

Actualités du transport aérien 1-14 octobre 2019 Revue de presse

NEW DELHI : The fragile truce between the two co-founders of InterGlobe Aviation Ltd, which runs budget airline IndiGo, appears to be all but broken, with Rahul Bhatia submitting an arbitration request against Rakesh Gangwal on Tuesday before the London Court of International Arbitration (LCIA).

IndiGo said in a BSE filing that InterGlobe Enterprises Pvt. Ltd (IGE Group) and Rahul Bhatia have submitted a request for arbitration to the LCIA under the shareholder agreement of InterGlobe Aviation on 23 April 2015 between the IGE Group and Rakesh Gangwal Group (RG Group) which comprises Gangwal, the Chinkerpoo Family Trust and Shobha Gangwal.

"The company (InterGlobe Aviation) has been named as a respondent, as it is a party to the shareholder agreement," IndiGo said.

The development follows Gangwal reaching out to the Securities and Exchange Board of India (Sebi) on 30 August, seeking directions on issues ranging from related-party transactions (RPTs) and chairman M. Damodaran's conduct to curbing Bhatia-owned IGE's "unusual controlling rights".

Gangwal and his associates hold nearly 37% in InterGlobe Aviation, while IGE group owns around 38%. Although the two groups own similar stakes, an initial agreement gave special rights to Bhatia's company.

On 27 August, Mint reported that Gangwal had agreed to support the proposed changes at an annual general meeting after some of his demands, including on board expansion and RPTs, were accepted, ending months of public wrangling.

With both promoters refusing to back down, the dispute may prove to be a costly distraction for the airline, which dominates Indian skies with nearly 50% market share.

In July, Gangwal had first complained to Sebi that Bhatia's IGE group's outsized rights have helped it push through transactions and policy changes that violate corporate governance rules. Bhatia has denied the allegations.

Gangwal had also objected to the board expansion as he contended that in the absence or resignation of an independent director, Bhatia's IGE group would have an unfair advantage in approving key policy changes since it has five directors representing it

[Live Mint Aviation 02/10/2019](#)

NEW DELHI : Domestic air passenger traffic is expected to clock up high single-digit growth in 2019, benefitting from the induction of aircraft by airlines and an expected rise in air travel during the festival season, a senior Directorate General of Civil Aviation (DGCA) official said.

"The air passenger growth is expected to be at high single digit, between 7% and 9% during 2019," Arun Kumar, director general of DGCA, said in an interview on Wednesday. Air passenger traffic grew 3.2% between January and August this year, compared to 21.2% in the same period last year.

"Air passenger growth had slowed down after the grounding of Jet Airways, which also saw the market lose a large chunk of capacity with the grounding of Jet's aircraft," Kumar said.

"But airlines like SpiceJet and Vistara have since then inducted several of Jet Airways' planes in their fleet."

When Jet Airways was grounded due to an acute fund crunch in April, more than 80 planes belonging to the Mumbai-based airline were deregistered. A big chunk of Jet's fleet of Boeing 737 NG aircraft is currently being operated by SpiceJet Ltd and Vistara, a joint venture between Tata Sons and Singapore Airlines.

At present, SpiceJet has about 65 Boeing 737 family aircraft on its fleet, according to the airline's website, while Vistara has nine such planes. Vistara also operates 23 Airbus A320 planes.

Indian aviation is set to reach its largest fleet size by December 2019, Kumar said.

The highest number of aircraft registered by Indian operators stood at 616 in January, Kumar said, adding that domestic operators are expected to break that record by December, as airlines are set to induct several aircraft during the next couple of months.

"We are optimistic about high single digit air passenger growth during 2019 based on the aircraft induction, and also due to people's willingness to travel, especially during the festive season," Kumar added.

Rating agency Crisil expects domestic passenger traffic to grow at 6-8% in FY20, mainly due to the non-revival of Jet Airways. "This is way below the 14% growth logged in fiscal 2019 and the compound annual growth rate (CAGR) of 18% seen in the last five years, but is higher than our earlier estimate of 2% growth and factors an upward revision in capacity addition plans of low cost carriers," said a Crisil research report released in September.

Meanwhile, domestic air passenger traffic between New Delhi and Mumbai, India's busiest sector, declined by 7% during April-August, largely due to the grounding of Jet Airways which held a significant portion of landing and departure slots at these airports, ICICI Securities said in a report.

However, during this period, smaller airports such as **Ahmedabad, Goa, Guwahati, Hyderabad, Cochin and Patna registered high domestic traffic growth due to new capacity deployment by IndiGo**, the report added.

Live Mint Aviation 02/10/2019

Aviation is one of the leading industries across the world. In the past few years, unprecedented growth in the global aviation sector has given rise to various challenges for the fraternity. One of the biggest challenges being occupational stress in the high-demand professional environment. Stress in the aviation industry is a common phenomenon due to physiological, psychological and environmental factors.

Sh. Hardeep Singh Puri, Hon'ble Union Minister of State for Civil Aviation launched the SkyFit eBook in the presence of Sh. Pradeep Singh Kharola, Secretary, Ministry of Civil Aviation; Arun Kumar, Director General, Directorate General of Civil Aviation (DGCA); Sh. Rakesh Asthana,

Director General, Bureau of Civil Aviation Security(BCAS); Sh. Anuj Aggarwal, Chairman, Airports Authority of India (AAI), Sh. Vineet Gulati, Member (ANS), AAI; senior ICAO officials and 1200 delegates from around 193 countries during the International Civil Aviation Organisation's 40th Triennial Session & General Assembly that coincides with the celebrations to commemorate 75th Anniversary of the Chicago Convention.

Developed by Business Development Team of the Airports Authority of India, SkyFit addresses problems arising out of the occupational stress faced by aviation professionals like pilots, ATCOs, cabin crew and also air passengers by way of simple breathing techniques formulated in consultation with Yogic experts and senior medical consultants.

Changes in work shifts and trans-meridian flight result in asynchrony between aviation personnel's circadian rhythms. This lack of synchrony results in shift-lag syndrome (due to changes in work schedule) and jet-lag syndrome (due to trans-meridian flights) severely affects the body clock specifically Airline Pilots, Cabin Crew, Air Traffic Controllers, and Air Passengers.

SkyFit mobile application is available on Google Play Store and iOS. The application is devised to address the occupational stress of the personnel in aviation, be it air traffic controllers, pilots, cabin crews, ground handlers, air passengers, etc. The unprecedented growth in aviation has posed a severe threat to the safety of aviation, in terms of the pressure created by capacity vs demand, on the existing infrastructure and resources. The worst-hit of all is the human resource.

The occupational stress due to the cognitive workload of the personnel, especially in aviation can be a challenge for safe aviation. Long term exposure to the stress is posing severe health issues like hypertension, ischaemic heart disease, diabetes, peptic ulcers and psychoneurotic disorders for the people employed in aviation. Various measures have been discussed in the past like improving job planning and reliability of the work systems, improving the work environment, reduction of working hours, etc.

The Airports Authority of India (AAI) has developed SkyFit, in consultation with Dr. Ashok Bhatt, Medical consultant from AGP Breath Works and in coordination with experts who have practiced these ancient techniques from yogic traditions, for decades and have found encouraging results in managing the stress of the aviation personnel, by just improving the way we breathe. Through SkyFit, AAI would like to share these unique and effective techniques with the global aviation world, to help pilots, cabin crew, air traffic controllers and above all air passengers cope up with the challenges of managing stress.

At the time when India is poised to cater to billions of new air travelers and is rearing to become a global aviation leader, it also has to be well equipped to address the stress levels of the human force and their quality of life. The solution lies in SkyFit.



Bureaucracybuzz.com 27/09/2019

SpiceJet is considering placing a “sizeable” order for A321neo(LR) and A321neo(XLR) aircraft, with chairman Ajay Singh telling Bloomberg that “any aircraft order SpiceJet places would at least be 100 aircraft”. Airbus has “made us a commercial offer and we are evaluating it”, he said.

Inducting Airbus aircraft into the fleet for the first time is being considered in part due to the grounding of the B737-8, Singh explained. SpiceJet has so far taken delivery of thirteen of the jets with another 192 on order.

Switching to Airbus will not be “the easiest thing in the world to do, of course – our entire infrastructure is geared for a Boeing fleet – but if this takes too long we may not have too much of a choice,” he said.

Such an Airbus order could exceed USD10 billion based on 2018 prices, Bloomberg speculated.

Besides the MAX aircraft, the LCC has a fleet of fifty-two B737-800s, seven B737-700s, three B737-700(BDSF)s, one B737-900, four B737-900(ER)s, and thirty-two Dash 8-400s.

Boeing has told SpiceJet that it expects US regulators to re-certify the B737 MAX 8 in early November, Singh said, adding that he hoped his airline could start flying it again in January.

“We look forward to the MAX aircraft coming back because that’s where the biggest pain point for SpiceJet is currently,” he admitted.

As with other airlines, SpiceJet is currently in talks with Boeing over compensation for costs incurred through the ongoing grounding, Singh confirmed.

02/10/19 ch-aviation

Budget carrier GoAir has asked its chief financial officer (CFO) Sanjay Gupta to quit. He had joined the airline in March this year. **Sources said Gupta was removed for performance-related reasons.**

He had earlier been the CFO of Emami Agrotech and global finance director at Unilever Asia in Singapore. Several senior-level executives have left the Wadia group-owned airline, including chief executive officer Cornelis Vriewijk, who quit in February 2019. There have been exits at chief operating officer and chief commercial officer levels as well in the recent past.

On the performance front, the Mumbai-based carrier has increased its domestic market share from 9.9% in March 2019 to 11.8% in August due to complete grounding of Jet Airways.

The airline has plans for an initial public offer as it looks to raise capital for strengthening its domestic presence and overseas expansion.

02/10/19 Financial Express

Amritsar: An alert was sounded at Amritsar Sri Guru Ram Das International Airport, on Tuesday, after reports of the fidayeen attack.

Earlier, it was reported that the Army has taken over the air traffic control of Amritsar airport but later it was known that only Air force had activated its personnel and no army deployment has been made.

However, the reports were later turned out to be a hoax as the situation was found to be normal at the airport.

Amritsar police commissioner Sukhchain Singh Gill informed that following intelligence input the airport was notified. However, he said the inputs could be a routine one.

02/10/19 TimesNowNews.com

New Delhi: The Director General of Civil Aviation (DGCA) on Tuesday suspended license of two Indigo pilots for runway incursion at the Delhi airport on June 2, this year. The plane was on its way to Udaipur from Delhi.

During the inquiry, the pilot in command had accepted his lapses and explained that this happened due to a brief distraction by the movement of another aircraft on the adjacent runway.

During the investigations, the DGCA found that the two pilots did not follow the "Hold at Holding Point RWY 10" (Runway 10) instructions from the Air Traffic Control.

"The plane breached RWY Holding Point RWY 10 and reached near active runway while landing aircraft 6E-6683 had already crossed the threshold of the active RWY10," the DGCA said in its report.

It added that the crew of Indigo 6E-2746 did not pay attention to taxiway markings and applied brakes when they saw the other landing aircraft close to runway.

While noting that the crew jeopardised the safety of the passengers and the aircraft, the DGCA said that the act of pilots was in violation of its circular that "flight crews should use a continuous loop process for actively monitoring and updating their progress and location during taxi. This includes knowing the aircraft's present location and mentally calculating the next location on the route that

will require increased attention.”

02/10/19 Vineeta Pandey/Asian Age

Indian low-cost carrier SpiceJet has set sights on an initial public offering (IPO) of its one-year old cargo unit, driven by a burgeoning e-commerce market. SpiceXpress operates cargo services to Hong Kong from Delhi, Kolkata and the northeastern city of Guwahati, as well as domestic services to five Indian destinations.

SpiceXpress could be taken public within 12 months, although the size of the proposed capital-raising exercise has not been indicated. It is also unclear if banks have been mandated to lead the IPO.

In spite of India's population of 1.3 billion people, the country is underserved by the air cargo industry. And there is a growing need for express shipping to serve online retailers, such as Amazon India and Walmart's Flipkart. Past attempts to operate domestic freighter operations in India have proved difficult to sustain, with only Deutsche Post DHL's joint venture Blue Dart, which has a fleet of six B757 freighters, offering service in addition to SpiceXpress. It operates four freighter aircraft, with six additional freighters scheduled for delivery by the end of the year.

India's e-commerce market is expected to reach \$84 billion and account for about 7% of the country's overall retail market by 2021, according to a February report, Unravelling the Indian Consumer, jointly prepared by Deloitte India and the Retailers Association of India.

02/10/19 Jim Smith/Freight Waves

NEW DELHI : The Directorate General of Civil Aviation (DGCA) has ordered inspections for cracks on a portion of SpiceJet's Boeing 737 fleet following a similar move from United State's Federal Aviation Administration's (FAA) to conduct checks for structural cracks on a portion of the Boeing 737 fleet operating in the country, a senior DGCA official told Mint.

The Indian civil aviation regulator will carry out inspections for structural cracks on about **23 Boeing 737 planes**, including **both passenger and freight planes**, operated by the airline, the official said requesting anonymity.

"If the planes are found to be in order, aircraft will be released. Else, these planes will be grounded till they are repaired," the official added.

