

Revue de presse du 23 janvier au 07 février 2019

Nomination : 1<sup>er</sup> février 2019

**Ramesh Abhishek**, secretary of the Department of Industrial Policy and Promotion (DIPP), was on Thursday given an **additional charge of the Secretary, Civil Aviation**, an official order said.

M. Choubey, now retired, has been named a member of the Union Public Service Commission.

Nomination : le 6 février 2019

**Air India chief Pradeep Singh Kharola has been appointed Civil Aviation secretary as part of a minor top level bureaucratic reshuffle effected on Wednesday**, according to an official order.

Kharola, a 1985-batch IAS officer of the Karnataka cadre, was in November 2017 named the chairman and managing director of Air India Ltd. He took over the reins of the debt-ridden national carrier on January 9, last year.

He has been appointed in the Civil Aviation Ministry in place of Rajiv Nayan Choubey, who superannuated on January 31.

[The Economic times of India 06/02/2019](#)

IndiGo :

Ronojoy Dutta has joined the company as Chief Executive Officer (news posted on January 30).

M. Damodaran has joined the company as Chairman of the Board (news posted on January 30).

BCAS :

On Jan 18th, 2019 Rakesh Asthana is appointed as the new BCAS director.

<https://www.thequint.com/news/india/rakesh-asthana-appointed-director-bureau-of-civil-aviation-security-bcas>

On Jan 23rd, 2019 a plea challenged Ralesh Asthana's appointment as BCAS Director on the pending FIR on corruption charges against him.

<https://www.livemint.com/news/india/sc-rejects-plea-challenging-rakesh-asthana-s-appointment-as-director-of-bcas-1548913808855.html>

On Jan 31stn 2019 SC rejects plea challenging Rakesh Asthana's appointment as Director of BCAS.

On Oct 15th, 2018, CBI had registered a case of criminal conspiracy and corruption against Asthana. The Centre had sent him on leave, divesting him of his powers.

<https://www.livemint.com/>

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Indian low-cost carrier **GoAir**, recently revealed by Routesonline as one of the fastest-growing major airlines in the world, is adding a **fourth international destination to its network with the launch of flights between Kannur and Abu Dhabi. The airline will operate a four-weekly service using Airbus A320 aircraft, starting on 1 March 2019.** In January, GoAir began a daily service between Kannur and Mumbai, while it also flies from the coastal city to Bengaluru, Chennai and Hyderabad.

**The planned launch of the Kannur - Abu Dhabi route comes less than two months after Air India Express began operating between the two destinations.** It currently flies three times per week but has announced plans to increase it to five weekly from the end of March.

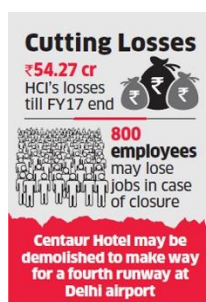
Routes online 08/02/2019

**As part of its plan to restructure Air India, the government is discussing a plan to wind up Hotel Corporation of India (HCI), a loss-making subsidiary of the national carrier that has hotels in New Delhi and Srinagar.**

“The concern is the over 800 employees in the company, who will go jobless with the closure. We need to do something for them before the closure of the company, which is being discussed at various levels” said a senior government official, who did not want to be identified.

According to Air India’s annual report, **HCI had losses of Rs 54.27 crore by the end of 2017 fiscal. The company runs a lounge at Delhi airport’s Terminal 3 and flight kitchen in Delhi and Mumbai. The firm supplies about 30% of the food requirements of the national carrier.**

The official said that **Centaur Hotel would be demolished to make way for a fourth runway in Delhi and the hotel in Srinagar is likely to be handed over to the J&K government.** “The money that would come after handing over of the hotel to Delhi airport would help offset the dues that the national carrier has to pay to Delhi airport and the Srinagar hotel will be handed over to J&K government, as the land is on lease from the state government,” the official added.



Another official said that the flight kitchen may be taken over by Air India or may be terminated after the company’s closure. “Flight kitchen is also not a profit-making proposition for the company and winding it up is an idea that would make more sense than continuing with it,” said another official on the condition of anonymity.

**As part of the restructuring, the government has taken over a debt of Rs 29,000 crore out of the Rs 55,000 crore debt of the airline.** The restructuring was initiated after the government failed to find takers for a 76% stake in the national carrier.

The Economic times of india 06/02/2019

Air France has unveiled their new A330 business class cabin in a press release today. Exclusively available on the A330, their new cabin promises to be brighter and airier, although direct aisle access has not been designed in.

The first aircraft equipped with the new Air France A330 business class has already hit the skies. Taking off yesterday (Feb 3rd), it left Charles de Gaulle in Paris for Accra in Ghana. The slow demise of reclining seats on business will undoubtedly be welcome news to all Air France long haulers, and kudos for their new CEO.

This announcement of the A330 business class cabin follows on from Air France's unveiling of the new economy and premium economy products, which they did last September.

Air France have completely redesigned their A330 business class cabin to provide a more pleasant travelling experience. Mood lighting and fresh décor have been designed to complement the airy nature of the cabin. The business seat is new, designed purposefully to fit the A330, with high quality fabrics, leather and the inimitable Air France accent in pride of place.

It's a roomier 2-2-2 layout, although you won't find direct aisle access from every seat. In all there are 36 seats in the A330 business class cabin, with the expected comforts of fully lie flat functionality. This is in keeping with their business partners at KLM, who introduced lie flat on their A330s last year.

In lie flat mode, they offer enough length for a 6'5" person to fully stretch out. Width-wise, they're around 22.5 inches, which isn't the most generous (Iberia, China Southern and South African's A330 seats are wider), but they're not the least either (Qatar, TAP Portugal and Air Canada's are narrower).

Our favorite part of the new Air France business cabin is the superb privacy available in every seat. This is thanks to an innovative retractable privacy panel, which can slide out to give a suite-like experience or retract if you're in the mood for socializing.

If lying flat isn't enough to tempt you to fly Air France, the airline has gone a step further to upgrade the flying experience.

All the seats in the A330 business class cabin are equipped with an extra-large touchscreen IFE monitor, measuring 18.5". They've accompanied this with more than 1,400 hours of entertainment and a user friendly handset to enable navigation even when you're lying flat out.

Apparently, the toilets have had a makeover too, taking their inspiration from the world of high end cosmetics. There's a self-service bar as well, bedecked in champagne (color, not drink) and blue for 'customers' well-being and comfort'.

All the cabins on the Air France A330 feature the new Air France CONNECT Wi-Fi, but it's not all free. The 'message' pass is free, which allows users to access messaging apps to send and receive notifications, but no browsing allowed.

The 'surf' pass is the upgrade needed for emails and internet surfing. This costs €3 for a short haul trip and €5 for medium haul. Long haul passengers will have to dig deeper, with an €8 fee for just one hour of surfing, or €18 for the duration of the trip.

Long haulers can further upgrade to the 'stream' pass, which offers a high speed connection throughout the flight. This will cost you €30 (\$35) and offers unlimited streaming and downloading.

Until the end of winter, the cabin will be on limited routes from their hub in Paris (CDG) to Accra (Ghana), Ouagadougou (Burkina Faso) and Houston (USA). **From summer onwards, the new Air France business cabin will be additionally found on routes to Cotonou (Benin), Lagos (Nigeria), Niamey (Niger), Bengaluru and Delhi (India)** as well as Seattle, Chicago and Dallas (USA).

By 2020, 15 of their A330 aircraft will be completely redesigned to feature the new products, a move that's costing the airline a sizeable investment of €140m (\$160m).

If lying flat isn't enough to tempt you to fly Air France, the airline has gone a step further to upgrade the flying experience.

SimpleFlying 05/02/2019

**Lenders and key stakeholders discussing a debt resolution plan for Jet Airways seem to have reached a broad consensus.** Rajnish Kumar, chairman, State Bank of India, on Monday said: **"Outline is ready but implementation depends on government and regulatory approvals."** Kumar was speaking to a television channel.

**The airline has called for an EGM on February 21 and also sought an increase in the authorised share capital from Rs 200 crore to Rs 2,200 crore.** Key stake holders and the consortium of Indian banks with exposure to Jet Airways met early in January to discuss the debt resolution plan. Jet's consolidated debt as on March 2018 is Rs 9,425crore and the airline needs massive infusion of equity to save it from being grounded.

**The airline will be the first case under project Sashakt, a five-pronged strategy proposed last year by a clutch of Indian bankers to resolve bad loans,** Kumar had said earlier on Friday in a media interaction post the banks quarterly results.

**There were reports in the media that suggested that post this debt resolution and equity-debt swap, SBI will hold 15% in Jet.** The chairman, however, refused to put a number in Friday's interaction, saying that Jet is "still work-in-progress and it will be premature to share the details, as of now."

**The ongoing debt resolution will be within RBI's February 12, 2018 resolution framework but it will also require approvals from market regulator Sebi as well as the government, primarily the ministry of civil aviation, over the issue of control of the foreigner running the Indian entity.**

05/02/19 Financial Express

**Bengaluru: An indigenously developed army helicopter ALH 'Rudra' Mk IV today made an emergency landing on a agriculture field at Tataguppe village near Kaggalipura in Ramanagara district of Karnataka on Tuesday afternoon, reportedly due to a technical snag,** and both the pilots on board escaped unhurt.

Sources said that the the army version of Advanced Light Helicopter, with combat capabilities, developed and manufactured by Hindustan Aeronautics Ltd, had taken off from HAL airport in the city and made emergency landing in a farm land close to the city that had no crops grown on it, and both the pilots were safe.

**'Rudra' is the Army variant of ALH developed by HAL and had taken off on a routine test sortie from HAL airport.**

05/02/19 UNI

According to the experts, while the major airports struggle to meet the expanding traffic, the airlines using questionable means to project better on-time performance (OTP) than rivals is making matters worse. In a survey, Airport Authority of India (AAI) found out that a considerable number of flights reach a metro airport ahead of their time.

This means that these flights arrive at the airport when they are not supposed to. As a result of which, the other flights which are scheduled to reach at that time get affected, and are then asked by the air traffic controllers (ATC) to make a go around, thereby delaying their landing.

The OTP of an airline refers to how frequently its flights took off and landed within scheduled time. It, therefore, becomes an important marketing tool for airlines to attract the passengers, assuring them that they will reach their destination on time. It also assures the financiers and other stakeholders that the airline is using its assets optimally. The airlines, in order to improve on their OTPs, are reportedly even exploiting the loopholes in the system. For example, "Some of our rival airlines are known to even give a timing pushback to the aircraft, even before the door is closed, just to meet the OTP. This is not allowed," said a senior executive from a full-service carrier.

However, rivalries and competition aside, many airline executives and aviation experts believe that **the OTP measuring mechanism is flawed, and there is a need for bringing in a better one.** For example, the OTP may get affected based on the number of flights an airline fly, destination to which it flies, the weather conditions especially fog, runway repair work, labour unrest, etc

05/02/19 Shahkar Abidi/DNA

**Pune/New Delhi: A trainer aircraft has crashed near Indapur in Maharashtra's Pune district. The aircraft belongs of Carver Aviation, an institute that trains pilots. The pilot was injured in the crash but has survived.**

He has been rushed to a local hospital in Baramati.

**Preliminary reports suggest that the aircraft crashed due some failure in its engine. It was forced to make an emergency landing.**

Photos from the accident spot show that the aircraft's nose was badly damaged.

The pilot, Sidharth Titus, has sustained a fracture on his right hand, police said.

The crash happened near Rui village in Indapur taluka, police said, adding a technical snag may have caused it.

05/02/19 India Today

**BENGALURU: Waiting for hours due to a fog-related flight disruption has become the norm at the Kempegowda International Airport. Over the last few weeks, at least 444 flights were delayed, causing inconvenience to thousands of early-morning flyers. India's third largest airport has now turned to its scientific community for a solution.**

On Monday, Bengaluru International Airport (BIAL) announced a first-of-its-kind collaboration with the Jawaharlal Nehru Centre for Advanced Scientific Research (JNCASR) to conduct a 40-month atmospheric study at the airport. The study will develop a numerical simulation tool capable of predicting the onset, intensity and dissipation of fog over the airport region at least 4-5 hours in

**advance, enabling better planning. It will enable operators to alert passengers about change in flight timings.**

The agreement was signed in the presence of JNCASR's director, Bharat Ratna Prof CNR Roa, and Hari Marar, MD of BIAL. The outcomes of the study, both BIAL and JNCASR said, will bring huge relief to passengers flying in and out of Bengaluru during the months when the fog is very dense. It would also benefit airline operators, who incur additional financial losses owing to diversions and lengthy delays.

"Fog in Bengaluru has caused delays and diversions, inconveniencing our passengers during this season, as well as resulting in huge financial losses for the aviation industry," Marar said. "We believe the research will enable better flight planning and scheduling, bringing relief to our passengers."

**Marar said flight disruptions due to fog could continue even after launching the second runway, which will have a more advanced navigation system, CAT III-B, that empowers aircraft to land and take off under conditions of heavy fog. "Fog can still significantly affect operations and, hence, prediction of fog is very important to manage resources, including ground services, better. Not taking advantage of the research work would be a crime," he said.**

40-month study

The study, led by Prof KR Sreenivas of JNCASR, will conduct **research and development on the microphysics of radiation fog and transport process in the nocturnal atmospheric boundary layer over the next 40 months.** The researchers said they would set up instruments such as wind cube, humidity temperature profiler, net radiation metres, etc, in the vicinity of the runway.

Factors influencing the occurrence of fog, such as atmospheric variability, ground temperature, radiative fluxes, water vapour and energy transport in the surface layer, will be monitored during the fog season. "We hope to predict the density of fog by 7 pm or 8 pm while the fog occurs only in the wee hours. There will be a minimum of 4-5 hours of lead time to make any changes in flight operations and disseminating information to the passengers in advance," Sreenivas said.

Arunachalam SV, assistant vicepresident of BIAL (Centre for Excellence), said the **Bengaluru airport experiences fog between October and February.** "No airport in the world is capable of blind landing as of now. Our upcoming second terminal is advanced CAT III B-compliant, but dense fog could still hit flight operations," he said. Blind landing, he said, is dependent on multiple factors, including aerodrome infrastructure, aircraft capability, crew training and air traffic control procedures.

The Economic Times of India 05/02/2019

New Delhi: **Mumbai airport's main and secondary runways will remain closed for three days a week from February 7 to March 30 between 11am to 5pm due to repair work, a Chhatrapati Shivaji International Airport (CSIA) spokesperson said.**

**The recarpeting work at the intersection of both runways will be done on all Tuesdays, Thursdays and Saturdays during that period, except March 21.**

The spokesperson further said that passengers will, therefore, face difficulties due to **cancellation and rescheduling of flights during the period.** However, the airport will operate the whole day on March 21.

**The Mumbai airport handles around 950 incoming flights every day and 36 flights every hour. The**

**main runway has the capacity to take up to 50 flights per hour.**

02/03/19 Indian Express

**The new terminal at Leh Airport will be built at a cost of Rs 480 crore,** Airports Authority of India (AAI) Chairman Guruprasad Mohapatra said on Sunday.

Speaking to the media here, Mohapatra said the construction of the **new terminal building is expected to be completed by September 2021.**

"It will incorporate all modern features and will be state of the art in every sense. At the same time, **it will also reflect the culture and traditions of Ladakh-Leh. The new terminal will give Ladakh and Leh direct connectivity to a number of cities across the country. It will also pave the way for further development in the state,**" Mohapatra said.

03/02/19 ANI/DNA

Gandhinagar: As Prime Minister Narendra Modi pilots his pet projects, the Gujarat government is bending backwards to ensure that his will is their command. After bulldozing tribal sentiment in the matter of the Sardar Vallabhbhai Patel's Statue of Unity (SOU), **the Vijay Rupani-led BJP government in Gujarat is clearing two ponds on the premises of the Sardar Sarovar Dam of crocodiles to enable seaplane services.**

**By last count, there were some 500 crocodiles, of which about 20 had been taken out until last week.** But the work has been accorded priority by the forest department because of orders from the "top" though everyone clammed up on further probing.

The muggers in the Narmada are covered by Schedule 1 of the Wildlife Protection Act, 1972, which puts them among the most endangered species. Removing them from their habitat entails a lengthy process of permissions and reasons.

**However, when it comes to such directions from the state government, these objections just fade away as no one is willing to bell the cat.**

Wildlife conservation laws mandate a detailed procedure, including studies and surveys, before the translocation of endangered species is carried out. Additionally, the International Union for Conservation of Nature (IUCN) has laid down detailed guidelines for relocation and conservation translocation. The IUCN Special Survival Commission (SSC), a science-based network of more than 8,000 volunteer experts globally— has also detailed the subject.

The IUCN red list of threatened species has also classed this particular crocodile in its global rating as vulnerable. In India too, it figures on the most endangered species list.

**For all the red flagging by both national and international wildlife institutions, no exercise seems to have been initiated at the official level to comply with mandated regulations.**

**"After tribals, it is now the turn of crocodiles," said Vadodara-based environmental activist Rohit Prajapati. The terror of tourism has been unleashed by both the state as well as the centre in the name of the Statue of Unity (SOU), said this crusader against pollution and environmental degradation.**

"It is almost as if the SOU area is now not part of India, but a sovereign entity called the Statue where laws such as the Wildlife (Protection) Act, 1972, Environmental Impact Assessment Notification, 2006, Environment (Protection) Act, 1986, Wetlands (Conservation and Management) Rules, 2010, Solid Waste Management Rules, 2016, Water (Prevention and Control of Pollution) Act, 1974, and the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and

Resettlement Act, 2013, are just not applicable," he added.  
02/02/19 RK Misra/India Legal

**A passenger on Air India's Bhopal-Mumbai flight AI-634 allegedly found a dead cockroach in the food served on board on Saturday morning.**

Rohit Raj Singh Chauhan said he complained to the crew, but to no avail. He then took to social media, with a photo of a **cockroach lying in his plate of idli-vada-sambar**. He also filed a complaint with the authorities at the Mumbai airport.

"It was found in the sambar served in the aircraft. I informed the Air India crew, but they ignored me," Chauhan said. "Since the crew members were not listening, I returned it to them. I even objected to their serving food to others, but to no avail," he added.

Air India manager Rajendra Malhotra, however, refuted the claim, saying they had not got any complaint in Bhopal.

03/02/19 Times of India

**The one sound that gladdens the heart of any person deployed on Siachen Glacier is that of a helicopter.** And in this the troops don't make any distinction — both the Air Force and the Aviation choppers are welcome. I also confess that though the foot soldier gets all the credit for braving the odds during the glacier tenure, **the job of a chopper pilot in that inhospitable land mass is equally dangerous and hazardous.**

**Flying here is extremely challenging.** The machines were not built for this **altitude** and the **vintage engines** can collapse all of a sudden. **Weather** can also play truant by packing up all of a sudden, so you are in great trouble if airborne, even if on a sortie to the nearest post (30 minutes away). **Fog** can set in fast, blinding the pilots who might have to fly on instinct alone.

The Base Camp has permanently stationed detachments of Aviation and AF choppers, manned by young energetic pilots and a senior Lt Col/Maj (equivalent) officer in-charge to supervise the pilots so that they do not have to challenge the odds beyond limits. My first introduction to these pilots was even before our Glacier induction.

Maj Sri, the pilot, was a maverick, downright loony. Normally, from snout, a chopper is taken along the glacier bed. Each valley is entered into, searched, before returning to the glacier bed for going into the next valley. Sri decided to strike the fear of god in me during my first chopper flight. He took off and flew cross country. Up over the ridgeline, down into the valley, up again over the next ridgeline, and then down again!

By now I was holding my seat tight, knuckles all white. In between, he would point the marks of last artillery firing by Pakistanis, forcing me to open my eyes and look down. We flew close to the northernmost tip of Jammu & Kashmir, where he showed me an ongoing avalanche, with the chopper within its shouting distance. If his aim was to scare me, he succeeded. I let go of my seat only when we descended down to the Glacier floor. Later, I ensured that I was never ever slotted in the same chopper with Sri. To be fair to him, Sri was a tremendous pilot, knew the capabilities of his machine and the measure of his skills very well.

**The troops loved the arrival of choppers. They brought fresh supplies, Kero oil (without which you cannot survive), mail and took way serious patients.** Nothing had prepared me for certain scenes



that I witnessed here. **Like Cheetah helicopters landing on handkerchief-size helipads, guided by an NCO standing perilously at the edge of the helipad.** The moment a chopper was heard, all eyes would turn towards the sky to locate it. This was difficult in winters against the snow backdrop. Once clear that it was headed your way, the boys went about the helipad activation drill efficiently. After it left, everyone would gather at the helipad to see what it had brought. Some would be disappointed if they did not see what they were hoping.

03/02/19 Brig Sandeep Thapar/Tribune

### **A barn owl somehow made its way to the cockpit of a Jet Airways aircraft in Mumbai.**

The nocturnal bird was found inside the plane on Monday morning when it was parked at Mumbai airport over night.

The bird was later handed over to Fire Department of Mumbai International Airport for release, ANI reported.

### **According to reports, the presence of a bird inside the cockpit of a plan was rare. Some reports also said that it was a good omen for the debt-ridden airline**

Saddled with debt of about \$1.14 billion, Jet Airways has been hit by fierce competition, rupee depreciation and high oil prices.

The airline, which controls a sixth of India's booming aviation market, owes money to banks, vendors and lessors — some of whom are considering taking back aircraft, sources have told news agency Reuters.

The Hindustan 04/02/2019

### **Any dispute in the execution of Inter-Governmental Agreement for Rafale jets will be settled through the Bilateral High Level Group established by India and France, the government said Monday.**

In a written response to a question in the Upper House, Defence Minister Nirmala Sitharaman said if any dispute between the two sides remains unresolved by the group, it will be settled by arbitration in accordance with the United Nations Commission on International Trade Law.

