



GOVERNMENT OF INDIA
OFFICE OF DIRECTOR GENERAL OF CIVIL AVIATION
Opposite: Safdarjung Airport, New Delhi-110003

PUBLIC NOTICE

F. No: DGCA-16017/10/2025-DFT

Dated: 24th March, 2026

Subject: Ranking System for DGCA approved Flying Training Organization (April 2026)

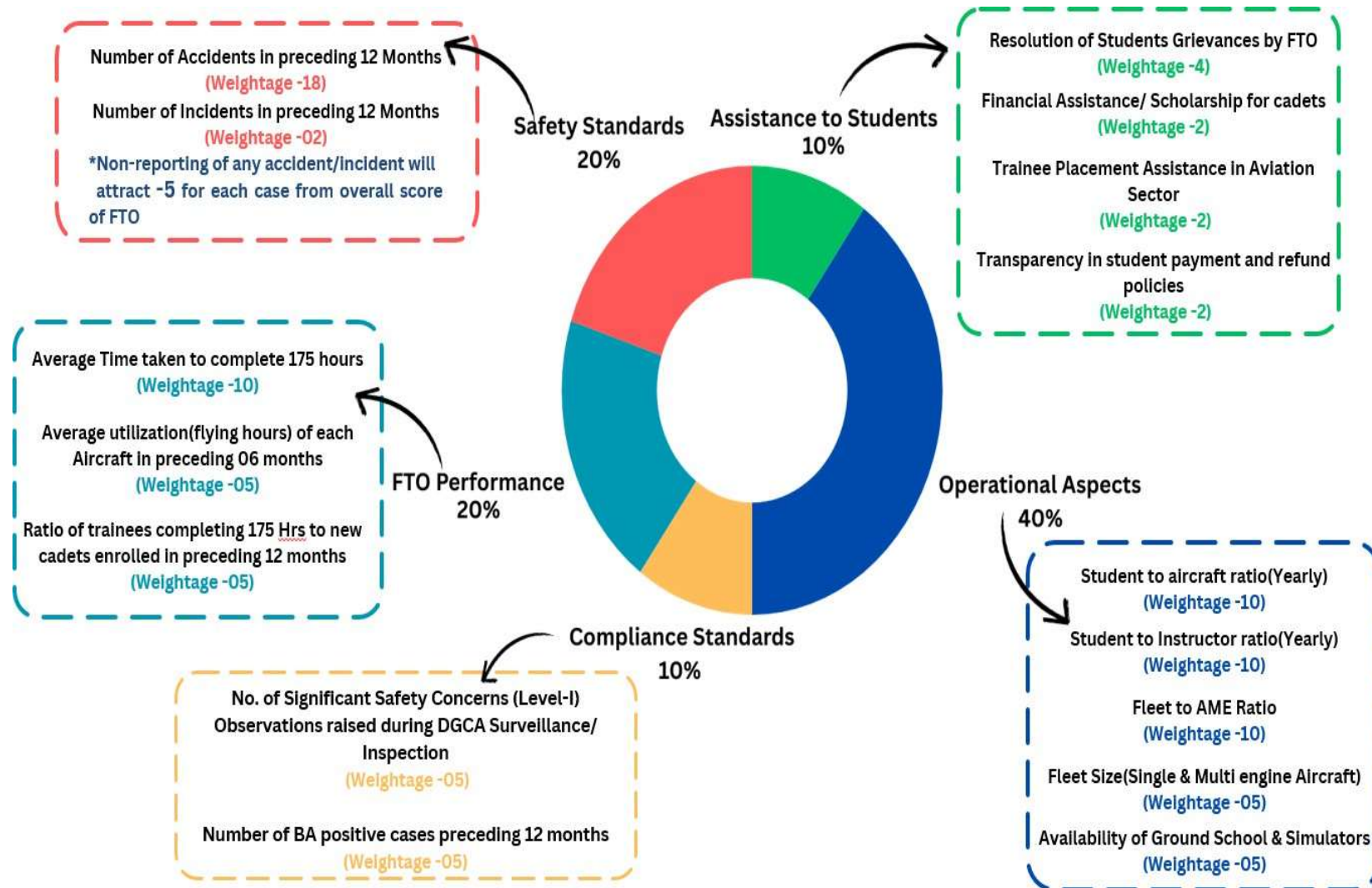
1. The Directorate General of Civil Aviation (DGCA) vide public notice issued Dt. 8th July 2025, announced the commencement of ranking framework for Flying Training Organizations (FTOs) operating under its approval.
2. Ist Phase of Ranking of DGCA approved FTOs was published on 30th September 2025 and since the Ranking will be published bi-annually, therefore next ranking is scheduled to be published on 1st April of 2026.
3. Categorization of FTO ranking will be based on following overall score achieved by individual FTO as under-

