



FEDERATION OF INDIAN PILOTS

Ref No: FIP/DGCA/2025 - 04

12th August 2025

To,
Mr. Faiz Ahmed Kidwai,
Director General Civil Aviation
Office of the Director General of Civil Aviation,
Opp. Safdarjung Airport,
Aurobindo Marg,
New Delhi - 110 003.

Subject: REQUEST FOR FIP TO PARTICIPATE IN THE COMMITTEE FOR FORMULATING THE MPL POLICY

Respected Sir,

Greetings of the Seasons Sir!!!!!!!

The **Federation of Indian Pilots (FIP)** is a Premier Professional Organization that represents the interests of Commercial Airline Pilots across India. Founded in **1996**, the FIP has grown to become one of the most respected bodies in Indian Civil Aviation with more than 6000 pilot members, thus, playing a crucial role in safeguarding pilot welfare, enhancing aviation safety, and contributing to the evolution of aviation policy and standards in the country.

As a **non-profit, non-political, and independent organization**, the FIP operates with the sole objective of promoting the professional, legal, and safety interests of Indian pilots. Its membership comprises pilots from various Indian and international airlines, and it functions as a centralized platform for dialogue, support, and representation.

Over the decades, the Federation has not only advocated for better working conditions and fair employment practices for pilots but has also played an active role in promoting a strong **safety culture**, encouraging professional development, and supporting regulatory reforms in Indian aviation. Through its continuous engagement with authorities such as the **Directorate General of Civil Aviation (DGCA)**, **Ministry of Civil Aviation (MoCA)**, and Airline Managements, the FIP strives to ensure that the Indian Pilot Community is professionally empowered, legally protected, and operationally prepared for the challenges of modern Aviation.

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In essence, the Federation of Indian Pilots stands as a pillar of support and advocacy for the cockpit crew, ensuring that while pilots focus on flying safely, their rights, careers, and voices are taken care of with equal diligence. Here are the primary functions of the FIP:

1. Advocacy for Pilot Welfare and Rights

- Represents the interests of airline pilots in India at national and international forums.
- Works with government bodies (like DGCA, MoCA) to ensure fair working conditions, and job security.
- Addresses grievances related to contracts, safety violations, and unfair practices by airlines.

2. Promotion of Aviation Safety

- Actively involved in promoting aviation safety and best practices.
- Works with regulatory bodies to develop safety protocols, training standards, and SOPs.
- Investigates and provides input on safety incidents involving pilots.

3. Legal and Professional Support

- Offers legal assistance and advice to member pilots in disputes with employers or regulatory authorities.
- Supports pilots facing disciplinary actions or inquiries.

4. Training and Skill Development

- Organizes seminars, workshops, and awareness programs to keep pilots updated on regulatory changes and technological advancements.
- Supports continual professional development and training.
- **Offers B Sc Aviation to Pilots from Mumbai University.** Conducted by Institute of Aviation and Aviation Safety (IAAS) an arm of FIP.
- **Also, FIP would be shortly introducing Post Graduation for Pilots.**

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5. Representation and Networking

- Serves as a collective voice for pilots during policy-making, negotiations, and industry-level discussions.
- Builds solidarity among Indian pilots and fosters cooperation across airlines.

We are delighted to know that the DGCA has constituted a Committee for MPL training under the able Chairmanship of Mr. Sanjay Bramhane. All the stakeholders i.e. the airlines and FTO's are being associated with the formulation of the training. However, industry experts who can contribute immensely have been kept out. The FIP has members with immense knowledge. **I, being the President of FIP, have almost FIVE decades of aviation experience in IAF, Air India, DGCA, etc. I have been an Examiner in the IAF and in Air India and also served the DGCA for almost 11 years as FOI, SFOI and Dy CFOI.** The FIP can contribute immensely in seeking a balance in the formulation of the MPL policy. There are certain disadvantages of MPL which are as follows:

1. Airline Dependency

- You're tied to a specific airline. If that airline withdraws support (bankruptcy, hiring freeze, etc.), your MPL may not easily transfer to another company.

2. Limited License Flexibility

- Unlike a traditional ATPL, an MPL is not immediately valid for flying solo or outside a multi-crew airline environment. It's restricted to airline operations until upgraded to an ATPL.

3. No Solo PIC (Pilot-in-Command) Hours/Cross Country

- MPL cadets typically don't fly solo cross-country, which some argue reduces real-world decision-making experience and confidence. The FAA places high value on individual pilot experience, especially PIC and solo time.

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- There are **safety and cultural differences** in how flight training is viewed — MPL is highly airline-specific and doesn't include solo cross-country time, which is seen as essential in the FAA model.

4. Harder to Switch Employers Early

- Since you're trained specifically for one airline's operations, switching to another airline early in your career may require additional training or conversion.

5. Newer, Less Proven Path

- MPL is still relatively new compared to traditional flight training, and some in the industry may still prefer candidates with traditional experience, especially outside of major airlines.

6. Cost Still High

- While sometimes more streamlined, MPL training is still expensive, often costing US\$60,000–80,000, and may require financial risk without guaranteed job placements.

7. Not Universally Accepted

- Some countries, airlines, and regulators (especially in the US) do not recognize or accept MPL-trained pilots.
- This could **limit global career mobility** unless the MPL is converted into a full ATPL.

MPL is a **great path for people who are 100% committed to working with a specific airline**, are okay with being trained under a strict structure, and are focused on becoming airline first officers as quickly as possible.

However, it **comes with risks** if the airline changes its plans, and limits you in terms of flexibility and early career options. Make sure you understand **what happens if the partnership ends, or if you need to transfer mid-training**.

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Therefore, in view of the above, it is requested that a representation from FIP may please be included in the Committee which is formulating the MPL policy. The undersigned with extensive knowledge, will be very keen to assist the DGCA in formulating the MPL policy/regulations.

Warm Regards,

CAPT CS RANDHAWA,
PRESIDENT, FEDERATION OF INDIAN PILOTS (FIP)
Mob No: 9820144418/9899200526

Cc; Mr. Sanjay K. Bramhane, JDG, Director General Civil Aviation

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