Elaborating on the Inter-Governmental Agreement (IGA), she said the defence deal was signed on September 23, 2016 for the purchase of 36 Rafale fighter aircraft in fly-away condition, along with an initial consignment of weapons, maintenance support through performance-based logistic, simulator and associated equipment.

In the IGA, the French government has provided a 'Letter of Comfort' signed by the French prime minister.

The provision in the IGA along with the Letter of Comfort "provides adequate safeguards" to the Government of India, Sitharaman said.

"Any dispute in the execution of the IGA will be settled through the Bilateral High Level Group established by the Government of India and Government of French Republic. Any dispute not settled

by this group shall be settled by arbitration in accordance with UNCITRAL arbitration rules," she said.

The minister said the unit cost of basic Rafale aircraft in procurement through the IGA was about 9 per cent cheaper than the price arrived at in uncompleted MMRCA process in which Dassault Aviation was L1 bidder in a global open tender.

In the procurement of 36 fighter jet, provisions of Capital Acquisition as provided in the Defence Procurement Procedure (DPP) have been followed, the minister noted.

Elucidating the price of the fighter jet, she said the basic aircraft price has been disclosed to Parliament and the government has shared all pricing details with the Comptroller and Auditor General.

"Disclosure of comprehensive pricing details in the public domain which overlap with sensitive details of kind of systems, equipment, weaponry etc. will not be in the interest of national security. Further, pricing details are covered by Article 10 of the IGA which provides that the protection of the classified information and the material exchanged under IGA shall be governed by the provisions of the Security Agreement signed between Government of India and Government of France on 25th January 2008," she said.

The supply protocol for 36 Rafale jets has provision for commercial confidentiality, Sitharaman noted.

The non-disclosure of the Rafale jet's price has been one of the major issues over which the Opposition has been attacking the government.

The package cost of 36 Rafale fighter jets through IGA route includes design and development and there was no increase in prices and the total package price was approved by the Cabinet Committee on Security, she said.

New Delhi, Feb 4 (PTI)

**The extradition of Vijay Mallya, accused of conspiracy to defraud banks and money laundering offences, has been approved by UK Home Secretary,** the British government said on Monday, in a major blow to the liquor baron and boosting India's efforts to bring back the fugitive businessman.

The 63-year-old business tycoon had been found to have a case to answer before the Indian courts by Westminster Magistrates' Court in London on December 10, 2018.

Under the Extradition Treaty procedures, the Chief Magistrate's verdict was sent to Home Secretary Sajid Javid because only he was authorised to order Mallya's extradition.

Javid, the UK's senior-most Pakistani-origin minister, had two months from that date to sign off on that order.

Mallya now has 14 days from February 4 to apply for leave to appeal to the UK High Court.

Meanwhile, in a tweet, Mallya said he will initiate the appeal process against his extradition order.

"After the decision was handed down on December 10, 2018 by the Westminster Magistrates Court, I stated my intention to appeal. I could not initiate the appeal process before a decision by the Home Secretary. Now I will initiate the appeal process," he tweeted.

The Home Secretary's order rarely goes against the court's conclusions as he has to consider only some very narrow bars to extradition which are unlikely to apply in this case, including the possible imposition of a death penalty in a particular case.

The UK Home Office confirmed on Monday that after considering all matters, Javid had signed Mallya's extradition order on Sunday.

"On February 3 the Secretary of State, having carefully considered all relevant matters, signed the order for Vijay Mallya's extradition to India," a Home Office spokesperson said.

**"Vijay Mallya is accused in India of conspiracy to defraud, making false representations and money laundering offences,"** the spokesperson added.

Mallya is on bail on an extradition warrant executed by Scotland Yard in April 2017 after the Indian authorities brought **fraud and money laundering charges amounting to Rs 9,000 crores against the former Kingfisher Airlines boss.**

**The former Kingfisher Airlines' boss has earlier indicated that he intends to file an application to appeal against the Westminster Magistrates' Court verdict in favour of his extradition to India.**

The businessman had told reporters soon after the ruling by Chief Magistrate Emma Arbuthnot in London in December 2018 that he would consider the verdict in detail and decide his next course of action. His legal team later confirmed that **he will seek leave to appeal against the court order.**

"Dr Mallya has now been able to consider the court's decision and intends to file an application for permission to appeal at the appropriate time," said Anand Doobay, Partner at UK-based Boutique Law LLP, who has been Mallya's solicitor through the extradition process.

**While Mallya's legal team had argued in the UK court that the default on the loans sought by the now-defunct airline were the result of business failure, the Crown Prosecution Service (CPS) had claimed fraudulent intentions by the businessman in seeking and then dispersing those loans.**

Judge Arbuthnot, in her ruling delivered on December 10 at the end of a year-long trial, concluded there is a case to answer in the Indian courts over substantial "misrepresentations" by the "flashy billionaire" of his financial dealings.

There is clear evidence of dispersal and misapplication of the loan funds and I find a prima facie case the Dr Mallya was involved in a conspiracy to launder money, she said.

The judgment had also dismissed the defence team's attempt to challenge the case on human rights grounds by claiming that Barrack 12 of Arthur Road Jail in Mumbai, where the businessman is to be detained following his extradition, did not meet the requirements.

**The UK court said it was satisfied with the various assurances provided by the Indian government, including a video of the jail cell,** which had not only been recently redecorated but was also far larger than the minimum requirement threshold.

"I noted that he (Mallya) is taking a whole range of medications which the Gol (government of India) will ensure he has access to," the judge said.

Mallya needs permission to appeal against this verdict within 14 days of the Home Secretary's decision, and the case would then proceed to the UK High Court if the appeal is allowed.

There is some limited recourse for the case to go on to a further level of the Supreme Court, but that is only possible if the High Court certifies that the appeal involves a point of law of general public importance, and either the High Court or the apex court gives leave for the appeal to be made.

London, Feb 4 (PTI)

India on Monday welcomed UK government's order to extradite fugitive liquor baron Vijay Mallya and said it awaits "early completion" of the legal process in the matter.

**UK Home Secretary Sajid Javid has ordered the extradition of Mallya on charges of conspiracy to defraud and money laundering offences,** the British Home Office said in London.

"We have taken note of the decision of the UK Home Secretary to sign on the order for Vijay Mallya's extradition to India," a top government source said.

**"While we welcome the UK government's decision in the matter, we await the early completion of the legal process for his extradition,"** the source said.

The 63-year-old businessman had been found to have a case to answer before the Indian courts by Westminster Magistrates' Court in London on December 10, 2018.

Javid, UK's senior-most Pakistani-origin minister, had two months from that date to sign on that order.

The UK Home Office confirmed on Monday the minister signed Mallya's extradition order on Sunday after considering all matters.

"Vijay Mallya is accused in India of conspiracy to defraud, making false representations and money laundering offences," the Home Office spokesperson said.

**Mallya is on bail on an extradition warrant executed by the Scotland Yard in April 2017 after Indian authorities brought fraud and money-laundering charges amounting to Rs 9,000 crore against the former Kingfisher Airlines boss.**

He now has 14 days from February 4 to apply for leave to appeal to the UK High Court.

Mallya previously indicated that he intends to file an application to appeal against the Westminster Magistrates' Court verdict in favour of his extradition to India.

New Delhi, Feb 4 (PTI)

**The BJP Monday said the UK government's decision to extradite Vijay Mallya, who is accused of defrauding banks in India, underlines the Modi government's commitment to ensure that every rupee looted of the public money is returned to the exchequer and the guilty brought to book.**

The extradition of Mallya has been approved by UK Home Secretary, in a major blow to the liquor baron and boosting India's efforts to bring back the fugitive businessman.

"The extradition order is a result of persistent efforts by Indian authorities to ensure that fugitives like Vijay Mallya who fled the country after defrauding banks is brought to justice. It shows the Modi government's commitment to ensure that every rupee of the public money looted is returned to exchequer and the guilty brought to book," BJP spokesperson and Rajya Sabha member G V L Narasimha Rao said.

BJP spokesperson Nalin Kohli said the Modi government is delivering on its promise that those who looted public money will be brought to book.

"This government is consistently delivering on the promise to ensure that probe agencies can investigate the accused and work towards taking the cases of scams and frauds to the logical conclusion," Kohli said.

Rao also took a dig at the Congress, alleging that Mallya is a "text book case of corruption" under its government when the "cronies" of the Gandhi family were extended huge loans through a "distorted Congress process" of sanctioning loans.

"Through a combination of legislative measures and legal processes, the government has forced Mallya to face legal action under Indian law," Rao said.

New Delhi, Feb 4 (PTI)

**A Delhi court Monday extended by four more days the ED custody of Rajeev Saxena, an accused recently deported from Dubai in the Rs 3,600-crore AgustaWestland money laundering case.**

Saxena, a Dubai-based businessman, was deported from Dubai on January 31 and sent to four-day custody of the Enforcement Directorate (ED) the same day.

**The court allowed ED's plea seeking extension of his custody on the ground that he was required for confronting with Gautam Khaitan, a Delhi-based lawyer and a co-accused, who was earlier arrested in the case and is in the agency's custody in another case.**

ED's special public prosecutors D P Singh and N K Matta had sought the custody for 10 more days, saying that both Saxena and Khaitan provided global corporate structure to launder money.

The ED alleged that in connivance with Khaitan, Saxena provided a global corporate structure for laundering illegal proceeds of the crime for payment to various political persons, bureaucrats and Air Force officials to influence the contract to supply 12 VVIP helicopters in favour of AgustaWestland.

"The custodial interrogation of Rajiv Saxena is required for the purposes of his confrontation with co-accused Gautam Khaitan, who is in custody of the ED in another case. The two said accused were the key figures in placing, layering and integrating the tainted money into the financial system," the agency said.

ED's advocate Samvedna Verma further said that, "To unearth and ascertain the end use of the funds received by him through his companies namely Interstellar Technologies, Mauritius, UHY Saxena, Dubai, Matrix and others in their accounts maintained and the role of his key aides in the projection of the said tainted money as untainted".

The agency also said that Saxena's further custodial interrogation was required for confronting with the voluminous material of approximately 20 GB, which was presently under process in a lab and was supposed to be received today.

"**Rajiv Saxena** has also revealed in interrogation his ownership on certain companies which were found receiving proceeds of crime from Global Services FZE, the other channel used by the accused **Christian Michel James**. His custody would therefore be essential to ascertain the meeting point of the two channels of money laundering involved in the present case," the ED said.

It also said that his custody was required for determining the roles of other co-accused.

"Investigation has revealed and clarified the roles of various other persons and further investigation is still ongoing to determine their complicity. His custody is thus essential to unearth the sequence of events and the trail of the flow of the tainted money, and the roles of each person," the ED said.

Saxena, a director of two Dubai-based firms - UHY Saxena and Matrix Holdings - was picked up by Dubai authorities last Wednesday in connection with the Rs 3,600 crore AgustaWestland VVIP choppers money laundering case and deported to India in the evening.

He was residing in Palm Jumeriah, Dubai and has been living in the UAE for last 26 years.

Maintaining that AgustaWestland had paid Euro 58 million as kickbacks through two Tunisia-based firms, ED's advocate Samvedna Verma alleged that "these companies further siphoned off the said money in the name of consultancy contracts to M/s Interstellar Technologies Limited, Mauritius and others which were further transferred to M/s UHY Saxena and M/s Matrix Holdings Ltd, Dubai and others".

Saxena is one of the accused named in the charge sheet filed by the ED. Michel, former AgustaWestland and Finmeccanica directors Giuseppe Orsi and Bruno Spagnolini, Tyagi and Saxena's wife Shivani were also named by the agency.

It was alleged by the probe agency that the two Dubai-based firms were the entities "through which the proceeds of crime have been routed and further layered and integrated in buying the immovable properties/ shares, among others" in this case. **On January 1, 2014, India had scrapped the contract with Finmeccanica's British subsidiary AgustaWestland for supplying 12 AW-101 VVIP choppers to**

**the IAF over alleged breach of contractual obligations and charges of kickbacks of Rs 423 crore paid by it to secure the deal.**

New Delhi, Feb 4 (PTI)

**During Kerala Floods, Indian Air Force (IAF) carried out 517 sorties of Fixed Wing aircraft, airlifting 3787 persons and 1350 Ton of load and 634 sorties of Helicopters, winching 584 persons and airlifting 247 Ton of load.**

**Bills of approximately Rs.102.6 crores have been forwarded to Kerala Government for use of IAF aircraft / helicopters for Kerala Flood relief.** The recoveries for providing services of IAF aircraft / helicopters are effected from the State Government and the Administration of Union Territories.

**The assistance by Armed Forces to civil administration is governed by “Instructions on aid to Civil Authority by the Armed Forces – 1970”, wherein recovery of expenditure incurred by Armed Forces in aid of civil administration is specified.**

Armed Forces compile the details of expenditure incurred and forward the same to State Government (requisitioning authority). The bills duly scrutinised are forwarded by the State Government to Ministry of Home Affairs (MHA) for reimbursement.

Army and Navy are also preparing details of expenditure with respect to assistance rendered in wake of floods in Kerala.

This information was given by Raksha Rajya Mantri Dr. Subhash Bhamre in a written reply to Shri Elamaram Kareem in Rajya Sabha today.

PIB 05/02/2019

**It takes less than an hour to fly from Guwahati to Aizawl. But come February 10, it will be near impossible to reach the Mizoram capital from Guwahati in less than 15 hours because the solitary direct air connection between the two cities will cease to exist. It could take up to a day to make the journey by air, with layovers at either Delhi or Kolkata, or in some cases, both.**

There is no railway link between the two cities. Road travel is an option, but the 470 km distance on a serpentine, and in parts, broken highway, takes almost 15 hours to traverse.

According to the existing airline schedule, on February 10, the shortest flight time between the two cities – separated by an aerial distance of 280 km – will be over 16 hours with a stop at Kolkata. It is possible to fly from Delhi to San Francisco – 12,000 km away as the crow flies – in less time.

**The termination of the sole Guwahati-Aizawl connection has come because of Jet Airways’s decision to suspend all operations in the North East except for flights from Guwahati to other parts of the country. While the move was triggered by the airline’s financial woes, it is yet another setback to air connectivity within the region. The Modi government’s promises of a turnaround in this sector have not been realised.**

Nowhere is the failure more evident than the government’s flagship regional connectivity scheme, UDAAN – an acronym for the Hindi phrase “**Ude Desh Ka Aam Naagrik**”, which loosely translates into “Let the common man fly”.

The scheme, launched in 2017, is intended to put smaller cities on India’s air map by way of fiscal

incentives, infrastructure support, procedural simplifications and monetary subsidies. The North East, infamous for some of the worst roads in India and a patchy railway network, was particularly expected to benefit from this.

The airport in Shillong, Meghalaya's picturesque capital and one of the North East's most popular tourist destinations, was the only airport in the North East to be chosen in the first phase of the scheme. The Hyderabad-based Air Deccan won exclusive rights to connect it to Aizawl, Agartala, Silchar, Dimapur and Imphal. But **Airport Authority of India records reveal that the carrier only operated flights to Agartala and Dimapur for a total of 10 days from May 1 to May 10 in 2018. Following the suspension of services by Air Deccan, Shillong's air connectivity is now back to status quo: a lone Air India-operated daily flight to Kolkata, which travellers describe as "uncertain".** "The flight gets cancelled so often that I have started avoiding it," said frequent flier Patricia Mukhim, the editor of Shillong Times.

When the second leg of the scheme was launched in November 2017, the Ministry of Civil Aviation announced the opening of **92 new air routes in the North East**. Six airports – Rupsi, Jorhat, Lilabari and Tezpur in Assam, and Tezu and Pasighat in Arunachal Pradesh – and 12 routes, were lapped up by bidders.

[03/02/19 Scroll.in](#)

**SpiceJet Monday said it will start a daily non-stop flight between Hyderabad and Jeddah from March 25.**

This is the **ninth foreign destination** of the airline.

SpiceJet will operate its new **189-seater Boeing 737 MAX** aircraft on the route, the airline said in its press statement.

It also announced a **special fare of Rs 13,499 (all-inclusive) for the Hyderabad – Jeddah flight and Rs 10,799 (all inclusive) for Jeddah - Hyderabad flight.**

Jeddah, the second largest city of Saudi Arabia, is also the country's commercial capital. The city is in close proximity to the pilgrim destinations of Mecca and Medina and its King Abdulaziz International Airport acts as one of the main transit points for thousands of Hajj pilgrims and tourists across the globe.

Ajay Singh, the chairman and managing director of SpiceJet, said, "It is a moment of great pride for us as we introduce Jeddah as our ninth international destination thus becoming the **first Indian budget airline to fly to Saudi Arabia.**"

"Our new flight from Hyderabad will greatly benefit thousands of pilgrims travelling to Saudi Arabia and our state-of-the-art Boeing 737 MAX promises an unparalleled experience to all our guests," he said.

SpiceJet's flight SG 33 will depart from Hyderabad's Rajiv Gandhi International Airport at 7.10 am (local time) and arrive in Jeddah at 11.05 am (local time) the same day. The return flight, SG 34, will depart at 12.05 pm (local time) and reach Hyderabad at 8:25 pm (local time).

[The Economic times of India 04/02/2019](#)



Prime Minister Narendra Modi will inaugurate several projects and lay foundation of many vital schemes in Arunachal Pradesh during his visit to the north-eastern state on Saturday, officials said Thursday.

**Modi is scheduled to lay the foundation stone of a green field Airport at Hollongi near here, they said.**

**The ambitious airport project in the state has been pending for several years due to controversies over site selection. Arunachal Pradesh is the only state in the country without a full-fledged airport.**

**Initially, Karsingsa was selected as the site for the airport but owing to technicalities, the Director General of Civil Aviation (DGCA) and the Airports Authority of India (AAI) had asked the state government to find some other site.**

**On the request of the state government, a central joint inspection committee visited Itanagar to study the feasibility of the site during 2017 and recommended Hollongi.**

**The prime minister will also inaugurate a retrofitted airport at Tezu in Lohit district besides a 110 MW hydro electric project, Arun Prabha channel of Doordarshan and 50 health and wellness centres in the state.**

Modi will also lay the foundation stone of a Film and Television Institute at Jote, near here and seven electric sub stations under Comprehensive Scheme, the officials said.

He would lay the foundation stone of Sella Tunnel and its approach road in Tawang district besides declaration of cent per cent household electrification in the state under Saubhagya Scheme.

All the inauguration and foundation stone laying ceremony would be held from Indira Gandhi Park here, they said.

From Itanagar, Modi is scheduled to visit Assam and Tripura.

Elaborate security arrangements have been made in view of the PMs visit to the state capital. Large contingents of central paramilitary forces besides state police have spread a dragnet across the state capital since Wednesday and thorough checking of visitors at all checking points is going on to prevent entry of unwanted elements, DGP S B K Singh said.

Chief Minister Pema Khandu accompanied by Deputy Chief Minister Chowna Mein on Wednesday took stock of the arrangements at IG Park, the officials added.

Itanagar, Feb 7 (PTI)

**The Civil Aviation Ministry has asked Air India to submit its opinion on a proposal that an upper cap may be set for the percentage of landing or takeoff slots an individual airline can hold in congested airports,** according to officials of the national carrier.

The other airlines and airports have already sent their views on it, they said.

Air India holds the highest number of landing and takeoff slots in congested airports of Delhi and Mumbai.

An Air India official said that Minister of State for Aviation Jayant Sinha took a review meeting last Thursday and found that "while other airports and airlines have sent their opinions regarding 11 issues of slot management at congested airports", the national carrier is "yet to send its comments".

"In the Thursday meeting, the minister wanted to see the comments of Air India too as we are a major airline. We are now preparing to send our comments on the 11 issues that were raised by him during the previous meeting, which took place in early days of January," the official told PTI.

**"One of the 11 issues on which opinions have been asked is that an upper limit cap may be set for the percentage of slots an airline can hold in a congested airport,"** another Air India official stated

**Air India holds around 169 and 111 daily slots in airports at Delhi and Mumbai respectively,** according to industry sources.

An airport slot is a specific date and time on which an airline can use the full airport infrastructure to depart or arrive at an airport.

**Budget carrier IndiGo, which owns around 43 per cent market share in India in terms of passengers, owns approximately 150 and 97 daily slots in airports at Delhi and Mumbai respectively,** the sources added.

**At Bengaluru airport, IndiGo owns around 140 daily slots while Air India has approximately 36 daily slots,** they said.

**Currently, a slot coordination committee of airport operators decides the number of slots that are allocated to each airline as per the Worldwide Slot Guidelines (WSG), which have been issued by International Air Transport Association.**

One of the key WSG guidelines states that **"an airline is entitled to retain a series of slots for the next equivalent season if they were used "at least 80 per cent of the time" during the current season.**

The newer airlines, which have a smaller market share, have complained to the central government that this policy allows the larger incumbent airlines to retain their market dominance as they continue to hold the same lucrative slots season after season.

[The Economic times of India 04/02/2019](#)

**By 2025, India is expected to surpass the U.K. as the world's third largest market for commercial airline operations.** The South Asian nation's passenger traffic is projected to surge to 278 million annual passengers while also accounting for 19.1 million new aviation jobs according to the International Air Transport Association's (IATA) latest 20-year global forecast.

Boeing also projects demand for 2,100 new airplanes worth \$290 billion in India over the next 20 years.

