



AIRWAY INDIA
IT'S TIME TO FLY

— KOLKATA • WEST BENGAL • INDIA

COMMERCIAL PILOT TRAINING

THE COMPLETE STEP-BY-STEP GUIDE TO YOUR
DGCA CPL — FROM CLASS I MEDICAL TO THE RIGHT-
HAND SEAT.

Eligibility, the seven-step roadmap, DGCA papers, flying hours in India and abroad, the real cost, and where the job is at the end of it. Written for students and parents who want the facts before they commit.

ISO 9001:2015 CERTIFIED INSTITUTE

UGC & AICTE APPROVED

REGISTERED UNDER GOVT. OF INDIA

ADMISSIONS OPEN • SESSION 2026-27

AIRWAYINDIA.IN

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WELCOME TO AIRWAY INDIA

THE COCKPIT IS CLOSER THAN YOU THINK. THE ROUTE IS THE PART NOBODY EXPLAINS.

Every year, thousands of students in Bengal and across India decide they want to fly for a living. Very few reach the licence. Not because they lacked the ability – but because nobody sat them down and explained the sequence, the paperwork, the medicals and the money, in the correct order.

This brochure is that explanation. Read it end to end with your parents – everything here is the actual DGCA route to a Commercial Pilot Licence in India.

“A PILOT IS NOT MADE IN THE AIRCRAFT ALONE. HE IS MADE IN THE GROUND SCHOOL, IN THE MEDICAL ROOM AND IN THE DISCIPLINE OF DOING EVERY STEP IN ORDER.”



OUR CAMPUS

**MINUTES FROM NETAJI SUBHAS
CHANDRA BOSE INTL. AIRPORT**

ABOUT THE INSTITUTE

Airway India is a private aviation training and management college in Kolkata, registered under the Government of India, ISO 9001:2015 certified and approved by the **UGC** and **AICTE**. Our campus stands on Jessore Road at Barasat, a short drive from the international airport.

We run undergraduate, postgraduate and diploma programmes in **cabin crew, airport operations and airline management**. Our CPL Guidance Programme carries the same discipline into the flight deck: ground school, examination preparation, RTR(A), FTO selection and licensing support.

ISO

9001:2015 CERTIFIED

UGC

& AICTE APPROVED

200

FLYING HOURS – INDIA

18-24

MONTHS TO CPL

7

STEPS TO THE LICENCE

WHY TRAIN WITH US

SIX REASONS STUDENTS CHOOSE **AIRWAY INDIA**

Choosing where to begin decides how smoothly everything after it goes. Here is exactly what you get on our side of the table.

01

APPROVED & ACCOUNTABLE

Registered under the Government of India, ISO 9001:2015 certified, UGC and AICTE approved. An institute that is on record, not a private arrangement.

02

NEXT DOOR TO THE AIRPORT

Our Barasat campus on Jessore Road is a short drive from the international airport. Aviation is around our students every single day.

03

GROUND SCHOOL THAT TEACHES

The DGCA syllabus is taught paper by paper by aviation professionals, with weekly tests and doubt-clearing until the concept is clear.

04

FTO SELECTION WITHOUT GUESSWORK

India or abroad, we help you compare fleet size, instructor strength, weather downtime and the real hourly rate — before you pay any advance.

05

PAPERWORK HANDLED PROPERLY

Computer Number, Pariksha registration, examination forms, medical scheduling and eGCA filing — guided at every stage.

06

A CAMPUS, NOT A COACHING ROOM

Cabin crew, airport operations and airline management students share our campus. You build an industry network while still studying.



STRAIGHT TALK

WE WILL NOT PROMISE YOU AN AIRLINE JOB ON DAY ONE. WE WILL MAKE SURE EVERY DGCA REQUIREMENT IS MET IN THE RIGHT ORDER, ON TIME, WITH YOUR MONEY SPENT WHERE IT ACTUALLY COUNTS.

BEFORE YOU BEGIN

CAN YOU APPLY? THE THREE GATES.

DGCA does not bend on these three. Clear all of them and nothing can stop your file. Miss one and every rupee after it is at risk. Check yourself honestly before you go further.

01

EDUCATIONAL QUALIFICATION

10+2 (Higher Secondary) with Physics and Mathematics from a recognised board.

Note: Passed 10+2 without Physics and Mathematics? Both can be completed through NIOS. You remain eligible.

