इन्दिरा गाँधी राष्ट्रीय उड़ान अकादमी
INDIRA GANDHI RASHTRIYA URAN AKADEMI
नागर विमानन मंत्रालय, भारत सरकार के अधीन स्वायत्त निकाय
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07 नवम्बर 26

निदेशक, इग्रुआ का संदेश
इग्रुआ की 40वीं वर्षगाँठ

प्रिय इग्रुअन्स (वर्तमान में कार्यरत एवं सेवानिवृत्त), उनके परिवार के सदस्य,
हमारे प्रिय कैडेट्स एवं अभिभावकगण,

1. आज हम इग्रुआ की 40वीं वर्षगाँठ मना रहे हैं। वर्ष 1986 में इसी दिन इग्रुआ का अस्तित्व एक सिविल पायलट प्रशिक्षण के उत्कृष्टता केंद्र (सेंटर ऑफ एक्सीलेंस) के रूप में सोसाइटी पंजीकरण अधिनियम, 1860 के अंतर्गत आया। तब से इग्रुआ निरंतर गर्व एवं गौरव के साथ राष्ट्र तथा नागरिक विमानन क्षेत्र की सेवा करता आ रहा है।

2. इग्रुआ वर्तमान में अपनी 40 वर्षों की यात्रा के सबसे गौरवशाली दौर से गुजर रहा है। पिछले 15 महीनों में के दौरान हमने अब तक का सर्वाधिक कठिन परिश्रम किया है, जिसके परिणामस्वरूप इग्रुआ के कार्य-निष्पादन एवं इतिहास में एक बड़ा परिवर्तन आया है।

3. इसे परिवर्तन इसलिए कहा जा रहा है क्योंकि यह बहुत कम समय में हुआ है, इसके परिणामस्वरूप उत्पादन एवं कार्य-निष्पादन में 100% से अधिक की वृद्धि हुई है तथा यह परिवर्तन अगले एक दशक और उससे भी अधिक दीर्घकालिक रहेगा। पिछले एक वर्ष का कार्य-निष्पादन नीचे सारणीबद्ध किया गया है:-

कार्य-निष्पादन के मानदंड	1986–2025	01 जनवरी 2026 से
प्रतिवर्ष उड़ान घंटे	9338 घंटे	24500+ घंटे
एयरक्राफ्ट उपयोग दर	65 से 70 घंटे	150 से 160 घंटे
सीपीएल उत्तीर्ण होने वाले कैडेट्स की संख्या	44 प्रतिवर्ष	120 से 125 प्रतिवर्ष
वित्तीय स्थिति	2 से 3 वर्षों को छोड़कर हमेशा बजट घाटे एवं नुकसान मे	वित्तीय वर्ष 2025-26 में दो दशकों से अधिक समय में पहली बार बजट अधिशेष। इसे आगे भी बनाए रखा जाएगा
एफटीओ रैंकिंग	वर्ष 2025 में 25/35. 'सी' श्रेणी में वर्गीकृत	05/35, 450 कैडेट्स एवं केवल 13 एयरक्राफ्ट के बावजूद

4. इग्रुआ की एयरक्राफ्ट उपयोग दर वर्तमान में पूरी दुनिया में सर्वश्रेष्ठ है और सीपीएल उत्तीर्ण होने वाले कैडेट्स की वार्षिक संख्या बढ़कर 125 हो गई है। हम तेजी से मिशन 2028 की ओर अग्रसर हैं, जिसके अंतर्गत निम्नलिखित लक्ष्य निर्धारित किए गए हैं:-

(1) मार्च 2028 तक 19 नए एयरक्राफ्ट शामिल करना।

(2) वार्षिक उड़ान घंटों को बढ़ाकर 50000 घंटे प्रतिवर्ष करना। वर्ष 2025 तक यह केवल 10000 घंटे प्रतिवर्ष था।

(3) सीपीएल कैडेट्स के वार्षिक प्रवेश को 125 से बढ़ाकर 250 करना।

(4) सीपीएल कैडेट्स की वार्षिक उत्तीर्ण संख्या को बढ़ाकर 250 करना।

(5) मार्च 2028 तक फुरसतगंज में नए नेविगेशन एड्स स्थापित करना, ताकि एयरफील्ड को आईएफआर परिचालन के योग्य बनाया जा सके।

पृष्ठ 2

(6) 300 कैडेट्स की क्षमता वाला सीपीएल ग्राउंड ट्रेनिंग स्कूल स्थापित करना।

(7) वर्ष 2028 तक हेलीकॉप्टर ट्रेनिंग स्कूल एवं ड्रोन ट्रेनिंग स्कूल स्थापित करना।