**This type of robust growth potential has attracted major investment from aerospace industry giants to establish new facilities in India.**

**Airbus for example has a joint commercial and defense aircraft training and engineering center with 5,000 employees in Bangalore. There the company is developing flight management systems, computational fluid dynamics (CFD) and digital simulation and visualization.**

**The French manufacturer is also working with technology startups at its Airbus BizLab in Bengaluru. There, startups are provided with a six-month accelerator program where they're given access to free office space and a pool of mentors and experts from within Airbus to help their ideas and business plans take flight. Over the last two years, the business accelerator has mentored 16 startups.**

**One such company, Mumbai-based Airpix, was recently able to secure a joint go-to-market partnership with Airbus Aerial services to provide its customized three dimensional drone data analytics, automated data interpretation, aerial data visualization and measurement solutions in India.**

**Boeing's India Engineering & Technology Center (BIETC) is also located in Bangalore and has expanded from just 50 employees in 2015 to 1,500 today. The company also works with 160 different suppliers in India for systems and components featured on 737, 777, 787, P-8, F/A-18 Super Hornet, F-15, KC-46 Tanker, V22, AH-64 Apache and CH-47 Chinook.**

**HorizonX, the venture investment division launched by Boeing in 2017 to invest in disruptive aviation technology startups, is also helping to foster new innovation for the aviation industry developed by Indian aerospace engineers.**

**"Launched in partnership with India's largest startup incubator, T-Hub, the 2018 Boeing HorizonX India Innovation Challenge invited disruptive solutions to tackle complex challenges in the areas of autonomous and unmanned systems, advanced manufacturing, industrial Internet of Things (IOT) and automation, analytics, artificial intelligence and machine learning," Bala Bharadvaj, managing director of BIETC said.**

**That challenge led to the selection of three aerospace startups that Boeing will provide funding around.**

**The three startups include a company called Merxius, which has developed an extended reality (XR) authoring software for non-coders. Their software is designed to reduce reduce training times in aircraft manufacturing through the use of extended reality training environments. A second company, HuviAir, provides custom unmanned aircraft services and software solutions for surveying and workflow management. The third, ZestiOT is developing airport and airplane IOT technologies designed to optimize ground handling at airports and improve on time performance.**

**Boeing also has a major new partnership with Hindustan Aeronautics Limited (HAL) and Mahindra Defense Systems (MDS) for manufacturing the F/A-18 Super Hornet in India.**

**"Boeing's Make-in-India Super Hornet proposal would bring final test and assembly of Super Hornets to India. A Boeing- Hindustan Aeronautics Limited (HAL)-Mahindra Defence Systems (MDS) partnership will transform India's aerospace and defense ecosystem by manufacturing F/A-18 Super Hornets in India and developing future technologies jointly," Bharadvaj said.**

Azur Drones a obtenu une **autorisation** de la Direction générale de l'aviation civile (**DGAC**) pour un système de drone opérant de façon automatisée sans télépilote, une première en Europe dont elle espère faire un standard, a annoncé la société lundi. "**Déployé automatiquement depuis une station d'accueil, le système Skeyetech ne requiert en effet pas de télépilote**", indique Azur Drones, qui se présente comme le **leader européen du drone de surveillance**.

La réglementation impose que les drones soient opérés selon quatre scénarios de vol prévus par les autorités françaises, baptisés S1, S2, S3, S4, qui tous imposent la présence d'un télépilote.

**L'autorisation accordée par la DGAC permet aux drones Skeyetech de voler en France "au-dessus de sites privés, hors vue directe, de jour comme de nuit, en agglomération, sous la simple supervision d'un téléopérateur"**, souligne Azur Drone.

"Ce téléopérateur étant dispensé des formations normalement exigées pour les télépilotes, le système Skeyetech peut être opéré directement par un agent de sécurité, pour déclencher des missions de levées de doutes ou des rondes préprogrammées", ajoute le groupe. "**Cette homologation, inédite en Europe, représente un véritable tournant pour le drone civil professionnel**", s'est félicité Jean-Marc Crépin, président du groupe.

Le Figaro 04/02/2019

**Tout va bien dans le groupe ADP. Il va encore annoncer de confortables résultats pour l'exercice 2018 : il a continué à étendre son portefeuille de gestion d'aéroports, il a largement entamé la profonde rénovation de l'aéroport d'Orly et traité pour la première fois plus de 100 millions de passagers.** Bref, tout semble pour le mieux dans le meilleur des mondes. **Et pourtant...**

La première **incertitude** vient de la **privatisation du groupe ADP, annoncée pour cette année**. L'affaire est compliquée. D'un côté, l'État aurait bien besoin des quelque 9 milliards d'euros que sa participation de 50,6% pourrait lui rapporter en cas de cession de la totalité de ses parts et d'un autre la vente de son capital le priverait des confortables dividendes que cette société lui rapporte. De plus, ADP prend de la valeur tous les ans car c'est l'une des seules plates-formes européennes à pouvoir supporter sans grands problèmes la prévisible augmentation du trafic.

Faisons un petit calcul tout bête en supposant que le groupe ADP continue à dégager des ratios de profit identiques à ceux des années passées. L'estimation de sa valeur en 2018 est de l'ordre de 20 milliards d'euros. Si celle-ci augmente ne serait-ce que de 5% par an pendant les 5 prochaines années, cela devrait la porter à 25,5 milliards dont l'État aurait toujours plus de 50%. La valeur de son actif serait alors portée à 12,7 milliards au lieu des 9 actuels. Et pendant ces 5 ans, il aurait engrangé au moins 1 milliard d'euros en dividendes. Petite question : est-ce bien le moment de privatiser ADP ?

La question est d'ailleurs assez épineuse car **ADP jouit de la concession à perpétuité des terrains qu'il occupe soit tout de même 6.686 hectares en pleine région parisienne. Or, la vente ne peut porter que sur une concession à temps. On parle de 70 ans.** Seulement les juristes font face à un véritable imbroglio légal qui ne semble pas être réglé à l'heure actuelle. Tant et si bien que, même si la loi d'habilitation pour la vente des parts de l'État dans ADP est signée au printemps, il n'est absolument pas certain que cette dernière soit effective cette année.

Cette incertitude tombe d'autant plus mal que **2 projets** sont en voie de mise en chantier à Roissy : le **terminal T4 et le CDG Express**. Et l'aéroport d'Orly, de son côté, est **en pleine rénovation**.

Parlons justement un peu des **projets de Roissy**. Le serpent de mer du **CDG Express** est revenu à la surface. Tout semble prêt pour engager les travaux. Le financement est trouvé. L'emprunt sera souscrit par l'État qui engrangera ainsi de confortables revenus financiers. Un financement bancaire aurait d'ailleurs pu être monté sans aucune difficulté, les banques se précipitent pour placer de l'argent chez une société aussi solide qu'ADP, mais l'État a fait jouer son influence. Donc les travaux peuvent démarrer. Sauf que cette fois-ci, **Valérie Pécresse** présidente de la Région Île-de-France - et donc partie prenante dans cette infrastructure - **n'en voit tout d'un coup plus l'utilité**. Quand donc se décidera-t-on en France à aller rapidement au bout des projets approuvés ? Pour autant qu'on sache le **Président d'ADP Augustin de Romanet est bien décidé néanmoins à faire aboutir cette desserte, quitte à mettre son poste dans la balance**.

Et puis il y a le **T4**. On parle depuis des années de la construction d'une vraie extension de Roissy qui permettrait de **positionner cet aéroport dans les 3 premiers européens avec une capacité de traitement de 150 millions de passagers**. Le projet est sur la table. Le nouveau **terminal 4** aura une capacité de traitement de **40 millions de passagers** soit plus qu'Orly aujourd'hui. ADP peut en assurer le financement. Il devrait débuter en 2024 pour se terminer en 2037. Le délai est tout de même un peu long, mais passons. Seulement le **principal client de CDG, Air France, fait la moue**. Son DG Ben Smith a fait savoir que le **T4 tel qu'il était présenté, ne lui convenait pas**. Il pense qu'il sera plus profitable à ses concurrents qu'à sa compagnie. Il préfère la construction d'une nouvelle jetée reliée au terminal 2 E après le hall M et avec la même configuration. ADP ne peut pas ne pas prendre en compte cette demande. Il restera à Augustin de Romanet soit à convaincre Ben Smith de l'intérêt du T4 pour Air France, soit de changer ses plans, ce qui ne doit pas être aussi facile que cela.

Et enfin il y a la **rénovation d'Orly**. Une fois celle-ci terminée, la **capacité de la plate-forme sera augmentée d'un bon tiers et avec sa liaison métro**. L'aéroport sera - et de loin - le plus pratique pour la desserte de Paris. **En fait, il pourrait à terme y avoir un très grand hub long courrier à Roissy et une très pratique plate-forme de proximité avec Orly**. Alors les compagnies demanderont certainement à ce qu'enfin Orly soit traité comme Charles de Gaulle avec des quotas de bruits et non pas des mouvements d'avions dont on ne contrôle pas les nuisances. **Au fond, ne vaudrait-il pas vendre seulement Orly et garder Charles de Gaulle dans le giron de l'État ?**

En tous cas, voilà du pain sur la planche pour Augustin de Romanet et ses équipes.

Déplacements Pro 03/02/2019

Les principaux acteurs de l'aéroport vont se réunir au sein d'un plateau commun pour mieux gérer et anticiper les problèmes.

**L'aéroport de Roissy va de doter en 2020 d'un centre d'opérations géant**. Ce projet a été dévoilé par Marc Houalla, directeur de Paris-Charles-de-Gaulle. « Afin d'allier robustesse et performance industrielle et se positionner résolument vers le total airport management, nous allons développer un **Apoc, un airport operational center, véritable centre de contrôle en temps réel de nos process aéroportuaires** », a-t-il annoncé.

Une nouvelle organisation des services

**Ce centre de contrôle doit regrouper l'ensemble des acteurs de la communauté aéroportuaire afin de pouvoir réagir plus rapidement à tous les dysfonctionnements.** Actuellement, lorsqu'un événement imprévu important (accident, épisode météorologique exceptionnel, panne, etc.) vient perturber le fonctionnement de l'aéroport, une salle de crise est activée. Elle permet de réunir au même endroit les services de l'Etat, la navigation aérienne, ADP, les représentants de compagnies, afin de traiter le problème. Le principe de l'Apoc est de faire travailler ensemble tous ces acteurs au quotidien.

« Au moindre dysfonctionnement, on peut réagir tous ensemble, explique Marc Houalla. Et en plus on peut prévoir. » **L'objectif est d'améliorer la qualité de service et mieux gérer les flux de passagers.** Il s'agit faire disparaître les points d'accumulation qui provoquent impatience et stress. « **Cela permettra une meilleure allocation des ressources aéroportuaire et de la ponctualité de la plate-forme** », a-t-il souligné.

Ce projet qui doit être préparé cette année passe par une nouvelle organisation des services de l'aéroport. « Cela suppose de créer des grands plateaux pour réunir tous ces acteurs », ajoute Marc Houalla, estimant qu'il pourrait s'agir de surface de 2 000 à 3 000 m<sup>2</sup>. L'emplacement reste à définir. « Il faut un **bâtiment qui soit à la fois côté ville et côté piste** », précise-t-il. Il va également falloir **doter l'ensemble des services concernés d'un système informatique commun capable de gérer et anticiper les flux de passagers.**

[Le Parisien 03/02/2019](#)

**CFM International**, société commune entre GE et Safran, annonce ce vendredi soir avoir enregistré **3.337 commandes de moteurs au total en 2018.**

Celles-ci comprennent **126 moteurs CFM56 et 3.211 moteurs LEAP.**

'Depuis les premières commandes reçues en 2011, CFM a enregistré jusqu'à ce jour plus de 17.275 commandes de moteurs LEAP (flotte installée et moteurs de rechange, ainsi que les intentions de commandes, hors options) pour une valeur totale estimée à plus de 250 milliards de dollars U.S. au prix catalogue', précise CFM.

[Zonebourse 01/02/2019](#)

**An IndiGo flight bound from Lucknow to New Delhi on January 31 was grounded as a precautionary measure after the pilot noticed a glitch in its engine. The grounding of the Lucknow-Delhi Indigo flight 6E-447 comes a week after a Jaipur bound flight of IndiGo returned to Lucknow after the pilot observed high vibration in the engine number two.**

[The Economic Times of India 02/02/2019](#)

**The Indian Air Force (IAF) and the state-run Hindustan Aeronautics Ltd (HAL) will conduct a joint probe into the crash of an upgraded version of the Mirage-2000 fighter jet,** a Defence Ministry official said on Saturday.

“The black box has been recovered from the crashed jet by the HAL and IAF, who will be conducting a joint inquiry into the incident,” the official told IANS here.

Squadron Leaders Samir Abrol and Siddhartha Negi died of fatal injuries after the aircraft crashed on Friday at a military airport here, when it was on an acceptance sortie following its upgrade by the HAL.

**Abrol from Ghaziabad, Uttar Pradesh, and Negi from Dehradun, Uttarakhand, were commissioned in the Air Force a decade ago and were on deputation as test pilots at the IAF’s Aircraft and Systems Testing Establishment (ASTE) here.**

Negi’s last rites is likely to be held in Bengaluru and Abrol’s in Ghaziabad, an IAF spokesman told IANS.

**The ill-fated fighter jet was originally built by the French aerospace major Dassault Aviation.**

**According to witnesses, the aircraft crashed soon after taking off from the runway and exploded into a ball of fire.**

The Hindustan 02/02/2019

**The government may come out with an expression of interest (EOI) for strategic sale in Air India by June,** said the secretary for Department of Investment and Public Asset Management (DIPAM), Atanu Chakraborty. **The government has set a disinvestment target of Rs 90,000 crore for FY20. This is “achievable,”** said Chakraborty, **adding that 10 companies have been lined up for initial public offerings and four more were in the pipeline.**

The government would also tap firms that have to meet their minimum public shareholding target of 25%. Chakraborty on Saturday said the government would further look at theme-based exchange trade funds, strategic disinvestment and also raise money through the integration of central public sector enterprises, like the PFC-REC deal. **The government has around 24 firms that it can put up for strategic sale, including Air India. “The Eoi for Air India Air Transport Services Ltd should come out by next week. After that is closed, Air India will also come,”** he said, **adding that this would be possible once the annual general meeting was done, accounts were adopted and audited.**

The government is also hopeful of surpassing the fiscal disinvestment target of Rs 80,000 crore. “All transactions are in place,” said Chakraborty, adding that despite liquidity issues in the third quarter of this fiscal year, the government was able to raise Rs 25,000 crore.

The DIPAM secretary said last time, there was no interest from bidders mostly on account of the high crude oil prices and due to volatility of the rupee vis a vis dollar. These issues were visible globally, too, he said.

The Economic times of India 02/02/2019

Defence Minister Nirmala Sitharaman on Sunday accused the previous UPA government of doing "nothing" during its 10-year rule to upgrade Defence Public Sector Undertakings, two days after a Mirage-2000 crashed in Bengaluru during a sortie killing both the pilots.

**She also said the crash of the trainer aircraft after an upgrade under a programme being carried**

**out by the Hindustan Aeronautics Limited (HAL) on Friday was "not a setback for indigenisation".**  
 "It is a fact that many things have to be improved in PSUs."

Sitharaman said this to reporters in reply to a specific question on the crash and the reported statement of Air Chief Marshal B S Dhanoa, who was in Bengaluru on the day of the jet crash, that while indigenisation is important, it comes with a price.

"It was not a setback. For 10 years, they (UPA dispensation) did nothing to upgrade the DPSUs, whether it was HAL or BEL," the defence minister said.

She said the previous governments could have gone for capital investments in DPSUs, upgraded machinery skilled workers to international-level results.

"If they had done these things during the 10 years, the opportunity could have been there to take the PSUs at par with world standards, but they failed," Sitharaman said.

She said the NDA government is making efforts to upgrade the PSUs and also shipyards.

Coimbatore, Feb 3 (PTI)

**India will launch its latest communication satellite onboard European launch services provider Arianespace's launch vehicle on February 6 from French Guiana, Indian Space Research Organisation said Friday.**

According to Arianespace, the launch of Ariane-5 (VA 247) is scheduled for 2:31 am India time on Wednesday.

Weighing about 2,535 kg, the Indian satellite, GSAT-31, will provide continuity to operational services on some of the in-orbit satellites, ISRO said.

The satellite derives its heritage from ISRO's earlier INSAT/GSAT satellite series, the space agency said, adding that it provides Indian mainland and island coverage.

GSAT-31 is the country's 40th communication satellite which is configured on ISRO's enhanced 'I-2K Bus', utilising the maximum "bus capabilities" of this type.

This satellite will augment the Ku-band transponder capacity in Geostationary Orbit, ISRO said.

**With a mission life of around 15 years, GSAT-31 will be used for supporting VSAT networks, Television uplinks, Digital Satellite News Gathering, DTH-television services, cellular backhaul connectivity and many such applications.**

It also provides wide beam coverage to facilitate communication over large oceanic region, comprising large parts of Arabian Sea, Bay of Bengal and Indian Ocean, using a wide band



transponder.

According to ISRO, two Ku-band beacon downlink signals are transmitted for ground tracking purpose.

Saudi Geostationary Satellite 1/Hellas Sat 4 will be the co-passenger of GSAT-31 during the launch, Arianespace said.

Comprising two payloads, Saudi Geostationary Satellite 1/Hellas Sat 4, also called HS- 4/SGS-1, is a geostationary consosat for KACST (King Abdulaziz City for Science and Technology Saudi Arabia) and Hellas Sat (Greece Cyprus).

**It will provide telecommunication capabilities, including television, Internet, telephone and secure communications in the Middle East, South Africa and Europe,** Arianespace said on its website.

GSAT-30 is another geostationary satellite to be lofted soon by Arianespace.

**Since the launch of Indias APPLE experimental satellite on Ariane Flight L03 in 1981, Arianespace has orbited 22 satellites and signed 24 launch contracts with the Indian space agency,** it said.

Bengaluru, Feb 1 (PTI)

Par voie d'ordonnances, la France prépare son cadre législatif à un Brexit sans accord. Ses mesures s'inspirent du plan d'urgence défini par la Commission européenne dont des mesures concernent les transports aérien, routier et maritime. En prévision d'un Brexit sans accord, l'État français prévoit d'adopter cinq ordonnances d'ici quelques jours dont deux concernent le transport. La première facilitera la réalisation d'infrastructures imposées par le rétablissement des contrôles aux frontières, dans les ports en particulier. Elle est assortie d'un budget de 50 millions d'euros et le recrutement d'au moins 600 agents publics supplémentaires (douaniers, vétérinaires...). La deuxième vise à autoriser les entreprises établies au Royaume-Uni à continuer d'opérer des prestations de transport en France. Les autres ordonnances couvrent les droits des citoyens britanniques dans l'Hexagone, la continuité des activités financières et le transfert de matériels de défense entre le Royaume-Uni et le continent européen. À noter que les entreprises et particuliers disposent d'un site d'information ([www.brexit.gouv.fr](http://www.brexit.gouv.fr)) pour répondre à leurs interrogations.

Plan d'urgence européen

**Ces mesures nationales s'inspirent de celles de la Commission soumises au vote du Conseil et du Parlement européens pour qu'elles entrent en vigueur avant le 29 mars.** Ce plan d'urgence prévoit des actions temporelles par secteur, notamment en matière de transports routier, aérien et maritime. **"Ces actions ne seront pas en mesure d'atténuer toutes les conséquences d'une absence d'accord, pas plus qu'elles ne compenseront l'absence de préparation des parties prenantes ni ne reproduiront les avantages d'une adhésion à l'Union ni les conditions d'une éventuelle période de transition comme le prévoit l'accord de retrait"**, prévient la Commission. **En aérien par exemple, ce plan vise à éviter l'interruption du trafic entre l'Union et le Royaume-Uni par une "connectivité de base" sans conférer les avantages du ciel unique européen.**

Propositions liées aux transports

**Sous réserve de réciprocité au bénéfice de tous les États membres et du respect de conditions de concurrence équitables, une première proposition garantit les services aériens entre le Royaume-**

**Uni et l'Union pendant douze mois après le 29 mars. Une deuxième prévoit de prolonger pendant neuf mois cette fois la validité des licences en matière de sécurité aérienne.**

L'Antenne 30/01/2019

**New Delhi: Interim Finance Minister Piyush Goyal on Friday announced a mammoth budgetary support of Rs 4.56 lakh crore to sustain its momentum in infrastructure towards roadways, railways shipping and aviation. However, the current allocation for Civil Aviation at Rs 4,500 crore is down by almost 54 per cent from the revised estimate of Rs 9,700 crore during 2018-2019.**

**However the Centre gave an 8.84 per cent push to its regional connectivity scheme Ude Des Ka Aam Nagrik (UDAN) with a budgetary support of Rs 480 crore for 2019-2020 compared to Rs 441 crore (revised estimate) allocated in FY19. Following the launch of its third phase recently, plans are afoot to target overseas destinations too under UDAN.**

“Because of UDAN, today an ordinary citizen is also traveling by air. The number of operational airports has crossed 100 with the commissioning of the Pakyong airport in Sikkim,” said Goyal about the scheme that aims to promote low cost carriers to fly on mostly Tier 2 and Tier 3 routes not catered to otherwise. The minister claimed that domestic air traffic in India has doubled in the past five years.

**“Infrastructure for Civil Aviation in #NewIndia takes flight! Inspiring growth beacons a sky of limitless possibilities.#BudgetForNewIndia,” tweeted Civil Aviation Minister Suresh Prabhu.**  
01/02/19 Tribune

**New Delhi: Finance Minister Piyush Goyal on Friday doubled allocation for a special purpose vehicle Air India Asset Holding Limited (AIAHL) set up to service Air India's debt to Rs 2600 crore. The allocations will be used to service the debt of Rs 29,000 crore that the SPV has taken over from Air India.**

**The SPV will also take the assets of Air India, which will be monetised to reduce the loan of Rs. 29,000 crore.** In the previous Budget, the government had allocated Rs 1,300 crore for the SPV. Goyal also set aside Rs 480 crore for the regional connectivity scheme (UDAAN) which the Modi government claims is targeted at helping the common man take up air travel.

“Because of the Udaan scheme, today an ordinary man is also travelling by air... Domestic passenger traffic has doubled during the last five years leading to a large number of jobs being created also,” the minister said.

