How about roaming in the sky in the midst of clouds, sun, moon, and the stars! No, this is neither a dream nor an imagination but a reality for people working in the Aviation industry. Along with media, film and modelling the aviation industry is also considered to be one of the glamorous industries. There are many career choices available which can be pursued in aviation from ground staff to cabin crew to engineer to pilot. Many youngsters all around the world dream to be a part of this glamour, mainly to be a Cabin Attendant or a Pilot (Captain). Though there is a high risk of life involved in this job, youngsters still want to do it because it pays well.

It is said that cabin crew is paid to have fun, travel the world, live in the best of hotels for layovers, but for a pilot it is altogether a different ball game. Anyway nothing comes for free. Travelling all the time isn’t easy and the air pressure in the aircrafts leads to many health problems like severe headaches, stomach upset, etc. but after a while the body gets used to it. There are strict rules laid down by the airline companies. For example: All the cabin crew and captains flying in the aircraft have to be physically fit, their heart beats, blood pressure has to be normal, etc. For boys in the cabin crew weight is not much of an issue as much as it is for girls.

“This job looks glamorous from outside, but it is a serious business we are responsible for all the lives in the aircraft” says Captain Apurv Monga, currently flying with Air India. It is unlike the cabin crew, which is filled with fun and light atmosphere. There are only 3 to 4 people in the cockpit: the Commandos and the Co-Pilots. “When we wear the uniform, and enter the aircraft, definitely it feels great, but we have to respect the importance of it” added Captain Monga. The Captain also explains that many times there are celebrities, cricketers, politicians and Vip’s travelling on board so they better forget of having fun and concentrate on flying. Respect for the uniform is what matters to the Captain. After the 9/11 all the airlines have laid down the rule that only the authorised people can enter the cockpit for security reasons. Therefore, even interaction between the pilot and the cabin crew is limited and only related to work.

Becoming a Cabin Attendant is easy. It just requires a good personality, minimum education till 12th for domestic and a graduate in any field for International. But for Pilot, an education of 12th in Science, having a background of Physics and Maths is a must, then only a person can apply to Pilot training institutes. Then comes the Pilot training, The CPL, where the person has to first go through theory which is followed by a practical training that includes the actual flying hours. The Captain has to have a flying experience of 200 hours before applying for commercial Pilot licence.

Pilot training is damn expensive all over the world. It can cost up to 30 to 35 lac Rs. It takes around 12 months in India and around 8 to 10 months abroad. But if the training is done abroad, one has to give an exam for the Indian licence which is held every 3 months. This sums up to almost the same time period.

When a person actually starts working, all these expenses are covered in no time, as said earlier this industry pays well. The pay package for the cabin crew as well as the pilot is divided into 2 parts- basic (which is like any other salary one gets at month-end) and second is the flying allowance which is calculated on the number of flying hours. Different companies have different ways of calculating the basic+allowance. The starting package including the allowance for the cabin crew is approximately Rs. 30,000 to 35,000 for domestic and Rs. 70,000 to 1,00,000 for international. Whereas, for the Pilot it starts at around Rs. 1,00,000+ for both domestic and international.

“When we wear the uniform, and enter the aircraft, definitely it feels great, but we have to respect the importance of it”

- Captain Apurv Monga

“After I finished my 12th, I took a break for a year and then immediately did my Pilot training from Indira Gandhi Institute, Rai Bareilley” said Captain Apurv on an ending note. “I am flying international, earning good and want to do my Pilot training with my own money, somehow it feels good” says a Senior Cabin Attendant, Qatar Airways. This is also a good way to first know the in and out of the aircraft by being in the Cabin crew and then move towards being a Pilot.

All you people who are aiming for the aviation, Go fly high!!!

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