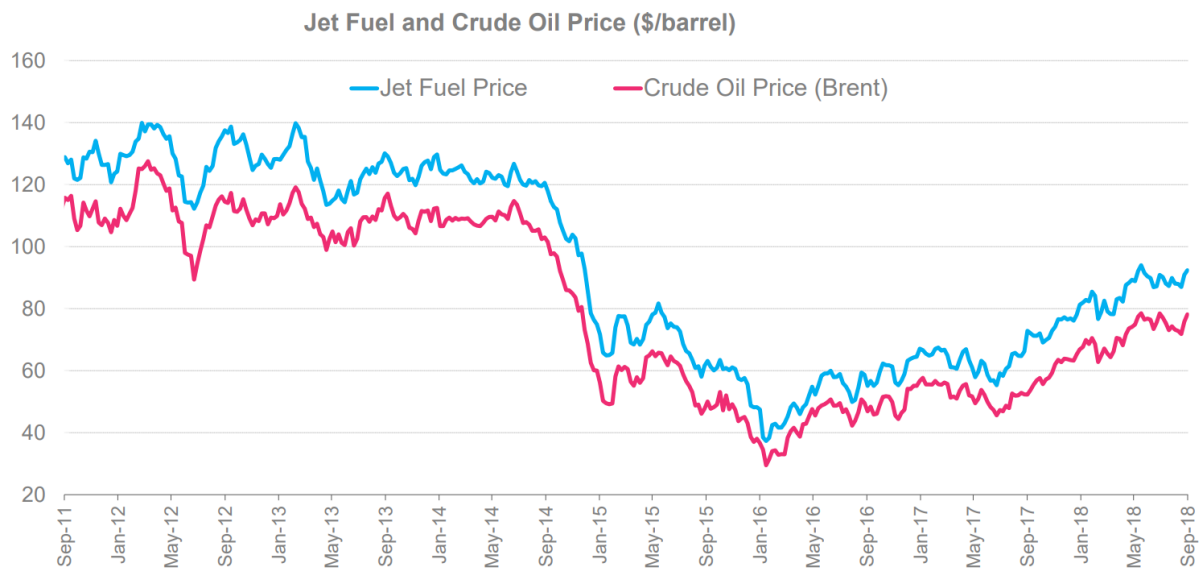


Zone bourse 01/10/2018

Quand le pétrole monte, les compagnies aériennes paient plus cher leur carburant aviation. Cette affirmation relève a priori du bon sens, même si la mécanique sous-jacente est un peu plus complexe. Voici quelques bases de compréhension de l'influence des fluctuations de l'or noir sur l'industrie du transport aérien.

De quoi parle-t-on ?

Le carburant aviation, ou "**jet fuel**", couvre en réalité plusieurs types de produits, dont le plus répandu est le **Jet A-1**, destiné en particulier à l'aviation commerciale. Produit selon de stricts standards, il affiche des caractéristiques spécifiques en matière de résistance au gel, d'énergie de combustion ou de densité. Il est généralement appelé **kérosène**, qui est le nom du mélange d'hydrocarbures obtenu en cours de raffinage qui lui sert de base. Les cours du "**jet fuel**" sont largement corrélés à ceux du pétrole, comme le montre le graphique ci-dessous, publié par l'IATA en septembre 2018.



Que représente le kérosène dans les coûts d'une compagnie ?

La facture kérosène des compagnies aériennes fluctue avec les cours pétroliers. Il y a quinze ans, elle ne représentait que 14% des dépenses opérationnelles d'un transporteur. En 2017, cette proportion était de 20% (sur la base d'un baril de Brent à 54,90 USD de moyenne). En **2018**, elle devrait monter à **22,5%**, selon les projections de l'IATA, qui misait en juin sur un baril à 70 USD en moyenne sur l'année. Des niveaux qui sont loin de ceux de 2008 (record à 35,7% avec un baril à 99 USD de moyenne). Le tableau ci-dessous liste la part du kérosène dans les coûts opérationnels des compagnies (colonne 2), le prix moyen du baril chaque année (colonne 3), le cours maximum pour que l'industrie soit à l'équilibre (colonne 4) et la facture brute en cumulé (colonne 5). Le graphique de

droite croise le montant de la facture kérosène globale (en rose) avec les bénéfices cumulés du secteur (en bleu). Post-11 septembre 2001, les compagnies ont mis du temps à remonter la pente d'autant que les cours pétroliers se sont envolés jusqu'à la crise des subprimes. La remontée des cours sur 2010 / 2014 les a aussi pénalisés.