**The Budget also made a provision of Rs 1,084 crore for purchase of two new aircraft for Special Extra Section Flight operations. The funds would be used for furnishing the new Boeing 777-300 Extended Range aircraft. procured by the government to ferry VVIPs such as the President, the Vice President and the Prime Minister.**

01/02/19 Sagar Kulkarni/Deccan Herald

**Amritsar: Passengers on board an Amritsar-Delhi Alliance Air flight had a close shave on Friday after the plane was struck by lightning minutes after take-off from Amritsar.**

Vikram, who was on board the flight told TOI, "There was turbulence due to bad weather when we took off, but after about 10 minutes I heard a loud thud on the left side of the plane, followed by a flash of light and sparks, triggering panic." Then water started dripping into the cabin, as the 55 flyers watched in horror, he added. While the crew told passengers it could be an airconditioner vent fault, the pilot soon announced that the plane had been hit by lightning and he would have to make an **emergency landing at Amritsar**, the flyer said.

02/02/19 Yudhvir Rana/Times of India

**New Delhi: The government has revised upward its expenditure estimate for maintenance of Air India aircraft for VVIP travel to Rs 420 crore for the current fiscal, as against Rs 141 crore allocated to the EAM in last year's Budget.**

The VVIP category is comprised of the president, vice president and the prime minister.

In the 2019-20 budget, the government has proposed an expenditure of Rs 220 crore for maintenance cost of aircraft of Air India for VVIP travel.

The government had allocated Rs 141 crore in 2018-19 for the maintenance of aircraft for VVIP travel, but the estimate has been now revised to Rs 420 crore.

01/02/19 PTI/Times of India

**New Delhi: India has officially been handed over first of the Chinook helicopters at Boeing's facility in the presence of Indian ambassador to US Harsh Shringla.** The 'India-Chinook Transfer Ceremony' took place at Boeing's facility in Philadelphia.

DGAO, Air Marshal A Dev, from Air HQ (Vayu Bhawan), Consul General of India in New York Sandeep Chakravorty and Air Attache Air Cmde Shivanand were also present during the occasion.

According to the Indian mission in US, during his address, **Ambassador Shringla lauded the "growing industry partnerships between India and US & commended Boeing for their commitment for the commitment to make in India."**

In 2015, India had placed the order for 22 AH-64E Apache attack, and 15 CH-47F(I) Chinook transport helicopters and will receive all of them this year.

The AH-64E Apache attack and CH-47F(I) Chinook transport helicopters are the newest models of the aircraft. This is expected to help modernize the Indian Air Force's helicopter fleet.

02/02/19 Siddhant Sibbal/ZeeNews

**New Delhi: The Air Intelligence Unit at Chennai International airport on Saturday seized a leopard cub from the baggage of a passenger in Tamil Nadu.**

The authorities said that the cub, which is only one month old, will be rehabilitated in the Aringar Anna Zoological Park in the city.

The passenger from whose bag the cub was retrieved has been handed over to Tamil Nadu Forest Department for further action.

Sources said that the passenger smuggled the cub into the city in a basket.

02/02/19 India Today

**Twelve persons who arrived at Sanganer Airport here from Malaysia were held by the police due to fake entries in their passports, officials said.**

"There were some fake entries in their passports. On information by immigration officials, 12 persons were held upon their arrival. **They all came in an AirAsia flight from Kuala Lumpur** early Saturday morning," SHO of Sanganer police station Lakhan Singh said.

**"They belong to different places in Rajasthan, Uttar Pradesh, Punjab and had gone to Malaysia as labourers.** They were taken into custody under sections 109, 151 of CrPC. An FIR against them under relevant sections including 420 of IPC will also be lodged," he said.

02/02/19 India TV

**Mumbai: Lenders to ailing private airline Jet Airways will restructure loans under the 'Sashakt' plan for resolution of stressed assets outside the insolvency courts.**

SBI chairman Rajnish Kumar in a media call after Q3 results said there is effort going on to resolve (jet). It (Jet debt recast proposal) will go to screening panel at Indian Bank's Association (IBA). The detailed will be revealed when it is finalized.

The 'Sashakt' plan for resolution became operational in December 2018 after months of delay.

Lenders are supposed to send resolution proposals under "the scheme" according to the terms and conditions of the inter-creditor agreement signed in 2018. Lenders to submit credit rating agencies' reports, forensic reports, minutes of meetings, and summaries of resolution plans, among others.

The panel will only look if process has been followed and will not decide on terms for restructuring package, senior banker said.

**The IBA has already identified six professionals to head an overseeing committee to validate the resolution process for accounts under Sashakt scheme.** H R Khan, former deputy governor of Reserve Bank of India; M Damodaran, former chairman of Securities and Exchange Board of India; Janki Ballabh, former chairman of State Bank of India; and M B N Rao, former chairman and managing director of Canara Bank, are some of members of the panel.

There have been reports that SBI may have 15 per cent stake in airline capital after part of loans are converted into equity. Rajnish Kumar declined to elaborate on how much stake bank will have in airline post-conversion.

Jet is looking to raise fresh capital. Talks are underway with Etihad Airways, which currently owns 24 per cent stake in the airline for equity and with a State Bank of India-led consortium for conversion of debt to equity.

**Jet would seek shareholder approval on February 21 to convert the existing debt into equity and increase the authorised share capital, as part of a plan to resolve its financing problems.**

01/02/19 Abhijit Lele/Business Standard

**Hyderabad: The 125 passengers on board Air India's AI 541 flight — Tirupati to New Delhi via Hyderabad — had a narrow escape on Tuesday afternoon, with aviation experts saying the damage caused to the aircraft could have had serious ramifications.** Based on images of the now grounded plane, experts said they indicated **impairment to the radar and stabiliser**, which are part of an aircraft's primary control system.

The matter came to light after the flight landed at the city's Rajiv Gandhi International Airport around 4pm on January 29. **A preliminary survey showed the underside and wings of the A321 (from airbus A320 family) had suffered damage, allegedly due to the presence of "foreign object" (presumably**

**concrete) on the runway at Tirupati. The aircraft was moved to the hanger at RGIA, and an inquiry initiated into the incident.**

A senior pilot familiar with the incident, said: **“It appears a foreign object (or concrete) went through the engine at the time of take-off and was thrust out in different directions, thus damaging the wings. It seems serious, and could have led to the pilot losing hold over the primary control.”**

Confirming the incident, an official spokesperson of AI said that a probe is on to ascertain the exact cause of the damage. “It is now known that the runway at Tirupati was in poor condition. Though there has been damage to the aircraft, we are glad that the pilot managed to land safely at RGIA. All our passengers travelling onwards to New Delhi were accommodated on AI and other private carriers subsequently. An inquiry and repair of the plane will be carried out simultaneously,” the spokesperson said.

**When contacted, Tirupati’s airport director, claimed the damage wasn’t caused because of the runway. “Nothing happened to the aircraft during take-off. Only on landing in Hyderabad, they found there were some ‘scratches’ on the body,” the director said. Incidentally, soon after this, an inspection of the runway revealed there was damage at the edge.**

31/01/19 Times of India

**Pour ATR, il n'y a pas eu finalement de miracle en 2018.** Le constructeur franco-italien de turbopropulseurs (50 % Airbus, 50 % Leonardo) n'a pas atteint ses objectifs fixés début 2018 : 80 livraisons et 80 commandes. Fin 2018, le compteur s'est arrêté à 76 avions livrés (78 en 2017) et 52 appareils commandés (113 en 2017). Pourtant très vite, l'ex-président exécutif d'ATR, Christian Scherer, a su dès la fin du premier semestre que le vent avait tourné pour l'avionneur régional basé à Toulouse. Son successeur Stefano Bortoli, nommé en septembre 2018, n'a pas pu inverser la tendance.

Le bilan reste toutefois honorable, ATR ayant rencontré de forts vents contraires qu'ils ne pouvaient pas maîtriser pour certains. Le constructeur a notamment stabilisé son chiffre d'affaires à 1,8 milliard de dollars. Pour se faire du bien, ATR revendique un book-to-bill (ratio nouvelles commandes-livraisons) supérieur à un sur deux ans (2017 et 2018) avec un total de 165 commandes et 154 livraisons. Représentant environ 62 % de toutes les commandes de turbopropulseurs en 2018, l'ATR -600 (dont 20 ATR 42-600) demeure le modèle le plus populaire auprès des compagnies aériennes régionales. Il n'y a pas de mal à se faire du bien...

Quatre raisons à cet échec des prises de commandes

**Pourquoi un tel décalage entre les prévisions de commandes et le bilan 2018 ? Pour au moins quatre bonnes raisons. Si la situation iranienne a impacté les livraisons d'ATR en 2018 en raison de l'embargo décrété unilatéralement par les Etats-Unis, le constructeur régional perd également un très beau débouché commercial.** "Cette situation est d'autant plus dommageable que l'Iran est un grand marché pour l'aviation régionale, avait expliqué en juin 2017 à La Tribune Christian Scherer. C'était un superbe marché d'avenir pour ATR. Les Iraniens étaient d'ailleurs déjà en discussion avec

l'avionneur en vue de continuer à développer leur flotte. ATR n'était qu'au début d'une histoire avec l'Iran.

**Le constructeur franco-italien, qui dispose pourtant de solides déclarations d'intention auprès de clients chinois, n'a pas pu finaliser en 2018 la vente de ses appareils ATR 42-600.** Lors de la visite en décembre dernier en France du vice-Premier ministre chinois, Hu Chunhua, qui a été reçu par le ministre de l'Economie Bruno Le Maire, les Chinois n'ont pas voulu prendre d'engagements sur la certification des ATR. Il a signé coup sur coup en 2017 deux lettres d'intention : l'une avec Shaanxi Tianju Investment Group (Tianju) pour l'achat de 10 ATR 42-600 (30 sièges), l'autre avec Xuzhou Hantong Airlines, portant sur une commande de trois ATR 42-600. En outre, ATR a dans ses cartons d'autres accords confidentiels avec des compagnies chinoises. C'est raté pour 2018.

Par ailleurs, **le lancement de la version de l'ATR 42 STOL a pris un peu de retard.** Le marché est là et l'intérêt des clients déjà identifiés. Il est à l'aube d'une vague de renouvellement d'avions régionaux entre 30 et 50 places, qui arrivent en fin de course. Et l'ATR 42 reste aujourd'hui le seul avion de 40 à 50 places en production à condition de le moderniser de façon pertinente pour remplacer les SAAB 340, les Dash 7, etc... **ATR a identifié un marché de 650 appareils à renouveler pour lequel l'ATR 42 STOL serait pertinent.** Le constructeur vise la moitié de ce marché. Il n'y a plus qu'à... D'autant que la facture a été coupée par quatre pour ce nouveau projet. A Stefano Bortoli de convaincre définitivement Airbus et Leonardo.

**En dépit de quelques espoirs, ATR n'a pas réussi à obtenir une commande importante comme en 2017, année pendant laquelle IndiGo (50 ATR 72-600), FedEx (30 ATR 72-600F) et Iran Air (20 ATR 72-600) avait gonflé son carnet de commandes (235 en 2017, contre 208 en 2018).** En 2018, ATR a signé treize contrats pour 49 appareils (hors les trois pour un ou plusieurs clients non dévoilés). Soit en moyenne 3,7 appareils par commande. Evidemment la très grande déception est venue d'Air France, qui a très bizarrement tourné le dos à ATR. En outre, en dépit d'une percée aux Etats-Unis (Silver et Fedex), le constructeur basé à Toulouse n'a pas confirmé. Pourtant, des compagnies comme United Airlines ou American Airlines pourraient trouver intéressant de s'acheter une protection contre les fluctuations du prix du pétrole avec des ATR. Aux Etats-Unis, pas moins de 300 petites lignes régionales ont été arrêtées, les compagnies équipées de jets ne pouvant pas les opérer de façon économiquement viable.

Des raisons d'espérer

**Si la Chine et les Etats-Unis restent des marchés très prometteurs dans le futur, les perspectives pour 2019 et les années à venir présagent un bel avenir pour ATR, sur un marché mondial des turbopropulseurs pour lequel la demande est estimée à plus de 3.000 nouveaux appareils d'ici à la fin de 2037.** En outre, les appareils ATR permettent aux compagnies clients l'ouverture de nouvelles routes. En 2018, ils ont inauguré 113 nouvelles liaisons en 2018, desservant ainsi 1.346 aéroports

dans le monde (56 de plus qu'en 2017). "Sur les routes purement régionales (200 à 300 nautiques), ATR est absolument imbattable", avait expliqué à La Tribune Christian Scherer.

Enfin, en 2018, ATR a considérablement intensifié ses activités d'assistance client. **En plus de l'installation d'un nouveau simulateur de vol à Toulouse, et de l'ouverture d'un tout nouveau centre de service client disponible 24 h/24 et 7 j/7, ATR a élargi de 15 % la clientèle de son programme de maintenance sur-mesure à l'heure, le Contrat de maintenance globale (GMA). Tous les ans, ATR augmente de 5% environ son chiffre d'affaires dans les services.** Avec pour objectif de faire croître de façon significative cette activité. ATR est loin, très loin d'être en fin de course.

[La Tribune 31/01/2019](#)

**Jet Airways Ltd has agreed to most conditions set by shareholder Etihad Airways for offering a lifeline to the debt-laden Indian carrier**, the Business Standard newspaper said, sending Jet's shares soaring as much as 18 percent on Friday.

**Both airlines are set to sign a memorandum of understanding (MoU) within days, which would result in Jet Airways' founder and chairman Naresh Goyal reducing his stake to 22 percent from 51 percent and stepping down from the board**, the report said, citing sources.

**Etihad's stake would go up to 40 percent from 24 percent and the lenders would convert some of their debt to equity, giving them about 30 percent ownership of the cash-strapped carrier**, the newspaper reported.

Jet Airways did not immediately provide a comment while Etihad was not immediately reachable outside business hours.

**Saddled with debt of about \$1.14 billion, Jet Airways has been hit by fierce competition, rupee depreciation and high oil prices.** The airline, which controls a sixth of India's booming aviation market, owes money to banks, vendors and lessors - some of whom are considering taking back aircraft, sources have told Reuters.

Jet Airways is also behind on salary payments to pilots. The airline had agreed to pay the outstanding 25 percent of salary for October and 75 percent of November in January, while the remaining will be cleared in tranches by April.

While it has cleared dues for October, Jet has only paid 50 percent of the salary for November, two sources told Reuters, adding that the **pilot's union is expected to meet with the management next week** to discuss the issue.

In a letter to employees on Thursday, Jet Airways CEO Vinay Dube said that the airline's key stakeholders are "actively engaged" towards finalisation of a resolution plan and an outcome is "very close".

"Our chairman, the board of directors and your management team are working hard on a balance sheet transaction that will help us eliminate our current challenges," Dube said in the letter, the contents of which were viewed by Reuters.

"We are working as fast as we can for a successful outcome," Dube said, asking employees to be patient and warning that it might get tougher before it gets better.

The airline's directors are expected to discuss the legal formalities of the deal and other details at a board meeting on Feb. 14, the newspaper reported, adding that if Jet agrees to the terms, **Etihaad is willing to pump in \$35 million immediately.**

The Hindustan 01/02/2019

**A Mirage 2000 aircraft of the Indian Air Force crashed at the HAL Airport here Friday killing a pilot on the spot and leaving another critically injured, police said.**

"The body of one of the pilots is completely charred while the second pilot is in a serious condition," a police officer at the HAL Airport police station said.

The HAL, in a statement, said the incident occurred at 10.30 am during a sortie.

**The plane went up in flames as it crashed with an explosion and thick smoke billowed from the spot, leaving passersby and residents living around the airport in a shock.**

Firefighters and the ground staff at the HAL airport swung into action to douse the flames.

Bengaluru, Feb 1 (PTI)

Delhi – Istanbul



Data

Carrier

**IndiGo™**

Aircraft

Airbus A321

Frequency

Daily

Start date

20 March 2019

Distance

4,558 km

O&D traffic demand (year to 30 June 2018)

38,921



Growth % YOY 42.2%  
 Average one-way fare \$ (year to 30 June 2018) \$295.19

### Insight

**Low-cost carrier IndiGo is set to become the first Indian airline to fly to Turkey when it launches non-stop service between Delhi and Istanbul. The airline intends to open the route from 20 March 2019, operating daily flights using Airbus A321 equipment.**

The proposed launch comes just weeks after it signed a **codeshare and mutual cooperation deal with Star Alliance member Turkish Airlines. Turkey's flag carrier currently has a daily direct on Delhi - Istanbul and Mumbai - Istanbul routes. As part of the codeshare, IndiGo will place its 6E code on 20 points beyond Istanbul operated by Turkish Airlines. Similarly, Turkish Airlines will use its TK code on IndiGo operated flights within India.**

The launch of flights to Turkey forms **part of Indigo's strategy to increase its international footprint to Europe. The airline took delivery of its first Airbus A321neo in December and has 150 on order. Its service to Istanbul is likely to act as a mid-way stopover to launch one-stop flights between India and other European cities.**

### Routes Online 01/02/2019

**Bidvest Service, a Mauritius-based services, trading and distribution group, is set to exit Mumbai International Airport Ltd. (MIAL), the consortium that runs India's second-busiest airport, having found a buyer for its 13.5% stake.**

Bidvest's holdings have been valued at Rs 1,248.75 crore, or Rs 77 per share, according to documents seen by ET. At this rate, MIAL is valued at about Rs 9,500 crore, lower than the promoter group's expectation.

Bidvest has found a buyer for its stake, people aware of the development said, and it has given notice to other consortium shareholders GVK and ACSA Global Ltd. to counter the offer under the right of first refusal, as laid out in the shareholders' agreement.

"This offer is valid for 30 days starting January 26, 2019, after which Bidvest would be free to sell it to others," said an official with knowledge of the matter who did not want to be identified. The identity of the buyer is not known.



GVK, through GVK Airport Holdings, and ACSA own 50.5% and 10%, respectively, in the consortium. State-owned Airports Authority of India owns 26% in the company and also 74% in the consortium that will build and operate the Navi Mumbai airport.

Bidvest has written to GVK and ACSA, with a copy marked to AAI, asking the two partners to match

the offer within a month, according to the letter dated January 26, 2019, which ET has reviewed. "As a matter of policy, we do not comment on speculation," GVK said in a statement.

While Bidvest's exit is along expected lines, the valuation of its 13.5% stake is likely to affect the prospects of GVK Airport's plan to raise money because it had expected the valuation to be almost 50% higher.

GVK is said to be looking to raise about Rs 3,500 crore at a valuation of Rs 14,000 crore, but potential investors are pegging a lower valuation for the airport company. Officials said GVK is seeking a high valuation on the back of the value locked in the planned real estate development of land at Mumbai airport.

MIAL has the right to develop 2.5% of the total land area of Mumbai airport for real estate. However, the airport operator has monetised only a small portion of the land so far, pending approvals

The Economic times of India 31/01/2019

La liste des industriels victimes de cyberattaques ne cesse de s'allonger. Deux jours après Altran, c'est au tour d'**Airbus d'annoncer, mercredi 30 janvier, une intrusion dans les systèmes informatiques de sa division dédiée aux avions commerciaux**. C'est la première fois que l'industriel, l'un des acteurs économiques les plus confrontés aux cyber menaces en Europe, se déclare officiellement victime d'une cyber attaque. Dans la lignée d'acteurs tels que Saint-Gobain et TV5 Monde, **Airbus joue le jeu de la transparence et préfère partager l'incident, comme invite à le faire l'Agence nationale de la sécurité des systèmes d'information (ANSSI), plutôt que de le maintenir secret.**

Que sait-on de cette attaque ? **Elle est intervenue dimanche 6 janvier, apprend-on de source interne, et a visé les données personnelles (identité, adresses IP...) d'un certain nombre de salariés. "Il s'agit essentiellement de coordonnées professionnelles et d'identifiants informatiques d'employés d'Airbus en Europe"**, précise le groupe dans son communiqué. Aussitôt après, l'avionneur a alerté les autorités réglementaires et les autorités de protection des données compétentes. L'intrusion intervient alors qu'Airbus est en train de basculer pour ces systèmes informatiques internes de Microsoft Office à la solution G Suite de Google, jugée plus robuste

Il faut voir dans cette démarche de transparence du groupe européen une volonté d'officialiser une information touchant de nombreux salariés, qui aurait pu fuiter à un moment ou à un autre, mais aussi une conséquence de l'application du RGPD (Règlement général sur la protection des données). "Cet incident fait l'objet d'une analyse approfondie de la part des experts d'Airbus, qui ont immédiatement pris les dispositions nécessaires pour renforcer les mesures de sécurité existantes, minimiser les éventuelles conséquences et en rechercher les origines", fait savoir Airbus.

Précision du groupe, et non des moindres : **"l'incident n'a aucun impact sur les opérations commerciales d'Airbus". Autrement dit, la cyberattaque ne remet pas en cause la sécurité des avions, un sujet ultra sensible à l'heure de la connectivité croissante du secteur aéronautique**. En octobre 2015, Patrick Ky, le patron de l'Agence européenne de la sécurité aérienne (AESA) avait

alerté sur le risque, bien réel selon lui, de cyber piratage d'avion et conclu que "l'aviation est vulnérable à la cybercriminalité".

Des propos qui font écho à ceux de **Guillaume Poupard, le patron de l'ANSSI** : **"les principaux secteurs critiques concernés touchent à l'armement, à l'aéronautique et au spatial"**, confirmait le dirigeant dans une interview accordée à L'Usine Nouvelle, à l'occasion du numéro dédié aux « 100 de la cybersécurité » publié le 17 janvier. **"Un groupe terroriste qui apporterait la preuve qu'il a provoqué une catastrophe aérienne, ferroviaire ou maritime créerait une situation de blocage de l'ensemble du secteur à l'échelle mondiale avec des conséquences économiques et sociétales difficiles à imaginer"**, continuait Guillaume Poupard. Airbus n'en a que trop conscience.