(8) वर्ष 2028 तक शामिल किए जाने वाले 19 नए एयरक्राफ्ट के लिए 3 नए एयरक्राफ्ट सिमुलेटर स्थापित करना।

(9) वर्ष 2028 तक इग्नुआ को वित्तीय रूप से आत्मनिर्भर बनाना तथा प्रत्येक क्षेत्र में आत्मनिर्भरता प्राप्त करना।

(10) वर्ष 2028 तक इग्नुआ के बुनियादी ढाँचे में महत्वपूर्ण सुधार करना, जिसमें छात्रावास एवं अन्य सुविधाएँ शामिल हैं।

5. अपनी 40वीं वर्षगाँठ के अवसर पर आइए, हम सभी यह संकल्प लें कि इग्नुआ की इस परिवर्तनकारी यात्रा में अपनी-अपनी क्षमता के अनुसार सकारात्मक योगदान देंगे। इग्नुआ में कार्यरत सभी इग्नुअन्स को सदैव यह स्मरण रखना चाहिए कि हमारा मूल मंत्र है — **"राष्ट्र सर्वोपरि एवं इग्नुआ सदैव प्रथम"** ।

6. इग्नुआ, एएमई एवं सीपीएल प्रशिक्षण का संरक्षक संस्थान है और हमारा उद्देश्य देश को सर्वश्रेष्ठ प्रशिक्षित सिविल पायलट एवं एयरक्राफ्ट इंजीनियर उपलब्ध कराना है। हमारा लक्ष्य वर्ष 2028 तक पूरी दुनिया का सर्वश्रेष्ठ एफटीओ बनना है।

7. इस लक्ष्य को प्राप्त करने के लिए हमें अपनी उड़ान क्षमता को बढ़ाकर 50000 घंटे प्रतिवर्ष करना होगा तथा एएमई स्कूल के माध्यम से प्रभावी ढंग से नए आयाम स्थापित करने होंगे। इसके साथ ही 300 कैडेट्स की क्षमता वाला ग्राउंड ट्रेनिंग स्कूल भी स्थापित करना होगा। हमें हेलीकॉप्टर एवं ड्रोन ट्रेनिंग स्कूल की स्थापना के माध्यम से अपने प्रशिक्षण कार्यों का विस्तार भी करना होगा।

8. हम वर्ष 2028 तक उड़ान संचालन के लिए 3 बेस तथा वर्ष 2030 तक 5 बेस का संचालन भी करेंगे।

9. कार्यरत सभी इग्नुअन्स की ओर से मैं पिछले चार दशकों में हमारे पूर्ववर्तियों द्वारा दिए गए योगदान को स्वीकार एवं सम्मानित करता हूँ। हम अपने पूर्व निदेशकों के योगदान एवं उनके नेतृत्व को भी अत्यंत आदर एवं स्नेह के साथ स्मरण करते हैं।

10. मैं सभी इग्नुअन्स, कैडेट्स एवं अभिभावकों को इस अत्यंत आशाजनक परिवर्तनकारी यात्रा के लिए शुभकामनाएँ देता हूँ। इग्नुआ ने 01 सितम्बर 2025 से बिना किसी अवकाश के, शनिवार एवं रविवार सहित, निरंतर कार्य किया है। परिवर्तन एवं उत्कृष्टता की दिशा में हमारी यह अविराम यात्रा अटूट संकल्प एवं सर्वोच्च दृढ़ निश्चय के साथ निरंतर जारी रहेगी।

11. मैं अपना संकल्प दोहराता हूँ — **"राष्ट्र सर्वोपरि एवं इग्नुआ सदैव प्रथम"** । मेरी कामना है कि आने वाले वर्षों में इग्नुआ विश्व स्तर पर सर्वश्रेष्ठ एफटीओ बनकर सर्वोच्च गौरव एवं उपलब्धियाँ प्राप्त करे।

वर्ष 2026 के लिए आप सभी को दीपावली एवं त्योहारों की हार्दिक शुभकामनाएँ।

सदैव प्रसन्न रहें एवं आपकी हर उड़ान सफल और सुरक्षित हो!

विपुल

एयर कमोडोर विपुल सिंह
एवीएसएम वीएम (सेवानिवृत्त)
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FEEDBACK TO PARENTS ON THE RECENT TRANSFORMATION OF IGRUA

Background

1. During FY 2023-24 and FY 2024-25, IGRUA was flying approximately 10,200 hours per year with 13 aircraft. At the same time, the number of cadets had increased substantially, resulting in a widening gap between available flying capacity and the training requirements of cadets.