Reuters had on 27 September reported that the FAA would require operators of some Boeing 737 NG jetliners to conduct inspections for structural cracks and make repairs as needed following the discovery of cracks on a small number of planes.

The FAA said Boeing notified the agency of the issue after it discovered the cracks while conducting modifications on a heavily used aircraft, the Reuters report added.

Interestingly, the checks will be conducted only on heavily-used Boeing 737 planes and not the newly inducted aircraft.

Only those aircraft, which have done over 26,000 flight cycles (FC), will be inspected, the DGCA official mentioned above said.

At present, Indian airlines like SpiceJet, Vistara, and Air India Express operates Boeing 737 planes. SpiceJet and Vistara also operate a part of Boeing 737 fleet that was earlier operated by Jet Airways. The Naresh-Goyal led airline has been grounded since April due to an acute lack of funds.

Flight Cycle (FC) is a term used to describe the operation of an aircraft engine from the time it takes off until it touches the ground at the end of a flight.

"Boeing noticed the crack on Boeing 737-800 and Boeing 737-900 planes that had done over 36,000 FC. The regulators have decided to inspect only those aircraft that have conducted over 26,000 FC. However, at the moment, none of Vistara planes have reached that mark, so inspections will not be carried out on the airline's planes," said an official of the airline, who requested anonymity.

An Air India Express official said that the Air India Express' fleet of Boeing 737 fleet haven't crossed the 26,000 FC mark yet.

Live Mint Aviation 30/09/2019

A trainer aircraft crashed at a flying academy in Maharashtra's Shirpur on Friday following which aviation regulator DGCA is probing the incident, a senior official said. **While the student pilot is safe, the Cessna 172R was extensively damaged in the crash**, the official said. The incident happened at NMIMS Academy of Aviation at Shirpur in Dhule district.

"The plane took off at 11.05 am on Friday. When it was attempting to land after 56 minutes of flying, it crashed on the fencing on the left side. We will be probing the incident," said the official of the Directorate General of Civil Aviation (DGCA). "The student pilot – who was flying the plane – is safe. He was shifted to Dhule district after receiving initial treatment at Shirpur," he said.

The Indian Express 06/10/2019

Bengaluru: Residents and farmers of five villages around the Kempegowda International Airport (KIA) are furious at becoming collateral damage in the run-up to the construction of the second runway. Reason: Slushy rainwater is gushing into their farms and localities.

Residents of Mylanahalli, Hunachur, Singahalli, Kadayarapanahalli and Huvinayakanahalli villages allege that over 100 acres of farm land has been inundated with rainwater flowing from the second runway which is scheduled to become fully operational by this December. They recently knocked on the doors of former minister and Byatarayanapura MLA Krishna Byregowda seeking his help. He visited the villages on Friday and met BIAL authorities to find a solution.

Byregowda told STOI: "Before construction of the second runway, rain water would percolated into the ground. After soil embankment work at the runway construction site, storm water drains around have filled up with silt. As a result, rain water is gushing into villages and farms in the vicinity."

He added: "The top priority is to desilt 2.5km of the rajakaluve (storm water drain) and ensure that rainwater from the runway side enters the nearby Singahalli Lake. BIAL authorities have agreed to desilt and build retaining walls for the storm water drain. With this, we will not only prevent flooding of farms but also ensure that water reaches the lake and the water table in the area improves."

06/10/19 Swathi Iyer/Times of India

For improving the inter-state air connectivity in Northeast, a senior Airports Authority of India (AAI) official has requested several airlines to keep an aircraft exclusively for the region.

“Movement within NER (Northeast region) is difficult, unsafe, time-consuming and costly by other means,” reported Hindustan Times quoting AAI’s regional executive director for Northeast, Sanjeev Jindal

Jindal on October 1 had written separate letters to top officials of **Trujet, SpiceJet and Indigo airlines.**

Jindal suggested of stationing a small aircraft like ATR at one of the stations such as Guwahati/Shillong/Lengpui so that it connects different airports.

It will be a profitable sector at one hand as well as it will be a turning point for the Northeast region,” Jindal added.

There are 21 airports in the Northeast and out of these, only 12 are functional.

Guwahati is connected to 8 out of 12 functional airports.

Most airports in the region have a few flights and they mostly connect to Guwahati or Kolkata and Delhi.

Shilong and Dimapur airports have flights to Kolkata and Pasighat (Arunachal Pradesh) and Lilabari (Assam) have flights only for Guwahati apart from a flight to both the airports.

Aizawl airport (Mizoram) has 10 flights a week that fly to Kolkata and Imphal.

Jindal, in his letter, said that since the region has a lot of potential travellers including tourists, hence a small aircraft would be quite handy and be a “game-changer”.

[Nenow.in 06/10/2019](#)

New Delhi: **One Afghan passenger who was travelling from Kabul to New Delhi was caught red-handed carrying 1315 grams of gold illegally.** The malpractice was caught by the Customs officer of IGI airport at its international terminal T3.

The Custom officer recovered cut two pieces of gold bar from the Afghan national. It is informed that the gold was concealed inside the sandal worn by the accused.

The total worth of the traced gold is valued at 45,44,620 rupees. The gold bar was seized under Section 110 of Customs Act, 1962.

[Zeeneews 06/10/2019](#)

Central Industrial Security Force (CISF) personnel on Friday seized 87 kg of sandalwood chips from two foreign nationals in separate incidents at the Chhatrapati Shivaji Maharaj International Airport. Both the fliers and the sandalwood have been handed over to the Forest Department for further action.

According to CISF officers, the first passenger, Mohammed Abdelrahim Molabad Rahama, a Sudanese national, was found with 77 kg of sandalwood chips during the pre-embarkation security check at 8 a.m. on Friday. His baggage was searched at Terminal 2 before he was to board an Ethiopian Airways flight to Addis Ababa. "We found 9 kg of sandalwood in his hand baggage, after which he was taken aside for inquiries. Checking of his check-in baggage revealed another 68 kg of sandalwood," a CISF officer said.

The second flier, Elmoiz Osman Eljak Mohamed, also a Sudanese national, was supposed to fly to Doha by IndiGo airlines. Officials said he was selected for random checking on the basis of profiling around 4 p.m. on Friday and 10 kg of sandalwood chips were found in his hand baggage.

"In both incidents, the passengers managed to produce the bills, but did not have a valid permit for carrying the sandalwood chips. They were handed over to the Forest Department for legal action," the officer said.

[The Hindu 06/10/2019](#)

Hyderabad: In a rare instance, three persons including the customer service officer of Indigo Airlines were arrested at the Shamshabad airport for smuggling gold into the country on Friday.

It all started when the airline officer was leaving with two packets at the exit gate at the Rajiv Gandhi International Airport by Directorate of Revenue Intelligence (DRI) personnel along with two other persons. DRI officials stopped him and opened the parcels on suspicion and hit pay dirt. The officials found 42 bars of gold worth Rs 1.84 crore.

The officer stated that two passengers who had landed in an aircraft from Dubai handed him the packet. He told the DRI personnel that the passengers had travelled in Emirates Flight EK 528 from Dubai.

The sleuths asked him for the documents required to transport large quantities of gold into the country, but he could not produce and papers. Neither could the other two persons with him.

On further enquiry the passenger and the receivers admitted that the gold was smuggled into the country and they did not have any documents to prove the purchase or import of gold.

According to the DRI officials, the foreign marked gold bars were found to be of 99.9 per cent purity, weighing 4,891.200 grams in all, valued at Rs 1,84,88,736 crore.

The sleuths seized the gold and arrested the three persons and booked a case under Customs Act, 1962 and further investigations are on

Deccan Chronicle 06/10/2019

NEW DELHI: With US federal aviation administration issuing proposed airworthiness directives for Airbus 320 Neos, Directorate General of Civil Aviation (DGCA) chief on Friday said the Indian aviation regulator has already met the criterion.

The DGCA has already communicated to airlines using neo engines that **no engine without modified main gearbox (MGB) will be permitted to fly**. Forty-nine engines with modified MGB have already been received.

Aviation regulator DGCA chief Arun Kumar said, "We are a step ahead. DGCA has already issued a direction to the operators that no engine without modified MGB shall be accepted from September onwards after the shop/MRO visit and currently 49 engines have been received with modified MGB."

He said the Federal Aviation Administration has issued a proposed airworthiness directive for the problem-plagued Pratt & Whitney PW1100G engines that power Airbus A320 neo family aircraft.

The AD, for which it is soliciting comments by mid-November, would require all operators of the PW1100G family of turbofan engines to replace the main gearbox assembly and electronic engine control software. Indigo and Go Air fly a big number of A320 neo family aircrafts in India.

Indigo had first introduced a neo aircraft in March 2016 and officials claimed that technical snags kept on occurring in these aircraft. As per a recent RTI reply, 126 neo engines of Indigo fleet were replaced till June 2019.

Officials said the high number of replacement is due to tough enforcement by the regulator and stricter compliance of safety rules by the airlines.

Indian Express 05/10/2019

A SpiceXpress freighter aircraft operating from Mumbai to Bengaluru returned to the city after the pilot reported an issue in its pressurisation. SpiceXpress is the cargo arm of SpiceJet and operates a fleet of four dedicated cargo aircraft.

A SpiceJet spokesperson said, "On Friday, SpiceJet aircraft operating on the Bengaluru-Mumbai sector faced a minor pressurisation issue. The pilot in command decided to return to Mumbai and landed safely. The issue has been rectified."

A senior official of the Directorate General of Civil Aviation has sought a report on the incident.

Pressurisation systems constantly pump fresh, outside air into the fuselage. To control the interior pressure and allow stale air to exit, there is a motorised door called an outflow valve located near the tail of the aircraft. Pressurisation systems are designed to keep the interior cabin pressure between 12 and 11 psi at cruise altitude. On a typical flight, as the aircraft climbs to 36,000 feet, the interior of the plane climbs to between 6,000-8,000 feet.

SpiceJet is the only Indian carrier to have a dedicated fleet of freighter aircraft. In September, the airline took delivery of its first 737-800 Boeing Converted Freighter (BCF).

BCF's are next-generation Boeing 737 passenger airplanes converted into cargo jets that are capable of carrying higher payload of up to 23.9 tonnes and flying farther, up to 2,000 nautical miles (3,750 km), than standard-body freighters.

Launched in September 2018, SpiceXpress operates nine cargo flights: six weekly services to Hong Kong from New Delhi, Kolkata and Guwahati; and one domestic rotation connecting Hyderabad, New Delhi, Mumbai, Bengaluru and Chennai.

The Hindu 05/10/2019

MUMBAI: Budget carrier GoAir said on Friday it will induct one aircraft every month as part of its aggressive fleet and network expansion plans.

Announcing the induction of two new A320neos, GoAir managing director Jeh Wadia, in a release, said the new planes will help it launch flight services to Singapore and Aizwal besides catering to the seasonal demand.

The delivery of the **two aircraft, one from the European aviation major Airbus' Hamburg facility and other from its Toulouse plant**, was taken in one single day, which is a record of sorts for any airline, he said.

"The induction of twin aircraft in the GoAir fleet is in sync with our strategy of aggressive growth and expansion of our network. Our plan is to add at least one aircraft on average every month," Wadia said.

The airline plans to start operation to its eighth international and 25th domestic destination-- Singapore and Aizwal, subject to regulatory approvals, he said.

Industrialist Nusli Wadia-promoted no-frills GoAir have placed an order with Airbus for 144 narrow-body planes, in two tranches.

In June **2011**, the airline placed an order for **72 new A320neo** aircraft valued at about Rs 32,400 crore on the list price. Then in January **2017**, the airline firmed an order for another **72 A320neos** worth Rs 52,000 crore.

GoAir is looking to fly 100 million passengers in the next two years, Wadia said adding the airline has doubled its fleet to 53 at present from 27 two years ago.

The number of daily flights has also grown by 41 per cent to over 325 as compared to 230 daily services in the same period last year, he said.

The Economic Times of India 04/10/2019

Mangaluru: In two separate cases, gold worth about Rs 25 lakh has been seized from three plane passengers, including two women, at the international airport here, Customs officials said on Saturday. The three, who allegedly tried to smuggle the gold into the country, have been taken into custody, they said. During a check on October 3, 493.48 gm of the precious metal in paste form was confiscated from a passenger, a press release from the Customs said. On September 30, three gold chains weighing 143.48 gm and a bracelet weighing 32.3 gm were seized from two women passengers, the release said. The total value of the gold seized in both the cases has been estimated to be Rs 24.96 lakh, it added.

The Hans' India 05/10/2019

Boeing Co.'s ventures with Embraer SA face a longer probe from the European Union amid regulators' concerns the transaction will knock out an important rival to the world's two biggest planemakers.

The European Commission set a February 20 deadline to rule on the deal, it said Friday. Embraer, which was expecting deeper scrutiny of the agreement, has already shifted its target to complete the transaction from this year to early 2020.

An in-depth investigation from the EU, one of the world's toughest merger regulators, often raises risks that companies must sell part of their business to eliminate antitrust concerns. **The EU said it was worried the deal would "remove Embraer as the third largest global competitor" to both Boeing and Airbus SE, which "may therefore result in higher prices and less choice."**

Boeing plans to take an 80% stake in the venture controlling Embraer's commercial airplane and services businesses. That bolsters its duopoly with European rival Airbus as they face off over the market for smaller jetliners. The deal adds Embraer's E-Jet family to Boeing's portfolio, extending its reach into the market for 100-seat planes. The companies are also starting a venture to market Embraer's KC-390 military aircraft.