02

AGE REQUIREMENT

Minimum 18 years at the time of CPL issuance.

Note: You may start ground school and clear DGCA papers before turning 18 – most students begin right after Class 12.

03

MEDICAL FITNESS

DGCA Class I Medical – mandatory before CPL issuance.

Note: Take a Class II medical first as an early screening. Class I decides your licence, so clear it before spending on flying.

ALSO KEEP READY

VALID INDIAN PASSPORT

Needed if you fly abroad, and useful for documentation throughout.

WORKING ENGLISH

Radio telephony and all DGCA papers are in English. Fluency is not optional here.

FINANCIAL PLANNING

Paid in stages over 18–24 months. Plan the full figure before Step 1.

AN HONEST SELF-CHECK

- ◆ Am I comfortable with Physics and Mathematics at 10+2 level?
- ◆ Can I study a fixed syllabus daily for four to six months?
- ◆ Can my family commit to a staged investment across two years?
- ◆ Am I willing to relocate for flying training, in India or abroad?
- ◆ Is my eyesight, hearing and general health likely to clear Class I?
- ◆ Do I want this as a career, or only as an idea?

FIVE OR MORE TICKS? COME AND MEET US – COUNSELLING IS FREE.

THE FULL ROUTE

SEVEN STEPS. ONE LICENCE.



This is the entire DGCA route on one page. Nothing here can be skipped and nothing here can be reordered. The chapters that follow explain each step in detail.

1

MEDICAL EXAMINATION

2-4 WEEKS

Obtain your DGCA Class I Medical. This is the gate that decides everything after it, so it comes first.

2

DGCA COMPUTER NUMBER

2-6 WEEKS

Apply for your Computer Number through the DGCA Pariksha portal. It is your permanent identity for every DGCA examination.

3

GROUND SCHOOL TRAINING **AT AIRWAY INDIA**

4-6 MONTHS

Air Regulations, Air Navigation, Aviation Meteorology, RTR(A) preparation and Technical General (optional).

4

DGCA EXAMINATIONS

ALONGSIDE

Clear all required DGCA papers along with RTR(A). Papers can be attempted across sessions.

5

FLIGHT TRAINING – INDIA OR ABROAD

12-18 MONTHS

200 hours at an Indian FTO, or 250 hours at a DGCA-approved FTO abroad. Dual, solo, cross-country, instrument, night and simulator.

6

CPL CONVERSION – **ONLY IF FLOWN ABROAD**

1-3 MONTHS

Clear the DGCA-approved flight skill test conducted by an authorised DGCA examiner.

7

CPL APPLICATION

4-8 WEEKS

Submit every document through the eGCA portal for licence issuance. Then the licence is yours.



TOTAL TIME FROM FIRST DAY OF GROUND SCHOOL TO CPL IN HAND: 18-24 MONTHS

STEP 01

2-4 WEEKS

CLASS I MEDICAL EXAMINATION.

Before anything else, get your DGCA Class I Medical done. It is the single requirement that can end the plan on day one, and it costs a fraction of what follows. No student of ours is advised to pay a flying school an advance until this is cleared.

WHAT IT COVERS

- ◆ Eyesight, colour vision and hearing
- ◆ Cardiac, respiratory and general physical fitness
- ◆ ECG, blood, urine and radiological investigations
- ◆ ENT, dental and psychological assessment

OUR ADVICE

Take a Class II medical first if you are unsure about your fitness. It is quicker and cheaper, and it tells you early whether the Class I is likely to go through. Correctable defects are often manageable — get them checked, do not assume.



STEP 02

2-6 WEEKS

YOUR DGCA COMPUTER NUMBER.

Apply for a DGCA Computer Number through the DGCA Pariksha portal. Think of it as your roll number in Indian aviation — every examination you write, every result you receive and every licence you hold will sit against this number for the rest of your career.

DOCUMENTS REQUIRED

Class 10 and 12 mark sheets, date-of-birth proof, valid photo identity, passport-size photographs and the Class I medical assessment reference.

WHERE IT IS DONE

Registration and payment are completed online on the DGCA Pariksha portal. Our office assists with the form, uploads and fee payment at no extra charge.

WHY IT MATTERS

Without a Computer Number you cannot book a single DGCA paper. Students who delay this end up losing an examination cycle for no reason at all.