Score (%)	Categorization
85% and above	A+
70% to less than 85%	A
Less than 70% to 50%	B
Below 50 %	C

FTOs falling under Category 'C' will receive a notice from DGCA for self-analysis towards improvement of their performance.

4. Parameters and Evaluation Criteria

The detailed weightage criteria and ranking parameters (revised) is as under-



5. DGCA FTO Ranking Mechanism – Core Parameters & Conditions, Scoring criteria

Applicability:

- a) Period of Consideration for Ranking- **1st March 2025 to 28th February 2026**
- b) Applicable to all DGCA approved FTOs except those FTOs who have ***not completed 18 months (1.5 years)*** as on **28th February 2026** from date of approval.
- c) Also applicable to FTOs with temporary suspensions or cessation of flying training operations during this period due to any reason.

Note:

- 1) 10 marks will be awarded automatically in parameter “**Student to Aircraft Ratio**” if avg. time taken to complete 175 hours falls within 12 months(i.e ≤ 12 Months) and 5 marks if avg. time taken to complete 175 hours falls between 12 months to 15 months(i.e >12 Months & ≤ 15 Months) irrespective of weightage obtained against **Student to Aircraft Ratio parameter**. In all other cases, the computed weightage will be awarded against parameter “**Student to Aircraft Ratio**”.
- 2) Only those Flight Instructors who have actively flown at least for 120 days with that FTO during 01.03.2025 to 28.02.2026 will be considered for parameter “**Student to Instructor Ratio**”
- 3) **Minimum Flying Hours flown by FTO in an year-** FTO shall have flown minimum **3240 hours** in a year. Negative marking of 15 marks will be awarded from the overall score of the FTO not fulfilling this criteria.
- 4) With respect to parameter **Number of Accidents (12 Months)-**Provision of Deduction 18 marks for 1st accident and further deduction of 5 marks each for subsequent accidents.
- 5) BA+ve cases pertaining only to instructors and maintenance staff of FTO have been accounted for in this ranking.

A. FTO Performance (Total weightage – 20 %)

S. No.	Parameter	Definition	Weightage	Standard	Data Source	Conditions & Scoring								
1	Average Time Taken to Complete 175 Hours	Average duration (in months) taken by cadets to complete 175 hours of flying from date of commencement of flying training.	10	12 Months	EGCA	Conditions - Only those cadets who have completed entire 175 hrs with one particular FTO are considered. - Irrespective of the date of commencement of flying training, 175th hour should be completed in last 12 months (01.03.2025 to 28.02.2026) Scoring <table><tr><th>Average time calculated</th><th>Score</th></tr><tr><td><= 12 M</td><td>10</td></tr><tr><td>>12 M & <=15M</td><td>5</td></tr><tr><td>>15M</td><td>0</td></tr></table>	Average time calculated	Score	<= 12 M	10	>12 M & <=15M	5	>15M	0
Average time calculated	Score													
<= 12 M	10													
>12 M & <=15M	5													
>15M	0													

