to the correspondence resting with our Chairman's D.O. letter No. 243|IAC|56, dated 10th December, 1956, addressed to Shri L. C. Jain.

We have now re-calculated our pilots requirements in accordance with the new route pattern and have ascertained that, barring unexpected expansion, the total strength of pilots required will be 263 Commanders and 121 Co-pilots. Our present strength is 223 Commanders and 119 Co-pilots.

It will thus be seen that we require only 42 pilots more during this year to fill up our establishment.

For the future, our annual requirements for release of an average of ten pilots per year to the Air India International and to meet losses due to resignations, medical reasons etc., will range between 30 and 35 pilots.

We are giving this advance information so that you can rephase the training at C.A.T.C. in accordance with actual requirements.

Yours sincerely,

| Sd|- P. C. LAL.

Shri K. M. Raha,  
Director General of Civil Aviation,  
Government of India,  
New Delhi.

## APPENDIX V

(Vide para 17)

*Copy of D.O. letter No. COM|AD-45|312|275, dated the 28 th April, 1959, from Air Cdr. P. C. Lal, DFC to Shri K. K. Unni, Dy. Secretary, Ministry of Transport and Communications, Government of India, NEW DELHI.*

Reference your D.O. No. 12-CA|1-58, dated 25th April, 1959, regarding recruitment of Pilots from the Air Force.

2. We have recently reassessed our requirements of pilots and find that we need only about 350 instead of 420 estimated early in 1957. The revised figure allows for A.I.I's requirements and other incidental demands that may be made upon the I.A.C. I believe A.I.I's estimates of their requirements have also been reduced and are now much below what they were originally.

3. The present strength of pilots in the I.A.C. is 339. We, therefore, do not need to take over any experienced pilots from the Air Force, nor shall we need more than ten pilots a year from the CATC in future.

## APPENDIX VI

### *Statement showing the Summary of Conclusions/Recommendations of the Estimates Committee contained in the Report*

Serial No.	Para No.	Summary of Conclusions/Recommendations.
I	2	3
1	13	From the statement given in Appendix II, it would be observed that the number of pilots recruited by the Indian Airlines Corporation during the years 1956-57 and 1957-58 were 44 and 57, while the number who were issued 'B' licences in those years were 29 and 20 respectively. It is not clear where from the additional number were recruited. The number of pilots recruited since 1958-59 was only 26 as against the number of 'B' Licences of 118 issued over the same period. The Committee regret that a complete record of the unemployed trained pilots is not apparently maintained.
2	13	The Committee understand that information in respect of unemployed pilots who do not keep their licences current is not available with the D. G. C. A. The Committee, therefore, suggest that efforts should be made to collect information in respect of all trained pilots so that in times of emergency the services of such pilots whose licences have not been renewed can be made use of by giving them some refresher courses.
3	17	An assessment of an initial requirement of 127 pilots till 30th June, 1958 and a recurring annual estimate of 30 to 45 pilots a year beyond the middle of 1958 intimated by the I. A. C. in December, 1956 came down by early 1959 to ten pilots a year.
4	18	The Committee were also informed by the D. G. C. A. that the Flying Clubs were responsible for continuing the training of 95 'B' licence pilots of which 65 had completed their training and got 'B' licences.



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It is doubtful if this fact wastefully kept in view at the time of assessing the requirements of the pilots by either the I. A. C. or the D. G. C. A.

5 20

It is obvious that the high estimate of pilots requirements intimated by the I. A. C. in 1956 and 1958 and which was subsequently reduced to the small figure of ten has been the primary reason for the unemployment of a large number of trained pilots. This has primarily resulted from the failure of the I. A. C. to take into account the effects of the Viscount Service even in June, 1958 when some of these planes had already been put into operation. The Government on its part depended only on the assessment made by I. A. C. and did not choose to make any independent assessment of its own having regard to the changes that were taking place in replacing the older and slower aircraft by the heavier and faster aircraft.

6 21

It is regrettable that the Raha Committee which submitted its Report in 1958, did not apparently make any allowance for reduction of requirements of pilots even after some of the Viscount planes had been put into operation. On the other hand, the D. G. C. A. and the representative of the Ministry informed the Committee during evidence that the introduction of heavier and faster aircrafts need not lead to a reduction in the number of pilots required, a contention not borne out by the present state of affairs.

7 24

With the setting up of more Flying Clubs in the III Plan, an avenue may be found for the absorption of some of the unemployed commercial pilots after giving them training as Instructors etc. in the Flying Clubs.

8 25

The Committee understand that the question of the absorption of some of the unemployed pilots in the I. A. F./Auxiliary Air Force after giving them some specialised training has been taken up by the Ministry of Transport and Communications with the Ministry of Defence. The matter has been under consideration. As the matter has been pending for the last more than one year, the Committee suggest that an early decision may be taken in this behalf.

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- 9 26 The I. A. C. proposed to recruit 10 pilots this year and 10 more next year to meet anticipated wastage. The Committee trust that the absorption of these 20 pilots, would afford some relief to the trained unemployed pilots.
- 10 27 The Committee feel that it would be advisable to follow the U. K. system of the students being sponsored by airline operators in India to ensure employment of trainees for at least a limited period after completion of training. They, therefore, recommend that a Government assisted scheme for the training of Civil Aviation pilots on the lines of the U.K. scheme may be evolved for all future courses of training of commercial pilots.
- 11 28 One of the recommendations of the Master Committee was that such of the unemployed pilots holding 'B' Licences, as may be found suitable for such type of work as dusting of crops, spraying of chemicals anti-malarial work, anti-locust operations, aerial survey, etc. should be given special training for that purpose at the expense of the State. The Committee understand that not much thought has so far been given to implement this. The use of aircraft for such purposes is likely to prove useful for agriculture. Such use of aircraft may also provide an additional scope for the employment of pilots.
- 12 29 The Committee understand that there is a great scope for feeder air services in the country. Such feeder services can only be started by private operators if a no objection certificate is issued by the I. A. C. Though the I. A. C. does not raise any difficulties in issuing such certificates, it has been represented to the Committee that the private operators are always apprehensive that such a service started and profitably operated by them is likely to be taken over by the Corporation. The Committee feel that a specified period of assured operation may encourage the starting of feeder services and provide a good field of employment for pilots.
- 13 30 Successful carriage of the air cargo is likely to create additional demand which cannot be foreseen initially. The Committee suggest that I. A. C. should start its proposed cargo services as early as possible so that its impact on the pilot employment aspect can be more accurately assessed.
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1	2	3
14	31	The Committee hope that the suggestions made by the Ministry in respect of import of light aircraft will be examined and pursued further by them. They feel that it should be possible to get some of the light planes manufactured in the country with the help of H. A. L.
15	33	The Committee were informed that there was no continuity of staff maintained in the C. A. T. C. because of frequent transfers. They were entirely dependent for the Instructors on the I. A. C. who withdrew the pilots from time to time. The ratio of instructors to trainees was also not satisfactory. It worked out at 1 : 8 or 9 compared to the usual requirement of 1 : 5.
16	34	The Committee hope that the possibility of providing an advanced course of training in turbine engined aircraft will be examined.
17	35	The Committee suggest that even if I. A. F. cannot take over the control of C. A. T. C., the question of drawing on the I. A. F. for the instructional staff may be examined.

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