



# GATI

## A Contracting Model for Procurement of Services in Government-Development & Operation of Government Aviation Training Institute (GATI)



Reach the sky.....

### **DOCUMENT SUPPORTED BY:**

Department of Administrative Reforms and Public Grievances,  
Ministry of Personnel, Public Grievances and Pensions,  
Government of India

## PREFACE

India is witnessing an unprecedented growth in Aviation Industry since, last decade and there is a huge demand for professionally trained pilots, Odisha has a fully equipped flying training institute as per DGCA standard named Government Aviation Training Institute (GATI).

The Government Aviation Training Institute (GATI) which is functioning under Director of Aviation, Department of General Administration, Government of Odisha, this is one of the oldest flying training institute in India, which was established in the year of 1946. This institute was temporarily closed down in the year of 2004–2007 due to unavailability of Flying Instructors.

Government of Odisha felt the need for revival of Government Aviation Training Institute (GATI) which would give an opportunity to the aspiring students of Odisha & India as a whole. For the first time in the country the Government of Odisha thought of running the Government Institute through Private Partner. This would enable the institute to run in a professional manner with an autonomy to run the daily business without any interference of Government. Therefore the Government took administrative decision for revival of Government Aviation Training Institute (GATI) in Public Private Partnership (PPP) mode.

Since this step Government Aviation Training Institute (GATI) has successfully started its operation with a renewal approach that helped it to get Second Best Performing Flying Academy in India for the Year 2010 – 2011. After this successful running of Government Aviation Training Institute (GATI) in Public Private Partnership (PPP) mode the Government of India felt the need for documenting this “*Contracting Model for Procurement of Services in Government–Development & Operation of Government Aviation Training Institute (GATI)*” so that it can be properly sustained & replicated anywhere in the country.

It is hoped that this piece of documentation will be useful for policy makers, development communication–consultants, other flying institutes, and Government personnel etc.

**The Study Team**

## ACKNOWLEDGEMENT

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## ABBREVIATIONS

AAAL	-	Ahmedabad Aviation & Aeronautics Ltd
AME	-	Aircraft Maintenance Engineer
ATC	-	Airport Traffic Control
CE	-	Chief Engineer
CFI	-	Chief Flying Instructor
CGI	-	Chief Ground Instructor
CMGI	-	Centre for Modernizing Government Initiative
CPL	-	Commercial Pilot License
DGCA	-	Directorate General of Civil Aviation
FRTOL	-	Flight Radio Telephone Operator's License
GA	-	General Administration Department
GDP	-	Gross Domestic Product
GATI	-	Government Aviation Training Institute
GAL	-	Global Avianautics Limited
ICAO	-	International Civil Aviation Organisation
ICAN	-	International Civil Aviation Negotiation
LDO	-	Lease-Develop-Operate
NPV	-	Net Present Value
O/H	-	Over Hauling
OSD	-	Officer-on -Special Duty
PAF	-	Project Allocation Fee
PDS	-	Project Development Schedule
PPP	-	Public Private Partnership
PPL	-	Private Pilot License
PSPs	-	Private Sector Partners
QC	-	Quality Control
QM	-	Quality Manager

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RFP	-	Request for Proposal
RTR (a)	-	Radio Telephony Restricted (Aeronautical)
SC	-	Scheduled Castes
ST	-	Scheduled Tribes
SPL	-	Student Pilot License
USOAP	-	Universal Safety Oversight Audit Programme

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## CHAPTER- 1

## INTRODUCTION

India is poised to be among the top five aviation nations in the world in the next 10 years. Currently, India is the 9th largest civil aviation market, highlighted Smt. Pratibha Devisingh Patil, Hon'ble President of India, at the International Civil Aviation Negotiation (ICAN) Conference recently. "Recent estimates suggest that domestic air traffic will touch 160-180 million passengers a year, in the next 10 years and the international traffic will exceed 80 million passengers a year," said Smt. Patil.

The Indian Aviation Industry is exploring opportunities to improve connectivity and is also looking at enhancing the number of Indian carriers to various countries. One of the key achievements of India in the last decade has been to set-up an independent regulator for economic regulation of airports.

The need for meeting the shortages in the aviation industries presents great business opportunities which may be harnessed for the greater good. The country is famous for its vast human resources. The Indian work force may be trained and developed to contribute to the growth of the aviation industry and also participate for the fruitful gains that may be derived in the sector.

