



Hindustan-228 Civil Aircraft

Why in News

Recently, **Hindustan Aeronautics Limited (HAL)** carried out a successful ground run and low speed taxi trials of a commercial aircraft "**Hindustan-228**" (Do-228).

- HAL is building civil aircrafts **to promote the UDAN (Ude Desh Ka Aam Nagrik) Scheme**. The central government aims to set up 1,000 new air routes and establish 100 new airports, under the UDAN scheme.
- HAL is a **public sector aircraft manufacturing company**. It has also produced the [Light Combat Aircraft \(LCA\)](#) for the Indian Air Force (IAF).



Key Points

- **About Hindustan-228 (Do-228):**
 - The 19-seater Do-228 is the **first major attempt in India to develop a small civil transport aircraft** after the 14-seater Saras Aircraft development program at the National Aeronautics Laboratory (NAL) was shelved in 2009 on account of multiple problems in its development.
 - However, the NAL has been pitching [SARAS Mk-2](#) (19-seater aircraft) for the government's UDAN, since it has the capacity to operate in "ill-equipped", "semi-prepared" and "unpaved airstrips".
 - It is **built on the existing frame of the German Dornier 228 defence transport aircraft** used by the defence forces.
 - Two civil Do-228 produced by HAL for launch under UDAN scheme have a maximum take off weight of 6200 kgs.
 - It is **equipped with a digital cockpit** which will ensure more accurate readings, precise information and required data displays with feedback loops and capability for self-check to alert pilots in emergencies.
 - It is conceived to be a **multirole utility aircraft** capable of being used for **VIP transport**,

passenger transport, air ambulance, flight inspection roles, [cloud seeding](#), recreational activities like para jumping, aerial surveillance, photography, remote sensing and cargo transport.

- With a maximum cruise speed of 428 kmph and a range of 700 kmph the aircraft is capable of night flying.
- HAL is looking forward to **exporting the aircraft** as well to countries like Nepal.

▪ **UDAN Scheme:**

- Ude Desh ka Aam Nagrik (UDAN) was launched as **a regional connectivity scheme under the Ministry of Civil Aviation** in 2016. It is an innovative scheme to develop the regional Aviation market.
 - **Small civilian aircrafts** are considered to be **an essential element** of the UDAN.
- The objective of the scheme is **to create affordable yet economically viable and profitable flights on regional routes** so that flying becomes affordable to the common man even in small towns.
- The scheme envisages **providing connectivity to un-served and underserved airports of the country** through the revival of existing air-strips and airports. The scheme is **operational for a period of 10 years**.
 - Under-served airports are those which do not have more than one flight a day, while unserved airports are those where there are no operations.
- **Financial incentives** from the Centre, state governments and airport operators are extended **to selected airlines** to encourage operations from unserved and under-served airports, and keep airfares affordable.
- About 325 routes and 56 airports including 5 heliports and 2 water aerodromes have been operationalised under the scheme.
- On the commencement of the 'Azadi Ka Amrit Mahotsav (India@75)', the Ministry of Civil Aviation proposed **about 392 routes under [UDAN 4.1 bidding process](#)**.
 - The **UDAN 4.1** focuses on connecting smaller airports, along with special helicopter and seaplane routes. Some new routes have been proposed under the **[Sagarmala Seaplane services](#)**.
 - Sagarmala Seaplane Services is **an ambitious project under the Ministry of Ports, Shipping and Waterways** with potential airline operators.

[Source: IE](#)

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