



**AIRPORTS AUTHORITY OF INDIA
FLIGHT INSPECTION UNIT,
SAFDAJUNG AIRPORT, NEW DELHI-110003
ADVERTISEMENT**

Subject :- Hiring of Pilot (P1) on contract basis.

Airports Authority of India (AAI), **SCHEDULE- ‘A’ Mini Ratna category-1 public sector enterprise** of Government of India is entrusted with the responsibility of creating, upgrading, maintaining and managing civil aviation infrastructure both on the ground and air space in the country. The **Airports Authority of India, also a Non-Scheduled Operator Permit (NSOP) holder issued by DGCA India for the purpose of “undertaking Aerial work (Flight calibration of CNS facilities).**

Flight Inspection Unit of Airports Authority of India is having four aircrafts i.e. Dornier Do-228 (VT-EPU), SKA B-350(VT-FIU) and SKA B-360 (VT-CNS and VT-FIS). All these aircrafts are equipped with Fully Automatic Flight Inspection System (AFIS) for flight calibration services. This system uses GPS technology extensively and is capable of being used under inclement weather condition and visibility. This is a state-of-the-art system, fully computerized and capable of flight-testing Cat-III ILS. It is also capable of meeting flight testing requirements of modern systems like SBAS, RNAV procedures, ADS-B etc. The system is capable of carrying out the flight testing of following facilities:

- ILS up to Cat-III
- VOR (CVOR/DVOR)
- DME
- NDB
- VGSI (PAPI, VASI)
- RADAR(ASR/MSSR)
- GBAS/RNAV Procedures

The **Airports Authority of India**, invites applications from eligible individuals of Indian nationals for the post of pilots(P1) on contract basis as per following terms and conditions:

1. Position details:

S.N.	Position	No. of post
1	Pilot (P1)-B350/360	02

2. Eligibility Criteria:

Academic Qualification	10+2 (with physics & mathematics) from a recognized board/university.
Technical Qualification / License Requirements:	• Current valid ATPL issued by DGCA, India with a minimum of 1000 flying hours on multi engine. • Current FRTTO issued by DGCA, India. • Current IR Endorsement • Current RTR (A) or RTR (P) or RTR (C) issued by WPC, ministry of communication, India. • Current class-1 medical fitness certificate issued by DGCA, India.



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| | <ul style="list-style-type: none">• Valid ELP• Candidates should be in possession of Indian current passport, if not available proof of submission of application to be attached.• Minimum of 2000 total flying hours required. |
|--|---|

3. **Contract Period:**

3 (three) years, extendable for another 2 (two) years subject to satisfactory performance and on mutual consent.

4. **Monthly Remuneration:**

Negotiable monthly package as per industry standard from 6.0 lakhs which includes assured flying allowance of 50 hrs. GST component will be borne by AAI.

5. **Overtime Charges:**

Beyond 50 hrs. of flying in a month, the pilots will be paid overtime flying allowance as per the prevailing guidelines.

The Pilot (P1) will be paid @Rs. 6500/- per hour as overtime flying allowance for flying exceeding 50 hours in a month.

6. **Annual Increment:**

Annual increment of 5% may be allowed on negotiable monthly package.

7. **Initial currency / Recurrent training and Bond:**

For the initial currency training on type and training expenditure will be arranged by AAI subject to execution of bond by the pilot for a period of 3 years and will be recovered on reducing basis @ Rs. 1 lakh per month.

8. **For non-rated pilot:**

Non-rated pilots on type, if selected, shall undergo training as per DGCA CAR from the DGCA approved training institutes. Expenses towards such training and checks with associated expenses, to become current on type, will be arranged by AAI against suitable bank security from the candidate. These candidates are required to execute a bond* with AAI to serve for a committed period of three years. In case if candidates fail to complete the training successfully, then, he/she shall have to undergo repeat training at his/her own cost within two months of last training and have to complete the training successfully, failing which the amount spent on him/her shall be recovered against the bank securities. The training and associated TA/DA expenses of the candidate will be recovered @ Rs. 1.5 lakhs per month after attaining initial currency.

Stipend/remuneration: During training period stipend @ Rs. 1 lakh per month will be paid to pilots and remuneration will be paid to them from start of SLF (supervisor line flying).

* Bond amount will be equivalent to total expenses towards training. TA/DA & applicable taxes, if any.