2. By May 25, the accumulated flying backlog had reached approximately 51,000 hours, the cadet strength had increased to approximately 445, and the average CPL course duration had extended to more than four years. Aircraft strength had reduced to 13 aircraft by 2023, while the aircraft utilisation rate continued to remain low. Financial losses also continued to increase during this period.

3. The situation required a focused and sustained effort to improve the utilisation of available aircraft, increase flying output, reduce the accumulated backlog and bring down the CPL course duration, while simultaneously maintaining high standards of flight safety, quality of training and operational discipline.

4. Since May 25, a series of operational, administrative, financial and infrastructure measures have been undertaken at IGRUA. These initiatives have resulted in a significant improvement in the overall functioning and performance of the Akademi.

5. The transformation achieved since May 2025 is reflected in the substantial increase in flying effort, improved aircraft utilisation, reduction in CPL course duration, increase in CPL pass-out rate, improved FTO ranking, better financial performance, strengthening of safety and discipline, and improvement of the training and living environment for cadets.

6. This is being called "Transformation", as these improvements have occurred in short time, are very large, and will be sustained for long-term.

Increase in Flying Effort

7. Flying effort has witnessed a significant increase during the recent period. IGRUA, with its existing aircraft strength, had been flying an average of approximately 10,200 hours annually during FY 2023-24 and FY 2024-25. The flying effort has now increased to approximately 25,000 hours per year.

8. During the quarter 01 Apr 26 to 30 Jun 26, IGRUA flew 6,914 hours, averaging approximately 2,305 hours per month, as compared to 3,854 hours during the corresponding quarter of the previous year. This represents an increase of approximately 80% for the quarter.

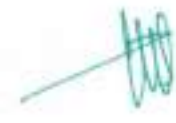
9. Since 01 Sep 25, flying operations have been undertaken on 362 days in a 365-day cycle. During the Apr–Jun 2026 quarter, all 91 days were working days and flying was undertaken on all 91 days.

10. This intensive work cycle has been adopted to overcome the organisational constraint arising from the limited strength of 13 aircraft and to reduce the accumulated flying backlog and CPL course duration.

All-Time Flying Records

11. The increase in flying effort has resulted in IGRUA achieving new operational records. During the quarter Apr–Jun 26, IGRUA broke the all-time monthly flying records for the months of April, May and June, set during the previous 40 years since 1986.

12. IGRUA has broken the monthly flying records of the last 40 years for all months from Jan 26 onwards, and the trend is expected to continue during the balance period of the year.



Improvement in Aircraft Utilisation

13. Aircraft utilisation has improved substantially despite there being no increase in aircraft strength.

14. During Apr–Jun 26, the aircraft utilisation rate was approximately 177 hours per aircraft per month, equivalent to approximately 2,124 hours per aircraft per year. This represents an increase of approximately 80% compared with the corresponding quarter of the previous year.

15. As per the Apr 26 FTO Ranking data, the average annual aircraft utilisation rate for Indian FTOs was approximately 850 hours per aircraft per year, while the absolute best annual aircraft utilisation rate globally was stated to be approximately 1,500–1,600 hours per aircraft per year.

16. Against these figures, IGRUA sustained an average utilisation of approximately 161 hours per aircraft per month since 01 Jan 26, translating to approximately 1,940 hours per aircraft per year. During Apr–Jun 26, this increased further to approximately 2,124 hours per aircraft per year. Thus, aircraft utilisation rate at IGRUA since 01 Jan 26 is even better than the global best.

17. Aircraft availability has also increased by approximately 30% with the same aircraft strength.

Reduction in CPL Course Duration

18. Reduction in the duration of CPL training has remained one of the major areas of focus. The average CPL course duration, which had increased to over four years in May 25, reduced to approximately three years by Jun 26.

19. The Batch of Aug 23 is scheduled to pass out in Aug 26, while the Batch of Nov 23 is expected to pass out in Oct 26, becoming the first batches in a long time to complete the course in under three years.

20. This reduction has been achieved primarily through the substantial increase in flying effort, improved aircraft utilisation and more intensive flying operations, despite no increase in aircraft strength.

Increase in CPL Pass-Out Rate

21. The increase in flying effort has translated into a significant improvement in the number of cadets completing CPL training.

22. During Apr–Jun 26, 27 cadets completed their CPL Course. Based on the flying effort of 6,914 hours during the quarter and the requirement of approximately 200 flying hours per cadet, the flying effort was equivalent to approximately 34 CPL pass-outs.