Fuel Impact on Operating Costs

Year	% of Operating Costs	Average Price per Barrel of Crude (US\$)	Break-even Price per Barrel (US\$)	Total Fuel Cost
2004	17.2%	US\$38.3	US\$34.7	US\$65 billion
2005	22.0%	US\$54.5	US\$52.0	US\$91 billion
2006	27.2%	US\$65.1	US\$68.1	US\$127 billion
2007	28.6%	US\$73.0	US\$81.7	US\$146 billion
2008	35.7%	US\$99.0	US\$83.3	US\$203 billion
2009	28.2%	US\$62.0	US\$59.1	US\$134 billion
2010	26.9%	US\$79.4	US\$89.8	US\$151 billion
2011	29.8%	US\$111.2	US\$116.1	US\$191 billion
2012	32.3%	US\$111.8	US\$117.1	US\$228 billion
2013	32.0%	US\$108.8	US\$114.8	US\$230 billion
2014	29.2%	US\$99.9	US\$107.4	US\$224 billion
2015	24.1%	US\$53.9	US\$72.6	US\$174 billion
2016	19.1%	US\$44.6	US\$61.5	US\$135 billion
2017	19.8%	US\$54.9	US\$72.6	US\$149 billion
2018F	22.5%	US\$70.0	US\$85.1	US\$188 billion

Source: Industry Economics Performance - Forecast Table (IATA Economics)

Industry Fuel Costs and Net Profits



La modernisation des flottes, parmi d'autres facteurs, permet de réduire la consommation de kérosène par passagers. EasyJet, par exemple, vise une émission de 72 grammes de CO2 par kilomètre parcouru et par passager en 2022, contre 116 en 2003 et un peu moins de 80 actuellement, après le renouvellement de sa flotte avec des A320neo.

Une stratégie à double tranchant

L'impact réel des fluctuations pétrolières varie d'une compagnie à l'autre, car toutes n'ont pas la même structure de coûts et toutes n'ont pas les mêmes stratégies de couverture. La plupart des compagnies aériennes disposent d'une entité chargée de limiter l'impact des fluctuations du prix du kérosène, par une politique de couverture via des produits dérivés. "La mise en place de couvertures vise à réduire l'exposition d'Air France KLM et donc à préserver les marges budgétées", peut-on lire dans le document de référence annuel de la compagnie franco-néerlandaise, qui a opté pour un horizon de deux ans avec un ratio-cible de 60% de couverture. En 2017, l'entreprise a dépensé 4,507 milliards d'euros pour acheter du carburant, soit 18,6% de ses charges d'exploitation. A titre de comparaison, le plus gros poste de dépenses, les frais de personnel, se chiffraient à 7,62 milliards d'euros (31,4% du total). Dans une étude récente, Berenberg estime qu'Air France KLM affiche la plus grande sensibilité des transporteurs européens à une variation des cours pétroliers, qu'il évalue à -2,7% pour l'Ebit pour une hausse de 5 USD du baril.

La couverture kérosène n'est pas exempte de risques, car elle dépend d'une bonne appréciation des tendances futures. Lorsqu'il existe un gros décalage entre la couverture et la réalité du marché, elle peut même devenir fort coûteuse. United en 2008 ou Delta en 2014 ont subi de grosses pertes comptables à cause de couvertures trop agressives. Air France KLM en avait fait les frais aussi avant la crise financière, en se couvrant à long terme sur une poursuite de l'ascension des cours alors qu'ils avaient corrigé.

Mais globalement, cette stratégie permet de lisser l'impact des fluctuations de l'or noir et de publier des prévisions moins aléatoires. La philosophie sous-jacente consiste bel et bien à piloter le

risque, et non à réaliser des profits... même s'ils sont toujours les bienvenus quand les stratégies de couverture ont mieux fonctionné que prévu. **Dans la phase actuelle, les compagnies appliquant des taux de couverture élevés vont, théoriquement, afficher des résultats plus résistants, même si un autre facteur, l'évolution des parités de change, entre en ligne de compte. Une variable qui, elle aussi, fait l'objet d'une stratégie de couverture.** Mais c'est une autre histoire.

New Delhi, Oct 3 (PTI) **A clean and green environment is at the root of his government's policies,** Prime Minister Narendra Modi said here Wednesday as he was presented the UN's Champions of the Earth Award by United Nations Secretary General Antonio Guterres.

