

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

Applications are invited for hiring of pilot / Co-Pilot on contract from the eligible candidates of Indian Nationals as per the details given below: -

Position	No of Posts
Pilot (P1) – Dornier Do-228	01 (One)
Co-Pilot (P2) –B300(350/360)	01(One)

Terms and conditions as on date are as under:

1 Eligibility Criteria:

	<u>Pilot</u>	<u>Co-Pilot</u>
<u>Academic Qualifications:</u>	10+2 (with Physics & Mathematics) from a recognized Board/University.	10+2 (with Physics & Mathematics) from a recognized Board/University.
<u>Technical Qualifications/ License Requirements:</u>	<ul style="list-style-type: none"> • Current valid ATPL issued by DGCA, India with a minimum of 1000 flying hours on Multi Engine • Current FRTO 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-I Medical Fitness Certificate issued by DGCA, India • Valid ELP • Candidates should be in possession of Indian Current passport, if not available, proof of Submission of 	<ul style="list-style-type: none"> • Current valid CPL issued by DGCA, India with Multi Engine rating. • Current FRTO 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-I Medical Fitness Certificate issued by DGCA, India • Valid ELP • Candidates should be in possession of Indian Current passport, if not available, proof of submission of application

	application to be attached. <ul style="list-style-type: none"> • Minimum of 2000 total flying hours required. 	to be attached. <ul style="list-style-type: none"> • Minimum of 1000 total flying hours required.
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2 Contract Period:

<u>Pilot</u>	<u>Co-Pilot</u>
3 (three) years, extendable for another 2 (two) years subject to satisfactory performance and on mutual consent.	3 (three) years, extendable for another 2 (two) years subject to satisfactory performance and on mutual consent.

3 Monthly Remuneration:

<u>Pilot</u>	<u>Co-Pilot</u>
Negotiable monthly Package as per Industry standard starting from Rs. 6.0 Lakhs which includes assured flying allowance of 50 Hrs. GST component will be borne by AAI.	Negotiable monthly Package as per Industry standard starting from Rs. 2.50 Lakhs which includes assured flying allowance of 50 hrs. GST component will be borne by AAI.

4 Overtime Charges:

<u>Pilot</u>	<u>Co-Pilot</u>
Beyond 50 hrs. of flying in a month, the Pilots will be paid overtime flying allowance as per the prevailing guidelines (as present Rs. 5500 per hour).	Beyond hrs. of flying in a month, the Co-Pilots will be paid overtime flying allowance as per prevailing guidelines(as present Rs.4500 per hour).

5 Annual increment:

<u>Pilot</u>	<u>Co-Pilot</u>
Annual increment of 5% may be allowed on negotiable monthly Package.	Annual increment of 5% may be allowed on negotiable monthly Package.

6 Initial Currency/Recurrent training and Bond :

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

7 For Non-Rated Pilot/Co-Pilot :

Pilot	Co-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.	Non rated Co-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, 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.1,00,000/- Per month will be paid to Pilots and remuneration will	Stipend/remuneration: During training period stipend @ Rs.50,000/- Per month will be paid to Co-Pilots and remuneration will be

be paid to them from start of SLF(Supervisor Line flying).	paid to them from start of SLF(Supervisor Line flying).
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* Bond amount will be equivalent to total expenses towards training, TA/DA & applicable taxes, if any.

8 Aviation Personal Accident (PA)/ Loss of License (LOL) Insurance:

<u>Pilot</u>	<u>Co-Pilot</u>
Aviation PA/LOL Insurance premium will be borne by AAI as per AAI Guidelines. At present the insurance cover is Rs. 60 lakhs each.	Aviation PA/LOL Insurance premium will be borne by AAI as per AAI Guidelines. At present the insurance cover is Rs. 50 lakhs each.

9 License/IR/PPC/Medical renewal:

<u>Pilot</u>	<u>Co-Pilot</u>
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 so or failing in the tests 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".	The activities relating to Co-Pilot's validity of license and IR / PPC, Medical etc. will be coordinated by Operation dept. of FIU. The Co-Pilot has to make himself/herself available accordingly. Failing so or failing in the tests 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 Co-Pilots".

10 Sustenance Allowance:

<u>Pilot</u>	<u>Co-Pilot</u>
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,	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 Co-Pilot, the

the sustenance allowance paid will be returned by the Pilot.	sustenance allowance paid will be returned by the Co-Pilot.
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11 Accommodation:

<u>Pilot</u>	<u>Co-Pilot</u>
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.	Co-Pilot has to make his/her own accommodation arrangement at base station, Delhi. On flight calibration duties, hotel accommodation of the Co-Pilot at out stations will be arranged as per entitlement of Jt.GM, AAI.