Regulators said they didn't see any potential rivals from China, Japan or Russia that would be able to replicate Embraer's competition with Airbus and Boeing within the next five or 10 years. They also flagged concerns that the American aircraft maker and Embraer compete head-to-head for 100-150 seat aircraft, with the Brazilian company a "small but important competitive force" for bigger 100-225 seat aircraft.

Price Constraint

« Despite Embraer's comparatively small-market share it also seems to exert some price constraint on the market leaders Boeing and Airbus even beyond the boundaries of the lower 100-150 seats segment, » the EU said.

Boeing and Embraer didn't immediately respond to requests for comment.

The EU probe, already flagged by the companies, comes as Boeing enters a crucial month for its chief executive officer and the grounded 737 Max jetliner. Dennis Muilenburg's future is inextricably tied to that of the plane, which is nearing a key test with the U.S. Federal Aviation Administration seven months after two deadly crashes brought a flying ban.

Boeing has had a long relationship with Embraer and the two companies don't compete directly for most of their business, with Embraer focusing on regional jets and Boeing on larger aircraft.

The exceptions are two product overlaps. Embraer's largest model, the E2-E195, seats between 132 and 146, according to its website. That makes it a competitor to Boeing's 737 Max 7, which holds between 138 and 172 passengers. The jet is the smallest member of the Max family and struggled to win orders even before the groundings.

While Boeing is paying \$4.2 billion for the deal, it may also assume some of Embraer's debt. A research note from Bank of America on October 3 put the deal value at \$5.25 billion.

New Delhi: **Aviation regulator DGCA has found that one of the two pilots on board Cessna 172 aircraft, which fatally crashed at Vikarabad in Telangana on Sunday, was not authorised to be in the plane,** a senior official said on Monday.

After a preliminary probe, the regulator also issued a show cause notice to the pilot training academy, Wings Aviation Private Limited, and barred its Deputy Chief Flight Instructor (Dy. CFI) Raunak Cyril from training exercise, the official added.

The academy has been given seven days to respond to the notice, the official noted.

The two pilots of the academy – Amanpreet Kaur and Prakash Vishal – died Sunday afternoon after their Cessna 172 aircraft, headed from Begumpet in Telangana to Gobur in Karnataka, crashed in cotton fields of Sultanpur village in Vikarabad district amidst heavy rains.

“Their flight was authorized by Cyril. As per the authorization book entry, the flight was to be operated by Kaur only,” the senior official of DGCA told PTI.

“The presence of another pilot (Vishal) shows that Cyril failed to perform his duties as laid down in training and procedure manual of the academy. Therefore, he has been barred from functioning as Dy. CFI of the academy until further orders,” the official added.

According to Directorate General of Civil Aviation (DGCA), Wings Aviation Private Limited has a licence to function as a flying training academy till October 26, 2020.

The show cause notice was issued by the DGCA as the “lapse” on the part of Dy. CFI also raised “serious concerns about academy’s workings”, the official said.

The Print 07/10/2019

The government has set a target of turning unused Airport Authority of India (AAI)-controlled airstrips into pilot academies with an aim to meet the ever increasing requirement of such professionals. A three-member committee has been formed to work out a plan in this regard.

Sources in the Ministry of Civil Aviation said the idea was first mooted by Director General of Civil Aviation Arun Kumar, who is also an AAI board member. But industry experts felt the move would

require certain measures to augment it and so a committee has been formed under former Air Force chief Fali H Major, an independent member of the AAI board. — TNS

Tribune India 07/10/2019

How many times have you taken a flight at midnight or even at 3 am, spent the rest of the night sitting uncomfortably in an economy class seat, and reached your destination bleary eyed and sleep deprived? And what about those living close to airports in metros, who complain that the noise from aircraft that are taking off and landing in the middle of the night disturbs their sleep, and more importantly causes noise pollution?

Well, this happens because airports in India, like those in a host of other countries, including Singapore, Dubai and Colombo, operate their airports 24/7, 365 days a year.

However, there are also a handful of countries such as the US, Switzerland and Germany and some airports in Australia, that follow a night curfew — these airports are shut down for commercial operations between 11 pm and 5 am. For instance the Ronald Reagan airport in Washington imposes a night curfew between 10 pm and 6.58 am. During this time, these airports only allow emergency flights to land and take off.

These countries have been following night curfews since the 1960s, when aircraft engines were very noisy, and, according to the International Civil Aviation Organization (ICAO), the curfew was primarily a result of local protests about noise pollution at night.

Speaking to BusinessLine, the late Maurice Flanagan, the man who set up the Dubai-based Emirates Airlines, once said: “The best way to find out if a man has really worked in the airline industry is to check if he is deaf or not. A true airline industry person would have worked around aircraft that made so much noise that everyone around them was stone deaf.” He apologised profusely for asking the same question be repeated over and over again loudly so that he could hear. Flanagan had worked at British airports in the 1960s.

However, a lot has changed since then. Firstly, aircraft are a lot quieter today — they are 75 per cent quieter than they were 40 years ago. Further, airports and airlines have changed the landing procedures to ensure less noise.

Another thing that has changed in India’s context is that the aviation industry has grown dramatically during this period. India has now become the third-largest domestic civil aviation market globally. Domestic airlines are adding more planes with the number expected to reach 1,000 in the next few years.

When India was turned down

In this context, India and a few countries felt that the night curfew imposed by some airports was not allowing it a level playing field. It approached the ICAO in 2007 seeking a more equitable system as night curfew was having a negative impact on Indian aviation’s growth. India pointed out that the unilateral imposition of night curfew by a few countries was leading to congestion on air routes and airports and under-utilisation of aviation infrastructure at destination airports in India.

India also argued that the imposition of night curfew at some European airports had led to the transfer of their night time noise burden to developing countries, where night-time noise was generated by aircraft scheduled to avoid departing or arriving during the curfew period at European airports.

It further pointed out that night curfew restricted airlines’ capabilities to offer flights at convenient arrival and departure times, reducing customer choice and affecting airlines’ level of service.

The ICAO, however, did not accept the proposal that India and a few other countries made.

Infrastructure still catching up

However, what also cannot be ignored is that while Indian aviation has grown dramatically, airport infrastructure, essential for airline operations, has not kept pace. Currently, seven airports account for over 75 per cent of the passengers carried by domestic airlines, with the metros seeing the maximum movement of passengers.

Further, private airlines in India now offer late-night Red Eye flights — globally flights that operate between 11 pm and 5 am are called Red Eye flights. Among the many advantages of Red Eye flights are the fact that fares on these are much lower than day flights and they give flyers the option of getting a full day both in their home city and in the destination city. These same reasons also hold for domestic Indian Red Eye flights.

Even international airlines that operate multiple daily flights from India offer fares that are marginally lower on flights departing at night as compared to those departing in the day.

Not an alien concept

Incidentally, operating late-night flights is not a new concept in India. It started with a low-fare, late-night flight between Delhi and Mumbai and Delhi and Bangalore by Vayudoot in the late 1980s and early 1990s. The airline, which was later merged with Indian Airlines, leased a Boeing 757 from the Royal Nepal Air Corporation (RNAC), which was parked at night in Delhi, to launch late-night flights connecting the national capital to Mumbai and Bangalore. The aircraft returned to Delhi in the morning and RNAC operated its scheduled service between Delhi and Kathmandu.

This late-night connection was a boon for travellers in those days as Indian Airlines was the only airline flying within the country. It operated a limited number of flights, offering limited choice. The Vayudoot alternative allowed passengers to re-plan their day's activity and fly for less. It was a better alternative than a train journey that would involve travel of up to a day, one way, between Delhi and Mumbai.

With more airlines and better air connectivity this flexibility of finding appropriate and possibly cheaper fares has only improved.

The Hindu Business Line 08/10/2019

If you are flying from Delhi, Bangalore and Hyderabad airport anywhere in India, you will no longer need boarding passes as the civil authorities will be introducing biometric-based boarding system very soon.

Reportedly, the biometric-based boarding system uses facial recognition technology for id proof, and trials have already started to make boarding completely paper-free. It will take hardly two minutes to register for smooth access, and then the passengers can straightaway go to the boarding gate.

Lately, Vistara is experimenting with this biometric trial for the next two to three months and passengers can participate in it by registering at their kiosk in Delhi airport's Terminal 3.

Once this new technology is implemented, paper tags for hand luggage, paper boarding passes and other paper documents will become redundant. **This initiative will be a part of civil aviation ministry's DigiYatra policy. Biometric facial recognition technology at the airports will also result in faster processing and reduced waiting time in queues.**

News has it that under civil aviation ministry's DigiYatra project, air passengers can make a new

DigiYatra id by giving voter id, driving license, Aadhaar or passport. **The DigiYatra id and ticket PNR will be used to check the passenger's identity.**

Not only will your boarding process be easier, but you will also not have to show boarding pass or ID cards at multiple checkpoints at the airport. Voluntary in nature, the new biometric system will help air passengers avoid long queues at the security and baggage checks and boarding gates.

Times of India 08/10/2019

Soon, you could be boarding a train operated by carriers like IndiGo and SpiceJet. The Indian Railways' plan to rope in private players to run its trains has drawn the attention of few airlines as well as travel portal MakeMyTrip, said sources in the Ministry of Railways.

Two big players from the catering sector have also shown interest, said the highly placed sources. Under this public-private partnership (PPP) model, railways remains the owner of the train, while an outsider takes care of ticketing, catering and cleaning.

The overwhelming response from the biggies has prompted the rail ministry to put the plan on the fast track. It will soon finalise the terms and conditions for private players to operate the trains before calling for bids. "This has been conveyed to the interested parties," said a source.

The railways last week launched the country's first 'private' train – the Delhi-Lucknow Tejas Express – in partnership with its catering arm IRCTC.

The ministry has already indicated that 150 trains will be operated through the PPP model in the next four to five years. Some these trains will run from Mumbai to places like Delhi, Ahmedabad, Aurangabad and Madgaon.

DNA India 08/10/2019

NEW DELHI: The Civil Aviation Ministry has allowed Ajay Singh-led SpiceJet to carry out self-handling of cargo from "off-airport facilities", causing heartburn among private airport operators.

The order has been issued in accordance with ground-handling regulations (GHA), 2018 but has left some of the private airport operators miffed as this means loss of revenue for them.

The private airport operators want all the cargo to move through the designated handlers at the airport and argue non-adherence of this may create safety issues.

In its order, the nodal Ministry has said that **SpiceJet would self-handle their cargo subject to required clearance from aviation security watchdog, Bureau of Civil Aviation Security (BCAS).**

"The matter has been examined in this Ministry in the light of GHA regulations and permission of BCAS to SpiceJet Pvt Ltd to self-handle its own cargo and it has been decided that necessary instructions be issued to airport operators to comply with above directions and facilitates all domestic airlines for self-handling of their own cargo from off-airport facilities in a seamless manner and ensure that no hurdle is faced by the domestic airlines by the airport operators in the matter," the Aviation Ministry wrote to BCAS.

SpiceJet operates a dedicated air cargo service under the brand name SpiceXpress with a fleet of B737 aircraft. As in case of passengers, the airline has aggressively expanded its cargo operations on both domestic and international routes.

SpiceJet has fast expanded its passenger operations, adding new planes to its fleet.

Following Jet Airways shutdown last April, the government had waived a mandatory customs requirement to send the grounded airline's aircraft first to the lessor and then bring it back to India. **SpiceJet had benefitted the most from the move as it allowed the carrier to swiftly take over the grounded aircraft of Jet Airways.**

The Economic Times of India 07/10/2019

International aviation officials meeting in Montreal pledged on Monday to step up their efforts to limit carbon emissions over the long-term, despite pushback from China and Russia, the ICAO announced.

The 193 member countries of the International Civil Aviation Organization (ICAO) "committed to working" on setting a 2050 target for curbing airline CO2 emissions, a source close to the talks told AFP.

But they put off taking a decision until their next meeting in 2022.

ICAO delegates also reaffirmed their support in a 92-25 vote (and 10 abstentions) for a global CO2 offsetting mechanism agreed at their 2016 meeting, called Corsia or Carbon Offsetting and Reduction Scheme for International Aviation.

China and Russia, backed by India, demanded a secret ballot on the motion. They believe that Corsia penalizes developing countries.

"The Europeans and in particular France ran up against a coalition led by China and Russia, which limited expected advances," France's Secretary of State for Transport Jean-Baptiste Djebbari said in a statement.

Under Corsia, airlines will have to stabilize their emissions from 2020. From 2021, they would have to purchase carbon credits to offset emissions exceeding these levels.

Until the end of 2026, membership in the mechanism is voluntary.

In parallel with Corsia, airlines and manufacturers in 2009 set themselves the goal of halving emissions by 2050 from 2005 levels.

The ICAO gathering was briefly interrupted on 27 September by a climate march near its headquarters in Montreal led by teen activist Greta Thunberg.

FirstPost 08/10/2019

BENGALURU: Will a drone deliver your dinner home during a Dussehra holiday in the near future?