GROUND SCHOOL TRAINING.

This is where your licence is actually won. The DGCA papers are not difficult for a student who is taught properly – they are difficult for a student who is left with a book and a syllabus. Our classroom runs on a fixed timetable, paper by paper, with tests every week.

THE DGCA SYLLABUS WE COVER

- 01 AIR REGULATIONS**
Indian Aircraft Act and Rules, ICAO annexes, licensing, rules of the air.
- 02 AIR NAVIGATION**
Charts, plotting, dead reckoning, radio navigation aids, flight planning.
- 03 AVIATION METEOROLOGY**
Atmosphere, pressure systems, clouds, hazards, METAR and TAF reading.
- 04 RTR(A) PREPARATION**
Radio telephony procedure, phraseology, transmission practice and viva drill.
- 05 TECHNICAL GENERAL – OPTIONAL**
Airframes, engines, systems, instruments and principles of flight.

WHAT THE FEE INCLUDES

Classroom instruction for all DGCA subjects, study material and question banks, weekly assessments, RTR(A) preparation, DGCA Pariksha and eGCA documentation support, FTO counselling for both Indian and overseas options, and career guidance until licence issuance.

GROUND SCHOOL FEE

Admission Fee	₹2.5 LAKH
Monthly Instalment × 6	₹55,000
TOTAL	₹5,80,000



HOW THE CLASSROOM RUNS

- ◆ Fixed daily timetable, paper-wise
- ◆ Weekly tests with corrected answer scripts
- ◆ DGCA question-bank practice sessions
- ◆ Separate RTR transmission and viva drill
- ◆ Doubt-clearing until the concept is clear

EASY INSTALMENT PLAN

Pay ₹2,50,000 at admission, then ₹55,000 per month for six months. No lump sum is demanded and no hidden charge is added later. Receipts are issued for every payment.

CLEARING THE DGCA PAPERS.

Once your Computer Number is issued, you can begin booking papers. DGCA examinations are conducted in scheduled sessions through the Pariksha portal. You do not have to clear everything in one go – papers may be attempted across sessions until all are passed.

RTR(A) is a separate examination, conducted by the WPC wing under the Ministry of Communications. It has a practical transmission part and an oral part covering regulations and phraseology. Most students underestimate it. We do not – RTR drill is built into our weekly timetable from the first month.



HOW WE PREPARE YOU, PAPER BY PAPER

STAGE	WHAT HAPPENS
Concept teaching	Taught from the ground up in the classroom, on a published timetable.
Weekly assessment	A test every week, with corrected scripts returned and discussed.
Question-bank drill	Previous DGCA question patterns, drilled for accuracy and speed.
Mock examinations	Full-length papers under exam conditions before the real session.
RTR(A) drill	Transmission practice and mock viva, run separately.
Booking support	Session booking, fee payment and admit cards handled by our office.

PLAN YOUR ATTEMPTS

Subject passes carry a limited validity period under DGCA rules. Sit for your papers and your flying in a sequence that does not let a pass lapse before the licence is applied for. We map this out for every student individually.

THE HONEST POSITION

Nobody can clear a DGCA paper on your behalf. What an institute can do is teach the subject correctly, test you often, and make sure the paperwork never becomes the reason for a delay. That is exactly what we do.



PAPERS CLEARED AND RTR IN HAND? YOUR FILE IS NOW READY FOR FLYING TRAINING.

FLIGHT TRAINING. INDIA OR ABROAD?

05

This is the biggest decision and the biggest cheque of your training. Both routes end at the same DGCA licence – what changes is the hours, the pace and the paperwork at the end.

OPTION A

FLYING IN INDIA

Enrol at a DGCA-approved Flying Training Organisation within India.

TOTAL FLYING

200 HOURS

- ◆ Dual flying with an instructor
- ◆ Solo flying
- ◆ Cross-country flying
- ◆ Instrument flying
- ◆ Night flying
- ◆ Simulator training

No conversion needed. Your hours are already Indian hours, so the file goes straight to licence application.

OPTION B

FLYING ABROAD

USA • South Africa • Canada • New Zealand – at a DGCA-approved FTO.

TOTAL FLYING

250 HOURS

- ◆ Dual flying with an instructor
- ◆ Solo flying
- ◆ Cross-country flying
- ◆ Instrument flying
- ◆ Night flying
- ◆ Simulator training

Conversion required. On return you must clear the DGCA skill test – explained on the next page.