Modi and French President Emmanuel Macron were jointly awarded the UN's highest environmental honour for their pioneering work in championing the International Solar Alliance and promoting new areas of cooperation on environmental action, according to a statement from the United Nations Environment Programme (UNEP).

In his address, **Modi said climate and calamity are linked to culture, and it will be difficult to avoid calamity as long as concerns for the climate do not become a part of culture.**

From agriculture and industrial policies to building houses and construction of toilets, the need for a clean environment has been driving his government's programmes, Modi said.

India's commitment to environment has only increased, he said, adding that his government is working to **bring down "emission intensity" by 20-25 per cent in the next two years** against its 2005 figure and by 30-35 per cent by 2030.

"We have also pledged to **get rid of single-use plastics by 2022,**" he said in his speech.

Citing ancient Hindu shlokas and texts, the prime minister also referred to India's traditions to assert that respecting nature had always been part of Indian society.

He said his government has succeeded in changing people's behaviour accordingly, an apparent reference to 'Swachhta Abhiyan' (cleanliness mission).

The honour bestowed on him is a recognition of Indian tribes living in forests who respect trees more than their lives, its fishermen who capture only as much fish as they need to earn their living and farmers whose lives are intertwined with the cycle of seasons, he said.

It is also an honour for Indian women who have worshipped trees as gods. "Reuse and recycle" have always been a part of their lives, the prime minister said.

Indians have always treated nature as a living organism, he said.

The poor are the worst victims of climate change, he said, adding that his government has been pursuing policies to further quicken the rate of economy growth to give them a life of dignity.

Crores of people have come out of extreme poverty in the past few years, Modi said.

Cutting-edge technology and renewable energy are the basis of his government's "smart city" project, while "per drop, more crop", soil health card and organic farming are a priority in agriculture, he said.

Modi said he had spoken about "climate justice" during the Paris agreement, which was signed in 2016 with an aim to deal with climate change. The whole world has committed to it but a lot needs to be done to execute it on the ground, he added.

The UN Secretary General said technology is on the side of those who believe in a green economy.

"We are recognising a statesman who embodies true leadership. In PM Modi we have a leader who realises the issue of climate change and understands the benefits of climate action. He knows the problems and also works to solve them.

"A green economy is a good economy. Technology is on the side of those who believe in a green economy. Those who believe in a grey economy have a grey future," Guterres said.

External Affairs Minister Sushma Swaraj said the prime minister had asserted on the world stage that India would always adhere to its commitments and complete various targets before time.

"It is such a thought process that is being honoured today. PM Modi has always believed that we can conserve our environment and move on the path of development. I remember him saying if we face power shortage we will look to the rays of the Sun and work on solar energy," she said.

"The award is a fitting recognition of his leadership towards making our world a cleaner place. He was firm that the agreement in Paris has to stay and the world must come together," she added.

New Delhi: After petrol and diesel, the government is likely to reduce excise duty on aviation fuel, which will help keep air fares under check and reduce financial pressure on airlines.

While the civil aviation ministry was seeking a reduction for a while, the finance ministry, which had refused to play ball but is seen amenable to the proposal now. As a result, the aviation ministry has sent a fresh request for a reduction from the current level of 14%.

In March 2014, when global crude price crashed to \$36 a barrel, the finance ministry had raised the levy from 8% to 14%. But with global price topping \$80 a barrel, the current rate of tax is seen to be a big burden, pushing several airlines into losses during the last quarter. The exchange rate is putting further pressure as rupee has plunged to 73 to a dollar.

"In 2016 when crude price had fallen, excise rates were hiked to ensure there was no loss of revenue to the government from fuel taxes. Now that crude is inching up, it is a natural corollary that rates must be lowered," said a source.

06/10/18 Saurabh Sinha/Times of India

New Delhi: Three decades ago, American Airlines famously saved \$40,000 (a big amount then) by removing one olive from each passenger's salad plate. Today, cash-strapped Air India is halving the quantity of cheese board carried for premium passengers on its international flights and has cut down its catering cost by Rs 2.5 crore.

This is part of an elaborate cost-cutting exercise that the Maharaja has embarked on as operating expenses have mounted and the government's promised fund infusion is nowhere in sight.

"Inflight caterers load **cheese** boards on flights. The cabin crew later sets them on a plate and serves them to premium flyers. There was a lot of wastage of cheese as a flyer may not want certain types of cheese being served. Instead of taking this item off the menu, **we have halved the quantity being uploaded and the annual saving is expected to be Rs 2.5 crore,**" said a source.