9. **Aviation personal accident (PA) / Loss of license (LOL) insurance:**

Aviation PA/LOL insurance premium will be borne by AAI as per AAI guidelines. At present the insurance cover is Rs. 60 lakhs each.

10. **License/IR/PPC/Medical renewal:**

The activities relating to pilot's validity of license and IR/PPC, medical etc. will be coordinated by operation dept. of FIU. The pilot has to make himself/herself available accordingly. Failing in the test will make him



/her ineligible to draw his/her contracted amount on pro rata basis, till he/she fulfills the requirement of license currency. The fees/charges towards recurrent simulator training will be paid by AAI against bank guarantee or postdated cheque of equivalent amount from pilots.

For IR/PPC Simulator training pilot is required to execute a bond** with AAI to serve AAI for the minimum period of 01 year from date of completion of simulator training.

** Bond amount will be equivalent to total expenses towards training. TA/DA & applicable taxes, if any.

11. Sustenance Allowance:

Sustenance allowance of 50% of monthly hiring charges will be paid within the suspension period on pro rata basis. In case of adverse outcome against the pilot, the sustenance allowance paid will be returned by the pilot.

12. Accommodation:

Pilot has to make his/her own accommodation arrangement at base station, Delhi. On flight calibration duties, hotel accommodation of the pilot at out stations will be arranged as per entitlement of General Manager, AAI.

13. Transportation charges:

On flight calibration duties, transportation will be arranged as per entitlement of General Manager, AAI.

14. Leaves:

The pilot will be eligible for 12 days of casual leave and 18 days sick leave in a calendar year. The un-availed leaves in a calendar year neither can be carried forward to next calendar year nor can be en-cashed. Leaves beyond entitlement will attract pro rata deduction from monthly charges. They will be required in the office as per duty roster.

15. Gratuity/PF/Medical Facility:

Gratuity and CPF shall not be payable to the pilot and AAI shall not provide any medical facility to the pilot or his/her dependents.

16. Termination of contract:

The contract can be terminated by either side giving six months notice. AAI can also terminate the services in case the Pilots remain absent continuously for more than 15 days beyond the entitled leave in a calendar year.

17. Other terms & conditions:

- During contract period the pilots shall be always make himself/herself available for AAI calibration flying duties and other related jobs assigned by AAI. Pilots are required to get approval from the Executive Director (FIU), to fly with other than AAI. For currency of his/her license or to log additional flying hours for completing "minimum flying hours for revalidation of license".
- The pilots shall work for the authority and shall not directly or indirectly, engaged anywhere in or outside India. The failure of the pilot to serve the authority as aforesaid shall be a breach of agreement (of which the authority will be the sole judge) and the authority shall have absolute right to take appropriate action as per the prevailing rules and regulations.
- All disputes relating to the validity, interpretation, enforcement or breach of the contract of hiring, arising between pilot and the authority shall be decided by arbitration in accordance with the provisions of the arbitration and conciliation act 1996. AAI shall be sole arbitrator. The venue of arbitration shall be at New Delhi. The award of arbitrator shall be binding.
- Subject to above in the event of any dispute or difference arising between the parties herein, either during the subsistence of agreement or afterwards, the courts of New Delhi will have exclusive jurisdiction in all matters connected with agreement.
- Pilot shall monitor and observe his FDTL and other mandatory requirements as per DGCA rules.



AAI shall not be a party to the dispute arising out of any legal/contractual agreement with the earlier employer of the pilot shall have to clear all such requirements before entering into the contract agreement with AAI, FIU.

18. Age Limit: As per DGCA India

The maximum age limit for engagement of Pilot shall be up to 60 years. However, he/she can be re-engaged as pilot up to the maximum age of 65 years subject to, currency of license and fulfillment of other requirements as per DGCA rules and regulations. The age will be calculated as on 01.06.2025.

HOW TO APPLY

Candidates who wish to apply are advised to download the application format (Annexure-I) of this advertisement available at AAI website & fill the required details. Dully filled application along with colored scanned copies of all supporting documents shall be submitted through email at email id “edfiu@aai.aero” & email id “gmfiu@aai.aero” on or before 27.06.2025. **Incomplete and ambiguous applications are liable to be rejected.** Application received after last date will not be entertained.