The Directorate General of Civil Aviation (DGCA) has taken a small but significant next step in firming out the government's policy on allowing drones for civilian and commercial purposes.

The DGCA has sought additional details from seven consortia that had applied to conduct long-range, or beyond visual line of sight (BVLOS), drone experiments. The seven that were picked were food and delivery companies Zomato, Swiggy and Dunzo, medical delivery providers Zipline and Redwing, and large enterprises Tata Advanced Systems Limited and Honeywell, which is a member of a consortium formed by drone maker Throttle Aerospace.

The civil aviation authority also rejected 27 applicants, multiple people aware of the matter told ET. These individuals spoke off record.

Rejections were largely due to incomplete information furnished by the companies.

Zomato, Swiggy, Dunzo and Tata Advanced Systems did not respond to ET's queries till press time Monday. Zipline and Redwing said they were waiting to receive approvals from the DGCA.

"The DGCA has sought additional technical details pertaining to our BVLOS application," said one of the consortia members. The person requested anonymity as the DGCA has not made these details public yet.

‘First Operational Flights by Jan/Feb’

“We’re hoping that they (the DGCA) will grant us approvals in the next one month, which will allow us to begin work on setting up our solutions and hopefully begin flying by January next year,” the person added.

The DGCA had sought applications from players interested in conducting BVLOS drone operations on an experimental basis in May, and set a deadline for July 10 to receive expressions of interest. As per the original plan chalked out by the civil aviation authority, approvals to conduct the experiments should have been received in August, with each approved party receiving two months for preparations and two more months to run experiments.

“The process has been drawn out because of the unavailability of members of the BVLOS Experiment Assessment and Monitoring committee,” said a person working with the DGCA on the programme. While a sub-committee has been formed for expediting approvals, the process is taking longer than anticipated as final endorsements still require the entire committee to sign off on them.

Redwing and Zipline have partnered with the state governments of Uttarakhand and Maharashtra, respectively, along with other technical partners, to enable delivery of drugs, vaccines and blood packets to remote areas. With both solutions being largely focused on operating outside metropolitan regions, the DGCA-approved experiment will be the commercial launch of their services.

However, given that metropolitan areas are no-fly zones under the Digital Sky policy, Swiggy, Zomato and Dunzo are likely to conduct technical demonstrations without actually delivering packages to customers. ET was unable to ascertain the details of projects that Tata Advanced Systems and Honeywell are planning to conduct. “We’re hoping that by January or February we will see the first operational flights, because regulatory approvals are taking time. But we can say with some certainty that it’s no longer a matter of ‘if’, but ‘when’, as far as experiments go,” said another member from a consortium that had heard back from the DGCA.

Oct 08, Colombo: **Sri Lanka Customs officials have arrested a mother and a daughter at the arrival terminal of the Bandaranaike International Airport in Katunayake for allegedly smuggling a stock of crystal methamphetamine also called 'ice' from India.**

The Custom officials have seized **2.540 Kg of crystal meth** in the possession of the mother and daughter and the stock is estimated to worth **Rs. 25.4 million**.

The two women have arrived last night around 10:15 pm on the SriLankan Airlines flight UL 124 from Chennai.

The suspects, 68-year-old mother and her 34-year-old-daughter are businesswomen who bring textiles from India for sale in Sri Lanka. The mother is a resident of Wattala while the daughter is a resident of Mattakkuliya.

According to Sri Lanka Customs, the drugs have been hidden in two ceiling fans and motor spare parts that were brought in their luggage.

In the mother's luggage, the officials have found 1.5 kg of ice worth Rs. 15 million. The daughter had brought 1.04 kg of drugs worth Rs. 10.4 million.

Katunayake Airport Customs are conducting further investigations.

Colombo Page 08/10/2019

NEW DELHI, Oct 5: A delegation facilitated by National Alliance of People's Movements (NAPM), including Prafulla Samantara of Lok Shakti Abhiyan, Odisha, Faisal Khan of Khudai Khidmatgar, Delhi, Dr. Sandeep Pandey of Socialist Party (India), Mohammad Javed Malik of Khudai Khidmatgar, Delhi and Musthafa Mohamed, Khudai Khidmatgar, Kerala were detained at Srinagar airport on the morning of October 4, 2019 by the District administration of Budgam and then forcibly returned to Delhi in the evening.

Addressing a press conference at Press Club of India here today, the returned activists informed that individual notices in the name of Prafulla Samantara, Faisal Khan and Sandeep Pandey were issued by District Magistrate of Budgam states an apprehension that these activists would organise a protest in Srinagar on the issue of abrogation of Article 370, which could pose a threat to law and order. The notice also said that their entry into Jammu & Kashmir is being restricted till further orders. The administration was also on the look out for senior NAPM activist Arundhati Dhuru, who had no plans to join this delegation, they said.

“As members of the delegation, we would like to strictly clarify that the NAPM delegation had prepared to visit J&K for two days and wasn't planning to organise any protests or hold any meetings. It was merely planning to meet some common people to find out what hardships they were subjected to because of the various restrictions and lockdown imposed on the people of J&K,” they

clarified.

They called it an irony that while the union government is claiming and the Prime Minister has declared in several languages from Houston that 'everything is all right,' the ground reality is quite different. "Otherwise, why should the government have to maintain the clampdown even two months after the decision taken to abrogate Articles 370 and 35A as well as division of state of J&K into two parts, downgrading both of them to union territories. There would not have been a need to prevent groups like NAPM from visiting J&K," they said.

The activists said that the government is desperately trying to open the schools in Kashmir Division but parents find it difficult to send children because of uncertainty related to transportation. They said, "It is also the case that some schools are being used as camps for para-military forces. Most markets are still closed. Some shops open but only during morning 6 am to 9 am hours. Petrol pumps also open for a few hours every day. The fruit growers are finding it difficult to sell their produce to their customary buyers. Even though the government has agreed to buy their produce but the entire trade and market has been disrupted."

They also rebuffed the claims of the government that there is no curfew imposed but the fact is Section 144 of CrPC has been applied and people are not free to move about freely. "Even the Kashmiri officers of J&K government are subject to frisking and security checks by central security forces. Most social and political activists, who could mobilise people against the central government's twin decisions, have been either sent to jails in different parts of the country or kept under arrest in their houses or some common locations in Srinagar," they said.

The senior activists described these detentions as illegal, reasoning that they are without any written orders of any authority. When the curfew like situation ends, there is also a need for enquiry into possible casualties during this clampdown. Right now, all news of protests and the reaction of security forces is totally blocked, they added.

Pandey, Samantara and their colleagues also critiqued the claims of resuming the democratic process in the state of J&K by holding the Block Panchayat elections. They pointed out that Panchayat is a state subject under 7th Schedule of Indian Constitution. It is now going to be 14 months since the state is without an elected government. "It is the duty of State government of J&K to hold the Panchayat elections. The central government should facilitate in holding the state assembly elections at the earliest and then also get the decisions taken by it, approved by the state assembly, if it believes what it has done is in the interest of the people of J&K. Only state assembly's endorsement of central government's decision can give it some legitimacy otherwise the manner in which it has been done is outright anti-democratic," said.

They quizzed that if a similar decision, as has been taken by the government with respect to J&K, was taken in the context of any other state without consulting its people would the people have supported it?

The activists emphasized that the central government has to trust the people of J&K. All communications restrictions have to be lifted. Home Minister is claiming that government's decision will bring development to the state. "The reality is that even the companies which were there are now packing up to leave as they find the atmosphere not conducive to business. Which company would like to invest in a state in which normalcy doesn't prevail? The Indian Railways has claimed that it has suffered a loss of Rs. 2 crores because of the ongoing clampdown," they reminded.

They said that only an elected government in J&K can bring normalcy. However, central government has done a potential damage by discrediting the state level political parties and their leaders. "Are corruption and dynastic rule only a phenomena in J&K? How does it plan to fill this vacuum? The army and para-military should be removed from internal areas of J&K and entrusted with the task of defending borders and checking infiltration of men and material from across the border. Internal law and order should be handled by the state government with the help of J&K police. The future of the state has to be determined by the state government as a representative of the sentiment of people of J&K. The earlier the government of India understands this the faster the situation will return to normalcy," they advised.

They said that it is not clear how the government intends to restore democracy in the state without taking people of J&K into confidence. The activists also questioned how long the central government intends to rule J&K through the governor and the armed forces? It is impossible to change people's opinion in government's favour by using force, the reverse is likely to happen, they said.

Kashmir times online 06/10/2019

US national was arrested for allegedly carrying \$40,000 (around Rs 29 lakh), eight times the permissible limit, at Bagdogra airport on Saturday evening.

Bryen Kevin Nerren SR, who is from Tennessee, did not have the necessary documents for the cash, customs officials said after arresting him when he landed from Delhi.

"Any person carrying more than \$5,000 should carry necessary documents mentioning the clearance for the money. He could not furnish any such document. It has been found that he had arrived in Delhi on October 5 from Amsterdam and took a flight to Bagdogra the same evening," said a source.

Charges under the Customs Act have been brought against him. "By carrying so much foreign currency in cash, he has also violated Reserve Bank of India rules and Fema (Foreign Exchange Management Act)," said Ratan Banik, the lawyer who represented customs.

Nerren was on Sunday produced in a Siliguri court, which granted him interim bail with the condition that he arrange for two sureties of Rs 1 lakh each.

"As he could not arrange for the sureties, he has been sent to judicial custody. He will have to be present in court on October 15.

"The customs authorities have informed the US consul-general's office in Calcutta and emailed his wife in the US," Banik said.

Bangla duo held

The Sashastra Seema Bal (SSB) arrested two Bangladeshis at the Nepal border in Panitanki on Sunday.

SSB sources said Mahmud Hassan and Shafikul were trying to sneak into India from Nepal. None of them was carrying any valid documents, the sources said.

Telegraph India 07/10/2019

HYDERABAD: A Cessna aircraft carrying two trainee pilots crashed in the cotton fields of Sultanpur village in Telegana's Vikarabad district on Sunday.

The trainee pilots were students of **Rajiv Gandhi Aviation Academy in Hyderabad.**

The incident came just two days after a trainee aircraft crashed at a flying academy in Maharashtra's Shirpur last week.

Times of India 06/10/2019

News Delhi: The government will soon invite bids to sell its entire stake in Air India, after potential buyers balked at an initial attempt to divest a partial stake in the national carrier.

"The expression of interest document for Air India will be put out anytime now, at least before the end of this month. The plan is to sell 100% stake in the airline. The proposal needs clearance from a ministerial panel before it is made public," a finance ministry official said on condition of anonymity.

A sale of Air India is key for the Union government to meet its ambitious disinvestment target of ₹1.05 trillion for the year to 31 March. Meeting the target is crucial this year as the government estimates that its corporate tax rate cut will lead to a revenue loss of ₹1.45 trillion.

Debt-laden Air India has been surviving on a ₹30,000-crore government bailout and has ceded market share to private airlines such as IndiGo and SpiceJet.

The **ministerial panel to divest Air India, headed by home minister Amit Shah**, met for the first time on 19 September to explore all options. **The panel also includes finance minister Nirmala Sitharaman, civil aviation minister Hardeep Puri, and railway and trade minister Piyush Goyal.** The panel is likely to meet soon to formally clear the privatization process of Air India.

The first attempt at selling a stake in the flag carrier in March 2018 failed to take off as investors were uncomfortable with the government retaining a 24% stake in the airline as well as the requirement to stay invested for at least three years. Also, Air India's debt of more than ₹33,000 crore that was bundled with the sale deterred investors.

To reduce the debt burden, the government established Air India Assets Holding Ltd (AIAHL) in February, a special purpose vehicle (SPV) to park a part of the airline's debt not backed by any asset, non-core assets and other non-operational assets of the airline. Only Air India Air Transport, out of the company's four subsidiaries, has been transferred to AIAHL as of now. The SPV has raised ₹7,000 crore through a bond sale to refinance its debt last month.

Air India's net debt swelled from about ₹55,000 crore at the end of March 2018 to ₹58,351.93 crore at the end of March 2019. It includes working capital and aircraft-related debt. The sale of Air India, which has about 128 planes, will also let the government exit a loss-making business.

Presently, full foreign ownership is allowed in an Indian airline, although foreign airlines cannot own more than 49% stake in a local carrier.

The environment is now conducive to restart the privatization process of Air India and the failure of Jet Airways (India) Ltd to secure an investor will not affect the disinvestment plan, said Atanu Chakraborty, then secretary of the Department of Investment and Asset Management in an interview in July. Chakraborty is currently the economic affairs secretary. Jet Airways has been grounded since 18 April due to an acute cash crunch.

With a revival of Jet Airways appearing bleak, Air India offers a great opportunity for any company that wants to enter the full service carrier business in India, said Dhiraj Mathur, an aviation expert and former partner at PwC India.

"It is an attractive asset but the issue is how many will have the deep pockets to take Air India since the present rules don't permit 100% ownership by foreign airlines. The government may have to review that policy. The other two issues are related to employees and liabilities, a lot of which the government has restructured and put into an SPV. If those can be addressed, it's a great asset," he added.

LiveMint Aviation 08/10/2019

Airbus SE plans to establish a financial venture that will help its airline customers hedge against risks to revenue.