2	Average Aircraft Utilization (Last 6 Months)	Total flying hours logged per aircraft divided by number of aircraft for the last 06 months	5	120 hours (average per month per aircraft)	EGCA	Conditions No levy of any kind will be given to the FTO citing reasons such as; Aircraft grounded due to maintenance, incident/ accident, weather, NOTAMs, ATC restriction etc. Scoring<table><tr><th>Average Aircraft Utilization</th><th>Score</th></tr><tr><td>>= 120 hrs</td><td>5</td></tr><tr><td>>=90 & <120 hrs</td><td>3</td></tr><tr><td><90hrs</td><td>0</td></tr></table>	Average Aircraft Utilization	Score	>= 120 hrs	5	>=90 & <120 hrs	3	<90hrs	0
Average Aircraft Utilization	Score													
>= 120 hrs	5													
>=90 & <120 hrs	3													
<90hrs	0													
3	Ratio of Trainees Completing 175 Hrs to New Enrolments (Last 12 Months)	Number of cadets who completed 175 hrs ÷ Number of cadets enrolled in same period.	5	1	EGCA	Conditions ➤ Towards '<i>Trainees Completing 175 Hrs</i>' - Only those cadets who have completed entire 175 hrs with one particular FTO are considered. - Irrespective of the date of commencement of flying training, 175th hour should be								

S. No.	Parameter	Definition	Weightage	Standard	Data Source	Conditions & Scoring								
						completed in last 12 months (01.03.2025 to 28.02.2026) ➤ ‘New Enrolments’ • Includes new students who have been issued SPL during this period. Scoring<table><tr><th>Ratio of Trainees Completing 175 Hrs to New Enrolments</th><th>Score</th></tr><tr><td>>= 1</td><td>5</td></tr><tr><td>0.75 to 1</td><td>3</td></tr><tr><td><0.75</td><td>0</td></tr></table>	Ratio of Trainees Completing 175 Hrs to New Enrolments	Score	>= 1	5	0.75 to 1	3	<0.75	0
Ratio of Trainees Completing 175 Hrs to New Enrolments	Score													
>= 1	5													
0.75 to 1	3													
<0.75	0													

B. Operational Aspects (Total weightage – 40 %)

S. No.	Parameter	Definition	Weightage	Standard	Data Source	Conditions & Scoring								
1	Student to Aircraft Ratio (Yearly)	Number of Students with the FTO ÷ Number of trainer aircraft with the FTO	10	10	EGCA	Conditions - All the students undertaken flying training with the FTO during the specified period. - Aircraft must be available and added in the latest approved TPM of the FTO, as on 28th February 2026. Scoring {Refer Note(1)} <table><tr><th>Student to Aircraft Ratio</th><th>Score</th></tr><tr><td><= 10</td><td>10</td></tr><tr><td>>10 & <= 15</td><td>5</td></tr><tr><td>>15</td><td>0</td></tr></table>	Student to Aircraft Ratio	Score	<= 10	10	>10 & <= 15	5	>15	0
Student to Aircraft Ratio	Score													
<= 10	10													
>10 & <= 15	5													
>15	0													

S. No.	Parameter	Definition	Weightage	Standard	Data Source	Conditions & Scoring								
2	Student to Instructor Ratio (Yearly)	Number of total students ÷ Number of approved instructors	10	10	EGCA	Conditions - All the students undertaken flying training with the FTO during the specified period. - Only those Flight Instructors who have actively flown at least for 120 days with that FTO during 01.03.2025 to 28.02.2026 will be considered. Scoring<table><tr><th>Student to Instructor Ratio</th><th>Score</th></tr><tr><td><= 10</td><td>10</td></tr><tr><td>>10 to <=15</td><td>5</td></tr><tr><td>>15</td><td>0</td></tr></table>	Student to Instructor Ratio	Score	<= 10	10	>10 to <=15	5	>15	0
Student to Instructor Ratio	Score													
<= 10	10													
>10 to <=15	5													
>15	0													
3	Fleet to AME Ratio	Number of aircraft ÷ Number of full-time DGCA-approved AMEs	10	3	DAW	Conditions Minimum service period of AME is 10 months in last one year for the consideration in above matrix. Scoring<table><tr><th>Fleet to AME</th><th>Score</th><th>B-2 rated AME</th><th>Score</th></tr></table>	Fleet to AME	Score	B-2 rated AME	Score				
Fleet to AME	Score	B-2 rated AME	Score											