Si la hausse des cadences de production attire à elle les projecteurs médiatiques, **la cybersécurité représente pour Airbus un autre enjeu de premier ordre, comme en témoigne l'équipe d'une quarantaine de hackers recrutée pour défendre le groupe**. Depuis le lancement de l'A380 au mitan des années 2000, Airbus est confronté à **chaque nouveau programme à de très nombreuses cyberattaques en raison de la digitalisation croissante de ses avions et de leur ouverture vers l'extérieur (serveur, wifi, tablettes...)**. **Au niveau de ses usines également, qui font intervenir de plus en plus de technologies numériques à l'instar de la nouvelle ligne d'assemblage des A320neo à Hambourg (Allemagne), Airbus veille à sécuriser au maximum ses systèmes.**

**Mais l'un des points les plus critiques, et méconnus, en matière de cybersécurité pour Airbus concerne sans aucun doute le déploiement de sa plateforme numérique Skywise.** Lancée lors du salon du Bourget en 2017, elle vise à collecter l'ensemble des données d'un avion – de sa fabrication à son utilisation et jusqu'à sa fin de vie – pour offrir aux compagnies aériennes une exploitation optimisée et une fiabilité opérationnelle accrue de leurs flottes. Tout en permettant à Airbus d'accélérer ses process de développement et de production. Ce partage de données, basé sur un outil développé par l'entreprise américaine Palantir, est assuré par un cloud fourni par Amazon via des data centers basés en Irlande et en Allemagne. **La robustesse de ce système qui propulse Airbus dans l'ère digitale et qui promet à terme une révolution de son modèle économique sera déterminante pour l'avionneur.**

L'Usine nouvelle 31/01/2019

**Naresh Goyal-controlled Jet Airways has agreed with most of the conditions set by its partner Etihad for offering a lifeline to the debt-laden domestic carrier. According to sources, the airlines are set to sign a memorandum of understanding (MoU) within days. According to the proposed deal, Founder Chairman Goyal will step down from the board of directors and relinquish his decision-making powers.**

Business Standards 01/02/2019

**Jet Airways chief executive officer Vinay Dube has informed employees the airline is very close to finding a solution to the airline's financial crisis and has sought their support.**

"Our chairman, the board of directors and your management team are working hard on a balance sheet transaction that will help us eliminate our current challenges. In fact, the airline's key stakeholders are actively engaged towards finalization of the resolution plan. We are very close and I ask for your continued patience," Dube wrote in an email to staff on Thursday. He said that the

airline will come out of current set of challenges. "It might get tougher before it gets better and our ascendancy will be gradual but collectively with your unstinted support and commitment we will come out of this as a stronger airline," he said

Business Standards 01/02/2019

NEW DELHI: **The Jet Airways management on Thursday told its employees that the airline is hopeful of being "very close" to finding a solution to its serious financial woes.** The airline has been defaulting on salary payment to pilots, engineers; loan repayment to banks and payments to stakeholders like aircraft lessors and maintenance companies. It is in talks with Etihad, some Indian biggies like Tatas for infusion of funds and the consortium of lender banks with over Rs 8,000 crore exposure to the airline.

"Our chairman (Naresh Goyal), the board of directors and your management team are working hard on a balance sheet transaction that will help us eliminate our current challenges. In fact, **the airline's key stakeholders are actively engaged towards finalization of the resolution plan. We are very close, and I ask for your continued patience.** Given our ongoing challenges, this is a very tall ask," Jet's CEO Vinay Dube said in a mail to employees on Thursday.

"We are working as fast as we can for a successful outcome recognizing the tremendous sacrifices all of you are making. I believe that we will be successful. Our guests are certainly rooting for us - sometimes it feels like the entire country is rooting for us ... I believe we will come out of our current set of challenges. It might get tougher before it gets better, and our ascendancy will be gradual, but collectively, with your unstinted support and commitment, we will come out of this a stronger airline. I believe that as I believe in you," Dube said in the mail.

**He complimented the high morale employees are showing in this difficult hour.** "I can say with great pride that all of you continue to run a very good airline even under the most adverse of circumstances. **Based on OAG, an airline industry leader in data and analytics, Jet Airways ranked number 1 in arrival OTP (on time performance)** amongst Indian carriers for both November 2018 and December 2018. OAG also put **Jet Airways at the top of the operational reliability table for the month of December 2018 based on the fewest cancellations by any Indian carrier.** While flight cancellations, regardless of reasons, have an immense impact on our guests, frontline colleagues as well as our operational and commercial teams across the network, I want to highlight to you that it has been your hard work and dedication that has put us on top of Indian aviation's reliability chart and despite some of our challenges this week, I'm confident that we will once again be at the top of the class in terms of key operational parameters for the month of January," it added.

Meanwhile as stated in a BSE filing on Wednesday, three aircraft of Jet resumed flying after getting repaired. **Jet "has grounded one aircraft for scheduled termination of its engine's lease and one aircraft for technical reasons. (It) is also in process of redelivering three aircraft to lessors due to the scheduled expiry of their respective lease terms. Further, three aircraft have been temporarily grounded by the company to carry out an engine normalization exercise. Once the engines are normalized all three aircraft will be ready to fly. We expect this process to be complete by Friday, February 1, 2019,"** Jet's VP-global compliance and company secretary Kuldeep Sharma had said in the regulatory filing to BSE on Wednesday.

"Jet Airways reinstates three aircraft into its fleet post the engine normalisation exercise," said an airline spokesperson on Thursday

The Economic times of India 31/01/2019

**NEW DELHI: InterGlobe Aviation Limited, which operates the IndiGo airline, Thursday said it has entered into an agreement with BIAL to build a maintenance, repair and overhaul (MRO) facility at Bengaluru airport.**

**Bangalore International Airport Limited (BIAL), which operates Kempegowda International airport of Bengaluru, has entered into a 20-year agreement to sub-lease land at the BLR airport to build this MRO facility.**

"The 13,000-sq metre hangar, to be built on on five acres in the BLR (Bengaluru) airport campus, would be able to accommodate **two narrow body aircraft and will have support infrastructure, including an engine quick engine change (QEC) shop warehouse and engineering offices for all repair and maintenance,**" InterGlobe Aviation said.

Kempegowda airport with its strategic location will play an important role going forward, IndiGo Chief Operating Officer Wolfgang Prock-Schauer said.

It is for this reason that IndiGo decided to build a hangar as the core of our maintenance centre in south, he added.

The Economic Times of India 31/01/2019

**The captain of a Bangladeshi aeroplane "seemed to have an emotional breakdown" before a deadly crash last March, Nepali investigators said in a final report on the Himalayan nation's worst aviation disaster in 26 years.**

They blamed the crew's loss of situational awareness for the crash of the US-Bangla Airlines flight to the Nepali capital from Dhaka that caught fire on landing in Kathmandu, killing 51 of the 71 people aboard.

"The pilot thought he could manoeuvre the aircraft and land. But he could not," panel official Buddhisagar Lamichhane, told Reuters on Monday, referring to the captain.

**The captain was under stress and "emotionally disturbed" because he felt that a female colleague who was not on board the flight had questioned his reputation as a good instructor, Nepal's Accident Investigation Commission said in the report.**

**“This, together with the failure on the part of both the crew to follow the standard operating procedure at the critical stage of the flight, contributed to the loss of situational awareness,” the investigators said in their report.**

This lack of awareness meant the crew did not realise the deviation of the aircraft, a Bombardier Inc Q400 turboprop, from its intended path, which in turn meant they could not sight the runway, they added.

Having missed the runway, the crew was flying very low north of it in an incorrect position near hilly and mountainous terrain around the airport, it said.

“Finally, when the crew sighted the runway, they were very low and too close to (it) and not properly aligned,” added the investigators, saying the captain should have halted the landing and initiated a go-around.

**The plane skidded off the runway on to surrounding grass, quickly catching fire. Both pilots were among those killed.**

US-Bangla Airlines CEO Imran Asif said in a statement that the report focused almost entirely on the captain’s state of mind and his distress over personal matters but disappointingly avoided recognising “serious lapses” on the part of air traffic control.

**The Nepali investigators found that decisions by air traffic controllers, such as not calling for the aircraft to carry out a missed approach, were among the accident’s contributing factors, but not the cause.**

‘Not done properly’

The flight’s captain, aged 52, was released in 1993 from the Bangladesh’s air force because he suffered from depression but was later declared fit to fly civilian aircraft, the report said, with recent medical reports mentioning no symptoms.

Citing the voice recorder and witness accounts of passengers, the report said the captain was smoking in the cockpit during the flight and “engaged in unnecessary, unprofessional and lengthy conversation even in the critical phase”, violating the norm of maintaining a sterile cockpit.

He shared the cockpit with a female first officer, 25, who had a total of just 390 hours of flying experience and had never landed at Kathmandu as crew, the report said, contradicting a US-Bangla spokesman who last year said she had made landings there before.

Landing in Kathmandu, which is surrounded by hills, is considered difficult. In 1992, all 167 on board a Pakistan International Airlines aeroplane were killed when it flew into a hill as it tried to land.

Bangladeshi investigators said on Monday the March crash could have been averted if air traffic controllers at Kathmandu had acted properly.

“Nepal airport is risky due to hills,” Air Vice Marshal Naim Hassan, chairman of the Bangladesh Civil Aviation Authority, told reporters.

“When the pilot missed the approach, it was the air traffic controllers’ responsibility to guide him. But it was not done properly.”

On the US-Bangla flight, the disparity in experience and added authority of the captain probably deterred the first officer from being more assertive during significant phases such as the final approach and landing, the investigators said.

**They recommended that the airline emphasise proper crew resource management and set up a mechanism to monitor and assess the mental status of crew regarding professional development, financial, personal and psychological issues.**

Pilot mental health was spotlighted by a 2015 crash in Europe after a Germanwings first officer deliberately flew a jet into a mountainside.

Last year, the European Commission adopted new rules on the mental health of pilots, for the first time requiring airlines to do a psychological assessment before hiring them.

Hindustan Times 29/01/2019

**The preliminary document for the disinvestment of Air India's ground handling subsidiary AIATSL is likely to be issued in a week, a senior government official said Wednesday.**

The official also asserted that the government is committed to supporting Air India, subject to efficiency-improvement parameters.

The Preliminary Information Memorandum for the disinvestment of Air India Air Transport Services Ltd (AIATSL) is expected to be issued in one week, the official said.

**The AIATSL is a wholly-owned subsidiary of Air India and was incorporated in June 2003.**

Last year, the government's efforts to sell 76 per cent stake in Air India as part of strategic disinvestment did not take off as there were no bidders.

According to the official, the government would support Air India for it to continue as a functional airline, subject to efficiency-improvement parameters

**Parliament has approved a Rs 2,345-crore equity infusion into the debt-laden national carrier under the second batch of Supplementary Demands for Grants 2018-19.**

**As part of efforts to revive the financial fortunes of the national carrier, the government has decided to transfer debt worth Rs 29,000 crore to Air India Asset Holding Company, a special purpose vehicle.**

**The airline has debt worth around Rs 55,000 crore.**

Air India is staying afloat on a bailout package extended by the previous UPA regime. The carrier is to receive up to Rs 30,231 crore from the government, subject to meeting certain performance thresholds. The 10-year bailout package began from 2012.

**Regarding Jet Airways, the official said the government is not involved in the airline's deal-making efforts.**

"We are not interfering in any kind of deal-making," he said, adding that **the ministry's role would come only if there are issues related to foreign direct investment or substantial ownership and effective control.**

Jet Airways is grappling with acute financial woes and has also cancelled flights due to grounding of some aircraft.

The Economic Times of India 30/01/2019

**IndiGo** said Tuesday it has **selected Skyborne Airline Academy to train up to 100 pilots annually over the next five years under its cadet pilot programme.**

The airline was conducting the pilot training programme at CAE Gondia in Maharashtra earlier.

In a statement, IndiGo said that the **"18-month programme will enable selected cadets to train for a US FAA (Federal Aviation Administration) and Indian DGCA (Directorate General of Civil Aviation) Commercial Pilots Licence and Airbus A320 Type Rating"**, before advancing into employment and flying the line as a First Officer with IndiGo.

A pilot with an "A320 Type Rating" is permitted to fly the A318, A319, A320, A321 and the latest A320neo aircraft with no further training.

Skyborne cadets will undergo 13 months of "US FAA 141" commercial pilot training in Arizona, US, before returning to India to convert their US FAA licence to an Indian DGCA licence.

Captain Ashim Mittra, Senior Vice President, Flight Operations, IndiGo said, "Our partnership with Skyborne will provide us with a steady flow of highly-skilled internationally trained airline pilots over the next five years."

"It is expected that airlines in India will require up to 10,000 new pilots by 2030 to meet demand, so we are delighted to have signed this agreement with Skyborne," he added.

The **first batch of selected cadets** would start training at the **UK-based airline academy Skyborne in April 2019**, IndiGo said.

In 2011, IndiGo joined hands with CAE to provide training to "ab initio" pilot cadets at the CAE Global Academy Gondia, India and CAE type-rating training centres.

The Economic Times of India 29/01/2019

**India's first terminal for private jets to land and take off is expected to be ready by May, will be connected by a separate road leading to the facility, and feature sculptures evocative of the Mughal era and artificial water bodies.**

The terminal coming up at New Delhi's Indira Gandhi International Airport will ensure faster turnaround of business jets and chartered planes, shielding them from the clutter of general passenger terminals, where they now have to compete for landing and take-off slots with commercial planes.

**"The terminal building is designed to withstand over 60 aircraft movements a day, (and) is being built with a handling capability of over 200 passengers a day..,"** said Mark Martin, chief executive officer of Dubai-based Martin Consulting, which is executing the project.

The terminal will be able to handle Boeing 767 business jets and any Boeing 777 with a VIP configuration and a passenger capacity of 250, Martin said.



**About 1,200 scheduled flights operate from Delhi airport every day; an additional 40-50 small non-scheduled chartered planes also land at and take off from the airport daily.** Airport official said that VIPs prefer to travel in private jets and all their movements take place from Terminal 1, which is already operating beyond its capacity.

According to Martin, site development work on this integrated general and business aviation terminal commenced in March 2018 and work has rapidly progressed on the 22-acre lot that was allocated by the airport run by a consortium led by GMR Group.

**The facility is expected to consist of 70 plus aircraft parking bays, two aircraft hangars and two fixed-base operators (FBOs) to provide aeronautical services; the integrated facility will be capable of handling round-the-clock aircraft movements.**

“The new business aviation terminal is expected to be up and running ahead of the 2019 elections, subject to development milestones and we’re expecting to have taxi trials by April 1st 2019. The terminal and related infrastructure both are designed to surpass the world standard of 5 square metres per passenger; we plan to maintain the area to passenger ratio in peak operations at 10 square metres per passenger; the highest standard for any FBO in the world,” said Martin.

**According to airport officials, the apron location is unique as it falls directly on the connecting taxiway Tango, parallel to the new runway 29; this assures faster arrivals and departures for business jets and general aviation aircraft.**

“The terminal is being designed keeping Delhi’s history in mind and the wall will look like the wall of Red Fort or any other Mughal era structure,” said Martin.

**According to the aviation regulator Directorate General of Civil Aviation (DGCA), the number of operators with a non-scheduled operator’s permit (NSOP) reached a peak of 147 in financial year 2012, which declined to 111 in 2018.**

The **NSOP fleet in India comprises around 356 aircraft, including helicopters.** This is down from a peak of 412 aircraft in financial year 2012. General aviation movements have also remained nearly static over the last nine years, below the 300,000 movements per annum mark. In the financial year 2018, the number declined 6%.

High aviation turbine fuel taxes and airport charges, and a shortage of hangars and parking slots were the reasons for the decline.

**“The separate terminal in Delhi would help us in expanding the business but such terminals are required in other metro cities as well,”** said Rajesh Bali, managing director of the Business Aircraft Operators Association.

The Hindustan 30/01/2019

**A day after its shares tumbled on the Bombay Stock Exchange (BSE) sensitive index (sensex), cash-strapped carrier, Jet Airways cancelled 15 flights on Wednesday following grounding of six Boeing 737 planes over non-payment of lease rentals. Facing debts about \$1.14 billion, Jet Airways had cancelled around 20 flights a day ago when three Boeing 737 aircraft were grounded.**

“Jet Airways has defaulted on aircraft lease rentals and it has been forced to ground three more narrow-body Boeing 737 planes,” news agency PTI quoted a source as saying. Queries sent to the airline remained unanswered, the agency added.

The airline has cancelled several flights from/to Delhi, Mumbai, Chennai, Bengaluru, Pune, Hyderabad and Port Blair. **Jet Airways is in talks with its partner Etihad for additional cash infusion. The full service carrier would be holding a meeting of the shareholders on February 21.**

**According to a regulatory filing on Monday, the airline is likely to seek approval of the shareholders for conversion of loan into shares or convertible instruments or other securities.**

Meanwhile, **Jet Airways creditor State Bank of India (SBI) is likely to own 15 per cent of the airline if the carrier's plan for a debt-for-equity swap is approved. Fierce competition from rival low-cost carriers, a weaker rupee and high oil prices have hit the finances of Jet Airways.**

**It owes money to banks, pilots, vendors and lessors. Its lenders, including the SBI, could end up owning as much as 30 per cent while shareholder Etihad Airways could see its stake rise to more than 40 per cent from existing 24 per cent if it injects more equity in the Indian carrier.**

The airline's founder and chairman Naresh **Goyal is likely to see his stake cut to below 20 per cent from 51 per cent.** Jet Airways controls a sixth of India's booming aviation market. Indian banks in 2010 undertook a similar debt for equity swap to try and save Kingfisher Airlines, founded by liquor baron Vijay Mallya, and ended up owning nearly a quarter of the airline, before losing out when it was eventually grounded.

**Jet defaulted on a debt payment to a consortium of Indian banks, lead by SBI, this month, prompting a downgrade by ratings agency ICRA.**

The financial crisis of Jet Airways had its bearing on the company's shares on Tuesday, when they fell over 1 per cent with airline deciding to seek shareholders' approval for conversion of loans into shares. At one point during the day, the scrip had dropped more than 2 per cent but recovered later.

[The Hindustan 30/01/2019](#)

**Financial turmoil at Jet Airways has begun to impact its operations with five aircraft getting grounded at various airports across the country on Tuesday and 19 flights getting cancelled.**

Lessors have moved to repossess these five aircraft leading to their grounding at Delhi, Mumbai, Bengaluru and Chennai. **"Lessors have started the process of taking back their aircraft and these planes are grounded at several airports. This has led to cancellations across the network,"** said a senior airline executive, who did not want to be identified. ET broke this story first on its website on Tuesday.

Sources told ET that one Boeing 737 aircraft each was grounded in the four cities with a Boeing 737 MAX being grounded in Delhi for the past six days till Tuesday.

**The lessors are companies based out of the US and Southeast Asian countries. Jet Airways said that the information regarding the grounding of the Jet Airways' MAX aircraft and consequent cancellations is factually incorrect but ET has independently verified with airport authorities and industry sources about the grounding and cancellations.**

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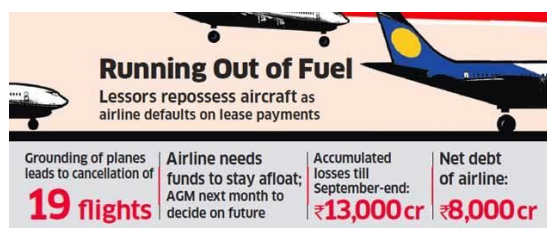
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**The airline's founder and chairman Naresh Goyal is likely to see his stake cut to below 20 per cent from 51 per cent.** Jet Airways controls a sixth of India's booming aviation market.

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An Airports Authority of India official confirmed the cancellation of 19 flights to ET while reputed industry website flightradar.com data showed that a Boeing 737 MAX was grounded at Delhi airport for the past 6 days and one Boeing 737 aircraft each was grounded at Delhi, Mumbai, Chennai and Bengaluru.

Industry executives, however, said the impact of these cancellations has not been much on fares due to a combination of reasons.

"Fares have not seen any change because of a couple of reasons that include the airline shifting passengers to other flights in their own network. Also, there is overcapacity in the market, which is enough to absorb passengers whose flights have been cancelled," said an executive with a competing airline who did not want to be identified.

An executive with another airline pointed out that this is not a peak season. "These 19 flights might have caused problems if it was the peak season. Since that is not the case, airlines are able to absorb the cancellations without causing spike in fares," said the executive.

Jet Airways, which is going through its worst financial crisis, has defaulted on loan repayments for December and has delayed employee salaries throughout the year.

The airline has also reportedly deferred deliveries of Boeing 737 MAX planes that were supposed to join its fleet by March this year. These planes have been delivered to the lessor, which would not send them to Jet unless it settles payments. The airline has been delaying and deferring payment to lessors for a number of aircraft in its fleet.

Jet Airways had placed an order for 225 Boeing planes. It has received five of them till date and had aimed to induct six more by March.

The Economic times of India 30/01/2019

The financial turmoil at Jet Airways has impacted the operations of the airline, which has seen about five of their aircraft that includes Boeing 737 aircraft being grounded since Monday night as **lessors want to repossess these aircraft**, causing inconvenience to passengers. The groundings have led to about 19 flights cancellations.

The groundings have led to **cancellation of about 19 flights** today that is set to cause inconvenience to passengers booked on these flights.

Source said that **one aircraft each were grounded Delhi, Mumbai, Bengaluru and Chennai** were grounded since Monday night.

**“Lessors want to take back their aircraft and started the process after grounding these aircraft. Over and above this, another aircraft is already grounded, as the lessors had initiated the process to take them back,”** said a senior airline executive, who did not want to be identified.

A reply from the airline to an email sent to the airline seeking replies on the issue is still awaited.

Jet Airways has about 123 aircraft in its fleet, including 5 new Boeing 737 MAXs. The airline has also, due to financial crunch, deferred the induction of MAX aircraft in its fleet. Reportedly, the airline was to induct 6 of these aircraft by March but has deferred their induction plan due to cash crunch.

The Economic times of India 29/01/2019

Bloomberg) -- Jet Airways India Ltd., the carrier that is struggling under a pile of debt, may get some respite.