The London-based Skytra Ltd. operation was incorporated in May, according to filings with Companies House that describe its principal activity as the administration of financial markets.

"We are currently **examining the feasibility of creating a new infrastructure for financial-risk management dedicated to the aviation industry**," an Airbus spokesman said in an emailed statement.

Financial News reported earlier that Skytra is targeting a launch date of May next year and will list futures and options contracts based on indexes designed to represent airline revenues. Carriers already commonly hedge against fluctuations in currencies and the price of fuel.

Live Mint Aviation 07/10/2019

Hindon Airport director Shobha Bhardwaj: Flight connectivity from Hindon airport (Ghaziabad) to Hubballi Airport (K'taka) to begin from 6th Nov.

1st commercial flight, by a pvt airline Air Heritage, from Hindon civil airport will take off on Oct 11, for Uttarakhand's Pithoragarh

"We have made all arrangements for the security of Hindon Airport. 55 policemen who have received special training will be deployed at the airport to ensuring that there is no inconvenience to passengers on the first flight from the airport on October 11," District Collector Ajay Shankar Pandey told ANI.

Reducing the load at Delhi's Indira Gandhi International (IGI) Airport, Hindon will serve as the 'second' airport. The air force station is located close to Ghaziabad, Uttar Pradesh.

Hindon airport, which is around 40 kms from the IGI Airport in Delhi, belongs to the Indian Air Force (IAF) and the AAI has developed a civil enclave inside it. The Indian Air Force permitted use of the airbase for civilian flights under regional air connectivity scheme UDAN (Ude Desh ka Aam Nagrik). UDAN seeks to connect unserved and underserved airports as well as make flying more affordable. On 8 March 2018, Prime Minister Narendra Modi had inaugurated the new civil enclave at Hindon airport.

Live Mint Aviation 10/10/2019

New Delhi: With an eye on expanding its international presence, IndiGo, country's largest domestic airline, will add eight Airbus A321neo aircraft on lease from Ireland-based CDB Aviation by January next year. The airline on Thursday took delivery of one A321neo from the leasing company, thus taking its A321neo fleet to seven aircraft. CDB Aviation is wholly owned Irish subsidiary of China Development Bank Financial Leasing Co Ltd.

The A321neo planes typically have a longer range and can carry slightly more passengers than the A320 planes operated by the airline and is used by airlines around the world to operate on medium-haul international routes as well on domestic routes. The A321neo LR (Long Range) aircraft can also be used to fly on certain long-haul routes but with layover for re-fueling.

"We are delighted to add another A321neo in our fleet as we continue to expand our domestic and international operations," IndiGo's chief executive officer Ronojoy Dutta added in a statement.

IndiGo's A321neo aircraft is a narrow body airplane, equipped with the Pratt & Whitney PW1133G turbofan engines, and is configured with a 222-seat layout.

Mint had in March 2019 reported that IndiGo was preparing to take delivery of 25 A321neo aircraft during the next 12 months as part of its plans to fly to more overseas destinations, including

Myanmar, Vietnam, Saudi Arabia, and China. The airline has, since then, started operations at all of these destinations and is looking to add more international destinations to its operations.

"We are looking at a number of new destinations, both international and domestic," IndiGo's chief commercial officer William Boulter told Mint in an interview in September.

Since the airline has no firm orders for wide body planes, it is expected to deploy A321 planes on medium-haul international destinations.

"For us, wide-body aircraft is an aspiration, but they are not a firm plan at the moment. It is something we are reviewing," Boulter had added.

IndiGo has been aggressively expanding its international operations during the past year or so. The airline, which started its operations to Turkey earlier this year, also got into a code share agreement with Turkish Airlines, giving it passenger-access to destinations beyond Istanbul.

The airline had during October started new flights to Hanoi (Vietnam), Guangzhou (China), and Ho Chi Minh City (Vietnam). It also plans to fly to major European markets like London by early next year.

The Gurgaon-headquartered airline currently has 245 aircraft in its fleet. This includes 128 A320ceo, 89 A320neo, 7 A321neo, and 21 ATR planes.

Live Mint Aviation 10/10/2019

NEW DELHI : Vistara airline on Wednesday announced a 48-hour sale starting from October 10 midnight for all classes of travel - Economy, Premium Economy and Business - across its domestic network.

The full-service carrier said passengers can book the tickets for the travel period starting from October 10 this year to March 28 next year.

"Bookings under the sale are open for 48 hours only, starting 0001 hours of Thursday, 10 October, 2019, and ending at 2359 of Friday, 11 October, 2019," according to a statement issued by the airline.

Major routes in which the travellers can avail the offer include Delhi-Mumbai, Mumbai-Bengaluru, Mumbai-Goa, Delhi-Chennai and Delhi-Bengaluru. Chief Commercial Officer of Vistara Sanjiv Kapoor said, "We don't have sales too often, and this sale is our way of celebrating the festive season and our rapidly growing network with our customers."

Live Mint Aviation 10/10/2019

Paris, Oct 10 (PTI) French multinational Safran, the manufacturer of the M88 state-of-the-art engines fitted in the Rafale fighter jets acquired by India, says it asked the Indian government not to "penalise" the company on tax and customs matters.

During Defence Minister Rajnath Singh's tour of the engine assembly plant near Paris on Wednesday, company CEO Olivier Andries spoke of Safran's major investment plans for India but expressed a wish for the Indian tax system not to be "terrorising".

However, in what appears to be a case of lost in translation, the company later stressed that there had been a "misunderstanding" as the CEO was speaking out against a penalising tax and customs regime which was allegedly mis-heard as terrorising.

"For us it is obvious that we should have a maintenance repair and overhaul shop in India to serve our Indian airlines customers. But for that, we need to make sure that the tax system and custom system is not penalising us," noted the company statement, quoting the CEO.

"We would like to discuss this point with the government to make sure that it makes sense for us, versus an MRO (maintenance, repair and overhaul) shop that would be outside of India. Frankly speaking, we would like to develop this shop in India," the statement added.

At the conclusion of his three-day visit to France on Wednesday, Rajnath Singh had taken specific note of any tax concerns that foreign investors may have and told a gathering of top CEOs of defence manufacturing industries that the Indian government was open to any further rationalisation that may be required to facilitate the Make in India programme.

"For Make in India in defence if there is need for further tax rationalisation, it may be considered suitably, he said, as he extended an invitation for French companies to participate in the DefExpo 2020 being held in Lucknow next year.

Singh on Thursday left France at the end of a three-day visit, which he said had been extremely productive and would further strengthen bilateral defence ties.

The minister, who took formal charge and flew a sortie of the first of 36 Rafale combat jets to be inducted into the Indian Air Force (IAF) during the tour, left with a message for French companies to make India their base for production of defence equipment.

"Thank you France! Merci! This visit has been extremely productive," he said in a farewell message on Twitter.

"The outcomes of this visit will further strengthen the defence cooperation between India and France. My gratitude to President Emmanuel Macron, (Armed Forces) Minister Florence Parly and the government of France for their hospitality, he said.

Paris, Oct 10 (PTI) **An interpreter seemed to think so, with embarrassing outcome, while translating the comments of French aviation major Safran's CEO Olivier Andries on Wednesday during Defence Minister Rajnath Singh's tour of the multinational company's facility in Paris that makes the M88 state-of-the art engines fitted on Rafale jets.**

Expressing the company's desire to set up a maintenance, repair and overhaul (MRO) shop in India, Andries said "for that, we need to make sure that the tax system and customs regime is not penalising us." He was speaking in French, and the interpreter used the word "terrorising" in translating "penalising."

Late Wednesday night, the company stressed that there had been a "misunderstanding" and issued a

statement with the CEO's comments translated in English, using the word "penalising".

"We would like to discuss this point with the government to make sure that it makes sense for us, versus an MRO shop that would be outside India. Frankly speaking we would like to develop this shop in India," the statement said, quoting Andries.

At the conclusion of his three-day visit to France on Wednesday, Singh had taken specific note of any tax concerns that foreign investors may have and told a gathering of top CEOs of defence manufacturing industries that the Indian government was open to any further rationalisation that may be required to facilitate the 'Make in India' programme.

"For 'Make in India' in defence if there is need for further tax rationalisation, it may be considered suitably," the minister said, as he extended an invitation for French companies to participate in the DefExpo 2020 being held in Lucknow next year.

Surat: Diamond city's trade and commerce is set to get a major boost with the Airports Authority of India (AAI) announcing the opening of the cargo terminal by the end of December.

The steel-based modular cargo terminal structure, built at the cost of Rs 8 crore is ready, but is awaiting approval from the Bureau of Civil Aviation Security (BCAS). With it getting operational, cargo movement is expected to cross 7,000 tonnes per month.

A senior AAI officer said that the fund the airport has received recently from AAI for CCTV and other security system will be utilized by November 30. "However, BCAS clearance will be necessary for operation and hopefully the terminal will start operating by December 31," he added.

Constructed on the land between the Air Traffic Control (ATC) and the terminal building, the ground base of the cargo is 1,000 square meter and the first floor will have the same size. The cargo terminal has a cold storage facility for export of perishable items, a strong room among many more facilities.

At present the cargo movement from Surat airport has touched 3,400 metric tonnes in the past one year after the private airlines operating from Surat airport provide cargo facilities to its operational destinations across the country.

Official sources said that cargo items like textile goods, document couriers, chemicals, valuable goods such as diamonds, jewellery etc are transported from Surat airport to various destinations including Delhi, Bengaluru, Kolkata, Hyderabad, Chennai, Mumbai and Jaipur.

10/10/19 Times of India

Mumbai: The Colombian Synergy Group, the sole entity interested in Jet Airways, has sought time till November 30 to complete its due diligence and put in a formal bid for the grounded airline, sources said.

The committee of creditors (CoC) for Jet Airways may give the group time till the end of October. The resolution of the airline will consequently get delayed further.

"The Synergy Group has not yet found an Indian partner. They are also taking time to complete due diligence and prepare a business plan. They have sought time till November 30, but that is not feasible since the plan needs to be in place in time for the government to allot slots for the summer schedule," a person involved in the discussions said.

The summer season schedule starts from the last Sunday of March. The Directorate General of Civil Aviation (DGCA) typically expects airlines to file slot requests for the summer season by mid-October. According to the earlier timeline set out by the resolution professional (RP), interested parties were

expected to submit a resolution plan latest by October 14. The final resolution plan was expected to be put before the National Company Law Tribunal (NCLT) for its approval on October 28. The RP legal counsel on Wednesday informed the NCLT that the Synergy Group has been given access to all of Jet's financials and due diligence is ongoing. "No (resolution) plan has been submitted yet," the RP told the tribunal. The RP on Wednesday submitted the sixth report on the progress of the resolution process of the airline to the tribunal.

10/09/19 Anwesha Ganguly/Financial Express

Bengaluru: India, 10 October: Star Air, a subsidiary of the Sanjay Ghodawat Group launched last January, will launch commercial air services from Hubballi in North Karnataka to Delhi's Hindon Airport this November.

The airline first service will fly 6 November from Hubballi airport where the Union Civil Aviation Minister P Ashok Gajapathi Raju inaugurated an upgraded airport terminal last December.

It is the first airline in India to start commercial operations to Hindon Airport, which is very close to New Delhi.

An active Air Force base, Hindon is home to the Indian Air Force's base Western Air Command and is the largest military airbase covering 55 square kilometres.

It is now being developed as a potential back-up or alternative to the busy New Delhi airport.

A compact passenger terminal was inaugurated last March by the Indian Prime Minister Shri Narendra Modi.

Tiny Hindon Airport can only handle 300 passengers at any one time but the government says it is committed to expanding the airport in the future. This Airport will start its operations under the RCS-UDAN scheme that enables connectivity between tier-2 and tier-3 cities and metro cities.

Presently, Star Air operates in six Indian cities that include Mumbai, Bengaluru, Ahmedabad, Tirupati, Belagavi, and Hubballi.

10/09/19 TTR Weekly

New Delhi: A number of Indian and foreign airlines have started getting a part of their aircraft maintenance done in India as the country's aviation maintenance, repair and overhaul (MRO) industry has come of age, helped by the government's Make in India initiative.

Government initiatives such as exempting MRO service providers from customs duties on aircraft parts and toolkits and extension of storage period for aircraft spares to up to three years have helped companies such as Airworks, Max Aerospace Group and other MROs run by Air India and GMR post a boost in their business in about 18 months, industry executives said. The industry in India generates about \$900 million annually and the industry is growing at a modest rate over years despite the aviation industry growing in double digits.

"The government's initiatives have made it cost-competitive for airlines to get the C-check of their aircraft done in India," D Anand Bhaskar, CEO at Gurgaon-based Airworks, told ET. "A large number of these C-check jobs are being done by Indian MROs now."

12/10/19 Mihir Mishra/Economic Times

The government is likely to invite bids for over 100 routes under the fourth round of regional connectivity scheme UDAN or Ude Desh ka Aam Naagrik in 3-4 weeks, sources aware of the development told CNBC-TV18.

The next phase of UDAN is expected to include routes vacated by Jet Airways such as Allahabad-Lucknow, Allahabad-Patna, Delhi-Ozar, Allahabad-Indore, Nagpur-Allahabad among others.