S. No.	Parameter	Definition	Weightage	Standard	Data Source	Conditions & Scoring				
						Ratio (B-1 rated AME)				
						<=3	8	For fleet upto 6 aircraft - Minimum 01 (either regular or contractual)	02	
						>3 & <= 6	4	For fleet greater than 6 aircraft - Minimum 01 (regular AME)	02	
						>6	0	No B-2 rated AME	0	

S. No.	Parameter	Definition	Weightage	Standard	Data Source	Conditions & Scoring														
4	Fleet Size (Single & Multi-Engine)	Total number of operational aircraft used for training	5	Min. 10 aircraft	EGCA	Conditions														
						Aircraft must be available and added in the latest approved TPM of the FTO as on 28th February 2026.														
						Scoring														
						<table><tr><th>Fleet Size (Single & Multi-Engine)</th><th>Score</th></tr><tr><td>≥10 aircraft (incl. at-least 01 multi-engine)</td><td>5</td></tr><tr><td>≥10 aircraft (No multi-engine)</td><td>4</td></tr><tr><td>08 to 09</td><td>3</td></tr><tr><td>05 to 07</td><td>2</td></tr><tr><td>03 to 04</td><td>1</td></tr><tr><td><3 aircraft</td><td>0</td></tr></table>	Fleet Size (Single & Multi-Engine)	Score	≥10 aircraft (incl. at-least 01 multi-engine)	5	≥10 aircraft (No multi-engine)	4	08 to 09	3	05 to 07	2	03 to 04	1	<3 aircraft	0
						Fleet Size (Single & Multi-Engine)	Score													
						≥10 aircraft (incl. at-least 01 multi-engine)	5													
						≥10 aircraft (No multi-engine)	4													
						08 to 09	3													
						05 to 07	2													
03 to 04	1																			
<3 aircraft	0																			

S. No.	Parameter	Definition	Weightage	Standard	Data Source	Conditions & Scoring												
5	Availability of Ground School & Simulators	Presence of CGI & sufficient classroom infrastructure and provision for issue of SPL and approved simulators	5 (3-Ground School +2-Simulator)	In-house Ground School At least one Simulator	FTO Website & Information submitted by FTO	Conditions • Presence of CGI & sufficient classroom infrastructure and provision for issue of SPL. • Simulator must be DGCA-approved and operational. Scoring<table><thead><tr><th>Availability of Ground School & Simulators</th><th>Score</th></tr></thead><tbody><tr><td>Approved Ground school</td><td>3</td></tr><tr><td>No Ground school</td><td>0</td></tr><tr><td>Simulators (Owned)</td><td>2</td></tr><tr><td>Simulators (MoU with others)</td><td>1</td></tr><tr><td>No simulators</td><td>0</td></tr></tbody></table>	Availability of Ground School & Simulators	Score	Approved Ground school	3	No Ground school	0	Simulators (Owned)	2	Simulators (MoU with others)	1	No simulators	0
Availability of Ground School & Simulators	Score																	
Approved Ground school	3																	
No Ground school	0																	
Simulators (Owned)	2																	
Simulators (MoU with others)	1																	
No simulators	0																	

C. Safety Standards* (Weightage – 20%)

**(Non-reporting of any accident/incident will attract negative 5 marks from overall score of FTO for each case of accident/incident.)*

