Chat started on Thursday, July 13, 2017 3:40:48 PM

(3:40:48 PM) \*\* Siddharth Kabra has joined the chat \*\*

(3:40:48 PM) \*\* Rakhi has joined the chat \*\*

(3:40:52 PM) Rakhi: Hi, how can I help you today? =)

I am your personalized counselor.

(3:41:02 PM) Siddharth Kabra: hello mam

(3:41:49 PM) Siddharth Kabra: i want to become a pilot ...

so plz suggest me the ways to be, after my 12

(3:42:23 PM) Rakhi: sure Siddharth

(3:42:32 PM) Siddharth Kabra has rated the chat Good

(3:42:51 PM) Siddharth Kabra: so mam what should i do.?

(3:43:08 PM) Rakhi: give me a moment siddharth

(3:43:34 PM) Siddharth Kabra: sure..

(3:45:33 PM) Rakhi: A commercial pilot license (CPL) is a qualification that permits the holder to act as the pilot in command of a single pilot aircraft, or as co-pilot of a multi-pilot aircraft and be paid for his/her work. Different types of commercial pilot certificates or licenses are issued for the major categories of aircraft including airplanes, helicopters, gyroplanes, balloons and airships.

Commercial Pilot courses are integrated and detailed which involve both ground and flying lessons i.e. theory and practical. Theory subjects include Navigation, Meteorology, Regulations and Technical while flying lessons include various maneuvers and cross country flights.

To become a commercial pilot, you need to follow a step by step process which is –

Secure admission in a flying school/club which is approved by the Directorate General of Civil Aviation (DGCA). Minimum eligibility is 10+2 pass with at least 50% marks in Mathematics and Physics. To gain admission, you need to clear a pilot entrance test which consists of class 12 level Physics, Chemistry, Mathematics, English and General Knowledge.

You need to clear prescribed medical tests at various levels to get a Private Pilot License (PPL). This is accompanied by gaining 60 hours of flying experience

Within 3 years of getting a PPL, you need to complete 250 hours of flying along with medical tests clearance to get a Commercial Pilot License (CPL). This will clear your way to become a Trainee co-pilot and finally a pilot in any commercial airlines.

Countries like Canada, USA and UK have the best pilot training institutes in the world. You can obtain a license from any pilot training institute in the world and if you want to work as a pilot in India, you have to seek DGCA’s approval to convert the foreign license to Indian CPL.

Please note that this entire process is quite expensive and requires a lot of focus so we suggest you to judge yourself on your communication skills, numeric skills and aptitude and then decide on a course of action. We wish you all the best for your future decisions

In India, airline pilots earn anywhere between Rs. 300,000 and Rs. 800,000 per month, depending on their employers and level of experience. On average, airline pilots in the United States earn $60,000 annually

Your vision in one eye must be perfect. In general medical terminology, it is called 6/6 eyesight. In the other eye, you could have an imperfection of 6/9, which must be correctable to 6/6.

General physical fitness is mandatory. You must be free of any disease that can hamper normal function.

A private pilot license typically takes 60-70 hours of flight time. A commercial pilot license will take 150 hours of flight time. The time to obtain the license is dependent on how frequently you fly, and your commitment to study.

Eligibility:

Age limit: 19-23

Minimum Qualification: Class 12th from a Recognized board

Marital Status: Unmarried

Eye sight: 6/6

Job Prospects:

With the privatization, lots of avenues have opened for CPL holders. They can find employment opportunities in both government (Indian Airlines, Air India) as well as private domestic and international (Jet Airways, Sahara etc.) airlines. Even large corporate houses with their own aircraft require the services of pilots.

Career options:

In this field after getting CPL one start as a trainee pilot. After being a trainee, one becomes a pilot or first officer on board based on ones seniority. Seniority is determined by hours of flying experience and successful completion of various programs. Then one becomes a Commander or Captain and thereafter a Senior Commander. From pre-take off to actual landing and signing off, pilot must be highly responsible. Before take-off pilots check pre-flight plans.

These includes the route to be taken and height maintained, meteorological readings, conditions of all equipments, air pressure and temperature inside the aircraft etc. They have to do complex calculations of take-off and landing and have to check fuel needed for the particular distance to be traveled and height and weight to be maintained.

During the flight too pilot must be constantly alert, ensuring there are no mechanical snags, maintaining contact with air traffic controls and cabin crew through-out the flight. He also has to keep a record of flight details. If the airline shuts down the employees has to fetch out for another job in the relevant field.

Some of the flying schools are:

1. Indira Gandhi Rashtriya Uran Academy, Uttar Pradesh

2. Flying Training Institute, Behala, Calcutta

3. Government Aviation Training Institute, Civil aerodrome, Bhubaneswar

4. Karnal Aviation Club, Kunjpura Road, Karnal, Haryana

5. Government Flying Club, Aerodrome, Lucknow

6. School of Aviation Science and Technology, Delhi Flying Club Ltd, New Delhi

7. State Civil Aviation, UP Govt Flying Training Center Kanpur and Varanasi

8. Rajasthan State Flying School, Sanganer Airport, Jaipur

9. Govt Flying Training School Jakkur Aerodrome, Bangalore

10. Andhra Pradesh Flying Club Hyderabad Airport, Hyderabad

(3:46:57 PM) Siddharth Kabra: thanks a lot mam

(3:47:08 PM) Siddharth Kabra: i have some more questions

(3:47:29 PM) Rakhi: sure

(3:47:32 PM) Rakhi: you can ask

(3:48:58 PM) Siddharth Kabra: mam i also wanted to join defence

nd what i thought is that if i could be eligible for pilot then i shall do aeronautical eng. nd then proceed to give cds examination...

(3:49:42 PM) Siddharth Kabra: my main preferance is to join defence nd i m also preparing for nda..

now what shall i keep in my backup

(3:50:14 PM) Rakhi: alright so it means NDA is your first preference?

(3:50:21 PM) Siddharth Kabra: yes

(3:51:08 PM) Rakhi: okay so as already you are preparing for NDA keep it as a first option ,however for pilot you have to join flying schools that can be done if you dont clear NDA

(3:51:59 PM) Rakhi: But if you want to choose the path of becoming pilot after engineering then you need to prepare for entrance test too

(3:52:34 PM) Siddharth Kabra: so mam in which field i shall do engineering

(3:53:24 PM) Rakhi: see if you are interested and sure that you want to make a career in flying then yes after pursuing engineering then going to pilot is safer option and also the broader option

(3:55:24 PM) Siddharth Kabra: yes mam i m understanding that

i want to know that in which fiels i shall do engineering

so that if i could not get a chance as a pilot i will be having a good scope in engineering

nd i have planned that after my engineering i will be appearing for cds examination

(3:55:59 PM) Rakhi: okay

(3:56:33 PM) Rakhi: so you can pursue aeronautical engineering or mechanical

(3:58:23 PM) Siddharth Kabra: ok

(3:58:43 PM) Siddharth Kabra: i was thinking not to go for mechanical as it is common nowadays

(3:59:08 PM) Rakhi: alright

(4:03:33 PM) Siddharth Kabra: ok thank u mam..

i will catch you up whenever needed

(4:03:42 PM) Rakhi: sure Siddharth

(4:03:47 PM) Rakhi: Thank you for chatting with us on Univariety Please feel free to chat with us again if you have any additional questions. Have a great day!

(4:14:47 PM) \*\* Siddharth Kabra has left \*\*