Bids are also likely to be invited for routes cancelled by airlines like Zoom Air, Air Odisha, Deccan Charter among others, those which did not get any bids in the last round of the regional connectivity scheme and a large number of routes of north-eastern region will also find place in the upcoming bidding round, sources said.

These would include routes such as Tezu-Jorhat, Passighat-Shillong, Tezpur-Lilabari, Shillong-Dimapur, Imphal-Silchar, Chandigarh-Pithoragarh, Agatti-Minicoy, Pondicherry-Chennai, Cochin-Agatti, Nasik-Sindhudurg, Rewa-Bhopal among others. **In addition, some new routes in Andaman and Nicobar Islands** such as Hutbay-Port Blair, Jaipur-Sri Ganganagar, Delhi-Sri Ganganagar are also likely to be included in the next round of UDAN.

Players like Air Odisha and Air Deccan are unlikely to be allowed to bid in the upcoming round owing to their inability to start operations on most of the routes awarded to them in the earlier phases of UDAN, sources added.

UDAN, which promised to make air travel accessible to all, has not been able to fully take off even after three rounds. **As per the latest official data, 200 out of the 719 awarded routes or only 28 percent of the awarded routes have been operational so far.**

11/10/19 Anu Sharma/CNBC TV18

The Directorate General of Civil Aviation (DGCA) has asked airlines to ensure that passengers are not inconvenienced during travel and are informed of flight delays well in advance.

The regulator held a meeting in this regard today with Appellate Authority and Nodal Officers of all scheduled domestic airlines and asked airlines to adhere to a series of measures including informing passengers of flight delays beyond 30 minutes by sending a text message.

"The airlines should make all efforts to send SMS in case there is a delay in flight beyond 30 minutes or a boarding gate change has taken place at the airport. Airlines must send repeated SMS after every 30 minutes to keep the passengers updated for the flight delay/cancellation/boarding gate change," DGCA told the airlines.

In case of delay, the regulator has also asked the airlines to make appropriate arrangement for water, refreshment and meals as per the provisions of the civil aviation requirements.

The regulator has also asked the airlines to ensure prompt resolution of passenger complaints, including those mentioned on social media platforms such as Twitter and Facebook, and treat the matter as a top priority.

"Any laxity in the manner shall be viewed seriously," the regulator said.

In addition, the airlines have also been asked to periodically update the details of their nodal officer and appellant authority on their website and keep close coordination with their travel agents. The regulator has also mandated the travel agents to share the mobile numbers of the travelling passenger with the airlines for flight information updates.

11/10/19 Anu Sharma/CNBC TV18

Hyderabad: Raising concerns over safety aspects, experts said over two lakh illegal drones are operating in India and only 800 are approved by Director General of Civil Aviation (DGCA).

They also pointed out that most of the drones used in weddings are illegal, while drone manufacturers said the draconian laws are hitting the industry hard.

Speaking at the Indian School of Business (ISB) digital identity research initiative conference here on Friday, Mrigank Singh of Atal Incubation Centre, ISB, said there are around two lakh illegal drones in the country, whereas DGCA has approved only 800 drones.

He said only five companies manufacturing drones are compliant with DGCA rules. "Local police can issue an NOC and it is DGCA which has to issue a licence to operate a drone," he said.

Experts also raised the issue of insurance for drones and called for mandatory liability. Singh explained that insurance companies are not willing to insure drones and even third party insurance is not available in case of a mishap.

"Representatives of the ministry of home affairs have attended only one out of 10 consultation meetings on drone regulations. All the departments work in isolation and there is a need for a mission-mode approach," he stressed.

12/10/19 U Sudhakar Reddy/Times of India

Mumbai: GoAir has invited bids from Airbus and Boeing for 20 wide body and 200 narrow body planes as it prepares for the next phase of growth.

GoAir has been slow in expansion in comparison to its peers but has grown rapidly in the past two years. It has doubled its fleet to 53 Airbus aircraft and now operates over 325 flights daily. The airline is evaluating various growth plans as it looks to widen its footprint. GoAir invited bids from Airbus and Boeing a month ago, it is learnt. "GoAir does not comment on market speculation," a spokesperson said. An airline source, however, said discussions were on with plane makers and it was yet to firm up aircraft choice or the order size.

GoAir has 144 Airbus A320neo aircraft on order, which were booked in two tranches in 2011 and 2016. Currently, its fleet includes 37 A320neo aircraft and the rest consists of conventional A320s. Plans of fleet expansion are being worked out ahead of a possible initial public offering by GoAir. The Wadia group-owned airline has been in talks with merchant banks over the past few months but has not formally announced listing plans.

Airbus said it did not comment on delivery schedule or procurement plans of its customer airlines.

Boeing said it did not comment on customer discussions. Last year, GoAir's then chief executive officer Cornelis Vrieswijk had hinted at a wide-body order, which would allow the airline to start flights to Europe. GoAir's current fleet of A320s has a range of six to six-and-an-half hours and now connects eight overseas destinations, including Singapore.

12/10/19 Aneesh Phadnis/Business Standard

Mohali: An Ahmedabad-bound flight got delayed by around 20 minutes after a swarm of bees surrounded the GoAir plane, forcing the airport authorities to delay the boarding of passengers at the international airport here today.

The incident led to panic among the passengers, who were about to board the plane. Sources said while many preferred to return towards the airport terminal, a few ran towards the other side of the plane.

The drama continued for several minutes. It was only after the bees went away that the passengers decided to return and board the plane. "Fortunately, no one was hurt during the incident. However, the flight was delayed by around 20 minutes," said sources.

The GoAir flight (913) was to depart from the airport at 4 pm and reach Ahmedabad at 5.45 pm. The unusual incident happened around 3.45 pm, leading to a delay in the take-off.

11/10/19 Harshbab Singh/Tribune

Hyderabad: A Swedish national, who was flying to Delhi via Hyderabad, created nuisance on board an Indigo airlines flight.

The man was stuck in the flight toilet and when security personnel broke in, he was found naked with his head stuck in the commode. Police suspect that the passenger identified as Vetterstedt Seger is mentally unsound and was in an inebriated condition.

According to police, Vetterstedt Seger was flying in an Indigo airlines flight 6E-744 from Goa to Hyderabad. After the flight landed at the RGI airport, all the passenger deboarded from the flight. Later the crew noticed that one passenger was remaining in the aircraft and he was being requested to deplane. But he did not cooperate with the crew members and misbehaved with them.

Meanwhile, the security personnel were also alerted and they took control of the aircraft. **When they tried to apprehend him, he was found in an intoxicated and drugged state.** He further did not respond to the security personnel and stayed inside the toilet. He was then brought out of the toilet and handed over to RGI airport police for further action.

Inquiries revealed that his mental health condition is not stable and based on the medical advice, he was shifted to Mental Health institute at Erragadda for further treatment.

11/10/19 New Indian Express

Mangaluru: With the requests to change the inconvenient flight timings at Mangaluru airport eliciting no response, many from the city who work in Kuwait and Bahrain are using the 10-month-old Kannur International Airport, 150 kilometre away from the city, instead of Mangaluru airport to travel to Gulf countries.

If one asks about the benefits of using an airport 150 km away, the expats have an answer—apart from saving lot of money, they can choose from daily flights instead of just three flights in a week from the Gulf to Mangaluru. This apart, they will get convenient timings and save the number of days as well.

After the bankrupt Jet Airways was grounded, Air India Express is the only airline that operates to Bahrain and Kuwait from MIA. The Air India Express flight from Mangaluru via Bahrain to Kuwait operates on Monday, Wednesday and Friday. It departs at 6.35 am from MIA, and arrives at Kuwait around 10am. The flight from Kuwait leaves around 11.20 am, and lands at MIA at around 7pm. Santosh Kumar Shetty, who used to travel with his wife and two children from Kuwait to Mangaluru, said he could save nearly Rs 40,000 in a single journey by landing in Kannur. "After landing at Kannur airport, I booked a taxi to reach my home in Mangaluru, which cost me nearly Rs 4,000. The flight was as per my convenience and I also saved two days (to and fro)," said Shetty. The journey to Mangaluru from Kannur, takes around 3 hours.

Whereas Anil, a resident of Neermarga in the city, who had to report to work in Kuwait on a short notice, reached Kannur airport by taking a train. "The one way flight was available for just Rs 8,000. It was feasible as I had to report to work on a particular day. Even my other friends are thinking of the same," he told TOI. The flights from Kannur also allows more luggage, he added.

12/10/19 Kevin Mendonsa/Times of India

New Delhi: A British Airways aircraft operating a flight to London rejected take-off within seconds of rolling from Mumbai airport runway on Saturday.

All passengers on board are safe, said a source. **The pilots aborted take off following a problem with the left engine.** Fire engines were rushed to the runway area. According to a source: "The Boeing 787 Dreamliner aircraft operating flight BA-134 had commenced the take off roll from runway 09 around 1:00 pm and had touched a speed of about 150 kmph when the pilots decided to abort the take off and aircraft came to a halt, only to exit the runway through a taxi track."

Bharat Vasani, partner of leading law firm Cyril Amarchand Mangaldas, who was travelling on board BA134 to London to meet his daughter said: "The aircraft suffered violent jerks. It aborted take off at the eleventh hour on the runway. The commander announced that it was due to a technical problem with the left engine. No one is hurt."

"We boarded at 11:30 am. We've been inside the aircraft for over three hours now. There has been no clear announcement," he added.

The engines were shut off and passengers said that no meals have been served since they boarded.

12/10/19 Manju V/Times of India

Vasco: The Rs 125-crore worth parallel taxiway built at Dabolim airport was tested successfully with trial run of aircrafts on Thursday.

Sources in Airports Authority of India (AAI) confirmed about the successful test trial of the ambitious parallel taxiway which will be fully commissioned in few days.

Dilip Buildcon Ltd (DBL) had bagged the contract of parallel taxiway project and the work was started around a year ago by demolishing the old terminal building of the airport located towards the Eastern side.

The taxiway will allow operations of more flights and ease congestion of the air traffic while arriving and departing.

It is learnt that the necessary foreign object debris (FOD) test was also conducted successfully wherein it was found that the taxiway has no risks from any article or substance, alien to an aircraft or system, which could potentially cause damage.

12/10/19 Navhind Times

A man (Indian national) was held at Delhi's Indira Gandhi International (IGI) airport for attempting to smuggle gold on Friday.

The Customs Department at the IGI airport apprehended the man who was hiding gold in his underwear.

840 grams of gold and its paste worth more than **Rs 29 lakh** was recovered by the Customs Department at the airport.

Further investigation in the case is underway.

Last week, the Customs Department at the IGI airport had foiled an attempt of gold smuggling on Friday and apprehended an Afghan passenger with gold bars worth about Rs 45 lakh.

The passenger, who was travelling from Kabul to New Delhi, was concealing two gold bars weighing 1.3 kg in his sandals when he was caught by customs officials.

11/10/19 DNA

Chennai: Customs officials seized gold worth Rs. 37 lakhs on the Chennai International Airport from the rectums of a man and a woman who arrived from Sri Lanka on Friday.

The accused were identified as Sivakumar Palaniyandi, 42, and Sagay Mary, 35.

"The personal search of Sivakumar resulted in the recovery of assorted gold jewellery of 94 per cent purity, weighing 525 grams and valued at Rs.19.5 lakhs," a press release said.

"That of Sagay Mary resulted in the recovery of assorted gold jewellery of 22 K purity weighing 128 gms which is valued at Rs. 4.7 lakh and 320 grams of gold valued at Rs. 12.6 lakhs was recovered from the gold paste which was concealed in the rectum," it added.

12/10/19 ANI/NDTV

New Delhi: Six months after the collapse of Jet Airways due to a lack of funds, India's civil aviation sector seems to be getting back on its feet. According to the Directorate General of Civil Aviation, the number of aircraft in the country is back up over 600, after having gone down to 530 when Jet's fleet was grounded.

DGCA chief Arun Kumar said: "The aviation sector has recovered fast after Jet Airways' closure in April, which was a disaster. From February onward, Jet Airways had started losing its fleet and by April, we were left with only about 530 planes."

However, according to Kumar, there are now 608 aircraft in the country, and the number is expected to touch at least 640 by December-end.

"We've managed to come out of the Jet Airways disaster in less than four months. There are 608 planes in the sky now, and the number is expected to go up this year. We are hoping that it will touch 640 in December," he said.

According to the DGCA, the transfer of Jet's planes to airlines such as SpiceJet and Vistara is the primary factor behind the recovery. In fact, almost all airlines except Air India have managed to increase their fleet since April.

SpiceJet added around 40 planes to its fleet since April, while IndiGo added 26 planes between May and October. Vistara added nine aircraft and GoAir added five.

11/10/19 Ifrah Mufti/The Print

In what looks like a mass exodus of pilots, state-owned Air India has seen over 120 A320 first officers resigning from the airline in the past 3-4 months.

In aviation, the first officer is the second pilot of an aircraft, also referred to as the co-pilot, who occupies the right-hand seat in a cockpit.

The resignations can be attributed to low pay, no career progression and ready availability of jobs in other airlines, The Times of India reported.

"These pilots were hired at a very low salary. The difference in their current salary structure and market rate would be more than Rs 1 lakh (per month). Then again, the salary isn't paid on time. It's paid anytime between the tenth or twentieth day of a month. These pilots have heavy loans, taken for their training, to repay," the report quoted a source as saying.

"Another issue is that of promotion. The industry average for a first officer to be promoted to a commander is 3 years. But in Air India, that is not likely, at least in the next 3-5 years," the source added.

An Air India spokesperson confirmed that a few A320 first officers have resigned, but didn't give an exact number. "Few first officers have resigned in the past months. They were on contract," said the airline spokesperson.

The exit of these pilots, however, has not hit flight operations yet as Air India has a surplus of first officers, according to the report. An AI official was quoted as saying that **the airline has about 2,000 on-contract A320 first officers.** Though, the mass resignations can be seen as **Air India's failure to retain the talent it had been training.**

11/10/19 News18.com

New Delhi, Oct 13 (PTI) **Airbus Helicopters hopes the central government will resolve the situation regarding the disinvestment of Pawan Hans Limited "very quickly" so that the national helicopter company can move ahead on its fleet expansion plans,** a senior executive of the global aerospace manufacturer said.

Airbus Helicopters had signed a Memorandum of Understanding (MoU) with Pawan Hans Limited (PHL) in Paris in June for collaboration in introducing two new categories of its helicopters - H145 and H225 - in the national company's fleet in the future.

However, on July 11, the central government issued the Preliminary Information Memorandum to sell 51 per cent of its stake in PHL.

As the disinvestment process has begun, PHL has put its fleet expansion plans on hold.

Since July 11, the Centre has deferred the deadline regarding submission of expression of interest for PHL three times. On September 25, the Centre extended the last date in this regard to October 10.

"Pawan Hans, in terms of helicopters, is a national carrier. They do have the wherewithal and the scale to acquire some thing (helicopters) at a large scale," said Head of Helicopters, Airbus India and South Asia, Ashish Saraf.

"Currently, because of disinvestment (discussion), there has been a pause in terms of expansion of Pawan Hans. We do hope that this situation gets on its way in terms of its disinvestment resolved very quickly so that they are on to their expansion plans," he told PTI.

The Centre holds 51 per cent stake in PHL, which has a fleet of 43 helicopters. The remaining 49 per cent is with state-owned Oil and Natural Gas Corporation (ONGC).

"Pawan Hans has an ageing fleet of Dauphin helicopters. Along with Pawan Hans, we are looking at how can we have them replaced by the new generation of helicopters - the H145 and H225," Saraf said.

"For onshore, the H145 will make a great machine...and for some of the offshore requirements, we can look at H175 or H225. There are various possibilities that are being explored," he added.

Thirty-three of the 43 helicopters of PHL are of Airbus. Of the 33 helicopters, 31 are AS365N Dauphin helicopters, the remaining two are AS350 B3.

"Right now, their (PHL) expansion - in terms of capital spend - is put on hold, I would say. But that does not prevent them from leasing....If business is there, they would need machines (helicopters) to cater to that business," Saraf said.

The top three users of Airbus helicopters in India are Global Vectra Helicorp, Heligo and PHL. The first two are private helicopter companies.

The June MoU stated that Airbus would provide "predictive and scheduled maintenance" for PHL's existing fleet of AS365N Dauphin helicopters.

"We have begun the assessment of their (PHL) current fleet, and the ageing and the condition, and how the upkeep can be done. Together with Pawan Hans, we are currently assessing this," Saraf said. "There will be certainly a move around on how do we take on jointly the maintenance of this (fleet) so that reliability and upkeep is there for the future," he said.

Out of the total 250 helicopters flying in India for civilian operations, around 100 have been manufactured by Airbus. Companies that use Airbus helicopters in India include Aryan Aviation, Heritage Aviation and Himalayan Heli Services.

"The civil segment is currently growing at about four per cent. I see that more or less stable unless there is a disruption related to policy that opens up a few other segments like Heli EMS (Helicopter Emergency Medical Services).

"Currently, our growth is more focused on heli-tourism, VIP transportation, state governments, etc," Saraf said.

According to Saraf, the US and Germany have one EMS helicopter per three lakh people and per 10 lakh people, respectively.

"Even if we have one helicopter for 50 lakh people, there is going to be a requirement of close to 200 helicopters. And, that in itself can become a big 'Make in India' programme and create thousands of jobs," he said.

Currently, the Airbus group has 50 Indian suppliers, but a majority of them manufacture components for the company's planes.

When asked how many of these 50 companies are supplying parts for helicopters, Executive Vice President, Strategic Procurement, Airbus Helicopters, Martin Schuebel, said "very few" and "this is why we are here (in Delhi) to develop" the supply chain for helicopter parts.

On October 9 and October 10, Airbus Helicopters organised a conference with Indian suppliers in Delhi to discuss and check out how a supply chain for helicopter components can be developed from the country.

Around 70 suppliers from all over India took part in this conference last week in the national capital.

"We explain our expectations. We explain the rules and processes etc. And then we get into face-to-face business meetings to agree on further steps and exchange questions, etc, and move forward jointly," Schuebel told PTI.

State-run Airports Authority of India (AAI) and GMR group, the joint venture partners running the Delhi airport, could turn competitors as the bidding process for the Greater Noida airport begins.

Official sources said the AAI is in the process of taking legal opinion for placing its bid for the proposed international airport in the national capital region (NCR). It is also consulting the parent Civil Aviation Ministry on the plan and is confident of getting the go-ahead.

The Delhi International Airport Pvt Ltd (DIAL) in which AAI holds 26 per cent stake is opposed to the idea of its partner tossing its hat in the ring. The GMR group-led firm has already secured a legal opinion supporting its stand.

"AAI had participated in the bidding for second airport in Goa. It is keen to join the race for Greater Noida airport too as and when the state government starts the bidding process. We will consult legal experts. We are discussing it in the Ministry too," said an AAI official.

The DIAL is a special purpose vehicle with GMR group being the lead consortium partner has 64 per cent stake. The AAI holds 26 per cent and Fraport AG the remaining 10 per cent in the country's busiest airport.

The infrastructure major GMR has the right of first refusal (RoFR) for any airport that is built within an aerial radius of 150-km of the existing airport in Delhi. As per the RoFR terms, in case GMR-led joint venture firm fails to get the second airport in the competitive bidding, it will be allowed to match the first ranked bid provided it is within the range of 10 per cent.

Aviation sector experts are in favour of more entities participating in the bid for the Greater Noida airport and support AAI placing its bid alongside GMR group.

"More bids mean more competition. It will be good for the government. AAI is managing many airports which are not profitable. If it gets the Greater Noida airport in the competitive bidding, it will help it cross-subsidise less profitable or loss-making airports," said Dhiraj Mathur, Partner, PwC.

Estimated to cost Rs 16,000 crore, the Greater Noida airport at Jewar is expected to be functional by 2022.

The Economic times of India 14/10/2019

From news to music to online cabs, subscription is the buzzword these days. In the current world, it is not unusual to fancy a subscription service that provides unlimited travel on private jets. Taking cue, **Prince Air, a Delhi-based company, is all set to launch first subscription-based chartered flight services in India.**

Sanket Raj Singh, the founder of Prince Air, looks to revolutionise private jet flying that is currently time-consuming and expensive. Currently, a chartered flight service on an average costs about Rs 2 lakh to Rs 3 lakh in India. However, **members of Prince Air would be able to travel on as many flights as they want across the three destinations of Delhi, Mumbai and Bengaluru for a monthly fee.**

Singh promises that with Prince Air, the amount would be just a "fraction"—80 per cent to 90 per cent less than the actual cost. In fact, **for what most charter companies charge these days for per hour to fly on a private jet, Prince Air promises to fly unlimited, monthly across multiple cities in India.**

Prince Air proves to be an attractive option for business travellers, including entrepreneurs, politicians and businessmen, for whom time is money. Singh plans to launch Prince Air services in the next eight to 10 months in India. To begin with, the services will be launched in Delhi, Mumbai and Bengaluru for which pre-booking membership has been opened. **"We will be starting with six Bombardier or Embraer aircrafts and just want 2,500 members across Delhi, Mumbai and**

Bengaluru. The moment we close on 2,500 members, our membership would be closed," says Singh. He adds that he has already received a few hundred requests and will have celebrities, politicians, entrepreneurs, businessmen and first-time jet fliers in the clientele.

14/10/19 Anita Babu/The Week

Bengaluru: Over 10,000 workers of state-run aerospace major Hindustan Aeronautics Limited (HAL) began an "indefinite strike" starting Monday after talks with the management over wage revision failed to end the stalemate.

"We are **observing strike in all nine units of HAL all over India**. More than 10,000 employees here are on strike and as a result work has come to a standstill," the HAL's 9 trade unions' general secretary S Chandrasekha chief convener Suryadevara Chandrashekhar told PTI.

All India HAL Trade Unions Coordination Committee (AIHALTUCC) on Sunday announced that they would go on indefinite strike after talks with the management ended in failure.

"As talks and reconciliation efforts with the management failed on our demands, especially wage revision, we are going ahead with the indefinite strike from Monday as per the notice we served a fortnight ago (September 30) in compliance with the labour laws," S Chandrasekhar was quoted as saying by news agency IANS.

However, HAL on Sunday said the workers have decided to go ahead with the "indefinite strike" despite the PSU making "all out efforts" to avert it. An apex body of the employees unions said the management 'refused' to consider their "fair and reasonable demands".

The employees unions of the Bengaluru-headquartered HAL have served notice at all locations of the Defence PSU to go on the indefinite strike from Monday with regard to settlement of wage revision effective from January 1, 2017.

14/10/19 India Today

The Narendra Modi government's plans to sell off loss-making Air India may remain a pipe dream. From disgruntled pilots who have resigned to oil companies threatening to cut off fuel supply, a fresh set of hurdles to the proposed sale have emerged.

The government renewed its efforts to privatise the country's flag carrier this July, after it failed to find a buyer for a 76% stake in March 2018. This time, the centre may be prepared to sell its entire stake and the expression of interest (Eoi) could be invited by October-end. A panel headed by union home minister Amit Shah had met on Sept. 19 to explore options.

Air India's sale is also critical to meet the government's Rs1.05 lakh crore (\$15 billion) divestment target in the current financial year. But if only it was all that easy.

1. **Pilots' protest:** Yesterday (Oct. 13), Air India was rocked by the **mass resignation of 120 Airbus A-320 pilots**, who said their various demands went unheeded by the management. "Air India's management should listen to our grievances. Our demands regarding salary hikes and promotions are long-pending, but they (the management) have failed to give a strong assurance," a pilot, who resigned, told news agency ANI. He further claimed that the pilots who quit were hired on a contractual basis, for five years, at a low salary and were initially hopeful of eventual hikes. An Air India spokesperson assured there won't be any shortage of personnel despite the incident. The national carrier employs 2,000 pilots, of which 400 are executives.
2. **Fuel bills:** The labour crisis closely follows an ultimatum sent by state-owned oil marketing companies on Oct. 10, asking Air India to pay its pending fuel bills. Indian Oil

Corporation (IOC), Bharat Petroleum (BPCL), and Hindustan Petroleum (HPCL) asked the airline to pay a monthly lump sum by Oct. 18 or threatened to stop jet fuel supply at six major airports, including Mumbai and Delhi. Air India has so far been making daily payments for its fuel purchases but has been unable to make any lump sum payment so far. In August, the three oil retailers had stated that Air India owed them a cumulative Rs 5,000 crore with payments being delayed by almost eight months. At an event in New Delhi, today (Oct. 14) IOC chairman Sanjiv Singh said the airline owes Rs2700 crore to the firm. On Aug. 22, they stopped supplies to Air India at six airports, including Kochi, and Pune. The supply was resumed only on Sept. 7, following government intervention.

3. **Opposition from unions: Air India's largest union is vociferously opposing the "politically motivated" divestment process.** The Air Corporation Employees Union (ACEU), whose members include the non-technical staff, has said that it will launch a "united struggle" against the privatisation bid, accusing the government of ignoring it. "The decision taken at the political level is fraught with disastrous consequences both from the point of view of the civil aviation sector as well in the interest of the nation," the union said in a statement on Oct. 10. The Air India management is expected to meet the trade union today to try and reach a consensus over the sale process.
4. **Deepening cash crunch: Air India's balance sheet, meanwhile, is turning from bad to worse. At a time when budget carriers like SpiceJet are posting record profits, the national carrier has suffered net losses of Rs8,400 crore in the financial year 2019, up 57% from the previous year, particularly due to high aviation turbine fuel prices, rupee depreciation, cost of debt servicing, and an airspace closure by Pakistan.** Earlier, it was reported that Air India does not have sufficient funds to pay salaries to its staff beyond October.
5. **Bad press:** The carrier has also been making headlines for all the wrong reasons, denting its image. Recently, a member of parliament was served an omelette with eggshells on a Pune-Delhi flight. In June, Air India suspended its regional director for the eastern region for allegedly shoplifting in the duty-free area of Sydney airport. The suspension was later revoked, which resulted in accusations that the airline was lenient towards erring pilots. The same month, India's aviation regulator suspended a pilot for six months for a "physical altercation" with a cabin crew member before take off.