23. The annual CPL pass-out rate, which was approximately 55 cadets annually till the previous year, has increased to nearly 125 cadets for calendar year 2026, based on the flying activity being undertaken since 01 Jan 26.

24. The broader transformation data also reflects an increase in CPL pass-out capacity from the historical level of approximately 44 per year to 125 per year.

Improvement in Overall Work Output

25. IGRUA has improved its overall work output in every facet by more than 100% during the last 12 months. This improvement has been achieved:-

- With the same aircraft assets
- Without any increase in aircraft strength
- Without monetary or other external assistance towards the operational improvement
- With only approximately 9% increase in workforce

26. The improvement demonstrates significantly better utilisation of existing aircraft, manpower and infrastructure

Flight Safety and Quality of Training

27. The increase in flying effort has been accompanied by continued emphasis on flight safety and quality of training.

28. The transformation data records nil accidents during the recent transformation period, with continued emphasis on safer operating practices.

29. Aircraft serviceability, maintenance, flight safety, instructor availability and quality of flying training continue to remain important operational priorities.

Flying by Director, IGRUA

30. Instructional flying by the Director, IGRUA has also resumed after a gap of 17 years.

31. The present Director commenced instructional flying with IGRUA trainees on 13 Jun 26 and is carrying out instructional flying by day and night on DA-40 aircraft. Conversion to DA-42 aircraft is also under process.

32. The availability of the Director as a Flight Instructor is contributing to the flying effort, instructor availability, quality of flying training, safety of operations, improvements in the flying environment and night flying effort.

Improvement in FTO Ranking

33. The operational improvements have also been reflected in IGRUA's FTO ranking.

34. IGRUA had received a 'C' Grade and was ranked 25th out of 35 FTOs in Sep 25, based on the performance period up to Jun 25.

35. Following the operational transformation, IGRUA achieved 5th position in the Apr 26 FTO Ranking, despite operating with only 13 aircraft and approximately 450 cadets.

36. Aircraft strength remains a significant constraint, as the number of aircraft accounts for approximately 34% of the marks under the FTO Ranking system.

Improvement in Financial Position

37. The financial position of IGRUA has also shown significant improvement. FY 2025-26 was the first year in over two decades in which IGRUA achieved a budget surplus. The transformation data also records an increase in income of approximately 27% and savings of approximately ₹17 crore.

38. The Akademi continues to maintain financial discipline while ensuring availability of resources for operational and infrastructure requirements.

Campus Infrastructure and Quality-of-Life Improvements

39. A number of administrative, infrastructure and quality-of-life improvements have been undertaken since Jul 25 to improve the campus environment for cadets, employees and other residents. Major works include:-

- Establishment of a new Gym with modern fitness infrastructure
- Comprehensive renovation and restoration of the Swimming Pool, which had remained non-operational since 2019
- Internal and external painting and civil repairs of the Boys' and Girls' Hostels
- Internal refurbishment of Ganga Guest House
- Renovation and improvement of the Club House
- Renovation of the Auditorium, including carpeting and waterproofing works
- Renovation and maintenance of the Shopping Complex
- Provision of additional covered car parking sheds
- Renovation and improvement of the Flight Operations Center (FOC)

- Fitment of 32 new ACs in FOC
- Improvement of Crew Rooms and facilities for cadets
- Director's Office in FOC has been converted into Crew Room 3 for cadets
- Repair and painting of VOR, Glide Path and Localizer installations
- Improvements in Washrooms of FOC
- Construction of dedicated resting sheds for refueling staff and aircraft technicians
- Improvements in roadside lighting in the residential complex
- Boundary wall painting and campus beautification
- External painting of administrative buildings, residential houses, hostels and other buildings.
- Development of foundations for mounting four aircraft for display

Improvement in Discipline and Governance

40. The overall discipline among employees and cadets has shown significant improvement during the last year.

41. Administrative measures have been undertaken to maintain high standards of discipline, accountability and professional conduct among employees and cadets.

42. The governance and feedback mechanism has also been strengthened. Since June 2025, regular Governing Council meetings, circulation of Notes to the Governing Council, performance reviews/audits and Quarterly Progress Reports have been introduced to ensure continuous engagement of the Governing Council on important policy and administrative matters.

Procurement and Capacity Enhancement

43. Procurement and maintenance activities are being undertaken to support the increased operational requirements of the Akademi.

44. Major procurements initiated during Apr–Jun 26 include aircraft spares, overhaul of engines and propellers, air conditioners, DG generators and computers.

45. Aircraft strength continues to be the principal organisational constraint. IGRUA had 34 aircraft in 2009, which subsequently reduced to only 13 aircraft, while the number of students increased substantially to approximately 480 CPL cadets. The Aircraft Procurement Committee is functional and the procurement process is being progressed to address this constraint.