12 Transportation Charges:

<u>Pilot</u>	<u>Co-Pilot</u>
On flight calibration duties, transportation will be arranged as per entitlement of General Manager, AAI.	On flight calibration duties, transportation will be arranged as per entitlement of Jt.GM, AAI

13 Leaves :

<u>Pilot</u>	<u>Co-Pilot</u>
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 roaster.	The Co-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 roaster.

14 Gratuity/PF/Medical Facility :

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

15 Termination of Contract:

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

15 Other Terms & Conditions:

Pilot	Co-Pilot
<ul style="list-style-type: none">• During Contract period the Pilots shall always make himself/herself available for AAI Calibration flying duties and any 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	<ul style="list-style-type: none">• During Contract period the Co-Pilot shall always make himself/herself available for AAI Calibration flying duties and any other related jobs assigned by AAI. Co-Pilot is 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 Co-Pilot shall work for the Authority and shall not directly or indirectly, engaged anywhere in or outside India. The failure of the Co-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 the 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 and the Pilot shall have to clear all such requirements before entering into the contract agreement with AAI, FIU.

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 Co-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 the 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.
- Co-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 Co-Pilot and the Co-Pilot shall have to clear all such requirements before entering into the contract agreement with AAI, FIU.

HOW TO APPLY

Candidates who wish to apply are advised to Download & fill the required details in the given Format given at AAI website www.aai.aero, attach the colored scanned Documents and send by email only, to edfiu@aai.aero /fiuops@aai.aero on or before 17/02/2023. Ambiguous applications are liable for rejection.

Applications received after last date will not be entertained.

Any specific query or doubts may be clarified by sending e-mail to : edfiu@aai.aero/fiuops@aai.aero

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

List of documents to be attached with application format

- i) A recent passport size photograph pasted in the space provided in the Application Format
- ii) One set of photocopies of supporting testimonials for date of birth, qualification, experience (such as Appointment Letter, Photo Identity Card etc.)
- iii) One set of photocopies of Licenses/Endorsements, Updated Flying Logbook.
 - Current Class-I Medical Fitness Certificate issued by DGCA, India
 - Current valid ATPL/CPL issued by DGCA, India
 - Current FRTTO 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, candidates who fulfill the above eligibility criteria will be required to appear for Personal Interview, or online interview through suitable platform, which will be intimated to shortlisted eligible candidates only. Physical verification of submitted documents of candidates depend on the outcome of interview and will be intimated through E-mail.

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

GENERAL

AAI reserves the right to modify/change in the above schedule/condition/ requirement/ number of posts based on the actual need at a point of time in future. The short listed candidates will be considered for engagement on the Fixed Term Contract Agreement

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 candidate.

The final terms and conditions as finalized during the interview will be applicable on signing the agreement.

Executive Director (FIU)

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

FORMAT FOR APPLICATION

POST APPLIED FOR: _____

I. a) Name: _____

b) Father's Name: _____

c) Address: _____

Pin Code _____

d) Contact Details: _____

i) Telephone Nos.: _____

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

e) Date of Birth: _____

f) Age (As on the date of application)

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

g) Nationality: _____ h) Religion : _____

II. Educational qualifications: (10+2 onwards)

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

Paste a recent
Passport size
Photograph

III. Have you ever been employed?
(If YES give details)

YES / NO *

Degree/ License Details:

Organization	Designation	Date of Issue	Period		Remarks
			From	To	

IV. Technical Qualification:

License details

License category	Number	Date of Issue	Validity		Remarks
			From	To	
CPL/ATPL					
FRTO					
COP/RTR					
IR on Multi Engine/Dornier DO-228/ Beechcraft B- 300(350/360)					
Any other endorsement					

V. Class-1 Medical Status:

Last Medical done on	Medical Validity up to	Medical STATUS (FIT/ UNFIT)

VI. English Language Proficiency (ELP):

ELP Level	ELP done on	ELP Valid up to

VII. Hours Flown:

Type of Aircraft	Command	Co-Pilot /Dual	Total Hours	Remarks, if any
1. SINGLE ENGINE				
2. MULTI ENGINE/Dornier DO-228/ Beechcraft B-350 (350/360)				
Any other aircraft (please specify)				
Total (Flying Hrs)				
Grand Total (Flying hours)				
multi turbine engine experience :				
flying work experience with NSOP/Schedule:				

(Attach copy of the endorsement certificates issued by DGCA)

VIII. Did you have any flying incident/ accidents? YES NO

(If yes, Please specify. Provide brief details including punishments/ warning awarded.)

IX. DGCA COMPUTER NUMBER _____

X. PASSPORT DETAILS:

NUMBER _____
 DATE OF ISSUE _____
 DATE OF EXPIRY _____

XI. Any other information:

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:

Place:

SIGNATURE OF THE CANDIDATE