For which, Government of Odisha has initiated an aviation training academy with Private Sector Partners (PSPs) to leverage the phenomenal expansion of the market for the skilled personnel in the aviation sector on Public Private Partnership model for the advantage of the aspiring youth and aviation industry at large. This is the Government Aviation Training Institute (GATI), Bhubaneswar which has excellent training facilities for the pilots.

### 1.1 Brief description about GATI

GATI (Government Aviation Training Institute) was set up in 1946 to bring about a quantum improvement in the standards of flying and ground training of commercial pilots in the country as Odisha Flying Club. It was merged with the Odisha Government Aviation Department in 1974 and Government Aviation Training Institute (GATI) came into being. Since then, the institute has



*Aspiring Pilots of GATI*



trained a large number of commercial pilots some of whom are commanders in various airlines.

GATI is a dream of Shri Biju Patnaik, an aeronautical engineer, navigator, an ace pilot, industrialist, an eminent freedom fighter and above all a crowning statesman of national and international repute.

**1.1.1 Courses Available at GATI:**

Pilot training courses are rigorously conducted by meticulously qualified professionals using the aviation techniques in ground and air as per the guidelines of DGCA. GATI offers eight types of Pilot Training to the aspiring pilots as mentioned below:

**I. Commercial Pilot License (CPL):**

The qualifying criterion for this license necessarily involves an elaborate instruction of piloting management by highly qualified and skilled flight instructors with a minimum flight log time of 200 hours to be logged with single engine and/or multi engine aircrafts. On successful completion of the CPL, pilots can then apply for employment with commercial airlines (domestic or international), charter companies, corporate.

**Eligibility:**

1. Educational Qualification: 10+2 with Physics and Maths from recognized school.
2. Age: Minimum 17 years
3. Medical: Class II Medical (Indian) compulsory .You should be medically fit as per the standards laid down by DGCA
4. Course Type: Full time
5. Duration: 15-18 months

**II. Private Pilot License (PPL):**

The qualification of this license authorizes a pilot to non-commercially Fly Aircrafts as endorsed on the license. Additionally, PPL licensee can also fly at night with night and instrument ratings. A candidate has to pass the examination conducted by DGCA in ground subjects and have a minimum of 40 flying hours to get this license.

**Eligibility:**

1. Educational Qualification: 10<sup>th</sup> with Physics & Math as the compulsory subjects.
2. Age: Minimum 16 years
3. Medical: Class II Medical (Indian) compulsory. You should be medically fit as per the standards laid down by DGCA.
4. Course Type: Full time
5. Duration: 06-07 months

**III. Student Pilots License (SPL):**

Students need to qualify for the DGCA prescribed SPL through a test conducted by the Chief Flying Instructor (CFI) of the institute & DGCA authorized person. The SPL authorizes students to initiate their flying training course and on their completion of the stipulated qualifying criteria, students are then eligible to secure a Private Pilot License (PPL) and / or a Commercial Pilot License (CPL).

**IV. Flight Radio Telephone Operator's License (FRTOL):**



This is the mandatory DGCA prescribed qualifying to be taken issued along with the SPL through a qualifying written and oral examination in communicational regulations and procedures.

**V. Night Rating:**

Night Rating entitles the holder of the license to carry passengers at night. Conditions for the issue of this rating are detailed below:-

1. He must have completed not less than fifty hours of flight time as pilot in command and as sole manipulator of the controls including not less than five hours by night, which must include a minimum of five take-offs and five landings carried out within the preceding six months of the date of application;
2. He must have completed a dual cross-country flight by night of at least one hundred nautical miles before he can be permitted to undertake sole cross-country flights by night.



3. He must have completed not less than five hours of dual instructions in instrument flying which may include not more than two and a half hours on an approved synthetic flight trainer.

**VI. Instrument Rating:**

Instrument Rating is an integral flying instruction program that qualifies the trainee pilot to fly in non visual weather conditions through the facilitation of the various on board guiding instruments. This instrument rating course comprises of in-flight practical experience as well as pre-flight theoretical classes on Instrument Rating.

**VII. Patter Flying:**

This is an advanced course specifically designed for those aspiring to be Flight Instructors. The course necessarily involves specialized training and a requisite number of flying hours.