While all aspects are being examined for cutting expenses, the biggest item (apart from loan servicing) is the operating cost in general and the price of aviation turbine fuel (ATF). AI's annual fuel cost is Rs 8,500 crore, which rose by Rs 65 crore after October's unprecedented 7.3% jet fuel price hike. The mantra for fuel saving: fly slow on west-to-east routes like, say London-Delhi, and keep aircraft as light as possible.

06/10/18 Sauabh Sinha/Times of India

New Delhi: In a major safety lapse, pilots of a Jet Airways aircraft about to land in Indore suddenly saw that the runway and airport had plunged into darkness. They immediately pulled up the aircraft,

contacted the air traffic control and then returned to land safely in second attempt 15 minutes later by when the runway lights had come back to life.

This scary episode took place on **October 1** when **Jet's Boeing 737 (VT-JFG) was flying from Mumbai to Indore as 9W-383. About one nautical mile from touchdown when the aircraft was just seconds away from touchdown, the pilots found saw to their horror that the runway and airport lights got switched off. The pilots then did a go-around.**

Confirming this, an Airports Authority of India (AAI) spokesman said: **"A go around happened due to runway lights tripping and our switch-over time (to generator) being 10 seconds. The aircraft was on short finals. As per the laid down procedure, the aircraft had to carry a missed approach procedure. We are in the process of changing the switch over time of UPS to one second now."**

Comments from DGCA have been sought on this issue and the story will be updated once and if the aviation safety regulator does so. Comments were sought from Jet also on this issue.

06/10/18 Saurabh Sinha/Times of India

New Delhi: The menace of animal incursions at airports shows no sign of ending. An Air India flight was reportedly greeted by a dog on Srinagar runway when it landed there on Friday. **The Airbus A-320 (VT-CIM) was operating as AI 821 on Jammu-Srinagar when it is learnt to have hit the dog on the runway after landing.**

Airport sources say a dog "came in contact" with the plane after it landed there. "The AI plane taxied on its own to the passenger terminal. The runway was checked to ensure there was no aircraft debris resulting from possible damage of animal hit or animal remains. Once that was done in 15-20 minutes, flight movements resumed," said a source.

"The aircraft was checked by engineering and cleared after the episode," said a senior AI official.

Luckily the aircraft was not damaged and flew to Delhi after the checks.

Srinagar has a defence airport belonging to Indian Air Force with a civil enclave from where passengers board and alight from aircraft.

In the past, there have been several cases where animals like cows, buffaloes and pigs strayed on runways across India when aircraft movement was happening. **Srinagar was among the 20 airports that the DGCA had audited two years back after identifying them as being the most vulnerable to animal incursions. It had asked states where these airports are to take remedial steps for augmenting safety.** Bird hits are common at airports.

06/10/18 Saurabh Sinha/Times of India

Mumbai: **GoAir chief operating officer Jyri Strandman has quit the airline amid differences with its promoters, it is learnt.**

Strandman who joined the airline in February is the latest of senior executives to leave the airline. The airline's chief commercial officer Manish Raniga had quit in August. This was followed by the resignations of senior executives in GoAir's finance, marketing and asset management departments. Responding to an email query, a GoAir spokesperson said "no comments." Strandman worked as director operations in Spirit Airlines before joining GoAir.

The latest exit comes a few days ahead of GoAir's maiden international flights to Phuket and Male. The airline has 41 Airbus A320 planes at present and its expansion plans have been hit due to issues surrounding A320 Neo engines.

06/10/18 Aneesh Phadnis/Business Standard

Kannur: **Putting an end to a long wait, the Kannur International Airport (KIAL) authorities announced on Friday that the airport would be commissioned on December 9. The DGCA (Directorate General of Civil Aviation) had issued the aerodrome licence to the airport on Thursday.**

In the last one month, many airlines, including the Air India Express, had successful trial landings here using the Instrument Landing System (ILS) and DVOR (Doppler Very High Frequency Omni-Directional Range) Radar.

As of now, the airport, spread over 2,300 acres, will be inaugurated with a **3,050 metre-long runway**. With additional land being acquired, the length would be extended to 4,000 metres, said officials. Even using the existing runway, bigger aircraft like Boeing 777 and 787 can smoothly land here. But with a runway length of 4,000 metres, aircraft like Airbus-380 would be able to land making **KIAL the biggest airport in Kerala. The terminal building with 24 check-in counters is spread across 97,000 square metres. There are 32 immigration counters, four E-visa counters and 16 customs counters. The airport will have six aerobridges to speed up the boarding and disembarking process and provide all-weather convenient access to the aircraft.** There will also be a hotel equipped with 20 fully-furnished rooms and shower facilities within the terminal itself, KIAL officials said.