Sl. No.	Parameter	Definition	Weightage	Standard	Source	Conditions and Scoring						
1	Number of Accidents (12 Months)	Total number of aircraft accidents involving FTO operations.	18	0 (Zero)	DAS/ AAIB	Conditions - Should fall under definition of ‘Accident’ as per CAR 5/C/I. - Investigation by AAIB - Irrespective of Solo or Dual flights. Scoring Criteria {Refer Note (4)} <table><tr><td>Number of Accidents (12 Months)</td><td>Score</td></tr><tr><td>0</td><td>18</td></tr><tr><td>1 or more</td><td>0</td></tr></table>	Number of Accidents (12 Months)	Score	0	18	1 or more	0
Number of Accidents (12 Months)	Score											
0	18											
1 or more	0											

						Conditions
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2	Number of Incidents (12 Months)	Total number of aircraft incidents Involving FTO operations per 15000 hrs of flying	2	1 per 15000 hrs of flying	DAS	- Should fall under definition of 'Incident' or 'Serious Incident' as per CAR 5/C/I. - investigation by DGCA - Irrespective of Solo or Dual flights. Scoring Criteria <table><tr><td>Number of Incident per 15000 hrs flown in 12 Months</td><td>Score</td></tr><tr><td>1</td><td>2</td></tr><tr><td>2 or more</td><td>0</td></tr></table>	Number of Incident per 15000 hrs flown in 12 Months	Score	1	2	2 or more	0
Number of Incident per 15000 hrs flown in 12 Months	Score											
1	2											
2 or more	0											

D. Compliance Standards (Weightage – 10 %)

Sl. No.	Parameter	Definition	Weightage	Standard	Source	Conditions and Scoring Criteria								
1	No. of Significant Safety Concerns (Level-I) Observations raised during DGCA Surveillance/ Inspection	Total number of Level-I safety observations raised by DGCA during surveillance or inspection of the FTO.	5	0 (Zero)	DAW, DAS, SED	Conditions - Raised by any of the directorate of DGCA. - Applicable irrespective of subsequent compliance after raised Level 1 observation. Scoring Criteria<table><tr><th>No. of Significant Safety Concerns (Level-I) Observations</th><th>Score</th></tr><tr><td>0</td><td>5</td></tr><tr><td>1</td><td>2</td></tr><tr><td>More than 1</td><td>0</td></tr></table>	No. of Significant Safety Concerns (Level-I) Observations	Score	0	5	1	2	More than 1	0
No. of Significant Safety Concerns (Level-I) Observations	Score													
0	5													
1	2													
More than 1	0													
2	Number of BA positive cases	Total number of confirmed Alcohol												

	preceding 12 months	Breath Analyser violations or refused BA test involving FTO instructors and maintenance staff.	5	0 (Zero)	DAS	Conditions Irrespective of pre-flight or post flight. Scoring Criteria <table><tr><td>Number of BA positive cases</td><td>Score</td></tr><tr><td>0</td><td>5</td></tr><tr><td>1 or more</td><td>0</td></tr></table>	Number of BA positive cases	Score	0	5	1 or more	0
Number of BA positive cases	Score											
0	5											
1 or more	0											

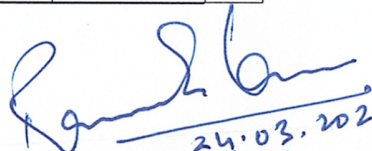
E. Assistant to Students (Weightage – 10 %)

Sl. No.	Parameter	Definition	Weight age	Standard	Source	Conditions and Scoring Criteria
1	Resolution of Student Grievances	Mechanism for addressing complaints, concerns, or disputes raised by trainees.	4	Dedicated grievance cell with documented resolutions & timelines	FTO website and PG Portal	Conditions - Grievance redressal policy of FTO and mechanism shall be published on their website. - Well defined response timelines and Escalation matrix - Escalation of grievance to DGCA through Public Grievance Portal will attract negative score