**VIII. Ground School, RTR (A) & 25 Hrs Flight Training:**

The students who are keen on clearing their DGCA Papers & RTR before getting headlong into full CPL Training and who are going abroad for their CPL can benefit from doing the ground

**Eligibility:**

1. Educational Qualification: Class 12.
2. Duration: 04-05 months

school from a DGCA approved Institute (GATI). The time spent in applying, working out the loan clearing IELTS, and getting their visa can be fruitfully utilized in clearing the DGCA exams, RTR (A). This way students have no fear of their hours lapsing and time wastage when they get back with a foreign license and can get their conversion of license done easily.

## 1.2 Role of Stakeholders



*Stakeholders are deliberating on the Conceptual stage*

The main Stakeholders for the development of GATI are Director of Aviation, General Administration Department, DGCA and Government Aviation Training Institute. The main role of the stakeholders is to develop the Government Aviation Training Institute into a full-fledged, commercially viable state of

the art aviation academy capable of providing multi-level training for Commercial Pilots, Aircraft maintenance, Ground Staff, Cabin Crew and other support functions, through a revenue sharing mechanism based on a Lease Development Operate (LDO) model with a reputed commercial airlines/industrial group/aviation academy.

### Functional Roles:

- Plan, design, finance & establishment of the facilities of Aviation Training Institute.
- Maintain the aircrafts of GATI by undertaking regular maintenance as well as mandatory flying.
- Marketing, operating and managing the flying training activities as per norms of DGCA & Govt. of Odisha.
- Give publicity & advertisement support for the aviation training institute.
- Establish adequate facilities for training of Pilots.
- Provide flying training to the pupil pilots as per DGCA guidelines and class room teaching facilities utilizing the existing infrastructure as well as introduce latest curriculum for pupil pilot to complete PPL & CPL.

## 1.3 Role of DGCA

As per, Aircraft Maintenance Rule and Manual 1937, aviation comes under the domain of Director General of Civil Aviation (DGCA), Ministry of Civil Aviation, Govt. of India. Director General of Civil Aviation (DGCA) frame rules, policies, issue guidance, circulars, monitors issuance license in respect of aviation activities and suggests operational maintenance, A Citizen Centric Best Practice

licensing, management of aircraft, pilot training, spare parts, hangars soon and so forth aviation activity.

In India aviation is done with knowledge, permission, approval, guidance, control and supervision of a DGCA. Functions of Director General of Civil Aviation (DGCA) are as follows:

- Registration of civil aircraft.
- Formulation of standards of airworthiness for civil aircraft registered in India and grant of certificates of airworthiness to such aircraft.
- Licensing of pilots, aircraft maintenance engineers and flight engineers, and conducting examinations and checks for that purpose.



- Licensing of air traffic controllers.
- Certification of aerodromes and CNS/ATM facilities.
- Maintaining a check on the proficiency of flight crew, and also of other operational personnel such as flight dispatchers and cabin crew.
- Granting of Air Operator's Certificates to Indian carriers and regulation of air transport services operating to/from/within/over India by Indian and foreign operators, including clearance of scheduled and non-scheduled flights of such operators.
- Conducting investigation into accidents/incidents and taking accident prevention measures including formulation of implementation of Safety Aviation Management Programmes.
- Carrying out amendments to the Aircraft Act, the Aircraft Rules and the Civil Aviation Requirements for complying with the amendments to ICAO Annexes, and initiating proposals for amendment to any other Act or for passing a new Act in order to give effect to an international Convention or amendment to an existing Convention.

- Coordination of ICAO matters with all agencies and sending replies to State Letters, and taking all necessary action arising out of the Universal Safety Oversight Audit Programme (USOAP) of ICAO.
- Supervision of the institutes/clubs/schools engaged in flying training including simulator training, AME training or any other training related with aviation, with a view to ensuring a high quality of training.
- Granting approval to aircraft maintenance, repair and manufacturing organizations and their continued oversight.
- To act as a nodal agency for implementing Annex 9 provisions in India and for coordinating matters relating to facilitation at Indian airports including holding meetings of the National Facilitation Committee.
- Rendering advice to the Government on matters relating to air transport including bilateral air services agreements, on ICAO matters and generally on all technical matters relating to civil aviation, and to act as an overall regulatory and developmental body for civil aviation in the country;
- Coordination at national level for flexi-use of air space by civil and military air traffic agencies and interaction with ICAO for provision of more air route for civil use through Indian air space;
- Keeping a check on aircraft noise and engine emissions in accordance with ICAO Annex 16 and collaborating with the environmental authorities in this matter, if required;
- Promoting indigenous design and manufacture of aircraft and aircraft components by acting as a catalytic agent.