SIDE BY SIDE

POINT OF COMPARISON	INDIA	ABROAD
Flying hours required	200 hours	250 hours
Typical pace	Steady; depends on fleet availability	Faster – more aircraft and instructors
Weather downtime	Monsoon and season dependent	Generally lower at selected bases
After training	Apply directly for CPL	Conversion and skill test first

OUR POSITION: WE DO NOT PUSH EITHER OPTION. WE PUT THE REAL HOURLY RATE, FLEET SIZE AND INSTRUCTOR STRENGTH OF EACH FTO IN FRONT OF YOU – YOUR FAMILY DECIDES.

THE NON-NEGOTIABLE MINIMUM

WHAT DGCA COUNTS IN YOUR LOG BOOK.

MINIMUM DGCA CPL REQUIREMENT

200 HOURS

TOTAL FLYING EXPERIENCE

Two hundred hours is not simply time in the air. DGCA counts **what kind** of flying those hours contain — your log book must show all three ratings below.



WHICH MUST INCLUDE

SINGLE ENGINE RATING

Handling, circuits, general flying and solo work on a single-engine aircraft. Most of your 200 hours are built here.

INSTRUMENT RATING

Flying purely on instruments, without visual cues. Every airline requires it, and serious commercial work depends on it.

MULTI-ENGINE RATING

Operating more than one engine, including engine-failure handling. The rating that opens the door to airline aircraft.



KEEP THIS IN MIND

- ◆ Your log book is a legal document. Every entry must be correct, signed and consistent.
- ◆ Hours flown abroad are counted, but the conversion test still has to be cleared in India.
- ◆ Recency matters — DGCA expects recent flying before the skill test.
- ◆ Simulator time is valuable but is counted only within the limits DGCA permits.

CPL CONVERSION.

If your 250 hours were flown outside India, DGCA does not simply stamp the licence. You must prove, in Indian airspace and under an Indian examiner, that you can fly to the standard the licence represents.

This is the flight skill test, conducted by an **authorised DGCA examiner**. Students who plan for it from the start clear it without drama. Students who treat it as an afterthought lose months.



WHAT THE SKILL TEST INCLUDES

01 GENERAL FLYING TEST — DAY AND NIGHT

Handling, circuits, manoeuvres and emergency procedures, assessed in both day and night conditions.

02 INSTRUMENT RATING TEST

Flown solely on instruments, including approaches and holding procedures, to DGCA standard.

03 250 NM CROSS-COUNTRY — DAY

A long navigation flight in daylight, planned and flown by you from start to finish.

04 120 NM CROSS-COUNTRY — NIGHT

The same discipline after dark, where navigation and workload management are far less forgiving.

05 15 HOURS OF FLYING IN THE LAST SIX MONTHS

Recency is a hard requirement. Plan your return to India around it – if your last flight was a year ago, the file does not move.

HOW WE HELP AT THIS STAGE

Log book verification, DGCA documentation, examiner and aircraft coordination, recency planning and complete eGCA filing. Whether you trained with us from day one or came to us only for conversion, the support is the same.

CPL APPLICATION ON eGCA.

The final step is documentation. Every certificate, log book entry, medical record and examination result is submitted through the **eGCA portal** for licence issuance. One missing signature or one mismatched date can hold the file for weeks, so this is not the stage to be casual.

Our office sits with you through the submission, checks each upload against the requirement, and follows the file until the licence is issued. This support is included for our ground school students at no additional charge.



DOCUMENT CHECKLIST – KEEP EVERY ONE OF THESE SAFE

- ◆ Class 10 and Class 12 mark sheets and certificates
- ◆ Date-of-birth proof and valid photo identity
- ◆ Valid Indian passport
- ◆ DGCA Computer Number allotment record
- ◆ DGCA Class I Medical assessment
- ◆ All DGCA subject pass certificates
- ◆ RTR(A) licence issued by WPC
- ◆ Original pilot log book, signed and up to date
- ◆ FTO course completion certificate
- ◆ Skill test and rating records
- ◆ Foreign licence and verification, if flown abroad
- ◆ Passport-size photographs and fee receipts

A WORD ON PAPERWORK

Keep two sets of everything from day one – one physical file and one scanned folder. Name every scan clearly. Get every log book entry signed on the day it is flown, not months later. This sounds like small advice. It is the difference between a licence issued in six weeks and a licence chased for six months.