						Provision for internal committee as per POSH Act. Scoring Criteria <table><tr><th>No. of Student Grievances in 6 months</th><th>Score</th></tr><tr><td>Upto 5 grievance Escalation to PG Portal (with Grievance redressal policy)</td><td>4</td></tr><tr><td>5 to 10 grievance Escalation to PG Portal due to unsatisfactory responses to grievances by FTO (with Grievance redressal policy)</td><td>2</td></tr><tr><td>No Grievance redressal policy</td><td>0</td></tr></table>	No. of Student Grievances in 6 months	Score	Upto 5 grievance Escalation to PG Portal (with Grievance redressal policy)	4	5 to 10 grievance Escalation to PG Portal due to unsatisfactory responses to grievances by FTO (with Grievance redressal policy)	2	No Grievance redressal policy	0
No. of Student Grievances in 6 months	Score													
Upto 5 grievance Escalation to PG Portal (with Grievance redressal policy)	4													
5 to 10 grievance Escalation to PG Portal due to unsatisfactory responses to grievances by FTO (with Grievance redressal policy)	2													
No Grievance redressal policy	0													
2	Financial Assistance / Scholarships	Sponsorship/ Subsidy from States; Guarantee for Bank Loans; Bank loan arrangements for training costs	2	Availability of Sponsorship/ Subsidy /Guarantee for Bank Loans/Bank loan arrangements	FTO website	- Publication on FTO website; - Records of the same for DGCA verification Scoring Criteria <table><tr><th>Financial Assistance / Scholarships</th><th>Score</th></tr><tr><td>Available</td><td>2</td></tr><tr><td>Not available</td><td>0</td></tr></table>	Financial Assistance / Scholarships	Score	Available	2	Not available	0		
Financial Assistance / Scholarships	Score													
Available	2													
Not available	0													

3	Trainee Placement Assistance in Aviation Sector	Support for cadets in securing jobs or internships	2	Active placement cell or industry tie-ups	FTO website	Conditions • Placement records maintained and published on FTO website • MoUs/ tie-ups with Airlines/ NSOPs like cadet programme Scoring Criteria <table><tr><td>Percentage of regular CPL trainees(i.e. flying 175 hrs with same FTO) facilitated with employment/placed in last 12 months</td><td>Score</td></tr><tr><td>5% or more</td><td>2</td></tr><tr><td>1% to 5%</td><td>1</td></tr><tr><td>Less than 1%</td><td>0</td></tr></table>	Percentage of regular CPL trainees(i.e. flying 175 hrs with same FTO) facilitated with employment/placed in last 12 months	Score	5% or more	2	1% to 5%	1	Less than 1%	0
Percentage of regular CPL trainees(i.e. flying 175 hrs with same FTO) facilitated with employment/placed in last 12 months	Score													
5% or more	2													
1% to 5%	1													
Less than 1%	0													
4	Transparency in Payment & Refund Policies	Clarity and fairness in fee structure and refund terms	2	Published fee and fee payment schedule and refund policy, Agreement Bond on FTO website	FTO website	Conditions • No hidden charges • Refund timelines defined • Standard Agreement Bond & Policy published on FTO website Scoring Criteria <table><tr><td>Published fee and fee payment schedule and refund policy, Agreement Bond on FTO website</td><td>Score</td></tr><tr><td>Available</td><td>2</td></tr><tr><td>Not Available</td><td>0</td></tr></table>	Published fee and fee payment schedule and refund policy, Agreement Bond on FTO website	Score	Available	2	Not Available	0		
Published fee and fee payment schedule and refund policy, Agreement Bond on FTO website	Score													
Available	2													
Not Available	0													




 24.03.2026
 रविन्द्र कुमार/Ravindra Kumar
 निदेशक विमानन (परिचालन)
 निर्देशक विमानन महाविदेशीय
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Director (Flying Training)