### 1.4 Availability of Infrastructure

GATI has two dedicated air strips at its disposal at Bhubaneswar and Gopalpur –the only institute to have this facility, which ensures that availability of air space is never going to be a constraint.

GATI has a fleet of four trainer aircraft:

	
Cessna-152 Two seater, Analog Cockpit	Cessena-152-(Aerobat) Two seater, Analog Cockpit
	
Cessna-172R Four seater, Analog Cockpit	Cessna-172R Four seater, Glass Cockpit

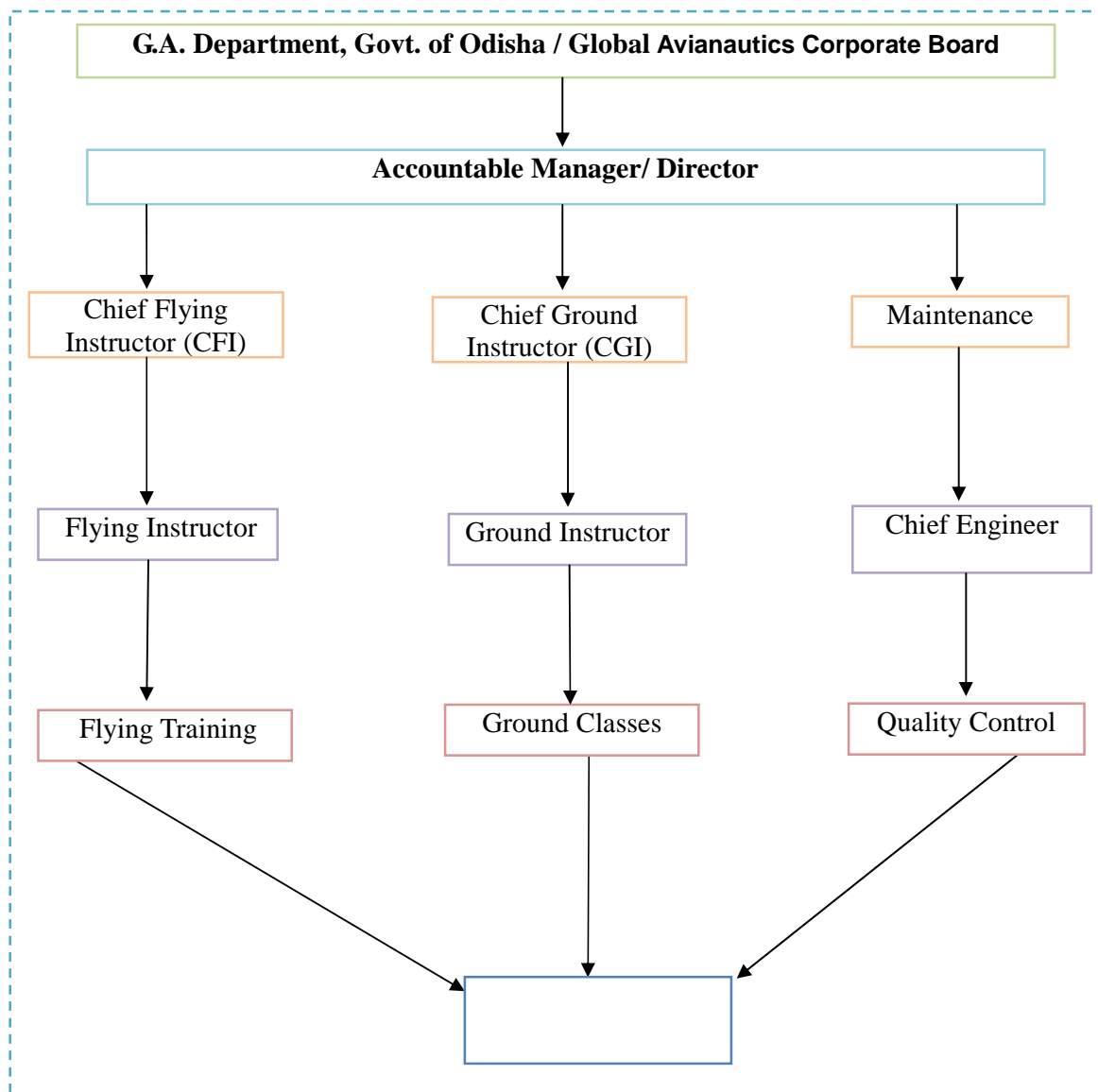
GATI has an exclusive institute building with a well equipped library, class rooms and, up-to-date audio visual training aids and other facilities for effective ground training. It is manned by highly qualified flying and ground instructors, with long experience in the field of aviation and flying training. Institute has a well equipped hangar with complete technical setup for maintenance of the aircrafts, ably supported by certified and highly experienced team. GATI also provides secure, comfortable and hygienic boarding and lodging facilities separately for boys and girls.