**India’s largest lender State Bank of India is set to swap part of its loans into a stake of at least 15 percent in Jet Airways, people with knowledge of the matter said. Other creditors to the carrier also plan similar conversions of some debt into equity to help keep the carrier alive,** they said.

Under a new rescue proposal for India’s biggest full-service airline, founder Chairman Naresh **Goyal’s stake would fall below 20 percent** from 51 percent currently, the people said, asking not to be identified as the information isn’t public. **Etihad Airways PJSC**, the foreign partner with a 24 percent stake, is **expected to infuse additional funds to take its holding to more than 40 percent**, they said.

**An agreement that keeps the beleaguered airline flying would safeguard about 23,000 jobs and save Prime Minister Narendra Modi the embarrassment of a collapse months before general elections.** The Mumbai-based carrier, which has struggled with profitability in an increasingly competitive market, has piled on \$1.1 billion in debt and fallen behind on paying loans and salaries.

How an Airline Is Casting a Shadow on India’s Coming Elections

**No final decision has been taken as a deal is still being negotiated**, the people said. Spokesmen for SBI and Jet Airways didn't immediately respond to emails seeking comment.

**Jet Airways has called an extraordinary general meeting on Feb. 21 in Mumbai, to seek shareholders approval to increase its authorized share capital by issuing equity and preferred shares.**

The Mumbai-based carrier, which started operations more than two decades ago after India ended state monopoly in aviation, has been under pressure to offer discounted fares on its premium flights with the entry of budget carriers. Market leader IndiGo and others, with their on-time, no-frills services, lured customers away from Jet, resulting in its slide into losses.

Jet Airways hasn't seen profit in all but two of the past 11 years, and has seen its market share more than halve to about 14 percent from its heyday.

Two-Cent Fares Are Killing Airlines in India's Cutthroat Market

**It wasn't just the competition that weighed on its earnings. The highest fuel prices in Asia, thanks to local taxes of as much as 30 percent, and fluctuations in oil prices dealt a blow as well. The tough conditions led to the collapse of Kingfisher Airlines earlier this decade, while state-owned Air India has survived on government bailouts. Budget carrier SpiceJet Ltd. ran out of cash in 2014 before it was rescued by one of its founders.**

The carrier is working on "various options on the debt-equity mix, proportion of equity infusion," the airline said in a statement on Jan. 16, adding the restructuring may lead to a change in the board of the company.

Bloomberg Quint 29/01/2019

**Jet Airways is seeking shareholders' nod to convert its debt into equity, appoint bank nominees on the board and increase the authorised share capital of the company to enable the issue of fresh preference shares. An extraordinary general meeting (EGM) of shareholders has been called on February 21 to seek approval for these proposals.**

The move comes as the airline's founder-chairman Naresh Goyal is negotiating a debt restructuring and fundraising plan. Sources said a proposal to bring down Goyal's stake to less than 20 per cent from 51 per cent was being discussed.

**Enhancing authorised share capital**, which the EGM would take up, **would allow Jet to issue fresh shares and convert loans into equity.** At present, the airline's authorised share capital is Rs 200 crore, while its paid-up equity capital (excluding share premium) is Rs 113 crore.

The airline has proposed to raise authorised share capital to Rs 2,200 crore. This would comprise Rs 680 crore of equity capital and Rs 1,520 crore of preference share capital. "The airline could be looking at multiple fundraising instruments and one way could be issuing redeemable preference shares in lieu of external commercial borrowings," said an industry expert.

Besides appointment of bank's nominees as directors or observers on the board, shareholders will also need to approve modifications to the company's articles of association and memorandum of association. Jet has a debt of over Rs 8,200 crore and a consortium of banks led by State Bank of

India is working on a resolution plan after it defaulted on its principal and interest payments for the December-end quarter. The resolution plan is likely to be finalised early February.

**Recently, Jet had said it was working on a comprehensive resolution plan, including options on the debt-equity mix, equity infusion by various stakeholders and consequent change in the composition of the board.** It said the resolution plan was under discussion among stakeholders and proposals were yet to be crystalised.

**According to a revised plan, Goyal's stake in the airline could go down to 16-18 per cent, while Etihad Airways' shareholding may rise from 24 per cent to around 40 per cent. Lenders would hold around 30 per cent, while the remainder will remain with the public.** Etihad has sought a waiver from an open offer and relaxation of preferential pricing norms. The Securities & Exchange Board of India (Sebi) will take a decision on the matter soon, it is learnt.

The Abu Dhabi airline has also appointed **Alvarez & Marsal** to do due diligence on Jet. Etihad has indicated that it would complete the formal due diligence by February 15 and has agreed to support the release of \$35 million from Jet's loyalty programme to the airline as an interim financing measure.

#### Business Standards 28/01/2019

Panaji: Union Minister for Civil Aviation **Suresh Prabhu on Monday said that in addition to existing 101 aviation facilities, country will have additional 100 airports in years to come.**

Speaking after inaugurating country's first Geographical Indication Store at Goa International Airport at Dabolim in South Goa, he said : "Over a period of time, there are certain geographies with very specific skills. In some geographies, there is expertise available which is not seen in other place. In case of Goa it is a culture, art which is also a geographical indicator. But also something also which comes from nature like the **cashews of Goa.**"

Mr Prabhu said the GI stores would promote local products made by artisans of the state at the airport which in turn boost local manufacturing and talent.

#### 28/01/19 UNI

In a bid to enhance its unmanned warfare capability, the **Indian Air Force is planning to acquire around 15 more HAROP attack drones which can crash into high-value enemy military targets to destroy them completely.**

The Air Force already has an inventory of these drones which are equipped with electro-optical sensors to loiter over high-value military targets such as surveillance bases and radar stations before exploding them.

"A proposal to acquire these attack drones is expected to be discussed by the Defence Ministry at a

high-level meeting in the coming week to strengthen the fleet of such drones in the Air Force," Defence sources told ANI.

Once approved, the Indian Air Force would be exercising the option clause in the previous deal signed a few years ago with Israel which is the main supplier of all types of drones to the Indian Air Force including the surveillance machines including the Searcher and the Heron.

**India is also discussing the Project Cheetah with the Israelis under which almost all the drones of the three services would be turned into high-quality attack drones and their surveillance capabilities would also be enhanced.**

28/01/19 ANI/DNA

**New Delhi: Air India has started serving food stocked from India on 11 return flights from eight foreign cities, and it plans to save around Rs 49 crore annually through this measure, a senior official said Monday.**

The 11 return flights are Copenhagen-Delhi, Stockholm-Delhi, Birmingham-Amritsar, Birmingham-Delhi, Vienna-Delhi, Madrid-Delhi, Singapore-Delhi, Singapore-Mumbai, Bangkok-Delhi, Bangkok-Mumbai and Shanghai-Delhi, the Air India official told PTI.

"When the aircraft departs from here (India), the food is stocked in chillers to keep it fresh. So, when the aircraft is returning from a foreign city to an Indian city, this food is served to customers," the official said, assuring that it remains "fresh and tasty".

"According to our estimates, we will be able to save Rs 48.97 crore annually on catering costs on these 11 return flights," the official said, adding that the national carrier is planning to replicate the measure on "all flights where it is feasible to do 'return catering'".

Air India spends around Rs 600 crore to Rs 800 crore annually on catering costs and it plans to cut down on this expenditure.

The official told PTI that according to the airline's estimates, it would be able to save Rs 17 crore per year through "return catering" on Stockholm-Delhi and Copenhagen-Delhi routes.

"Through 'return catering', we will be able to save Rs 19 crore on Singapore-Bombay and Singapore-Delhi flights. On Shanghai-Delhi flight, we will save Rs 1.94 crore per year. On Vienna to Delhi flight, we will save Rs 4.38 crore per year," the official said.

"On Birmingham-Delhi and Birmingham-Mumbai flights, we plan to save Rs 4.17 crore. On Bangkok-Delhi and Bangkok-Mumbai flights, around Rs 1.87 crore will be saved," he said.

However, on Madrid-Delhi flight, the airline is estimated to save only Rs 61 lakh annually through "return catering".

28/01/19 PTI/Economic Times

**Thiruvananthapuram: Domestic airline companies are actively considering the government's request for better connectivity among the four airports in state using smaller aircraft. The idea was proposed at a recent meeting between chief minister Pinarayi Vijayan and representatives of 12 domestic airlines, Union civil aviation ministry officials and senior government officials. It is reliably learnt that SpiceJet, IndiGo and GoAir – three major players in domestic sector evinced interest to link all four airports.**

Top sources said SpiceJet that already owns a fleet of small aircrafts, has evinced interest in the government proposal to launch services connecting Kannur, Kozhikode, Kochi and Thiruvananthapuram airports. **IndiGo and GoAir have already expressed plans to launch a Kannur-Thiruvananthapuram service and they have been asked to consider a stopover in Kochi or Kozhikode.** Government has also suggested connecting nearby airports like Coimbatore, Mysuru and

Madurai with intra-state destinations. "The main demand of airline companies is that tax on aviation turbine fuel (ATF) – charged at 29% – should be reduced substantially. **At present, ATF is taxed at 1% for Kannur airport for the next 10 years. Airlines are seeking a fair reduction,**" said a top source. Airline companies said operating cost for smaller aircraft are much higher because of the lesser number of seats and hence taxes should be slashed to reduce fares and attract passengers. Government sources contended that if taxes were reduced, only the government stood to lose revenue and a balance in terms of 'cost effectiveness' should be struck before reducing the tax. It is learnt that the Union ministry of civil aviation favours launching more services connecting nearby destinations.

**Another idea that was discussed was to connect more international destinations with one or more airports in state by domestic airline companies.** Sources said the idea that is being seriously considered is that whether government would underwrite fares for an agreed percentage of seats in every flight to an international destination so that airlines can operate with a minimum guarantee. [28/01/19 KP Saikiran/Times of India](#)

New Delhi: **There have been multiple intelligence inputs, issued almost routinely, about the possibility of terrorists using drones to carry out attacks in the Capital. But this time, the danger seems "clear and present".**

It all began with the Union Ministry of Home Affairs (MHA) learning, from terror communication intercepts, that unmanned aerial vehicles (UAVs) can be used to attack people, dignitaries and vital installations.

"Conversations via WhatsApp, emails, Facebook and Telegram have pointed towards plans of aerial attacks in the city. They also mention details of recently purchased drones from the online market," said an official.

The MHA passed it on to Delhi Police that issued high alert and deployed sleuths in Delhi's strategic locations to thwart any possible terror attack from the skies.

"To prevent any untoward incident in the city, the use of flying objects like drones has been restricted by the police," said Delhi Police spokesperson Madhur Verma. Republic Day celebrations passed off peacefully. But the threat is "too potent and complex" for such a measure to be effective in the long run.

**The Union civil aviation ministry is learnt to have met companies that can provide an effective antiunmanned aircraft system (UAS) to detect and tackle drones.**

The ministry is expected to hand over the technology to security agencies in the next couple of months. This will follow training to capture drones mid-flight and block their communication systems. Terror groups such as Islamic State have used drones to carry out attacks by dropping grenades or crashing into infrastructure. There have been drone attacks in countries such as the US,



Venezuela, Saudi Arabian, France and Japan.

28/01/19 Chaanika Nigam/India Today

**Margao: Health Minister Viswajit Rane has said that he wants the Cottage Hospital at Chicalim be managed by the Airport Authority of India (AAI) along with the State government.**

He said that he wants to provide the best health care to the people of Goa while at the same time ensuring the availability of funds for them.

He appealed to Civil Aviation Minister to consider taking up the management of Chicalim hospital by the Civil Aviation Ministry through the Airport Authority of India along with the Government of Goa.

Asking Vishwajit to discuss the proposal with him in Delhi, Civil Aviation Minister Suresh Prabhu said he would consider it positively.

Speaking to media persons, Vishwajit said that he has to think out of the box to make the health care run without being burdened about the finances and added that private public participation is one way of doing that.

28/01/19 Herald

**New Delhi: For many Indian families whose loved ones died in foreign shores, transporting the mortal remains was a harrowing experience — not only did it take time, it was also very expensive.**

The challenge was acute in the Middle East, where the Indian population has grown to almost 80 lakh, with a majority being blue-collared workers. Official estimates show about 10 Indians die in this region on an average every day, mostly due to natural causes and in road accidents.

But with Indian community leaders raising the issue over the years, and after many rounds of discussions between the Ministry of External Affairs, the Ministry of Civil Aviation and Air India, a solution has finally been arrived at.

**The government has reached an understanding with Air India that a “flat rate” will be charged from families of the deceased.**

To begin with, it has negotiated the rate for the six Gulf countries (see box), where the estimated Indian population is significant: UAE (33 lakh Indians), Saudi Arabia (27 lakh), Kuwait (9 lakh), Oman (8 lakh), Qatar (6.5 lakh) and Bahrain (3.5 lakh).

**Officials said the “flat rate” — for Air India direct flights from earlier this month — is almost 40 per cent lower than the average cost of transfer of bodies from these countries. The transport of bodies of children — less than 12 years old — will cost half the flat rate, officials said.**

28/01/19 Shubhajit Roy/Indian Express

**“Recent research shows that Indian travellers had traditionally gone on vacation in family groups with the key decision-maker being between 35 and 55 years old. But over the years, the profile has changed and the average Indian travelling abroad now tends to be young, flying alone and holidaying,”** said Giam Ming Toh, Deputy CEO, NokScoot Airlines.

With this, international air traffic from India has grown six times over the last two decades – from approximately 1 million in 1997-98 to 6 million in 2017-18, and is poised to grow further. **India is expected to become the world’s third largest air travel market by 2024 when it overtakes UK.**

With the passenger demanding more from the airline, Toh feels that the passengers recognize different options, more so than ever before. “Airlines need to offer not only competitive fares but comfort features and good experience both on the ground and in the air,” he said. “At NokScoot, we deploy the spacious wide body jet that most full service airlines are using but at lower fare and with Thai hospitality onboard. NokScoot puts fun into budget travel. We offer a value choice to passengers with our fun and friendly culture. NokScoot always give choices. Passengers can tailor their travel to suit personal preferences, partaking of only those elements they want and not subsidizing the choices of others. Meals, preferred seats and excess baggage amongst many other items, will all be available for selection.”

Currently, NokScoot can accommodate a total of 3,320 incoming and outgoing passengers a week. **Subject to market demand and regulatory approval, the airline plans to ramp up frequencies on the Delhi service and plans are afoot to introduce one more route from India to Bangkok which will be announced in due course.**

“NokScoot is a Thailand-registered carrier and a joint venture between Thailand’s low-cost carrier (LCC) Nok Air and Singapore Airlines budget subsidiary Scoot. Decisions to deploy aircraft are our own. Currently, we consider the B777-200 the right fit for our Delhi operation, though there are plans for NokScoot to add smaller B737-800 narrow-body jets which will allow us to serve a greater number of routes,” he said.

Speaking about the USP of the airline, Toh explained, “NokScoot is the Thailand-registered LCC operating B777-200 wide-body jets non-stop between Bangkok and It Nanjing, Qingdao, Shenyang, Tianjin and, X’ian in China, Taipei in Taiwan, Tokyo and Osaka in Japan and Delhi the newest route to debut on December 18 in India. B777-200 is spacious, offering more legroom, wider seats, efficient and pleasant in-flight services. We offer an unbundled product that allows the passenger to pay only for the services they wish to enjoy. Passengers can tailor their experience to their needs.

Furthermore, we provide easy connectivity to Thai domestic routes operated by Nok Air.”

With India’s outbound MICE traffic being one of the fastest growing segments, Thailand is high on

the region's list of MICE destinations because it offers elements conducive to successful MICE and the opportunities to combine with leisure activities. The Kingdom has had extensive MICE facilities, supporting services, accommodations of various classes and types to easily fit one's budget, great shopping, restaurants and globally-known street food, while Indian meals can be easily located in the city.

28/01/19 Vaishali Dar/Business World

**Mumbai: Aircraft maker Boeing expects the UDAN scheme to be beneficial for the company, but is concerned about the slowdown in the growth of Indian airlines.**

"The Indian aviation industry is growing at a double-digit rate; however, **profitability is at risk. Fare levels need to go up slightly for airlines to break even,**" said Dinesh Keskar, Senior Vice-President, sales, Asia Pacific, for Boeing on the Indian aviation industry.

Speaking about the UDAN scheme and its importance to Boeing, Keskar added: "The UDAN scheme will start with smaller planes in smaller cities, but in the long run, it will be beneficial to us because even if the growth is not 15 or 20 per cent in five years, the market size will double; which means 70-seater planes can be replaced with a 140-seater. That's where a Boeing 737 can be used, and then the operator can go open up another route with a smaller plane, and the bigger plane can be used on the existing route in these smaller cities."

**Last month, Boeing had said India would need around 2,300 aircraft — valued at \$320 billion — in the next 20 years.**

**Of this, 78 per cent would be the 737 A320 type with lower capacity of between 130-150 seats, and the others will be the widebodied 777 and 787, which have a capacity of between 230-350 seats.**

28/01/19 Forum Gandhi/Business Line

Mangaluru: British citizen Ann Maud Lewis Smith who was due to be airlifted back home in an air ambulance on Saturday is now set to depart from Mangalore International Airport in the early hours of Monday. **Efforts to airlift Ann, who had arrived in this coastal city on board a cruise ship 10 days back and subsequently fell sick, failed when the air ambulance that reached MIA hit a technical snag minutes before take-off on Saturday.**

V V Rao, airport director, MIA, said the air ambulance flew into MIA from Turkey via Karachi on Saturday to take Ann and her husband Lewis Smith back home to the United Kingdom. With the air ambulance with Ann and her husband on board developing a technical snag around 5pm, the couple had to be offloaded and Ann sent back to the private hospital in the city where she has been undergoing treatment for severe breathing problems.

“We have made arrangements for an air ambulance to park on the apron of MIA in order to get the relief plane come in with supplies to set right the technical snag, and this may take a couple of days,” Rao said. The alternative air ambulance arranged by Air India Sats is scheduled to reach MIA from Sharjah at 12.30am on Sunday and take off an hour later, Rao said, adding as per the flight plan, it is scheduled to stop at Karachi for refuelling.

28/01/19 Times of India

**New Delhi: It seems like the passenger rush at the Indira Gandhi International Airport might not be eased as soon as expected. The proposed international airport in Greater Noida might miss its 2022 headline. It may be noted that the deadline for land takeover for the project was December 15, 2018, but it was missed as farmers have not yet ceded any ground.**

It may be noted that this project requires 5,000 hectares of land which has been earmarked along Yamuna Expressway. About 1,334 hectares of land was supposed to be acquired in the first phase of the project however, the Gautam Budh Nagar district administration which is the nodal agency for the project, has not yet begun land acquisition.

An India Today report stated citing top officials that since land acquisition has not even started yet, the project's construction will be delayed and the 2022 completion deadline is unlikely to be met. As per the report, officials have been trying to discuss the compensation demands of the farmers, who will be impacted by this project, for the past eight months.

BN Singh, District Magistrate, Gautam Budh Nagar was quoted in the report saying, "The 1,334 hectares of land will be acquired by February-end. Farmers have not given their complete approval. Once a consensus is reached, the first phase of land acquisition process for the proposed airport at Jewar will be completed."

The report further mentioned citing farmers that the compensation for the land offered to the farmers by the UP state government is less than what was promised to them earlier. Farmers claim that the government has put their villages in the 'urban' category which lowers compensation amount.

28/01/19 ETNowNews.com

**Four people have been arrested** by the customs officials in separate cases for allegedly trying to smuggle **gold and foreign currencies worth Rs. 1.88 crores at the Delhi airport**, according to an official statement issued Monday.

A man was intercepted by the customs officials on Sunday after his arrival from Riyadh via Bahrain. He was found to be carrying 1.8 kg gold, concealed inside two emergency lights being brought by him, the statement by the customs said.

The gold valued at Rs. 60 lakhs was seized and the passenger was arrested.

In the second incident, another man was stopped for checking on the same day when he was

proceeding to depart for Sharjah.

A detailed personal and baggage search of the passenger resulted in the recovery of foreign currencies -- Japanese Yen 3,62,000, Kuwait Dinar 2,040, Bahrain Dinar 2,140, Omani Riyal 4,555, Euros 4,905, Qatari Riyal 7,000 and USD 12,725 -- equivalent to Rs. 33.51 lakhs, the statement said. Another man was intercepted by the officials after his arrival from Riyadh via Abu Dhabi on Friday. He was found to be carrying silver colour coated gold bar concealed within a black coloured torch. The gold, weighing 950 grams and valued at Rs. 30.42 lakhs, has been seized, it said.

In the fourth case reported on Tuesday, the customs department said a 31-year-old woman was stopped for checking by the customs officials after her arrival from Bangkok.

She was found to be carrying two kilogram gold, valued at Rs. 64.34 lakhs.

28/01/19 PTI/NDTV

Kochi: Yet another bid of smuggling was foiled at the Cochin International Airport Ltd (Cial) on Sunday when **1.6 kg of contraband, suspected to be Hashish**, was seized from the baggage of a passenger by the Customs air intelligence unit.

The contraband valued at **Rs 10 lakh** was found in a suitcase of a passenger bound for Doha. The suitcase had a false bottom where the contraband was concealed in.

The baggage was searched after a level four security alert by the Cial screening crew. The passenger, identified as Basheer Pattayil from Malappuram, was detained by Customs after the seizure.

"The substance appears to be Hashish, however, as per NDPS rules we will be confirming it only after a laboratory test. Experienced officers can easily identify Hashish, hence the seizure was made.

Anyway, the passenger was carrying the substance without declaring the same to the Customs and has violated the Customs Act," said Customs commissioner Sumit Kumar.

After identifying the contraband to be Hashish, the officers of the Customs unit had used a search kit of the Narcotics Control Bureau for primary confirmation. Sniffer dog also suggested the same, sources said.

28/01/19 Times of India

New Delhi: The Central Industrial Security Force on Saturday detected **one Kg gold** bar from a foreigner at Indira Gandhi International airport, Delhi, an official statement said here on Monday.

According to CISF, around 0600 hrs on January 26 at security hold area of Terminal-1, a CISF personnel detected one Kg gold bar from the hand bag of a Chinese passenger who was later identified as Ms Li Meng.

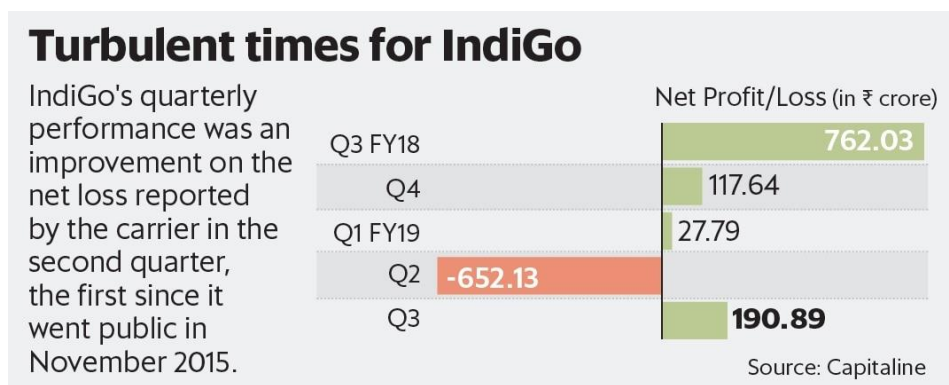
Ms Meng was supposed to travel to Dehradun with her co-passenger Rong Feng by Spice Jet flight.

28/01/19 UNI

Mumbai: **InterGlobe Aviation Ltd which runs IndiGo, India's largest airline by market share, has posted a 75% drop in net profit for the fiscal third quarter, weighed down by higher jet fuel costs, a weak rupee and an increase in plane and engine rentals.** The quarterly performance, however, improved upon the net loss reported by the carrier in the second quarter, the first since it went public in November 2015. IndiGo, one of the biggest customers worldwide for Airbus SE, recorded a profit of ₹190.88 crore in the three months to 31 December. The figure surpassed the ₹159.70 crore consensus estimate of nine analysts surveyed by Bloomberg. The airline, which increased its capacity by a third in the last quarter, recorded a 28% year-on-year rise in revenue to ₹8,229.37 crore in the December quarter, topping the ₹7,965.80 crore estimated by analysts.

"The profits fell due to a rise in fuel price and a fall in rupee (against the dollar)," IndiGo's chief financial officer, Rohit Philip, told analysts in a conference call to discuss the quarterly earnings. He said the last quarter saw an improvement in ticket bookings in the 0-15 day window, considered a key revenue-earning window for airlines as such tickets cost more than those bought earlier.

"... we find that the markets we serve are responding very positively to this new capacity. That is evidenced by the fact that after continued weakness in October which pulled down our overall quarterly performance, our RASK numbers have improved in November and December," IndiGo's co-founder and interim chief executive, Rahul Bhatia, said in a statement.



RASK, or revenue per available seat, is a unit of measurement commonly used to compare the efficiency of airlines.

**However, rising costs remained a concern for the airline, which added six new international destinations, 22 international routes and also entered into a code-share with Turkish Airlines in the December quarter.**

Total costs during the quarter climbed 51% to ₹8,038.48 crore. Fuel costs surged 69% to ₹3,410.4 crore. The airline said it expects capacity to grow 34% in the current quarter as it continues to take delivery of at least one Airbus A320neo aircraft per week. **“Going ahead, a lot of our future capacity will be dedicated to the international routes,”** IndiGo’s principal consultant Ronojoy Dutta, said at the analysts call. IndiGo took delivery of 19 Airbus aircraft in the December quarter. It added 55 Airbus aircraft in the past year, and is expected to induct more new planes at the same rate this year as well in order to replace some of its older planes. **The airline has converted a portion of its orders for 430 A320neo planes into A321neo orders. It will take delivery of a “large number” of A321neo planes in the next financial year,** said Philip. **The A321neo planes have more seats and fly a longer range than the A320neos.**

“A321 aircraft will be mostly deployed on international routes and trunk routes on domestic sector,” Dutta said.

IndiGo’s plan, going ahead, is to strengthen its operations in metro cities, as well as in tier 2 and 3 cities and towns across the country. The airline, which has a strong domestic network, will also focus on international expansion to destinations that can be served by its fleet of Airbus planes, typically at a flying distance of about six hours. “Domestic market will take in only 18-20% of the capacity increase while the rest will be assigned to international (routes),” Dutta said, adding that the main focus of the airline will be to grow its revenue. IndiGo, which saw several of its aircraft grounded due to glitches in the Pratt & Whitney engines on its A320neo planes, hopes the situation will get resolved soon. “DGCA (Directorate General of Civil Aviation) has asked us for some more checks, though the situation is under control,” IndiGo’s chief operating officer Wolfgang Prock-Schauer said at the call. **“We don’t see any restrictions to fly the aircraft (A320neo) on international routes. Also, about 40 Airbus A320ceo aircraft in our fleet now have ETOPS (extended range, twin-engine, operation, performance, standards) and can be used for international operations,”** Prock-Schauer added.

**All Nippon Airways (ANA) is expanding its network of international routes by launching flights between Japan and two unserved destinations in Australia and India. Meanwhile, rival Japan Airlines is also planning to grow its footprint in the Indian market.**

Japan's ANA is adding Perth in western Australia and Chennai in southern India to its international network as part of its efforts to "proactively develop" its presence in unserved markets.

From 1 September 2019, ANA will be the first airline in Japan to provide a route from Tokyo Narita to Perth, while **in winter 2019 the carrier will begin to operate flights from Narita to Chennai.**

The route to Perth will be operated once daily and becomes ANA's second destination in Australia after Sydney. Reservations and sales will open on 7 February.

The airline will deploy Boeing 787-8 equipment on the service, with 32 business class seats, 14 premium economy and 138 economy class.

It hopes that since the seasons are reversed in Japan and Australia, there will be a "stable market" for two-way leisure travel throughout the year. According to data from Sabre, O&D demand between Tokyo and Perth was 63,702, with more than half of passengers travelling via Singapore.

**Although no start date has been given for the Chennai service, the route will be available daily for the 2019 winter schedule. It will become the third city in India served by ANA in addition to its seven-weekly services from Narita to Delhi and Mumbai.**

**ANA hopes the route will attract passengers from neighbouring Bengaluru and Hyderabad, which are growing rapidly as the base of the Indian IT industry. Given that Chennai has the second largest port in India and has an established automobile industry, the airline will also be expecting healthy cargo demand.**

**A statement from the carrier said: "ANA is expecting the flow of people and goods in the Asia-Pacific region to further expand with the strengthening of key economic partnerships such as RCEP (Regional Comprehensive Economic Partnership).**

"By opening a new route, ANA will contribute to expanding commercial exchange between Japan and Australia as well as between Japan and India. The new routes will also strengthen the air travel network in the Asia-Oceania region, and further enhancing the presence of ANA in this vital market."

In addition to the two new routes, ANA has confirmed it will resume daily service between Nagoya and Shanghai Pu Dong from 31 March 2019, while Narita - Chengdu is being increased from four times per week to daily following a temporary reduction during winter.

Starting on 24 May 2019, ANA will begin operating the world's largest passenger aircraft – the Airbus A380 – between Narita and Honolulu. The route will start with three round trips per week and will be expanded to ten round trips per week from 1 July when the carrier introduces its second A380.

In addition, a 294-seat Boeing 787-10 will serve the Narita - Singapore route from 26 April, and Narita - Bangkok starting 1 July in order to capture the increasing demand for connection traffic via Japan.

**Hot on the heels of ANA's plans to serve Chennai, Japan Airlines has confirmed it intends to open a daily non-stop service between Narita and Bengaluru during summer 2020.**



**Bengaluru is located in the Deccan Plateau in the southern part of India and has the third largest population in the country, after Delhi and Mumbai.**

**“As direct flights are currently not in service from Japan, the launch of this route will provide customers from North America a new option when traveling to the southern region of India,”** the airline said.

**“Through the expansion of JAL’s international network, the carrier looks to contribute to the further development and economic growth in both countries.”**

**Japan Airlines currently operates a daily service between Narita and Delhi.**

Routes Online 23/01/2019

**Bengaluru: Aero India 2019 is set to be an expensive affair for exhibitors and vendors as the customs department has tweaked the conditions for availing duty exemption for temporary importation of aircraft and spare parts for static or flying display at the air show.**

**The amended rules, notified on January 17, require the participants to execute a bond equal to the value of the goods along with a bank guarantee or cash deposit with 110% of duty payable on them. The participants must comply with this in order to claim duty exemption of the temporary importation. Goods being brought in to the country for exhibition purpose aren’t considered imported and don’t attract customs duty as they are meant to be taken back after completion of the event. However, the customs department now expects exhibitors to cough up a deposit on a par with the duty till the time the goods are present in the country.**

**Also, the participants need to produce a letter of guarantee from the Federation of Indian Chambers of Commerce & Industries (FICCI).**

**“Although the bond and bank guarantee are fully refundable, the new conditions call for unproductive investment from the participants. At a time when the BJP-ruled Centre is on the defensive about the raging Rafale controversy, the new tariff barriers won’t help salvage India’s image,”** said an aviation analyst, adding that several vendors have already raised concerns over the new customs rules.

The changed policy is expected to increase the financial burden on participants (exhibitors), particularly since the value of goods temporarily being imported is so high that vendors and exhibitors would see millions of dollars locked up in the form of cash deposits and undergo procedural rigmarole in order to claim refund.

About 43 companies from across the globe are set to participate in the air show. While France will be the largest exhibitor, Rafale-manufacturer Dassault Aviation will make its presence felt with the flying display of Rafale jets and Falcon business jets. Companies from Russia and the US are expected to display products. The Airbus is among the main attractions.

23/01/19 BV Shiva Kumar/Times of India

**A petition in the Supreme Court has challenged the appointment of former Central Bureau of Investigation special director Rakesh Asthana as director general of the Bureau of Civil Aviation Security, ANI reported on Wednesday.**

The petitioner, advocate ML Sharma, challenged the appointment citing a pending first information report against Asthana on bribery allegations, according to Bar and Bench. The Delhi High Court had on January 11 refused to quash the FIR against Asthana.

**The Centre had appointed Asthana the director general of the Bureau of Civil Aviation Security on January 18 for two years, a day after removing him and three other officers from the Central Bureau of Investigation. The Bureau of Civil Aviation Security, a branch of the Ministry of Civil Aviation, is the regulatory authority for the sector in India.**

The Bharatiya Janata Party-led National Democratic Alliance government in October had sent Asthana and CBI Director Alok Verma on leave after they accused each other of corruption. After being reinstated by a Supreme Court order on January 8, Verma was removed from the post again two days later.

**Asthana was accused of receiving kickbacks and extorting money from Hyderabad-based businessman Sathish Babu Sana**, who was being investigated in the Moin Qureshi corruption case. Qureshi is accused in multiple graft cases. Asthana, in turn, accused Verma of trying to falsely implicate him, and levelled corruption charges against him.

[23/01/19 Scroll.in](#)

**New Delhi: Central Bureau of Investigation on Wednesday booked former Air India CMD Arvind Jadhav for allegedly abusing his official position to grant undue favors and pecuniary advantage to his colleagues.**

Jadhav came under the radar of the premier probe agency after reports that he allegedly granted undue favors and pecuniary advantage to his former colleagues -Captain A Kathpalia, Captain Amitabh Singh, Captain Rohith Bhasin, and L P Nakhwa, who was the then General Manager of Air India.

He has been charged under sections related to criminal conspiracy and the Prevention of Corruption Act.

Jadhav had been sacked in August 2011 by the then government and replaced by Rohit Nandan, nine months before his three-year-term ended on May 4, 2012. Jhadav had been criticized in the past for the grave financial crisis faced by the airlines.

**A 1978-batch IAS officer, Jadhav took over as CMD of the National Aviation Corporation of India Limited (NACIL) on May 4, 2009. He was also empanelled as a Secretary to the government in the past.**

[23/01/19 Syed Qayam Ali/Siasat Daily](#)

Aviation veteran Ronojoy Dutta was appointed CEO of Interglobe Aviation, which operates IndiGo, the country's biggest airline by number of passengers. Dutta had been appointed principal consultant and tasked with drawing up a five-year business plan for the carrier, ET reported on December 5, adding that he was a top contender to head the carrier.

IndiGo also announced the appointment of former Securities and Exchange Board of India (Sebi) chairman M Damodaran as chairman of the board and non-executive independent director. Both appointments are with effect from January 24.

Dutta was president of United Airlines between 1999 and 2002 and is a former colleague of IndiGo cofounder Rakesh Gangwal. He succeeds Aditya Ghosh, who quit eight months ago and has since joined Oyo. Cofounder Rahul Bhatia had served as interim CEO in the intervening period.

A strategic adviser for several carriers such as Air Canada and Hawaiian Airlines, Dutta spent 17 years at United Airlines. Gangwal was with the airline between 1984 and 1994, before moving to US Airways, where Dutta later became a strategic adviser and member of the board. Dutta headed Air Sahara from 2004 to 2006 and quit just before its takeover by Jet Airways. After graduating from the Indian Institute of Technology, Kharagpur, Dutta got his management degree from Harvard Business School.

He has also advised financial institutions such as Cerberus, Greenbriar, Houlihan Lokey and aviation consultancy AAR Corp.

Dutta as IndiGo is looking to step up international growth, even as it grapples with high costs and low yields at home. December quarter profit fell 75% to Rs 188 crore, it announced Wednesday, due to high fuel costs and a failure to increase prices in line with expenses. However, the carrier has been building up its market share at the expense of rivals. It has a 43.2% market share, followed by Jet Airways (13.9%), Air India (12.4%) SpiceJet (12.3%), Go Air (8.8%), AirAsia India (5.3%) and Vistara (3.8%) as per December data.

The government is discussing yet another a rescue plan for state-owned Air India, having failed to sell it, while Jet Airways has been struggling with financial woes for the past few months, having delayed repayments and salaries besides cancelling flights.

At a post-earnings conference call with analysts on Wednesday, Dutta spoke of IndiGo's expansion plans, primarily overseas. On Thursday, IndiGo announced additional flights connecting Kannur in Kerala to Gulf destinations Doha and Kuwait.

He joins amid changes in the top and middle management. The exit of Ghosh was followed by some others including commerce chief Sanjay Kumar. CEO-in-waiting Greg Taylor quit the airline recently. Cynthia Szadokierski, who joined as vice president, airport operations, may not continue after her contract ends on March 31, said a person aware of the matter.

[The Economic Times of India 24/01/2019](#)

**The government has put in Rs 400 crore to bail out its flagship regional connectivity scheme called Ude Desh ke Aam Naagrik (UDAN). The bailout from the government was needed after the aviation ministry finalised the third phase of the scheme, which shot up the total subsidy burden by almost double to Rs 1,250 cr per annum.**


**“The government has agreed to pay Rs 400 crore from the dividend payment that AAI makes to them. This should take care of our subsidy payment in the interim,”** said a government official, who did not want to be identified.

The aviation ministry was in need of money to fund the subsidy and had approached the finance


ministry for help. Post the approval for Rs 400 crore, the aviation ministry is set to announce the winners for routes in the third phase.

**The UDAN, announced in October 2016, is one of the flagship schemes of the Modi government that offers subsidised flights at Rs 2,500 per hour of flight.**

The total subsidy outlay under the first phase of the UDAN scheme was Rs 214 crore per annum, which increased to Rs 500 crore annually under the second phase. The aviation ministry had also sought Rs 200 crore to fund the second phase of the scheme. Under third phase of UDAN, the government has announced international as well as seaplanes operations and the subsidy outlay is estimated to go up to Rs 1,250 crore.

**Funding Support**  
Govt provides ₹400 crore to bailout UDAN 

**Flights** under UDAN 3 were held due to lack of funds



**Aviation Ministry sought help from finance ministry** Govt to announce flights under this phase on **Friday**

UDAN scheme is funded by a charge on airlines and contributions from states that provided 20% of the total subsidy cost - it is only 10% for the Northeastern states. While the charge on airline earns Rs 370 crore annually, states contribute their respective share to the aviation ministry. For international UDAN scheme, Assam is contributing Rs 100 crore per annum to fund flights.

Under the UDAN scheme, which was inaugurated by Prime Minister Narendra Modi with a flight from Shimla, the aviation ministry has awarded more than 450 domestic routes to various operators in two rounds since March 2017 providing connectivity to about 35 airports across the country. **Under the third phase, Seaplanes operations will start in Andaman and Nicobar Islands, Gujarat and Assam.**

The state governments are still in the process of building seaports in their states and few of them should be complete by the middle of this year.

The Economic Times of India 25/01/2019

**India is the place to be in, especially in the prevailing “gloom and doom” around the world,** because of the problems between the US and China, Brexit and other issues, says **Ajay Singh**, chief executive of budget carrier SpiceJet. In a conversation with Supriya Shrinete in Davos, he says we want India to be a country of risktakers and entrepreneurs, and that there should be a clear distinction between wilful defaulters and those who face a genuine business failure. Excerpts:

*Why are you so optimistic about India?*

**I think India has done phenomenally well in the last five years. We finally managed to get the GST legislation done. We have managed to pass the bankruptcy Act. We have managed to get pretty much every Indian to have a bank account, unique identity and a mobile phone. We have got electricity into every single village. We have this massive medical insurance scheme that we have launched. So incredible achievements. One of the really spots — the fastest growing major economy in the world. So, I think India is a place to look at.**

*We are also talking in an election year when things will be tough from here on politically speaking. What do you believe are some of the government’s misses?*

I think it’s the government that works that makes mistakes. So, this government has tried to do a huge amount of work in the short time that it had and in that perhaps there has been some miscalculation on the speed at which reforms would be accepted in India. I think the implementation of GST quickly on the heels of demonetisation, from a timing perspective, was a bit of an issue. I think demonetisation itself was perhaps a bit questionable. I think one issue that we need to tackle more urgently is the **issue of the indebtedness of Indian companies as well as banks and the ability of Indian companies to raise credit**. I think credit flow has really slowed down. The Prime Minister has said this very often but, unfortunately, I think what is happening is that business failure is actually being penalised a lot more strongly than it should be. I think business failure is something to be not unduly concerned about; you need to move on to the next business.

*How do you make promoters see the value if you do not make them lose their businesses for the loans they have defaulted on?*

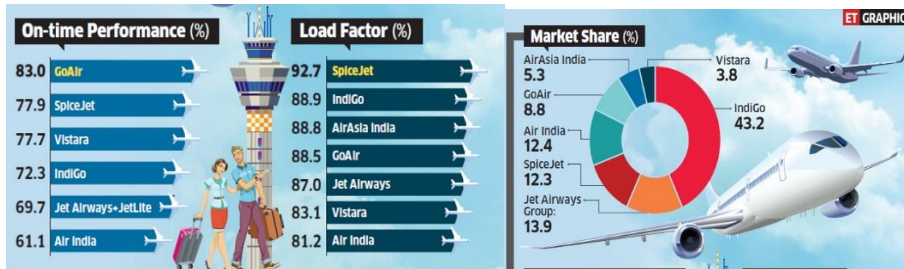
I think they certainly should lose their businesses. I think **IBC is a wonderful piece of legislation** and it is again something to be extremely proud of. What I was talking about was the fact that we have small businesses, small entrepreneurs, startup companies who when they borrow money and for perfectly legitimate reasons lose their businesses or go bankrupt, the fact that they have defaulted on loans is stigmatised. Their names are on all sorts of lists that they cannot go and raise capital in the future. **I think we need to clearly make this distinction between those that have wilfully and in a fashion which is perhaps even criminal, done stuff which needs to be penalised and those the vast majority that actually lose their businesses because of just a bad business model or just business failure.**

And, very often, we have seen that even when there are PPP (public-private partnership) projects and where a lot of the blame can be put at the door of the government, the promoters who have actually taken a risk have been penalised. So, this is something that we need to look at. But as I said, many many more positives than negatives, and I think **in this gloom and doom, India really is a bright and shining star.**

The Economic times of India 25/01/2019

**Indian domestic aviation market** continued its growth momentum by registering a growth of **18.6%** for 2018 calendar year and airlines together flew 138.9 million passengers as compared to 117.1 million during 2017, reports Our Bureau.

DGCA data, released on Tuesday, shows that Indian carriers carried 12.7 million passengers during December, up from 11.6 million during the same month in 2017.



The Economic times of India 23/01/2019

### **Bureau of Indian Standards in Collaboration with Indian Air Force Releases New Standard for Bio-Jet Fuel**

To use bio-jet fuel on all military and civilian aircraft, BIS has in collaboration with IAF, research organisations and the industry brought out a **new standard for Aviation Turbine Fuels**. These specifications will align Indian standards with current international standards.

A committee constituted with domain experts was tasked to originate the required standards. **After a series of deliberations over the past nine months, an Indian Standard IS 17081:2019 Aviation Turbine Fuel (Kerosene Type, Jet A-1) containing Synthesised Hydrocarbons, has been formulated.**

Air Marshal RKS Shera AVSM VSM, Air Officer-in-Charge Maintenance, Indian Air Force and Mrs Surina Rajan, Director General Bureau of Indian Standards, released this standard **on 24 January 2019** at Air HQs. This standard would enable the oil companies to manufacture bio-jet fuel for the Indian aviation industry. Given the advent of Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) by the International Civil Aviation Organisation (ICAO) by 2027, **this is a significant development which could reduce the carbon emissions and help India become a green fuel production hub.**

Posted On: 24 JAN 2019 6:03PM by PIB Delhi

**The fate of Jet Airways continues to hang in balance. Gulf airline Etihad and lenders to Jet Airways have been interacting over the past two days to discuss 'emergency funding' that Etihad would release to the cash-strapped airline.**

The amount under consideration is **around \$35 million which would last the next few weeks during which Etihad, along with banks, plans to approach capital market regulator Sebi on the pricing for fresh equity** — as laid down in Reserve Bank of India's February 12, 2018, circular and the regulator's rules on issue of capital and disclosure requirements.

“The situation is still fluid. No firm decision has been reached on the funding or its structure. But the reality is that the airline needs money at the earliest. If it goes south, everyone will have to pay — 22,000 employees, banks, promoters, minority shareholders and passengers,” a person familiar with the negotiations told ET.

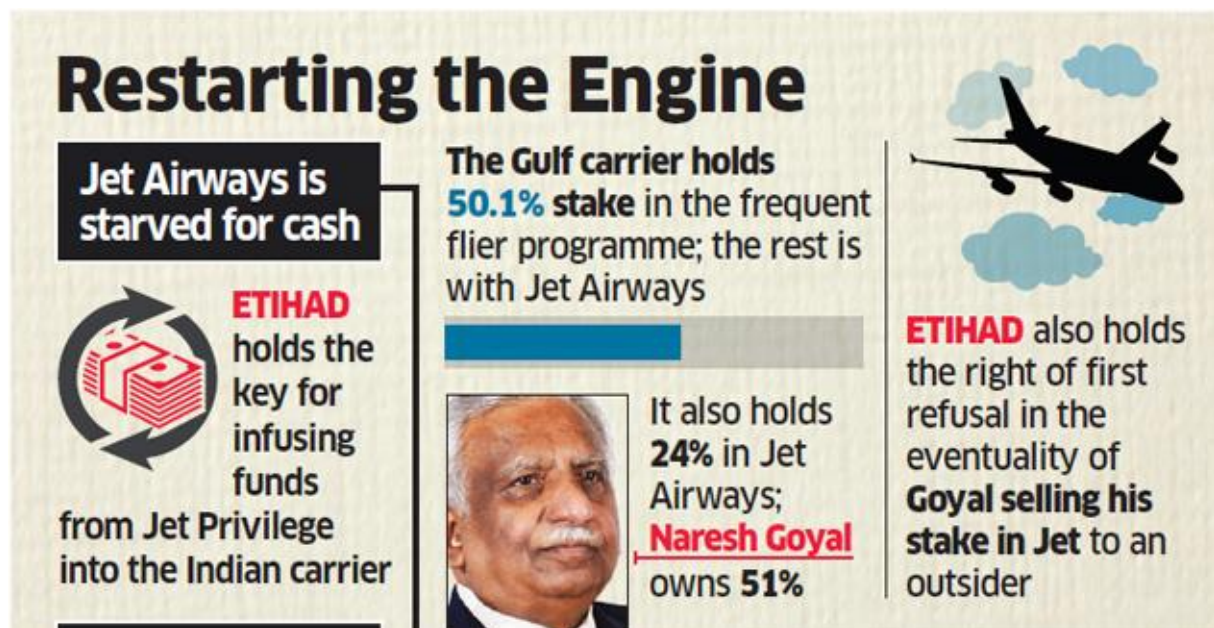
“Etihad is working on a suitable structure to release the funds,” said the person.

The Gulf airline’s legal counsel is learnt to have advised the airline that RBI’s revised framework on resolution of stressed assets provides for certain relaxations which could enable Etihad to chip in equity.

**One of the options for Etihad is to tap Jet Privilege Pvt Ltd (JPPL) for providing the emergency line.**

JPPL makes periodic payments to Jet Airways and the last payment was made in October when it reimbursed \$35 million in line with its prepaid ticket purchase agreement, a much-needed cash infusion that helped Jet pay bills. At that time, the company had said it was a normal course of business.

The customer loyalty programme regularly purchases tickets from Jet Airways for its members against redemption of miles.



Jet Airways owns 49.9% of JPPL. The rest (50.1%) is held by Etihad Airways, which also owns 24% of Jet Airways. While JPPL’s valuation is not known, a report by global independent consultant On Point, had pegged it at \$1.13 billion.

JPPL was ranked at 31, ahead of Etihad’s loyalty business at 38 with a valuation of \$765 million. Etihad bought its stake in JPPL in 2014, valuing it at \$300 million. Memberships have trebled since then to 8.5 million from 2.8 million.

Jet’s frequent flier programme, unlike its two principal shareholders, is profitable and is said to have posted a net profit of Rs 100 crore for the fiscal year ended March 31, 2018, with revenue up 25%.

**Last week, Etihad told SBI, the lead bank, that it is willing to give interim finance provided**

**stakeholders agree to the debt rejig plan and regulatory clearances are in place.** The ongoing talks on an emergency fund line demonstrates the urgency to keep India's second-largest airline flying.

Etihad is expected to approach Sebi soon to present its case which it feels is within the contours of current regulations. According to the RBI circular of February 12, "Sebi has provided exemptions, under certain conditions, from the requirements of Sebi (ICDR) regulations, 2009, as well as Sebi (Substantial Acquisition of shares and takeover) regulations, 2011, for restructurings carried out as per regulations issued by the Reserve Bank." Sebi regulations say that norms on preferential issue shall not apply if lenders are enforcing a change in ownership. **It is understood that banks are not averse to a dilution in the role and holding of Jet founder chairman Naresh Goyal who currently owns 51% in the company.**

**Etihad's contention is that once banks convert a part of its loan into equity at a nominal rate — given that the net worth of the company is wiped out — the stock price will come down substantially. Under the circumstances, Etihad believes, its offer to subscribe to preferential equity at Rs 151 is justified,"** said a person.

A shareholder meeting to pass the proposed debt resolution plan and infusion of capital can be held once clearances are in place.

The Economic times of India 23/01/2019

**Markets watchdog Sebi Thursday said it has not received any reference on relaxation in rules regarding Jet Airways.**

The regulator's statement comes amid reports that relaxations have been sought by Gulf carrier Etihad for infusing additional funds into crisis-hit Jet Airways, which is listed on the exchanges.

In its brief statement issued in the afternoon, Sebi referred to reports about certain relaxations of regulations with respect to Jet Airways.

However, the regulator did not provide elaborate.

"It is hereby clarified that Sebi has neither received any reference in this regard from any quarter nor has it expressed any views in the matter," the statement said.

Shares of Jet Airways rose nearly three per cent to Rs 272 on the BSE at around 1330 hours.

Grappling with financial woes, Jet Airways is looking to raise fresh funds, including from strategic partner Etihad, which currently holds 24 per cent stake in the airline.

According to reports, Etihad has sought various relaxations, including exemption from possible open offer in case it infuses more funds into Jet Airways.

The Economic Times of India 24/01/2019

Budget passenger carrier IndiGo will operate **daily non-stop flights between Delhi and Istanbul effective March 20, with Airbus A321 aircraft.**



According to the company, **Istanbul will become its 16th international destination**. The airline has opened bookings for the flight with promotional fare starting at **Rs 23,999**.

"It is our privilege to be the first Indian carrier to fly into Turkey. Istanbul is one the most attractive tourist cities in the world and the gateway from Asia into Europe," William Boulter, Chief Commercial Officer, IndiGo, said in a company statement on Friday

The Economic Times of India 25/01/2019

**New Delhi: The government will release Rs 1,500 crore to Air India next week as part of equity infusion under the turnaround plan**, a senior official said Friday.

**Parliament has approved Rs 2,345 crore equity infusion into the debt-laden national carrier under the second batch of Supplementary Demands for Grants 2018-19**

A civil aviation ministry official said the government would release Rs 1,500 crore to the airline next week. This would be out of the Rs 2,345 crore approved supplementary grant.

When asked whether the ministry has sought more funds for Air India as part of the upcoming interim Budget, the official replied in the negative.

**As part of efforts to revive the financial fortunes of the national carrier, the government has decided to transfer debt worth Rs 29,000 crore to Air India Asset Holding Company, a special purpose vehicle.**

The airline has debt worth around Rs 55,000 crore.

Air India is staying afloat on a bailout package extended by the previous UPA regime. **The carrier is to receive up to Rs 30,231 crore from the government subject to meeting certain performance thresholds. The 10-year bailout package began from 2012.**

The Economic Times of India 26/01/2019

**NEW DELHI: The civil aviation ministry will not intervene in the matter regarding crisis-hit Jet Airways as discussions are going on between the lenders and promoters**, a senior official said Friday.

On whether Jet Airways has sought any kind of help, including deferring payments to airports and oil companies, Civil Aviation Secretary R N Choubey also said the airline had earlier written to the ministry but it decided not to intervene.

"They had written to us earlier. Then we said the ministry does not intervene into that because they are again commercial contracts between the airline and the service provider. It is for the airline and the service provider to discuss," he told reporters here.

When asked whether the ministry is adopting a hands off approach, he replied in the negative.

"I will not use the word hands off. We are keen that airlines should be healthy. The keenness is there but when you say hands off it gives an impression that as if we are not concerned or bothered. That is not the case."

"... it is a private company. As I mentioned, it is between the airline, lenders to work out a mutually accepted plan of action going forward," Choubey said.

Grappling with financial woes, Jet Airways is looking to raise fresh funds, including from strategic partner Etihad, which currently holds 24 per cent stake in the airline.

According to reports, Etihad has sought various relaxations, including exemption from possible open offer in case it infuses more funds into Jet Airways.

Responding to questions about such reports, Choubey said discussion is going on between the lenders and the promoters, adding that he is not aware whether a commonly agreed plan has fructified or not.

"As government we are not into the nuts and bolts of it. That is something among the lenders and the promoters. At this stage, we don't have a role," he noted.

Replying to a query on whether Jet Airways and Air India are facing a situation of 'die another day', Choubey said that was not the case.

"Air India is not die another day and Jet also. It has difficulties but it is not die another day kind of thing. Discussions are going on. There have been problems in the past and those have been overcome...," he added.

The Economic Times of India 25/01/2019

**The government Friday awarded contracts to 11 companies to operate fixed-wing and seaplane services under the 3rd round of UDAN connecting destinations like Ambala, Campbell Bay and Car Nicobar among others.**

Accordingly, the MoCA issued **Letter of Awards for 73 proposals involving 235 regional connectivity scheme and water aerodrome routes which were received under the 3rd round.** This is the **first time that proposals for connecting tourist destinations and seaplanes services have been awarded.** In the current scheme, the **support fund for routes connecting tourist destinations will be provided by the Ministry of tourism.**

The Economic Times of India 26/01/2019

**NEW DELHI: Air India has started flying with the logo of Mahatma Gandhi to commemorate his 150th birth anniversary later this year.**

Right now only two aircraft have been painted with the logo of the Father of the Nation on the left side of the fuselage and the rest of its fleet of 163 aircraft would also sport his image in due course.

"The logo to commemorate Mahatma Gandhi's 150 year birth anniversary was embossed on **Air India's Airbus A319 and A320 aircraft last week.** The two aircraft have since been operating on both

domestic as well as international routes.

**"The plan is to have all 163 aircraft belonging to Air India, Alliance Air and Air India Express to be embossed with the logo within the next 3-months.** It takes about 5-hours to get the logo embossed on an aircraft. After that it is thrust back into service," the official said." a senior Air India official told IANS here.

"We will also unveil the logo on one of the Airbus aircraft during the upcoming Aero India Show to be held in February in Bengaluru," he said.

Currently, Air India has 125 aircraft under its main brand which will be embossed with the logo. Besides, the Air India Group has 23 aircraft with its subsidiary Air India Express and 15 planes with Alliance Air.

The airline also plans to play Gandhiji's favourite bhajans on its flights, apart from playing short videos on the Mahatma on its international flights.

The government also plans to have Gandhiji's pictures on trains, metro rail, and State roadways buses.

The Economic times of India 26/01/2019

**NEW DELHI: Amid persisting speculation that India was preparing to get hold of a high-value fugitive, Air India is learnt to have got the DGCA nod to operate a Boeing 787-8 for the special non-stop flight from Delhi to Port of Spain in Trinidad and Tobago.**

The aviation regulator's nod comes amid strong buzz that India's efforts to get hold of one high-profile economic offender holed up abroad may have resulted in a breakthrough, though there was no official confirmation.

The airline deploys the B787 Dreamliner on medium-haul routes from Delhi to Europe, Japan and Australia. For long-haul flights, it uses the Boeing 777 aircraft that fly non-stop to both the east and west coasts of America.

Therefore, AI required clearance from the Directorate General of Civil Aviation (DGCA) for using the medium-range Dreamliner on the ultra-long range (ULR) non-stop flight to the Caribbean. The special flight is learnt to have been allowed with 13 cabin crew members and three sets of pilots — three captains and as many co-pilots — who will take turns to operate after resting during the flight. The same drill is followed on AI's Delhi-San Francisco and Mumbai-New York ULR routes.

While the actual flying time will be determined by winds on the day of the flight, it is estimated that the **flight from Delhi to Port of Spain will take 16.5 to 17 hours.** After landing, the crew will have to be given 12 hours of rest — which is counted from the time they enter their hotel room and till they check out. So the total stopover as per crew requirement in Port of Spain will be 14.5 hours, with 2.5 hours being considered as time for the two-way commute between the airport and hotel.

AI is learnt have zeroed in on its senior pilots for the flight. Since the 256-seater (18 in business and

238 economy) aircraft will have in all less than 45 people on board (including six pilots and 13 cabin crew members) and very little cargo-hold baggage, the aircraft will be tanked up for operating the almost 14,000-km Delhi-Port of Spain non-stop flight.

Sources say AI's request was cleared by the regulator without any doubt as it is the only Indian airline that has been operating ULR flights for decades. The Delhi-San Francisco flight it started almost four years ago is one of the longest non-stop flights in the world in terms of the distance as it takes the Pacific route on its way back to Delhi to get tailwinds and cut down on fuel burn.

**AirAsia India has applied to the aviation ministry for permission to start overseas flights following four-and-a-half years of operations in the domestic sector.**

"We received an application from AirAsia India last week and the airline primarily wants to fly to south-east Asian nations, to start with," said an aviation ministry official who did not want to be identified.

AirAsia India did not reply to a query sent to them. A senior executive of the airline said the company would not comment.

*The government official said AirAsia India's application will be considered only by a group of ministers headed by the finance minister. Vistara, too, had applied for permission to fly overseas in mid-2018, wanting to start the service at the end of last year, and is still awaiting approval.*

The group of ministers was formed upon directions from the Prime Minister's Office after the Central Bureau of Investigation started probing the relaxation of eligibility norms for flying overseas. **The rule requiring domestic airlines to operate for five years and have 20 aircraft before flying abroad was relaxed in 2016, with only the fleet size norm retained.**

AirAsia India, which started operations in June 2014, has a fleet of 20 aircraft and has completed four-and-a-half years of operations in India, making it eligible to fly international — even under the old rules — in less than six months.

**The CBI had alleged that AirAsia Berhad CEO Tony Fernandes and executives at AirAsia India had bribed government officials in the previous UPA administration to relax foreign flying eligibility norms.** AirAsia India has denied all charges.

AirAsia Berhad owns 49% in AirAsia India, with the remainder held by the Tata Group and two of its executives. Tata Sons owns 51% in Vistara, a joint venture with Singapore Airlines.

The Economic times of India 28/01/2019

**Confident of growth with an ambitious fleet and route expansion plan underway, airline major SpiceJet's head Ajay Singh has said the focus is also on keeping costs low to ensure profitability.**

Singh, who was here to participate in the World Economic Forum Annual Meeting that ended Friday, also hoped that the airline would soon be able to start operating seaplanes under the regional air connectivity scheme (Udan).

Things are shaping up quite well. We have added a lot many planes in last few months and we will further add a lot more in this year and in next few years.

**"We have also started cargo planes.** It is looking quite good. The focus is clearly on growth and at the same time to keep costs lower to ensure we are profitable and we are quite confident that we will achieve the profitability target," Singh told in an interview.

**"We have ordered for 200 planes to be delivered by 2024.** The first 10 were delivered in December 2018. In addition, we have ordered 50 smaller propeller planes, mostly for Udan type routes. Of these, currently we have 27 planes with us, so these have started coming in quite rapidly," he added.

He said **SpiceJet made profits for 14-15 quarters in a row and it was only the last 2-3 quarters that were difficult, largely because of massive increase in oil prices.**

**"With moderation in oil prices, things should be better again.** At the same time, companies like ours are also adopting **new technology in terms of aircraft.** The new aircraft coming in will have **fuel bill reducing considerably by 15-20 per cent.** When these new aircraft become a larger proportion of the fleet, then airlines like ours will become profitable in any case," he said.

On plans to launch seaplanes, Singh said, "We were waiting for two things -- first the government was to frame regulations and that have been formulated now.

"Second, we wanted to include some of the seaplane routes under the Udan scheme and we have actually bid for some seaplane routes under the scheme now and hopefully we can soon get them started."

**Singh had helped start SpiceJet in 2005 with the objective of making flying affordable for all. After a successful tenure, he exited from the airline in 2010 before buying it back again when it was near shutdown in 2015.**

He has since scripted one of the most remarkable turnaround stories in global aviation by leading SpiceJet to 14 consecutive quarters of profit.

**At the five-day WEF summit, Singh chaired the Aviation, Travel and Tourism (ATT) Governor's meeting, becoming the first Indian to be made the ATT Governors Board Chair.**

He also has other 'turnarounds' to his credit, including for the loss-making Delhi Transport Corporation (DTC) and the national television broadcast network Doordarshan. He has an engineering degree from the prestigious Indian Institute of Technology (IIT) Delhi, LLB from Delhi University and an MBA from Cornell University in the US.

[The Economic times of India 28/01/2019](#)

**Thai Airways International Public Co. Ltd plans to connect more tier II cities in India with its low-cost subsidiary, hoping to tap a growing number of travellers to the South-East Asian country.**

**Thai Smile will launch services to Ahmedabad, Amritsar and Kochi, adding to Jaipur, Lucknow, Varanasi and Goa which the airline already serves**, said Thamanoon Kuprasert, Thai Airways International's general manager for India.

Thai Airways, the full-service flag airline, currently operates to the metros New Delhi, Hyderabad, Bengaluru, Mumbai, Chennai and Kolkata.

**"We plan to operate flights in the near future to Ahmedabad, Amritsar and Kochi using services of our subsidiary Thai Smile (subject to approved bilaterals between Thailand and India),"** said Kuprasert.

Also, "taking into account, the immense potential of the Indian market, Thai (Thai Airways) will be increasing frequencies on Delhi-Bangkok-Delhi route from the current 19 flights per week to 21 flights effective 3 February 2019", he said, adding that the airline flies about 735,000 passengers on the India sector annually. It plans to increase the passenger traffic by up to 10% this year.

**The Thailand government had recently waived off visa on arrival fees for Indian passport holders, along with citizens of 20 other countries, travelling to the country between 1st December 2018 to 31st January 2019. Indian airlines such as GoAir and IndiGo have also launched flights to Thailand to take advantage of the increasing traffic.**

India is one of the fastest-growing aviation markets. According to the forecast by International Air Transport Association, the "demand for air travel to, from and within India" will increase at an average rate of 6.1% per annum.

Mint 28/01/2019

**SpiceJet and Turbo Aviation will be the first Indian airline companies to fly seaplanes on a commercial basis.** The companies came out successful winners today to operate the service in the third round of the government's regional connectivity scheme that aims to connect under-served and unserved airports in the country. **The Gurugram-headquartered airline has won the right to fly seaplanes to and from Statue of Unity, besides three other water aerodromes.**

Statue of Unity is the world's tallest statue, built on a river island facing the Sardar Sarovar Dam in river Narmada and is dedicated to Sardar Vallabhbhai Patel. Seaplanes were not part of the first two rounds of the scheme.

The **235 routes cleared by the ministry cover 16 unserved and 17 under-served airports and six water aerodromes including the memorial.** There are **50 airports which are already being served and will be connected to these under-served and unserved airports.** There were **11 successful bidders** in the round.

The Ajay Singh-promoted airline was again the big winner in the third installment of the scheme, having emerged most successful in the previous two rounds as well. Out of the 73 proposals cleared in the latest round, 24 belong to Spicejet, 12 to InterGlobe Aviation and five to Jet Airways. SpiceJet's two proposals were among the only three cleared for seaplane operations.

The scheme that aims to make flying affordable for the common man is a pet of Prime Minister Narendra Modi. It carries the acronym UDAN which stands for Ude Desh Ka Aam Nagrik.

The regional connectivity scheme or RCS is titled UDAN – an acronym for 'Ude Desh Ka Aam Nagrik'. RCS and UDAAN are interchangeably used to refer to the scheme. Under the scheme, the government auctions selected unserved and under-served routes with the award going to the company that asks for lowest viability gap funding.

**The winner gets a 3-year exclusive right to operate flights on the route. Fare for half the seats in a flight is capped at ₹2,500 for an hour of a plane journey of approximately 500 km and a 30-minute helicopter journey. The selected airline provides 50% of the flight capacity – with a minimum of 9 and maximum of 40 seats for planes and a minimum of 5 and maximum of 13 seats for helicopters -- under UDAN.**

[Live Mint 26/01/2019](#)

Jet Airways, a Mumbai-based airline, which enjoys a huge market share of passengers. With secondary hubs located in Kolkata, Delhi, Bangalore and Chennai, **Jet Airways serves 68 destinations - 48 domestic and 20 international - in 17 countries across Asia, North America and Europe.**

Founded on April 1, 1992, the airline began operations from May 1993. The founder and Chairman of Jet Airways Naresh Goyal, who held 60 per cent of equity capital, took control of the entire company in October 1997, as per the directive of Ministry of Civil Aviation. In March 2004, the airline company launched its first international flight to Colombo, connecting Chennai.

It acquired Air Sahara in April 2007, which then became a wholly subsidiary of Jet Airways and was renamed as JetLite. In 2009, the airline introduced another low cost brand, Jet Konnect, which operated on profitable short-haul routes with higher passenger-loads. Jet Airways became the

largest airline in India with 22.6 per cent market share in 2010. In March 2012, JetLite and Jet Konnect were merged.

Times of India 26/01/2018