



## **INDIGO CADET PROGRAM**

### **FREQUENTLY ASKED QUESTIONS**

**INDIGO PROGRAM – FREQUENTLY ASKED QUESTIONS..... 3**

**APPLICATION AND SELECTION .....3**

1. Am I eligible to apply?.....3
2. I do not meet the minimum academic qualification, what can I do?.....3
3. I have not turned 18 yet and/or have not got my 10+2 results yet, can I still apply? .3
4. Do I need a valid passport? .....3
5. I already hold a pilot’s licence, can I apply? .....4
6. What happens after I apply? .....4
7. What does the selection process involve? .....4
8. What is the testing fee? .....5
9. How can I prepare for Stage 2 – PILAPT? .....5
10. When is FTA testing next?.....5
11. What happens if I have a confirmed testing slot and I don’t appear? .....5
12. Why does FTA pre-select candidates for testing? .....5
13. I have already completed the DGCA Flight Crew Examinations, can I still apply? ....6

**AFTER SELECTION .....6**

14. What are the agreements involved? .....6
15. Do I sign a bond with IndiGo? .....6
16. When do I submit the undated cheque of 30 lakhs (UDC)?.....6
17. Is the job guaranteed? .....6
18. What are the payment schedules for the Indigo Cadet Program? .....6
19. Which class of medical certification should I have before the course starts? .....6

**ON COURSE .....7**

20. Will I need to stay at the FTA campus?.....7
21. Are meals included in the course cost?.....7
22. Are flights included in the course cost?.....7
23. Where is the licence conversion done?.....7
24. Will I receive a stipend during the training program?.....7
25. Can my training be terminated once I start a course? .....7
26. Are there any additional training costs? .....8
27. Are there any additional non-training costs? .....8

## INDIGO PROGRAM – FREQUENTLY ASKED QUESTIONS

### Application and selection

#### 1. Am I eligible to apply?

To be eligible to apply you must meet the following criteria:

- Aged 18-31 years on Stage 1 of the testing/selection process
- Indian National or OCI holder
- Minimum Academic Qualification – 10+2 with at least 51% in each English, Maths and Physics

**Note:** The eligibility criteria for Maths and/or Physics can be overlooked if someone holds a Higher Education Degree in those subjects with 51% and above, or an Engineering Degree with 51% and above.

- Fluent in English, both written and verbal
- Eligible to hold an Australian Visa for the purposes of study
- Hold or eligible to hold, an Indian passport with the unrestricted right to live and work in India and travel worldwide
- Physically fit and healthy.

**Note:** You will be required to hold both an Indian (DGCA) and Australian (CASA) Class 1 aviation medical. A minimum of an Indian (DGCA) Class II aviation medical will be required to complete the selection process. If you do not already hold one, FTA recommends all candidates to arrange at least a Class II medical in conjunction with application.

#### 2. I do not meet the minimum academic qualification, what can I do?

If you do not meet this requirement, you can pursue these subjects via the National Institute of Open Schooling (NIOS). NIOS results are acceptable.

#### 3. I have not turned 18 yet and/or have not got my 10+2 results yet, can I still apply?

If you are 17 and/or in your final year but have not received your 10+2 results yet, we will accept your application. You cannot be tested until you meet the eligibility criteria, but we will register your interest for a later date.

#### 4. Do I need a valid passport?

Yes. Not required to commence the selection process, but it is a requirement to commence training in Australia

**5. I already hold a pilot's licence, can I apply?**

This is an ab initio program designed for those with little to no flying experience. Current licence holders are not eligible for this program.

**6. What happens after I apply?**

FTA will process your application and advise if you are eligible to be considered for the first stage of testing or not. This process will generally occur within 7 working days of application.

If your application is accepted you will join the candidate pool of those who are eligible for consideration when pre-selection of candidates for the next round of testing takes place.

When the testing dates are announced, FTA will pre-select candidates for Stage 1 testing.

Once all positions on the testing schedule are confirmed, all remaining candidates in the pool will be advised. If you did miss out on this occasion you will need to reapply for the next round to be considered.

**7. What does the selection process involve?**

Initially, FTA will pre-select candidates from the eligible pool that they believe are most likely to be successful. This pre-selection takes place when testing dates are finalised.

All stages of the FTA/IndiGo testing and selection process happen in the same location, Gurgaon-Delhi.

Pre-selected candidates will take the multiple choice written tests (Stage 1) covering English, Physics and Maths subjects. FTA does not provide a syllabus or sample questions to any candidate for these tests.

If successful through Stage 1, you will advance to Stage 2, a computer based pilot aptitude test and a psychometric evaluation. Please refer to the FAQ "How do I prepare for Stage 2"

If you are successful in Stages 1 and 2, you will be invited to the group discussion/interview process with IndiGo. IndiGo conduct these stages. Interviews are generally scheduled 2-3 weeks following Stage 1 and 2 dependent upon IndiGo staff availability.

The group discussion/interview process consists of a short group exercise (Stage 3) and if successful this is followed by an individual interview (Stage 4). IndiGo Flight Operations and Human Resources staff will be present at these stages.

Stages 1 and 2 will occur on the same day. Normally Stage 3 and 4 will occur on the same day but can be split over two days if preferred by IndiGo.

**8. What is the testing fee?**

FTA does not charge a fee for the testing and selection process. If you are travelling to Delhi for testing, travel, accommodation and other expenses are at your own cost.

**9. How can I prepare for Stage 2 – PILAPT?**

It is best not to prepare for the PILAPT test. This test was designed to identify whether you have the appropriate aptitude to successfully complete your course of training with FTA.

The consequence of practising for the test is a misleading PILAPT result if you are selected to attend the course, which will increase your risk of failing the course.

**10. When is FTA testing next?**

Testing dates are not fixed.

The next testing date is always dependent upon the results of the previous selection round.

This ensures we have the right number of students required on course.

Approximately 1 month prior to testing, current applications will be frozen and FTA will pre-select candidates for testing. New applications from this date will be carried forward to the next round.

Pre-selected applicants will be offered Stage 1 testing. Those applicants not selected for Stage 1 testing will be notified and can reapply for the subsequent round.

When you apply, you are always applying for the next round of testing.

Testing will generally occur 3-4 times per year.

**11. What happens if I have a confirmed testing slot and I don't appear?**

If you have a confirmed booking to test and you do not appear, you will be not eligible to test with FTA at any time in the future.

We will accept cancellation up to 72 hours prior to testing without penalty.

**12. Why does FTA pre-select candidates for testing?**

There are always many more candidates than testing positions available, as much as we would like to test every eligible candidate, this is not possible.

FTA has introduced a pre-selection process to ensure that the candidates that we test are the candidates that we feel are most likely to succeed. This is NOT a case of pure academic achievement, many factors are considered by FTA when pre-selection takes place.

If you do miss out once, it does not mean you will necessarily miss out next time. You are welcome to re-apply for each round.

**13. I have already completed the DGCA Flight Crew Examinations, can I still apply?**

Yes, if you have already completed these exams you will not be disadvantaged in the application process.

## After Selection

**14. What are the agreements involved?**

The following three agreements apply:

- Between the training provider and IndiGo; this is the TSA.
- Between the candidate and IndiGo HR, whereby the candidate agrees to join IndiGo after completion of the program and work for a minimum period of 5 years + with their 'sureties' and UDC.
- Between the cadet and the training provider.

**15. Do I sign a bond with IndiGo?**

IndiGo does not sign a bond with the candidate, instead it is called a training agreement which will be for 5 years from the time a candidate joins IndiGo as a Junior First Officer.

**16. When do I submit the undated cheque of 30 lakhs (UDC)?**

This is part of the agreement with IndiGo, the candidate will need to submit an undated cheque of 30 lacs, which could be encashed by IndiGo if the candidate does not complete 5 years with IndiGo.

**17. Is the job guaranteed?**

All candidates that successfully complete the course are absorbed in IndiGo as Junior First Officers.

**18. What are the payment schedules for the Indigo Cadet Program?**

Please click below to see the current Payment Schedule.

[IndiGo Payment Schedule](#)

**19. Which class of medical certification should I have before the course starts?**

Prior to departing for Australia, you should be in possession of a valid Indian DGCA Class 1 medical certificate with no limitations. Please see list of approved DGCA medical centres [here](#)

Prior to the flying component of your CPL course in Australia, you will be required to hold a valid CASA Class 1 medical certificate. FTA will organise the Class 1 medical examination on your arrival at FTA's facilities.

*\* Please note that cost of the Indian Class 1 medical certificate is at your own expense. Cost of attaining the CASA Class 1 medical certificate, and renewal prior to licence conversion, is included in your course price.*

## On Course

### 20. Will I need to stay at the FTA campus?

Yes, it is an IndiGo requirement that students stay in the FTA provided accommodation for the full duration of training delivered in Australia.

### 21. Are meals included in the course cost?

Yes, meals are included for the duration of the course.

Please click [here](#) for all inclusions.

### 22. Are flights included in the course cost?

Yes, a return flight India to Australia plus an internal flight within Australia is included in the course cost. FTA will arrange these flights on your behalf.

Please click [here](#) for all inclusions.

### 23. Where is the licence conversion done?

Phase 1 DGCA ground theory and Phase 3 licence conversion will be conducted in India with FTA's approved providers.

### 24. Will I receive a stipend during the training program?

Yes, a stipend will be given as follows:

- INR 15000/- per month per cadet during the CPL phase
- INR 25000/- per month per pilot after CPL phase till Type Rating. After Type Rating as they get employed – the terms and compensation will be per contract.

### 25. Can my training be terminated once I start a course?

Yes. Employment in a professional aviation career is subject to an ongoing training and assessment process. Selection to commence a course is no guarantee of successful completion. Optimising chances of success will rely on personal dedication and application to study to complement the training provided. Remedial training may be considered if an individual's progress is not to the standard required.

Termination may also occur should a cadet fail to conduct themselves to the standards set by FTA and IndiGo.

**26. Are there any additional training costs?**

The course price allows for the minimum number of flying hours set in the DGCA regulations. Historically, we have seen that some cadets meet the competencies required to achieve the qualification within the allocated number of hours, therefore no additional training costs have been incurred.

There have been instances where cadets have required a number of hours over and above those stipulated in the syllabus, and as a result they have incurred some additional training fees.

In general we have found that cadets require an average of 10 – 15 additional flying hours, some more and some less.

For budgeting purposes, we would suggest that you plan for some additional funding to cover this possibility.

**27. Are there any additional non-training costs?**

The following costs are not included in the course price:

- DGCA medicals
- Australian Visa
- Travel to Phase 1 (DGCA ground theory module) from your home to the training centre
- Travel from Adelaide to India and return for Phase 3 licence conversion flying module.