#### Air Strips:



GATI has an unique advantage of having access to three runways at different locations for flying operation. The airstrips are at Bhubaneswar, Hirakud and Gopalpur. This allows for flying regularity to GATI's student pilots obviating any bottlenecks due to runway availability or weather fluctuations, thereby enabling the student and their instructor to continue flying with minimum of disruptions.

Organizational Chart:



Aircrafts and Aircrafts Maintenance Setup:

GATI possesses a fleet of well-maintained aircrafts with valid certification of airworthiness. GATI has a DGCA approved Maintenance Organisation with qualified technicians and mechanics. GATI also has a dedicated, well-organised and structured workshop for aircraft maintenance as well as an inventory of aircraft spares, thereby ensuring that the aircrafts are rarely grounded for

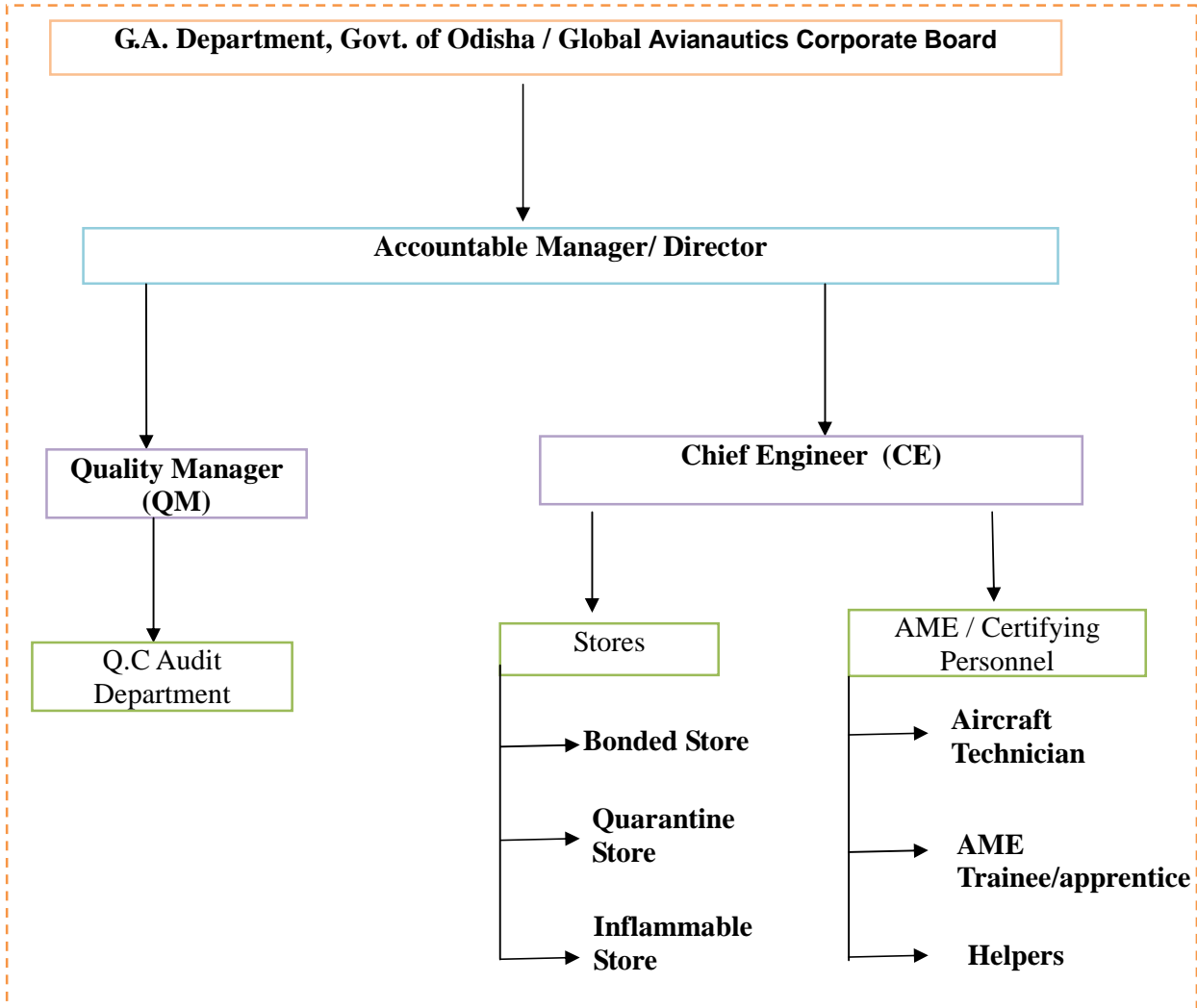


lack of spares, thus ensuring uninterrupted flying training. GATI has obtained the two



mandatory approvals of Maintenance Organization and Training Institute from DGCA for conducting the flying trainings.

**Engineering Organizational Chart:**



**1.5 Situation before the initiative**



In 1946 Odisha Flying Club was created under the stewardship of Ex-Chief Minister of Odisha Late Shri Biju Pattnaik, to impart pilot training. In 1974 Government of Odisha taken over Odisha Pilot Flying Training Club and named as Government Aviation Training Institute (GATI). From 2004-2008

Engineers left GATI. Then the Government thought of reviving GATI with private partner for the operation and development of Government Aviation Training Institute.

The State Government had floated a Request for Proposal (RFP) and invited bids for selecting a party to develop GATI into a full-fledged State of Art Academy. So GATI was revived in 3rd November 2008 on Public Private Partnership (PPP) mode and PPP partner is Global Avianautics Ltd (GAL). And now GATI offers a wide range of industry leading Pilot Training Programs. These Programs are approved by Directorate General Civil Aviation (DGCA) and met the International Standards of International Civil Aviation Organisation (ICAO). At present GATI have eight Instructors for flying as well as for ground classes. The total numbers of registered students are 162 from all over the India.

## CHAPTER- 2

## PLANS & STRATEGIES

### 2.1 Strategy Adopted



Government of Odisha planned to develop the GATI at Bhubaneswar through a revenue sharing mechanism based on a Lease-Develop-Operate (LDO) model with a reputed Commercial Airline / Industrial Group / Aviation Academy. It invited sealed capability statement, technical and price bids from interested bidders for the developing, financing, marketing, operation

and maintenance of GATI in Odisha. It was aimed to implement the initiative on Public Private Partnership (PPP) mode. It was decided to provide the existing infrastructure and facilities to the selected agency on lease of 20 years including the development period.

The State Government asked the Procurement Contracting Unit-OMGI (PCU-OMGI), now CMGI-Center for Modernizing Government Initiative to carry out the tendering process to select the agency for the above purpose.

### 2.2 Objectives

- To revive and develop the GATI into a full fledged, commercially sound with state of art aviation training academy capable of providing multi-level training for commercial pilots, aircraft maintenance, ground staff, cabin crew and other support functions.
- To share revenue with the Government based on LDO model.
- To ensure that, the assets of GATI are properly secured and maintained as per DGCA regulations.
- To ensure that, the DGCA clearances are obtained for all courses offered.



### **2.3 Preparation of Roadmap**

Immediate commencement of training operations for PPL (within 2 months) and CPL (within 6 months) has started at GATI with necessary infrastructural, professional and management support. Capital investment in a phased manner has invested to develop the institute as per the work plan finalized.



*Air Strip: Road map of GATI*

## CHAPTER– 3 PROCUREMENT MECHANISMS

### 3.1 Process followed in procuring the agency

Government of Odisha asked the Procurement Contracting Unit-OMGI (PCU-OMGI), now CMGI-Center for Modernizing Government Initiative to carry out the tendering process to select the agency for the development and operations of GATI at Bhubaneswar. The CMGI



*The procurement process of GATI*

issued the Request for Proposal (RFP) document and invited capability statement, technical and price bids from interested parties. Before March 2007, 6 bidders submitted their proposals, which were opened in their presence on 9th April 2007. After evaluation five bidders were selected for technical bid these are as follows;

- 1) Asia Aviation Ltd, New Delhi
- 2) Mesco Airlines Ltd, New Delhi
- 3) Flytech Aviation Ltd, Secundrabad
- 4) Jupiter Aviation & Logistic (P) Ltd, Bangalore
- 5) Ahmedabad Aviation & Aeronautics Ltd, Ahemdabad

The Project Committee evaluated the technical bid of these five eligible bidders on 01.06.2007 and invited them for individual technical presentation on 07.06.2007. Out of these five eligible bidders the following four bidders are selected for price bid.

- 1) Mesco Airlines Ltd, New Delhi
- 2) Flytech Aviation Ltd, Secundrabad
- 3) Jupiter Aviation & Logistic(P) Ltd, Bangalore
- 4) Ahmedabad Aviation & Aeronautics Ltd, Ahemdabad

Those bidders who secured the minimum qualifying marks were called to attend the price bid opening. On 8th June 2007 the financial bid of these four technical qualified bidder were opened by the committee in the presence of the bidders. The successful bidder was finalized basing upon the highest Net Present Value (NPV) of the project allocation fee and annual lease rental amounts for 20 Years quoted by the bidders and the

highest lease rental amounts for use of GATI Aircrafts. A consortium led by *Ahmedabad Aviation & Aeronautics Ltd, Ahemdabad (AAAL)* won the bid. It formed a separate company named Global Avianautics Limited (GAL) to execute the project with Government of Odisha.

The Government of Odisha has signed a tripartite agreement with the Gujarat based Ahmedabad Aviation and Aeronautics Limited (AAAL) and Gurugaon based Global Avianautics Limited (GAL) for the revival of the defunct Government Aviation Training Institute (GATI).

The institute is being developed in Public Private Partnership (PPP) and GAL has been entrusted with the responsibility for the development, operation and the management of the project. The revival process involved by starting the Private Pilot License (PPL) and Commercial Pilot License (CPL) as per the technical specifications and performance requirements given in the project development schedule (PDS) in a new look.

GAL operates the institute under the Lease –Develop–Operate (LDO) model for a period of 20 years from the date of signing the agreement. However, this will be subject to payments of project allocation fee (PAF), lease rentals and the hourly rental for the aircrafts to be used by the company.

### **3.2 Effectiveness of outsourcing method**

The outsourcing method of revival of GATI was a successful decision and initiative for the Government of Odisha as well as the agency. From 2004–2008, GATI was closed due to lucrative opportunity in booming aviation sector and all Pilot and Engineers left GATI. This was a helpless situation for the Government to run the dream project of Former Chief Minister Mr. Biju Patnaik. But after the successful engagement of outsourcing agency, the GATI was revitalized and revived with new form and facilities with state of art aviation training academy capable of providing multi–level training for commercial pilots, aircraft maintenance, ground staff, cabin crew and other support functions.

The reputed and experienced organizations like Global Avianautics Ltd. (GAL) operates the academy (GATI), which is rated amongst the top few in the Country.

Global Avianautics Ltd. (GAL) is an Aviation Services Company providing with single window service on various aviation services like Flying Training for Fixed and Rotary Wing Aircrafts, Development and Operation of small airstrips, Non Scheduled Air Charter services and Aero Sports. Ahmedabad Aviation & Aeronautics Limited (AAA) is a Director General of Civil Aviation (DGCA); Government of India approved Flying Training School and Air Charter Company, established in 1994. AAA today has the distinction of being the premier flight school of India, committed to impart world class flying training in shortest time.



### 3.4 Result Achieved

After the revival of GATI, was awarded 2nd Best Performing Flying Academy in India for the year of 2010–2011 by Aero Club of India, New Delhi on 30th September 2011.



*Receiving Trophy for 2nd Best Performing Flying Institute in India from Captain Satish Sharma*

#### Success Points:

- 2nd Best Flying Academy in India.
- GATI has over 162 students on roll.
- High perfection training with good quality Instructors.
- 3 Airstrips at different locations.
- Time bound flying hours.
- Night Rating Facility.
- Access to the use of ATC of the Main Airport.
- Transparency about each and

every affairs

- Adhering all the flight safety and DGCA Norms & Guidelines
- High quality Ground Classes

## CHAPTER- 4 PRACTICES FOLLOWED

### 4.1 Innovations

This is the 1<sup>st</sup> aviation training institute in country which is running in a PPP mode and which has given a good performance over the period, for that they won the 2<sup>nd</sup> best performing flying academy in India for the year 2010–2011 from Aero Club of India.



### 4.2 Cost Effectiveness

This innovative practice has proved to be successful practice with a remarkable revival of GATI. The Government is getting revenues from the private partners towards the infrastructure used by them and some components from flying hours completed. The private partner is also gaining financially as large numbers of students from all over the country are joining. So both the party have win – win situation from the initiative.

### 4.3 Transparency & Accountability

The decision for the revival of GATI in Public–Private–Partnership mode was done in a very transparent manner as per the guidelines of Government. The tender procedure for the procurement of the Private Partner was floated at National Level through mass media and every eligible party were given chance to proof their capability in successful running the Government Aviation training Institute (GATI). This has been well proofed in the previous chapter (Chapter–3).

Also after revival of GATI the entire operation is done in a very transparent manner with all sorts of maintenance and quality control with necessary checks at each different level. Every stakeholder is accountable for their respective decisions and activities which are regularly monitored by the General Administration Department.

It is a key aspect of delivering Professional Pilot Training. Through transparency the GATI has given the best Ground classes training as well as flying training and received the Second Best Performing Flying Academy in India for the Year 2010 – 2011 by Aero Club of India. The transparency maintained in the institute. The “Operation of Government Aviation Training Institute (GATI) at Bhubaneswar.” is a professional flying training institute where transparency is maintained at every level of the training.



#### 4.4 Sustainability

Sustainability is the capacity to endure. It has three major dimensions like; Environmental dimension, Economic dimension and Social dimension. The following factors prove the above dimensions and guarantee its sustainability.

- GATI runs by a professional Aviation Company who has professional expertise in the area of aviation.
- Since, GATI is running by a Private Partner with less Government interference there is a scope of immediate implementation of various courses.
- After revival of GATI there has been heavy inflow of student from all over the country.
- After revival of GATI in Public-Private Partnership (PPP) mode one girl has got her Commercial Pilot License (CPL) and now more aspiring pilots on the verge of getting their Commercial Pilot License.
- GATI received the award for Second Best Performing Flying Academy in India for the Year 2010 - 2011 by Aero Club of India, is another example for sustained growth and need for sustainability, the Government should focus on the achievement of the GATI and implement more & more proactive measures in future.

#### 4.5 Replicability

The success of GATI on Public Private Partnership (PPP) mode over last three years is itself a credential and well tested model which can be replicated elsewhere in the Country. "Operation of Government Aviation Training Institute (GATI) at Bhubaneswar" is an approach, which every State Government now days try to adopt. Due to its cost effectiveness and a good revenue sharing model, it can be replicated or adopted by others. From its stakeholder convenience and minimum cost of charges, it guarantees its replication.

As we already discussed about its cost effectiveness, level of user satisfaction and sustainability factors, so the initiative provides a better scope for its replication.

## CHAPTER– 5 ISSUES & RECOMMENDATIONS

### 5.1 Current Issues faced by GATI

- Airport Authority of India (AAI) restricting the physical flying time for the training due to over conjunction.
- AAI is demanding high charges about 50% of the Project Allocation Fee which was not decided earlier.

### 5.2 Future Plans

1. More airstrips and Helicopters will be added.
2. Helicopter training will be added to the regular training curriculum.
3. Multi engine aircraft training will be introduced.
4. More students will be encouraged to join the aviation institute.

### 5.3 Recommendation

1. Other State Govt are recommended to understand this innovative initiative for replication in their respective States.
2. All necessary steps may be taken to make a world class aviation training academy.
3. Regular monitoring on each process of development by the Administrative Department.
4. Proper Coordination may be arranged with Airport Authority of India for further expansion and replication.

## CHAPTER– 6 CONCLUSIONS

The Indian aviation sector is a major economic driver for prosperity, development and employment. Massive investments in airport infrastructure have led to world class airports which have become the symbol of India's growth story.

India is poised to emerge as the third largest aviation market in the world by the end of this decade. The sector with a growth of 18 per cent in domestic market is expected to generate approximately 2.6 million jobs in the next one decade.

The Vision–2020 document prepared by Ministry of Civil Aviation is an assessment of the overall outlook of the aviation sector in 2020. The growth of aviation sector has potential to absorb upto US\$ 120 billion of investment, according to the 2020 document. Fleet size of commercial airlines sector will be approximately 1,000 aircraft, domestic passenger numbers could reach 150–180 million, Helicopter fleet is expected to be 500, while the air cargo movement is expected to reach the level of 9 million MT. The sector is expected to have the potential to absorb 3 million jobs directly by 2020. The Vision 2020 announced by the Ministry of Civil Aviation also conceives of building infrastructure to support about 280 million customers.

In relation to this, GATI will play a pivotal role in arena of civil aviation for imparting training to meet the shortage of resources for 2020.

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*“Good, Clear Knowledge Minimises Flight Training Hours”– Trevor Thom*



*One Mission. One World. One Team... .....GATI*