Roadmap for IGRUA

46. The recent transformation is intended to form the foundation for the long-term expansion and self-sufficiency of IGRUA. The roadmap envisages:

- Increasing the fleet to 33 aircraft
- Making IGRUA Atmanirbhar by 2027
- Progressively reducing CPL course duration towards 1.5 years by 2028
- Increasing annual intake to approximately 300 cadets by 2030
- Establishing three full-year operational bases by 2030
- Developing an annual operational capacity of approximately 60,000 flying hours by 2030

47. The proposed expansion is aimed at making IGRUA self-sufficient and positioning it as a pioneer in CPL training in India.

Conclusion

48. IGRUA has undergone significant operational, administrative and financial transformation since May 25.

49. The increase in flying effort from approximately 10,200 hours to 25,000 hours, substantial improvement in aircraft utilisation, breaking of all-time flying records, reduction in CPL course duration from over four years to approximately three years, increase in CPL pass-out rate to nearly 125 per year, improved FTO ranking, strengthening of flight safety and training standards, improvement in financial health and extensive campus infrastructure improvements collectively reflect the progress achieved during the recent period.

50. Significantly, the increase in overall output of more than 100% has been achieved without any increase in aircraft strength and with only approximately 9% increase in workforce.

51. The focus of IGRUA continues to remain on safe and quality flying training, reduction of the accumulated flying backlog, timely completion of CPL training, optimum utilisation of available resources, improvement in the training and living environment of cadets, and development of additional capacity for the future.

52. The performance achieved during the recent period is intended to be sustained and further improved as IGRUA progresses towards increased aircraft strength, higher flying capacity, reduced CPL course duration and institutional self-sufficiency.

Air Cmde Vipul Singh, AVSM VM (Retd)
Director
IGRUA

Date: 24 Aug 26

PROGRESS OF FLYING AT IGRUA SINCE 15 MAY 25

1. **Flying Hours**. The flying effort at IGRUA has grown by **70%** compared to the last two Financial Years (FY). IGRUA flew 9400 and 11031 hours in FY 2023-24 and 2024-25 respectively. Since 15 May 25, IGRUA is flying @ **17400 hours a year**. This is despite **NIL** increase in aircraft strength and significant visibility limitations imposed vide FTC 01 / 2025. IGRUA plans to increase this effort to **20000 hours for FY 2026-27 (from 01 Apr 26)** with current aircraft strength only, which will be an all-time yearly flying record for IGRUA. If the aircraft strength goes up during this period, the flying effort will be revised upwards.

2. **Aircraft Availability**. The aircraft availability for flying has increased by over **30%** with the same aircraft strength. 18 Feb 26 was a historical day, when all 13 aircraft of IGRUA flew. This was the first time in many years when all the aircraft on strength of IGRUA were serviceable and flew as well.

3. **Aircraft Utilization Rate**. The aircraft utilization has grown by **46% to 70%** compared to the last two FYs. The aircraft utilization was **60.7** hours in 2023-24 and **70.3** hours in 2024-25. All-time record of IGRUA was 86 hours of utilization rate in the past. Between 15 May 25 to 31 Dec 25, it grew to **103.5 hours**. In Jan 26, it has further been increased to **144 hours**. Efforts are underway to sustain it at 140 hours for the next one year.

4. **Round the Year Flying from Additional Base**. Flying is now being undertaken at IGRUA from two bases (Fursatganj and Gondia) since 05 Nov 25. Intelligent utilization of the two bases is being ensured to maximize flying effort, based on their weather pattern.

5. **Flying on Holidays**. IGRUA has flown non-stop since 01 Sep 25 with no breaks, holidays, Sundays etc, except for one day of Diwali.

6. **Flying Effort of Winter Months**. IGRUA had flown 336, 563 and 707 hours in Nov 24, Dec 24 and Jan 25 respectively. Compared to these figures, IGRUA flew 1283 hours, 1545 hours and 1879 hours in Nov 25, Dec 25 and Jan 26 respectively. The flying effort in the three months of Nov 25 to Jan 26 in the current FY is nearly **200% increase** over the corresponding period the last FY.

7. **All-time Record for Month of Jan**. Since its establishment in 1986, the all-time highest flying effort for IGRUA for the month of Jan was 1346 hours. In Jan 26, this old record was broken by a huge margin and a new record of 1879 hours was set.

8. **Financial Stability**. Flying effort at an FTO is directly linked to its financial stability. For the first time in two decades, IGRUA has shown signs of financial stability. IGRUA had suffered a loss (deficit) of Rs 8.9 Crore in FY 2024-25, which is expected to come down to Rs 3 Crore in FY 2025-26. For the year alone, IGRUA accounts will go in **positive in FY 2026-27** after over two decades. This is being achieved with resources internal to IGRUA alone. **No** financial, equipment or material help has been received from elsewhere.

9. **Quality & Safety of Flying Training**. While attempting all this, the **quality of the flying training** too has been improved significantly along with ensuring complete safety and strict adherence to the regulatory guidelines.

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19 Feb 26

FEEDBACK TO THE PARENTS OF CPL STUDENTS
14 MAR 26

1. Since May 25, IGRUA has made **unbelievable progress**. In the **overall performance matrix**, the productivity and output of IGRUA has grown **by almost 100% in FY 2025-26** compared to the output of last two FYs.

2. IGRUA is on a **firm upward trajectory now**. It is expected that IGRUA will fare very well in the FTO Ranking to be announced soon on 01 Apr 26. IGRUA will surely be in TOP THREE during the FTO Ranking due on 01 Oct 26.

3. The achievements of IGRUA for **FY 2025-26** are enumerated in succeeding paragraphs.

Achievements of IGRUA for FY 2025-26

4. **Financial Stability**. Multiple measures were initiated in May 25 for financial prudence and stability. As a result, for the first time in over two decades, IGRUA will post profit in FY 2025-26 of the order of over Rs 4 Crore. IGRUA had suffered a loss (deficit) of Rs 8.3 Crore in FY 2024-25. IGRUA is expected to post savings / profit of Rs 25 Crore or more in FY 2026-27. It is expected to grow further in the coming years.

5. **Flying Hours**. The flying effort at IGRUA has **grown by over 72%** compared to the flying effort of last two FYs. For FY 2025-26, IGRUA is flying @ **17600 hours**, compared to average flying effort of 10200 hours for the last two Financial Years. This is despite **NIL** increase in aircraft strength. IGRUA will further increase this effort **by 100%** to **20500 hours in FY 2026-27** with current aircraft strength of **13 only**. If the aircraft strength goes up during FY 2026-27, the planned flying effort of 20500 hours will be further revised upwards.

6. **Aircraft Utilization Rate**. The aircraft utilization rate has been **doubled (increase of over 100%)**, compared to the last two FYs. The aircraft utilization was **60.7** hours in 2023-24 and **70.3** hours in 2024-25. Between 15 May 25 to 31 Dec 25, it grew to **104 hours**. In **Jan 26 and Feb 26**, it increased to **144 hours** and **163 hours** respectively. The current aircraft utilization rates of IGRUA for Jan and Feb 26 are the **highest in the country** amongst FTOs. All efforts are underway to sustain it at 140 hours for entire FY 2026-27.

7. **New All-Time Records in Flying**. Since its establishment in 1986, the all-time highest flying effort for IGRUA for the month of Jan was 1346 hours. In Jan 26, this old record was broken by a huge margin and a **new record of 1879 hours** was set. Similarly, the all-time highest flying record for Feb was 1787 hours. This too was **broken on 24 Feb 26**. The new record for Feb is now 2128 hours, which incidentally now is also the **HIGHEST EVER RECORDED FLYING EFFORT AT IGRUA SINCE 1986 FOR ANY OF THE 12 MONTHS of the year**.

8. **Flying Effort of Winter Months**. IGRUA had flown 336, 563, 707 and 1110 hours in Nov 24, Dec 24, Jan 25 and Feb 25 respectively. Compared to these figures, IGRUA flew 1283, 1545, 1879 and 2128 hours in Nov 25, Dec 25, Jan 26 and Feb 26 respectively. The flying effort in the four winter months of Nov 25 to Feb 26 in the current FY is nearly **150% increase** over the corresponding period of the last FY.

9. **Strength of Instructors**. Strength of flying instructors has been **increased by 100%**, from 9 in Jun 25 to 18 by Dec 25. The strength of ground instructors too has been **increased significantly by 25% for CPL & 50%** for AME. The strength of flying instructors is further being increased in the month of Apr 26 by another 3 to 4 AFIs.

10. **B.Sc. Affiliation with RGNAU**. B.Sc. (Avn) and B.Sc. (AME) affiliation has been started with RGNAU for CPL and AME cadets for 120 and 30 seats respectively **since Aug 25**. This is the **first** for any FTO in India.