Query or doubt if any can be asked through email at email id edfiu@aai.aero or gmfiu@aai.aero.

Note: Data provided in the application must be discrete and supported by copy of relevant self-certified documents/certificate.

List of documents to be submitted along with application:

- i) A recent passport size photograph pasted in the space marked in the Application Format
- ii) One set of photocopies of all supporting testimonials for date of birth, qualification, experience.
- iii) One set of photocopies of Licenses/Endorsements, Updated Flying Logbook.
 - Current Class-I Medical Fitness Certificate issued by DGCA, India
 - Current valid ATPL issued by DGCA, India
 - Current FRTOL issued by DGCA, India
 - IR Endorsement
 - Current RTR (A) or RTR (P) or RTR(C) issued by WPC, Ministry of Communication, India
 - Valid ELP
 - Valid Passport, if not available, proof of submission of application to be attached.

After scrutiny of applications, the shortlisted eligible candidates will be intimated and called for personal interview through email provided by candidates in their application. The shortlisted candidates shall appear for personal interview on stipulated venue, date and time as intimated by this office through email.

Candidates, employed in Government/Semi Government/Public Sector Undertakings, are required to bring a "No Objection Certificate" issued by their employer at the time of Interview.

GENERAL

The AAI reserves the right to modify/change in the above schedule/condition/ requirement/ number of posts, as per actual requirement of AAI. The short-listed candidates will be considered for engagement on the Fixed Term contract basis.



Please also note that your candidature is purely PROVISIONAL, if at any stage, it is found that you do not possess the laid down qualification/stipulated eligibility criteria, your candidature is liable to be rejected, without entering into any correspondence with you in the matter. Canvassing in any form will disqualify the candidature.

The selected candidates as pilot shall enter into an agreement with AAI on terms and conditions stipulated in advertisement and terms & conditions as finalized during the interview.

Executive Director (FIU&RCU)
Airports Authority of India
Safdarjung airport, New Delhi-110003



Annexure -I

**AIRPORTS AUTHORITY OF INDIA
FLIGHT INSPECTION UNIT
SAFDARJUNG AIRPORT, NEW DELHI-110003**

APPLICATION FORM

1. POST APPLIED FOR: PILOT (P1)

2. Name: _____

3. Father's Name _____

4. Address: _____

Pin code _____

5. Contact Details:

i) Telephone No: _____

ii) Mobile No: _____ iii) E-mail id: _____

6. Date of Birth: _____

7. Age (As on 01.06.2025) _____

_____ (Years) _____ (Months) _____ (Days)

8. Nationality: _____

9. Religion: _____

10. Educational qualifications: (10+2 onwards)

Exam Passed	University/Board	Year of Passing	Subjects	% of Marks

Recent color
Passport size
Photograph



11. Have you ever been employed?

YES/NO

*(If YES give details)

Organization	Designation	Period		Remarks
		From	To	

12. Technical Qualifications:

License details:

License category	Number	Date of Issue	Validity		Remarks
			From	To	
ATPL					
FRTOL					
COP/RTR					
IR endorsement					
Type rating on B-350 Proline 21/ B-350 fusion / B-360					
Any other endorsement					

13. Class -1 Medical Status:

Last medical done on	Medical validity up to	Medical status (FIT/UNFIT)

14. English language proficiency (ELP):

ELP Level	ELP done on	ELP valid up to



15. Hours Flown:

Type of Aircraft	Command	Co-Pilot /Dual	Total Hours	Remarks, if any
1. SINGLE ENGINE				
2.MULTI ENGINE				
3. B-350 proline 21/B-350 fusion/B-360 fusion				
4. any other aircraft (please specify)				
5 Total flying hours				
6 Flying work experience with NSOP/schedule:				

(Attach copy of the endorsement certificates issued by the DGCA)

16. Did you have any flying incident/accidents? YES _____ NO _____
(if yes, please specify. Provide brief details including punishments/warning awarded)

17. DGCA COMPUTER NUMBER

18. PASSPORT DETAILS:

NUMBER _____

DATE OF ISSUE _____

DATE OF EXPIRY _____

19. Any other information:

DECLARATION

I hereby declare that the above information is correct to the best of my knowledge and belief. I understand that if I have suppressed any factual information, my candidature will be rejected.

DATE:

SIGNATURE OF THE CANDIDATE

PLACE: