



SPICEJET CADET PILOT PROGRAMME



We are pleased to announce our CADET PILOT PROGRAMME under which we select and train young people driven by their desire to fly airline jets as a profession. Within this brochure is detail information that you will require to make your choice to participate in this initiative.

ABOUT FLYING

In the year 1900 Wilbur Wright wrote to a friend in France "Flight is possible to man....I feel that it will soon cost me an increased amount of money if not my life". Three years later, the historical "first flight" took off in Kittyhawk and lasted all of 12 seconds covering a distance over ground of 120 feet. It is not certain Wilbur could have imagined then, that a hundred years later a Boeing 777 would fly non stop from London to Hong Kong covering a distance of 21,601 Km in a flying time of 22 hrs 42 min under the command of a lady pilot. Aviation has evolved. From an adventure sport, it has developed into the safest and most preferred mode of transportation worldwide.

In India air transport became a reality in 1932 with the opening of the first domestic air route between Karachi and Delhi. The doyen of Indian Aviation the late JRD Tata set up the first airline company in India. In 1953 the Air corporation act saw the birth of Air India and Indian airlines and in 1990 private airlines were allowed by the government to conduct domestic air transport operations. The last decade has seen a transformation of aviation in India with the introduction of private airlines Besides improving accessibility, air travel is becoming the way of travel for a large section of society, while before it was a privilege of a rare few.

ABOUT SPICEJET

SpiceJet, India's most preferred low cost carrier commenced operations in May 2005. The primary focus of SpiceJet is to provide travelers a safe, reliable and comfortable journey at reasonable and competitive prices.

The airline fleet comprises of a new generation fleet of 10 Boeing 737 airplanes. SpiceJet intends to add 20 aircrafts in the next three years. SpiceJet enjoys a market share of 7.8% in the domestic aviation. It flies to 14 destinations in India.

SpiceJet's key management personnel are all senior, seasoned professionals and have significant international experience in both launching and managing low-cost airlines. With thousands of cumulative hours in the industry, the management is committed to bring to customers in India all the benefits of the global revolution in the skies.

The key management team comprises of Siddhant Sharma CEO, Capt. J. S. Dhillon, EVP Flight Operations and Capt. John Curtis Ekl, Chief Pilot.

SpiceJet's USP is affordable, safe and the comfortable travel, cutting-edge technology and consistent on-time performances.



ABOUT BEING AN AIRLINE PILOT

THE SKILLS

Flying a \$200 million jet with over 250 passengers down an ILS till 200 feet above ground, sighting the runway to land in a wet and windy weather conditions is the skill that is demanded of a regular airline pilot. The management of technology, people, and information to make critical decisions in limited time is another. Pilots today are managers in a complex working environment responsible for the safety and comfort of their passengers. A critical function of a pilot is good decision making. Decisions made have to be knowledge based and require sound judgment.

India is one of the unique markets in the world where someone as young as 18 years with a flight time of just 200 hours transitions to a commercial jet airliner. In Europe, Australia USA and most other countries, the age and experience for such a transition are typically 35 years and 2000 hours.

At Spicejet we believe in investing in our pilots. We invest our time, effort and resources in identifying the right training processes. We believe that competent pilots will be a differentiating factor for the passengers who choose to fly Spicejet.

THE LIFE

An airline pilot usually flies for 3 to 7 hours a day. He/she typically leaves for work two hours before a flight and depending on the flight pattern, may return the same day, or after a couple of days. Upon return from the flight, the post flight duties often take not longer than 15 minutes. The rest periods before a flight are mandatory by law and are a minimum of 10 hours. The job of an airline pilot does require early hours and sometimes flying quite late into the night, so a disciplined lifestyle is much desired. The flight schedule does take a pilot overnight for a couple of nights in a week. It is an opportunity to explore new places and meet people. At Spicejet our pilots are planned to fly for 17 days in a month with a target of 75 hours of flying.

A FLIGHT

Before a flight a pilot has certain pre flight duties. One has to arrive at the airport one hour before departure time. The pre-flight medical is followed by a pre-flight briefing and flight documentation at the flight dispatch and thereafter one proceeds to the airplane for flight preparation. The high workload periods are during departure and arrival from an airfield. During the rest of the flight the pilots monitor the flight progress and manage their resources to for conducting the flight safely and efficiently. Upon arrival at the destination, the typical "turn around" time is 25 minutes and then the flight departs for the next destination. Post flight duties normally take less than 15 minutes at the end of the day.

ABOUT THE CADET PILOT PROGRAMME

The Spicejet Cadet pilot programme is an initiative to identify young people driven by their desire to make a profession out of flying airline jets. After participating in a detailed selection process we guide our cadets through a training process to develop the required skills to become good professional pilots.

The process begins through an initial screening where we check for the presence of the aptitude as identified by us as per the job requirements. This test is a basic aptitude test followed by an attitude assessment. These tests will be conducted in Delhi, Mumbai, Bangalore and Kolkata within the months of November and December. The scheduling of these tests will happen on a first come first serve basis and will be done on limited numbers. The successful aspirants will then undergo a final interview with Spicejet after which they will be appointed with Spicejet as Cadet Pilots.

The Cadet pilots will undergo theory training in Gurgaon for a period of two months prior to proceeding for flying training. The flying training is presently being done in Canada/USA followed by the license conversion process in India to attain a Commercial Pilots License issued by the DGCA of India. Upon attaining the license, the Cadets will be taken up for a type rating on the Spicejet fleet of airplanes.



THE COSTS

During the training period the Cadets will receive a stipend of Rs 10,500 from Spicejet. The costs for training up to the point of obtaining a CPL issued by the DGCA will however be borne by the Cadet through his/her own resources. The costs are as follows:

1. Aptitude test	Rs 6000
2. Ground training in Gurgaon	Rs 50,000
3. Flight Training overseas (USD35000 or CAD37500)	Rs 16.75 lacs appx
4. License conversion	Rs 50,000 appx

Apart from these costs, the costs for living at USD 650 appx a month, cost for medicals and other licensing requirements are to be borne by the Cadets from their own resources. The costs will also be dependent upon individual performance. Assistance for Bank loans based on collaterals will be accorded to the Cadets.

The training will be conducted at flying schools identified by Spicejet and will be for 200 hours flying time with a multi engine IFR rating. The training will be closely monitored and the Cadets are expected to maintain a high degree of commitment and dedication throughout the process of training.

THE TIME SCHEDULE

APTITUDE TEST (NOVEMBER-DECEMBER)

The aptitude test will be conducted at Delhi Mumbai, Bangalore and Kolkata in the months of November and December. The tests are for basic pilot aptitude and will be conducted over a full day. Successful candidates will undergo assessment interviews followed by interviews with Spicejet.

The cost of the test is Rs 6000 and to complete your registration a bank draft/pay order for an amount of Rs 6000 in the name of "UNITED AVIATION CONSULTANTS PVT LTD" is to be couriered/delivered to the following address. The draft must reach the above address latest by 16th November.

United Aviation Training, Liela towers,
414/2 MG road, Sector 14, Gurgaon 122001

The draft must be accompanied by a photograph, a brief resume and a marks sheet of class 12th. The test will be conducted on the following dates:

Mumbai: 22nd November 2006
Venue: Will be declared on www.unitedaviation.in by 15th Nov

Kolkata: 22nd November 2006
Venue: Will be declared on www.unitedaviation.in by 15th Nov

New Delhi: 26th November 2006
Venue: United Aviation, 414/2 Leila Tower, MG road,
Sector 14, Gurgaon.
Landmark: Next to Motorola centre of excellence

Bangalore: 26th November 2006
Venue: Will be declared on www.unitedaviation.in by 15th Nov

The successful candidates will be scheduled for an assessment interview followed by an interview with Spicejet. Information on the venue and time of the test will be available at the following website: www.unitedaviation.in. Any queries may be mailed to spicejet@unitedaviation.in

GROUND TRAINING (STARTING JANUARY)

The ground training will commence in Gurgaon at the United Aviation training centre in January. The Basic course will be conducted for a period of nine weeks within which 300 hours of knowledge training will be carried out in the following subjects

Air Navigation
Aviation Meteorology
Theory of Flight and Technical
Air Legislation

The advance/refresher module of ground training of four weeks and 100 hours will be conducted on return from training overseas and will comprise of the following subjects:

Air Navigation
Aviation Meteorology
Air Legislation

The total cost of ground training will be Rs 50,000 plus taxes

FLIGHT TRAINING (STARTING MARCH)

The flight training will be conducted in flying schools selected by Spicejet. These schools have been selected for providing quality training for a competitive cost. Presently the flying training is being conducted in USA and CANADA.

LICENSE CONVERSION (OCTOBER)

Once a foreign flying license is obtained, the process of converting that license to an Indian license involves passing the license conversion exam conducted by the DGCA followed by flying checks to be conducted on Indian registered aircraft. This will be followed by issue of Indian flying license.

Our objective is that our cadets should be strong on basics so that transition on to the airline jets is a productive and learning exercise. This learning will ensure a sound foundation for the rest of their flying days.



DOUBTS AND QUESTIONS

Q WHAT IS THE MINIMUM QUALIFICATION TO BE AN AIRLINE PILOT?

A The basic educational qualification to become an airline pilot is to clear 10+2 (senior secondary school) with a pass in Physics and Math. The next step is to get a Commercial pilot's license, which typically takes 1-2 years of training. After getting a commercial pilot's license, a job with an airline begins as a trainee co-pilot.

Q WHAT IS AN AIRLINE PILOT?

A An airline pilot is a person who flies passenger transport airplanes in a professional capacity. The job involves efficient management of resources available to safely transport passengers and crew to their destination in a modern transport aircraft. It involves decision-making based on a series of inputs of a diverse nature. An airline pilot is required to keep his knowledge and skill current with the best practice of industry. Self-discipline is a vital ingredient to becoming a successful airline pilot.

Q IS IT SAFE TO BECOME AN AIRLINE PILOT?

A Airline flying today is safer than traveling by car, Especially in India! It is no longer a job that requires one to be bold and courageous. Airplane manufacturers build every component of the airplane around safety. There are back ups for all systems. Airplane operations and flight safety worldwide is overseen by a body called ICAO (International Civil Aviation Organization). ICAO actively monitors safety standards and operating environments to ensure standardization of procedures and practices at both the operational and the regulatory level. Non-conformity to ICAO standards can result in isolation from the rest of the aviation world.

Q ARE THE MEDICAL STANDARDS VERY HIGH?

A The medical standards of an airline pilot quite normal. It is essential for one to be fit with no congenital disorders that may interfere with flying duties. It is quite infrequent for one to fail a medical examination.

Q WHAT IF I WEAR SPECTACLES?

A One of the biggest misconceptions amongst people, so long as the vision is correctable with glasses, one only has to carry an extra set of glasses while flying. There are no other restrictions for people of poor eyesight for becoming pilots.

Q DOES IT REQUIRE SPECIAL SKILL TO BE A PILOT?

A It requires a basic aptitude and good interpersonal skills to be a good pilot. The rest is the usual hard work and effort.

Q WHAT IS A CADET PILOT?

A A cadet pilot is a person identified by us as having the attributes that are favorable for becoming an airline pilot. The trainee is then appointed with us to obtain his commercial pilot license to seamlessly integrate into our flight operations team as a first officer on the B737.

Q WHAT IS A FIRST OFFICER?

A A first officer is also referred to as a co-pilot. When a qualified professional pilot joins as a trainee first officer he/she is in training till completion of the type rating on the airline fleet. This type rating typically takes 6-8 months. Upon completion, he/she flies the airplane under the command and supervision of the Captain, functioning as an independent crew member.



Q HOW IS THE LIFE OF AN AIRLINE PILOT?

A An airline pilot typically flies for 3 to 10 hours a day. Rest for a pilot is paramount to the safety of the flight, so there are laws that do not permit a pilot to fly more than a certain amount daily, weekly, monthly and annually. Rest periods are also mandatory by law and airlines are closely scrutinized to ensure compliance. The life of an airline pilot is quite easy paced with adequate free time for other interests.

Q WHAT IS A DAY IN THE LIFE OF AN AIRLINE PILOT LIKE?

A A pilot typically leaves for work two hours before a flight and depending on the flight pattern, may return the same day, or after a couple of days. The job involves a reasonable amount of travel and night stays at other cities. Upon return from the flight, the post flight duties often take not longer than 15 minutes. The rest periods before a flight are mandatory by law and are a minimum of 10 hours. The job of an airline pilot does require early hours and sometimes, international flying requires flying through the night, so a disciplined lifestyle is much desired.

Q WHAT IS A FLIGHT LIKE FOR A PILOT?

A Before a flight a pilot has certain pre flight duties. He/she arrives at the airport one hour before departure time and first has to sign a pre flight medical to certify that he/she is fit to undergo the flight. This is followed by a look at the weather and other flight information. After the pre-flight preparations, one proceeds to the airplane for flight preparation. The heavy workload periods are during departure and arrival. During the rest of the flight, the airplane is flown on autopilot and the pilots basically monitor the flight progress. Upon arrival at the destination, the typical "turn around" time is 35 minutes and then the flight departs for the next destination. A critical function of a pilot is good decision making. Decisions made have to be knowledge based and require sound judgment.

Q WHEN DOES ONE BECOME A CAPTAIN?

A After gaining adequate experience as a first officer and upgrading to an airline transport pilot license, one qualifies to become a Captain. A training of 6-8 months is required to obtain a PIC (pilot-in-command) rating for that particular type of aircraft after the selection. At Spicejet our target growth rate will present you with that opportunity quite early.