Quartz India 14/10/2019

New Delhi: The Centre will likely make the ailing Air India (AI) virtually debt-free by taking over an additional Rs 20,000 crore from its books before offering it afresh to bidders by the end of this month.

The government had taken over Rs 29,464-crore of AI debt earlier this financial year through a special purpose vehicle (SPV). AI's assets, largely its fleet of aircraft, are estimated to be about Rs 20,000 crore, equivalent to the residual debt to be taken over by the prospective buyer, along with the entire government stake in the airline.

As on March 31, 2019, AI's debt and other liabilities had stood close to Rs 70,000 crore.

With the debt overhang over, the much-anticipated AI privatisation might materialise this year and contribute a substantial amount to the Centre's disinvestment receipts. The premium bilateral rights owned by the national carrier are what the prospective buyer will have to really pay for.

AI's assets include a fleet of 128 aircraft and its valuable bilateral flying rights, landing rights and parking slots at airports across the world. Air India owns 70 planes, including wide-body Boeing

787-800 Dreamliners, and the remaining planes are on lease.

14/10/19 Prasanta Sahu and Arun Nayal/Financial Express

Players in the non-scheduled operators (NSOP) sector offering chartered flights have started feeling the effects of the economic slowdown, with the number of companies dropping from 163 last year to 99 in 2019, amid worries over escalating operational costs and fall in demand.

Faced with a drop in demand the operators have either shut shop, reduced the number of flights or moved into other territory. From a mere 134 in 2001, the number of aircraft, including helicopters, turboprops and business jets, in the sector rose to 514 in 2016, when India was still growing at a healthy rate.

However, things then took a downward swing and the total fleet came down to 447 in 2018. The industry had a turnover of \$609.3 million in 2016; in 2018 that dropped to \$582.3 million. **“Every industry is talking of cost-cutting. In such a scenario who will hire choppers and private jets,”** said the spokesperson of an NSOP operating from Mumbai.

Clients hiring helicopters and private jets come from a variety of industries, ranging from real estate and healthcare (for helicopter ambulance services) to power and tourism. Then there are top movie stars and politicians who charter services – priced from Rs 20,000 to Rs 1 lakh per hour depending on the type of aircraft. High taxes on aviation fuel, steep airport charges, and paucity of hangars and parking slots made it difficult for operators to continue.

As the other sectors began to reel under the crisis, chartered flight operators saw their problems mounting. “Aviation fuel is charged in dollars and the rupee has been in freefall for over a year now. Then there is the 18 per cent Goods and Service Tax. With demand shrinking, cost liability is turning out to be huge,” the spokesperson added. Vinit Phatak, managing director of Invision Air, said most operators were not getting adequate utilisation per month to keep fleets running.

“A charter operator should get at least 50 to 60 hours of utilisation per month, but they are getting barely 20-30 hours. This is not enough to recover even the basic cost,” said Phatak.

Invision Air started in 2010 as an aircraft operator before tying up with a Canada-based company to facilitate buying and selling of aircraft. In aviation terminology, utilisation is the average number of hours during a 24-hour period that an aircraft is actually in-flight. Most of the companies that have shut operations were unavailable for comment, including Air Costa, which had to close shop in 2017 after four years in the business.

14/10/19 Shruti Ganapatye/Mumbai Mirror

Panaji: With plans to operationalise the parallel taxi track (PTT) at Goa International Airport by November 15, the Airports Authority of India has simultaneously begun discussions with the Indian Navy to see if additional slots for flight operations are possible at the state’s lone airport.

Speaking to TOI, Goa airport director Gagan Malik said that with phase I of the parallel taxi track already being used for departures, authorities have seen a five-minute reduction in departure timings.

“Once we commission the entire PTT there will definitely be more time saved and airlines will save on fuel too,” Malik said. “We have started serious deliberations with the Navy and air traffic controllers to see if the number of arrivals and departures can be increased,” he added.

On October 10, AAI initiated ‘trial commissioning’ of the first phase of the PTT, which connects the terminal apron and parking bays to one end of the runway, from where aircraft begin take-off from runway 26.

The airport director also said that AAI has thrown open three remote parking bays, which now allows Goa Airport to handle eleven flights simultaneously instead of the earlier eight.

Dilip Buildcon Ltd (DBL) is executing the Rs 125-crore project, which includes construction of a 3.7km-long parallel taxi track and three parking bays for aircraft. AAI took up the work to build the parallel taxiway in order to be able to operate more flights from the airport, which is part of the Indian Navy air base, INS Hansa.

AAI received the environmental clearance for the project from the Union ministry of environment and forests, in January 2018.

14/10/19 Newton Sequeira/Times of India

Since 2014 India has been the fastest-growing economy in the world, surpassing China and maintaining an 8% GDP growth rate every year. India's pace of economic growth has been at least 6% per annum since 1991, and with the second largest population in the world, coupled with a growing middle class, you would be forgiven for thinking that one of the world's fastest-growing aviation markets had a more positive outlook.

With the **bankruptcy of Jet Airways** earlier this year, and **Kingfisher Airlines** having their **air transportation licenses revoked in 2012**, the past decade has seen two of India's major players fall at the wayside. **Incredibly, that leaves India with just two full-service carriers. The long-standing Air India, and the newly established Vistara.**

With a population of over 1.3 billion people, Air India's fleet of 136 aircraft by no means make them a comparatively large airline. When compared to the 3 major US carriers with nearly 3,000 aircraft between them and a population of less than one-quarter of India's, there seems to be a huge gap in the Indian aviation market. Similarly, when pipped against the rapid growth of the three major Chinese airlines, who have 2,000 aircraft between them, the question has to be asked; with such a large population and increasing demand for air travel, why do we keep seeing Indian airlines fail? **The pressures on the Indian aviation sector can be attributed to rising fuel prices and the Indian rupee depreciation in part, however, the elephant in the room has often been government intervention in the sector, and the continued protectionism of Air India, which is now just one of two full-service carriers left in India.**

14/10/19 James Asquith/Forbes

New Delhi: At a time when Pakistan-backed terror groups are using small drones to smuggle weapons and narcotics into India, the security forces have been given clearance to shoot down drones flying at 1,000 feet or below.

"Security agencies deployed along the international border have been given the clearance to shoot down drone crossing the boundary and flying at 1,000 feet and below," government sources told ANI.

For any drone flying at heights above 1,000 feet, the final clearance will have to be taken from the agencies concerned as the flying object can be an aeroplane also, the sources said.

Recently, the security forces including the Border Security Force have been spotting small drones crossing the international border in Punjab where the Chinese-origin unmanned aerial vehicles have even been used to supply assault rifles and drugs.

13/10/19 ANI/Economic Times

Chennai: The Chennai Airport on Saturday said it had handled for the first time two jumbo jets of the Code F type, in which Chinese President Xi Jinping and his delegation arrived here for the informal summit at nearby Mamallapuram.

"One never gets tired of watching these beautiful planes.@AAIofficial," it said and shared the images of the two Air China aircraft.

President Xi, accompanied by a delegation from Beijing, arrived here on Friday on two 'Air China' flights to take part in the informal summit with Prime Minister Narendra Modi.

The Chinese premier left for Nepal on Saturday afternoon, while Modi left for New Delhi later in a special Indian Air Force aircraft following the culmination of the summit.

Air China is one of the major airlines of China.

The airline website said its logo depicts the 'phoenix' bird, worshipped by the Chinese people since ancient times as a symbol of 'luck and happiness'.

As China's official flag carrier, Air China provides special flights for Chinese leaders on official

overseas trips, it said.

[12/10/19 PTI/News18.com](https://www.pti.com/News18.com)

Jaipur: The Jaipur International Airport has launched a system for quick decision making to improve operational efficiency, reduce delays, save aviation fuel and bring down carbon emissions, an official said on Saturday.

The city has become the **fourth Indian destination to launch the indigenously designed and developed decision-making system after Mumbai, Chennai and Kolkata**, said Jaipur airport Director J.S Balhara.

The **Airport Collaborative Decision Making (A-CDM)** project of Airport Authority of India (AAI) is a common information sharing platform introduced to process timely and accurate information for quick and precise decision making, he said.

Balhara said the facility was inaugurated here by AAI member Vineet Gulati.

[12/10/19 New Indian Express](https://www.newindianexpress.com)

Indian aviation regulator Directorate General of Civil Aviation (DGCA) has suspended the Flying Training Organisation (FTO) approval granted to Hyderabad-based Wings Aviation Pvt Ltd, after two pilots died in aircraft crash in Vikarabad district earlier this month, the DGCA said in a statement.

A FTO approval allows a flying school to train pilots with relevant flying experience needed to acquire a commercial pilot licenses.

The regulator's move to suspend FTO approval of the company comes after a Cessna-172 aircraft belonging to Wings Aviation meet with a fatal crash during a flight between Begumpet (Hyderabad) and Gobur (Karnataka). Both pilots flying the aircraft, trainee pilot Captain Amanpreet Kaur, and Captain Prakash Vishal, died in the accident.

"While the above flight was authorized by Captain Raunak Cyril, Dy. CFI (chief flight instructor) of Wings Aviation Pvt. Ltd, as per authorization book entry, the flight was to be operated by trainee pilot Captain Amanpreet Kaur as sole occupant of the aircraft," the DGCA statement said adding that the presence of other pilot in the cabin was unauthorized and showed that deputy CFI failed to perform his duty as per the training and procedural manual of the company.

DGCA said that replies given by Wings Aviation to the agency's show cause notices were unsatisfactory and didn't provide explanation for the presence of unauthorized person inside the cabin of the ill-fated flight.

The regulator added that inspections of Wings Aviation between 10-11 October also exposed non-compliance of regulatory provision by the company.

[Live Mint Aviation 14/10/2019](https://www.live-mint.com)

Lucknow: A flight to Chennai taxiing for takeoff from Amausi airport came to a screeching halt on the tarmac after a bomb alert to the pilot from air traffic control (ATC) on Saturday evening.

Passengers went into a tizzy and panic gripped the airport as bomb disposal squads swung into action. For four hours, stranded flyers were on edge of their seats before security agencies termed it a hoax. After the ATC green signal, the flight scheduled for 7:25 pm, finally took off 30 minutes to midnight.

The bomb scare followed an alleged tipoff to CISF at the airport gate by a Delhi-bound passenger about explosives in the cargo of the Chennai-bound flight.

Sanjay K Narayan, officer on special duty, Airport Authority of India, said, **"A passenger, Piyush Verma, came to board the Delhi-bound 6E447 IndiGo flight, scheduled to take off at 10.40 pm. After the security check at Gate No. 5, CISF personnel observed Piyush moving suspiciously. When they asked Verma about his unusual behaviour, he told the jawans he knew about a bomb inside the Chennai-bound 6E518 IndiGo flight."**

CISF swiftly alerted the airport director, CISF senior commandant, bomb detection and disposal team, quick reaction team and dog squads. The ATC was alerted and the pilot asked to slam the brakes, said Narayan.

Hoax caller is mentally challenged, say police

13/10/19 Urooj Khan/Times of India

Global passenger carrier Turkish Airlines wants to expand its codeshare agreement with the largest domestic player IndiGo to expand its India footprint and tap into the rising transfer passenger traffic from the country. A codeshare agreement allows two airlines to sell seats on each others' flights in order to provide passengers with a wider choice of destinations. The Istanbul-based airline is in a unique position as it not only has a codeshare agreement with IndiGo, but also with Air India.

The airline has commenced talks with IndiGo over the possibility of enhancing their present agreement, which was reached in 2018. **The current codeshare and mutual cooperation agreements between Turkish Airlines and IndiGo enables passengers of both the carriers to fly to various destinations in India, Turkey and beyond. Significantly, the agreement has been beneficial for Turkish Airlines, as it gets a healthy traffic flow from IndiGo for its extensive network in Europe. Nonetheless, the enhanced agreement might see addition of other European destinations, including London, along with routes from Istanbul to the US East Coast. On the other hand, it is expected that out of the two daily flights from New Delhi to Istanbul, IndiGo might start one service from another Indian city.** At present, Turkish Airlines operates 14 times a week to both New Delhi and Mumbai from Istanbul, while IndiGo operates two daily services between Delhi and Istanbul. IndiGo had commenced its services to Istanbul earlier this year.

Turkish Airlines has over 300 passenger and cargo aircraft flying to more than 300 destinations worldwide. The airline launched its operations in India with flights to New Delhi in 2003 and to Mumbai in 2006. On its part, IndiGo has a fleet of over 240 aircraft and offers almost 1,500 daily flights connecting 60 domestic and 23 international destinations. On enhancing partnership with IndiGo, Mert Dorman, SVP, Corporate Marketing and Distribution Channels, Turkish Airlines, told IANS: **"We are working with our partner IndiGo to enhance our partnership... We are ready to extend any type of co-operation."**

13/10/19 IANS/Economic Times

InterGlobe Aviation Limited operated airline IndiGo on Tuesday said that it has suspended its Kolkata-Hong Kong services from November 6, 2019 due to poor commercial results affected by the ongoing Hong Kong situation.

"We are in the process of evaluating alternate route options between India and Hong Kong and IndiGo will start operations as soon as possible," IndiGo said in a statement.

"Affected passengers are being contacted and will be offered refunds or alternate travel arrangements," it added.

Live Mint Aviation 15/10/2019