END OF THE ROADMAP

LICENCE ISSUED. YOU ARE NOW A COMMERCIAL PILOT.

HOW LONG IT TAKES

ESTIMATED TRAINING DURATION.



These are realistic figures, not sales figures. A disciplined student who does not lose an examination cycle and does not sit idle waiting for aircraft finishes at the shorter end. Everyone else drifts towards the longer end.

GROUND SCHOOL

DGCA THEORY + RTR(A)

4-6 MONTHS

FLYING TRAINING

INDIA OR ABROAD

12-18 MONTHS

TOTAL CPL COMPLETION

START TO LICENCE IN HAND

18-24 MONTHS

FROM DAY ONE



WHY ABROAD IS OFTEN QUICKER

FLYING TRAINING IS TYPICALLY FASTER ABROAD, PURELY BECAUSE THERE ARE MORE AIRCRAFT AND MORE INSTRUCTORS AVAILABLE PER STUDENT. FEWER STUDENTS WAITING MEANS FEWER DAYS LOST.

WHAT ACTUALLY CAUSES DELAY

STARTING WITHOUT THE MEDICAL

Students who delay Class I and later face a problem lose the entire investment of time made until then.

MISSING AN EXAM CYCLE

One skipped session pushes the paper by months. This single mistake accounts for most delays we see.

PICKING THE WRONG FTO

A school with too few aircraft for its student strength will keep you on the ground. Check the fleet, not the brochure.

Note: Durations shown are indicative. Actual timelines depend on DGCA examination schedules, medical clearance, FTO availability, weather and the individual student's pace. We commit to guidance and support — not to a guaranteed calendar date.

ESTIMATED COST OF CPL TRAINING.

No institute can quote a single exact figure, because flying rates change with fuel, aircraft type, country and exchange rate. What we can do is put the honest range in front of you, in writing, before you spend anything.

EXPENSE HEAD	DETAIL	APPROXIMATE COST
Ground School – Admission Fee Payable once, at the time of admission	One-time	₹2,50,000
Ground School – Monthly Fees ₹55,000 per month for six months	6 instalments	₹3,30,000
Flying Training Paid directly to the FTO as per its own schedule	India or abroad	₹60 – 70 Lakh
Medicals & DGCA Fees Class I medical, examination and licensing fees	Across the course	₹50,000 – 1 Lakh
Accommodation & Miscellaneous Stay, food, travel, uniform, books and equipment	Across the course	₹4 – 5 Lakh

TOTAL ESTIMATED INVESTMENT

ALL HEADS COMBINED

₹70 – 82 LAKH

WHAT YOU PAY AIRWAY INDIA

Admission Fee	₹2,50,000
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Monthly Fees – ₹55,000 × 6	₹3,30,000
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GROUND SCHOOL TOTAL	₹5,80,000
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READ THIS CAREFULLY

- ◆ Flying charges are paid **directly to the FTO**, on its own schedule. Airway India does not collect that money.
- ◆ Overseas figures move with the exchange rate. Budget with a margin.
- ◆ Type rating after CPL is a **separate** cost – next page.



EDUCATION LOAN

Most banks in India fund pilot training against approved institute and FTO documentation. Our office prepares the fee structure, admission letter and course details banks ask for, and guides your family through the application.

AFTER THE LICENCE

ADDITIONAL RATINGS & TYPE RATING.

A CPL makes you a commercial pilot. It does not yet make you employable on a specific aircraft. The rating you take after the licence is what decides which cockpit you sit in, so plan and budget for it from the beginning – not as a surprise at the end.



YOUR OPTIONS AFTER CPL

FLIGHT INSTRUCTOR RATING – FIR

Teach at a flying training organisation and build command hours while you earn. A steady, respected route that many airline pilots have taken before their first airline job.

BUILD HOURS
& EARN

TYPE RATING – AIRLINES

Aircraft-specific training and checking on the type you will fly in scheduled operations.

A320 • B737 • ATR • Q400

APPROXIMATE COST

₹15-20 LAKH

TYPE RATING – CHARTER & CORPORATE

Business and charter aircraft, flown in non-scheduled operations for corporates and private operators.