11. **Improvements in Quality of Life**. Huge administrative measures have been implemented since May 25 to improve the quality of life for the cadets and employees. Setting up of new gym, opening up of the swimming pool from 13 Mar 26 (closed since 2019), improvements in houses, distemper of buildings (no building at IGRUA was distempered for nearly 20 years), significant improvements in offices, up gradation of Flight Operations Centre, improved vehicular support, significant up gradation of mess, repair of nearly 40 hostel rooms, beautification of both campus, erection of four life-expired aircraft as display models etc are some of the measures implemented. IGRUA also bought two new vehicles in Nov 25 (ambulance and SAR) to support uninterrupted flying operations.

Other Key Information

12. As highlighted above, swimming pool that was closed since 2019 has been renovated and opened for use on 13 Mar 26. Meager membership fee is being charged to all the users to sustain the running of the swimming pool.

13. A large number of policies have been implemented / are in the process of implementation like Termination Policy for CPL & AME Cadets, Training Progression Policy etc. These are all being uploaded on the IGRUA website. It is mandatory for all parents and students to familiarize themselves with these policies ASAP.

14. Training Progression Policy highlights that from Batch 2308, all the courses will be passed out on the same day, except for those students, who have been identified as weak or have been involved in indiscipline / have absented for long periods. In this regard, reference is also made to the **Office Order on fair progression of flying**. The passing out will be a two-day affair, involving Convocation Ceremony, Placement Board with leading airlines and AFI Selection Process. A merit list will be prepared for flying, ground and overall standing.

Grievance Redressal

15. A large number of parents call up / message / e mail Director for their grievances. It is kindly requested that parents must address their problems to Student Counselor only, Shri Ashutosh Mishra (M) 9450100061 elp-ops@igrua.gov.in

16. **Para 15 above must be strictly followed for systematic redressal**. With regards to progression in flying, it has already been highlighted in the last feedback that **all the cadets of a batch will pass out on the same date and no junior cadet will pass out before the senior course**. In this regard, your attention is once again drawn to the Office Order.

FEEDBACK TO THE PARENTS

1. IGRUA is on an upward trajectory after decades and gradually moving towards financial self-sufficiency and much higher FTO ranking in one years' time.

ACHIEVEMENTS SINCE 15 MAY 2025: IGRUA

Operations and Training

2. Flying effort at IGRUA has increased significantly from 11031 and 9400 hours in last two Financial Years to a rate of 16000 to 17000 hours per year, with no change in aircraft strength. IGRUA is on way to achieve nearly 17000 hours between 15 May 25 to 14 May 26. This is an increase of nearly 45% to 60% over the previous efforts in the last two Financial Years. This is despite significant visibility restrictions that have come into effect from Jan 25 through FTC 01/2025, issued by DGCA.

3. Aircraft availability has been increased by 25%.

4. Aircraft utilization rate has been increased by over 25%.

5. Twin-base operations at Fursatganj and Gondia have commenced from 05 Nov 25 and will be sustained hereafter round the year.

6. Flying has been carried out on all days without any break, holiday, leave, Sundays etc since 01 Sep 25, except on one day (Diwali). This will be sustained round the year. Every IGRUAN gets a weekly off in rotation.

7. Strength of flying instructors has been increased from 9 in Jun 25 to 18 at present (100% increase).

8. IGRUA plans to increase its flying effort further to 25000 hours in 12 months between 01 Jun 26 to 31 May 27. All efforts are underway to achieve this

9. Measures have been taken to ensure retention of the flying instructors. Towards this, the service bond has been significantly strengthened with lock-in period of two years and Rs 25 lakh. This has enhanced the accountability and retention of the flying instructors.

10. The strength of ground instructors too has been increased significantly (25% for CPL & 50% for AME).

11. All the above efforts are aimed at reducing the CPL course duration back to stipulated two years. The CPL course duration at IGRUA has increased from stipulated

2 years to 3.5 to 4 years for some years now due to low flying effort on account of low aircraft strength, lower strength of flying and ground instructors, non-availability of nav aids, sub-optimal accountability of instructors, poor infrastructure etc.

12. 55 CPL cadets have passed out since 15 May 25 (7 months).

13. B.Sc. Aviation affiliation has commenced with RGNAU for CPL cadets for 120 seats since Aug 25.

14. B.Sc. AME affiliation has commenced with RGNAU for AME cadets for 30 seats since Aug 25.

15. IGRUA cadet, Ms. Vrinda Joshi of Batch 2209 won Gold Medal from Avadh University for B.Sc. Aviation in Nov 25 for being the top performer, bringing laurels to IGRUA.

16. Large amount of works have been undertaken in the airfield zone to improve safety. These include repair of airfield fencing, removal of vegetation on fencing, removal of wild vegetation along the runway and PTT shoulders, leveling of the runway and PTT shoulders etc. Fitment of new DTGMs, siren etc too is currently underway.