KING AIR • HAWKER • FALCON • CITATION • EMBRAER

APPROXIMATE COST

₹20-30 LAKH

PLAN AHEAD: MANY AIRLINES RUN CADET AND TYPE-RATING PROGRAMMES WITH FINANCING TIED TO THE JOB. WE KEEP OUR STUDENTS INFORMED WHEN THESE OPEN.

WHERE THIS LEADS

CAREER OPPORTUNITIES AFTER CPL

A Commercial Pilot Licence is a professional qualification, not a certificate to frame. These are the roles Indian CPL holders actually work in.



SCHEDULED OPERATIONS

AIRLINE FIRST OFFICER & CARGO PILOT

01

Flying passenger or freight aircraft on published schedules for a scheduled operator. This is the route most students have in mind, and it begins with a type rating on the operator's aircraft.

NON-SCHEDULED OPERATIONS

CHARTER, CORPORATE & MEDEVAC PILOT

02

Flying business jets and turboprops for corporate houses, charter operators and air ambulance services. Varied routes, smaller crews and, for many pilots, a more flexible working life.



TRAINING SECTOR

FLIGHT INSTRUCTOR

03

Teaching the next batch at a flying training organisation while building command hours on your own log book. A genuine career in itself, and for many the bridge to an airline cockpit.

AND BEYOND THE COCKPIT

A pilot's training also opens doors in flight operations, flight dispatch, safety and quality departments, airline management and aviation academics. Our campus already teaches airport operations and airline management, so students who wish to move sideways later are not starting from zero.

ADMISSION PROCESS & COMMON QUESTIONS.

01

ENQUIRY

Call, message or walk into the Barasat campus.

02

COUNSELLING

A full sitting with you and your parents.

03

DOCUMENTS

Mark sheets and identity verified at the office.

04

MEDICAL

Class I medical guidance and scheduling.

05

ADMISSION

Fee paid, receipt issued, seat confirmed.

06

CLASSES BEGIN

Timetable handed over on day one.

QUESTIONS WE ARE ASKED EVERY WEEK

CAN I JOIN IF I DID NOT HAVE PHYSICS AND MATHEMATICS IN 10+2?

Yes. You can complete both subjects separately through NIOS and remain fully eligible. Many of our students have taken this route.

IS THE GROUND SCHOOL FEE REFUNDABLE?

Refund terms are set out in writing in your admission letter before you pay. Read that document carefully and ask us anything that is not clear.

WHAT IF I FAIL A DGCA PAPER?

You reattempt it in a later session. There is no limit that ends your career over one paper. We keep you in class and in practice until it is cleared.

IS THERE AN AGE LIMIT TO START?

You need to be 18 at the time of licence issuance. There is no upper bar for starting, provided the Class I medical is cleared.

DO YOU GUARANTEE AN AIRLINE JOB AFTER CPL?

No, and you should be careful of anybody who does. What we guarantee is correct training, correct paperwork and honest guidance at every stage.

DOES AIRWAY INDIA COLLECT THE FLYING TRAINING FEES?

No. Flying charges are paid by you directly to the FTO you select. We assist with selection and documentation, and nothing else passes through us.

CAN I TAKE A BANK LOAN FOR THE TRAINING?

Yes. Banks fund pilot training against proper institute and FTO documentation. Our office prepares the papers your bank will ask for.

CAN GIRLS JOIN THIS PROGRAMME?

Of course. India already has one of the highest proportions of women airline pilots in the world, and we are glad to see that number grow.



STILL HAVE A QUESTION?

CALL 086970 38522 OR 087777 06299. ASK US ANYTHING – YOU WILL GET A STRAIGHT ANSWER, NOT A SALES PITCH.

YOUR NEXT STEP

COME AND SIT ACROSS THE TABLE FROM US.

Bring your parents. Bring your mark sheets. Bring every doubt you have. Counselling is free, there is no obligation, and you will leave knowing exactly what this career asks of you and what it gives back.

AIRWAY INDIA – CAMPUS & OFFICE

ADDRESS

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AIRWAY INDIA
IT'S TIME TO FLY

All figures, durations and fees in this brochure are indicative and subject to
change without notice.
DGCA requirements prevail in all cases. Flying training charges are payable
directly to the selected FTO.



SCAN TO FIND US ON GOOGLE

Directions, photographs and reviews