Fairness in Progression of CPL Courses Hereafter

17. To eradicate feelings of bias in progressing flying of the CPL cadets, with immediate effect (24 Dec 25 onwards), it has been decided that NO CADET from a junior course will pass out before the cadets of the senior course. Additionally, all courses hereafter commencing 2308 will pass out as one single entity, which means that all the cadets of a course (nearly 90%) barring a few exceptions / laggards will pass out on the same day. Thus, the entire course will be progressed together like is done in the IAF. This will also help IGRUA conduct Placement Boards with the leading airlines, apart from ensuring complete fairness in progression of flying.

Financial Stability for IGRUA

18. For the first time in many years, IGRUA has shown signs of financial stability. IGRUA will go in positive, for the year alone, in FY 2026-27, after years of being in red.

Amenities

19. New gym was created in Jun 25 at a new location with new and hugely upgraded equipment. The old gym was in extremely poor state with hardly any equipment.

20. Swimming pool renovation is underway for the last two months and will be completed in Dec 25. It was in bad shape and closed since 2019.

21. UFO movies implementation is underway at IGRUA auditorium and will be completed by Feb 26 on cost recovery basis.

22. Till Jun 25, IGRUA had only brush cutter and no tractors. The grass on the airfield and residential areas (both campuses) used to be wild and few feet high. 30 Brush cutters were procured in Jun / Jul 25. Additionally, two tractors have also been deployed. Now entire IGRUA, including the airfield area remains in shining state.

23. Mess has been improved in many ways. Availability of ice creams, soft drinks and pizza has been ensured for the cadets. Both the dining halls have been renovated, new crockery / cutlery and table and chair covers have been provided. The quality of food has been improved to excellent standards since May 25 and it has been sustained since then with charges of only Rs 250/- per day per cadet. Loose milk, used for the last 40 years at IGURA mess, has been replaced with full-cream packet milk.

24. Repair of over 250 chairs has been taken up.

25. IGRUA had 17 life-expired / crashed aircraft that were occupying a large amount of space in the hangars and presenting shabby looks. Some of these have been awaiting disposal for over 15 years. These have now been taken up for disposal with proper approvals. Two have already been put up in the airfield campus as display models. Three more are being built up, to be put up in the airfield and residential campuses as display models.

26. IGRUA also has 18 life-expired vehicles, lying as scrap for years, some of which are over 40 years old. These too have been taken up disposal through proper approvals.

Administration

27. Both campuses are being maintained in shining state with no wild vegetation.

28. Multiple measures to beautify the campuses have been undertaken and these are highly visible.

29. Repair works at houses and hostels is currently underway with roof repairs, external and internal distemper, plaster work etc.

30. Civil complaints of office, hostels and houses are now resolved within 24 to 48 hours, as against many months in the past.

31. Delhi IGRUA office has been redone from an extremely pathetic state to presentable one.

Quality of Life at Office and Residential Areas

32. One new ambulance for IGRUA ATC / flying operations has been bought in Dec 25 through GeM.

33. One new Bolero for IGRUA students / MT Section has been bought in Nov 25 through GeM.

34. None of the buildings at IGRUA were distempered for over two decades. Externals for buildings and houses has commenced and is being undertaken at low cost.

35. Renovation / repair of display aircraft and its site near Ganga Guest House was undertaken in Jul 25.

36. Two more life-expired aircraft have been erected and displayed at IGRUA airfield entrance and FOC building as display models, adding to the pride of IGRUANs.

37. IGRUA HQ Conference Hall has been re-done, with major improvements.

38. Large improvements have been made in Flight Operations Centre building (FOC), FOC Dining Hall, Employees Cafeteria and Cadets' Crew Rooms.

39. New Crew Room has been created for the cadets at FOC.

40. New exit has been created from FOC building with a ladder and shade for ease of pilots and also to serve as emergency exit, in case of an emergency.

41. Rest Area / Monitoring Area has been created for the technicians in Hangar area.

42. New beds, wardrobe, study tables, mattresses, chairs etc have been provided to the nearly 75 Cadets. Despite having hostel space only for 250 cadets, IGRUA is housing nearly 400 cadets through internal arrangements.

43. Maintenance / repair of 16 allotted houses was undertaken and completed till Oct 25. Another 8 houses have been taken up since Nov 25.

44. Club House has been renovated internally and externally with new equipment, furniture and fittings; providing an avenue to the IGRUANs and their families for conducting personal get-togethers.

45. Security services at IGRUA have been improved markedly.