06/10/19 Times of India

Mumbai: **Airlines and airports are investing to deliver secure and easy travel for passengers, with biometric technology a key priority,** said a study by a global IT solutions provider.

"Over the next three years, 77% of airports and 71% airlines are planning major programs or R&D in biometric ID management," said the SITA 2018 Air Transport IT Insights study.

But the aviation industry faces some challenges for the full adoption of biometrics for passenger identity checks. "More than one third of airlines cite integrating the tools and technologies at airports, and a lack of standards for processes and technologies for integrating checks, as the major challenges. For airports, the situation is similar, though 39% of them say meeting government and legislative requirements is also a major challenge," it said.

27/09/18 Manju V/Times of India

Pune: Come 2019, just facial recognition would be enough to board flights at the city airport. The system would ensure seamless check-in and security check process, reducing the waiting time at the airport drastically. A source said the **facial recognition system would be in place at four airports, including Pune, on a trial basis before its introduction at all the airports in the country. A part of the civil aviation ministry's DigiYatra initiative, it is aimed at providing modern electronic and digital facilities to flyers.**

A source at the Pune airport told TOI that the facility had electronic gates and the work on installation of the required software was on. "The work on installation of cameras and other equipment is in progress," he said.

Once the facial recognition system is in place, passengers will have the option to go through a one-time registration process at the entrance of the airport terminal building. The details of the flyer concerned would be captured in high definition cameras, which will act as his/her unique signature or code.

24/09/18 Joy Sengupta/Times of India

Chennai: **Boarding flights from the city airport will be a breeze for travellers from 2020, as the airport management is set to establish camera-enabled e-gates which use facial recognition technology to verify passengers' identity. The system will be introduced by the end of the next year.**

As part of the DigiYatra scheme, the **Chennai airport is gearing up to introduce a biometric and face recognition system for paperless boarding of passengers from entry gates of the terminal to the boarding gates.** The scheme aims to develop a digital ecosystem that will offer a seamless, consistent and paperless service experience at airports.

As part of the system, e-gates with cameras and scanners will be installed at entry gates of the terminals, checkin area, security check gates and boarding gates where passengers will be allowed based on face recognition technology. The e-gate at the entry gate of the terminal will capture the QR code of tickets and face of the passengers and will match it with the database to allow entry through the gates at check in, security and boarding.

19/09/18 V Ayyappan/Times of India

New Delhi: Civil Aviation Minister Suresh Prabhu has sought regular "**safety compliance report**" about airlines, an official said Thursday amid instances of safety-related issues in the aviation sector. **Besides, the ministry is looking at also having a third party professional organisation to look into various safety aspects at Air India,** the official said.

The development comes two weeks after the minister ordered a safety audit of all scheduled airlines and airports following an incident involving a Jet Airways flight.

On September 20, at least 30 passengers on a Jet Airways flight from Mumbai to Jaipur suffered nose and ear bleeding after the crew "forgot" to turn on a switch that controls cabin air pressure.

The official said that in order to have continuous updates about safety of airlines, the minister has decided to get regular "safety compliance report". The issue was discussed at a review meeting Thursday, he added.

04/10/18 PTI/Outlook

As one of the youngest airlines in an increasingly competitive industry, **Vistara** has managed to stand out by refusing to be seen as a low-cost carrier. A joint venture between Tata Sons and Singapore Airlines (SIA), which was **launched in 2015, the airline now plans to fly international.**

We met the CEO of the company, Leslie Thng, and asked him what's next for Vistara. Thng, an SIA veteran moved to India to head the airline last year. Edited excerpts:

What were your priorities when you took over as the CEO of Vistara in October last year?

One of the key goals when I joined this airline was to go international as soon as possible... **To scale up the operations of the carrier for both domestic and international so that we can bring the brand Vistara, which has been well accepted by Indian passengers, into the overseas market so that we progress to become a renowned global airline.**

Is break-even a priority for you right now, given that the company is still relatively new?

Of course, break-even is a priority for every company. We know that we are operating in a highly competitive market. In the past three years, we have been able to achieve a better financial performance year-on-year although we are not yet profitable. When you look at the whole competitive landscape, the vision for the company is not just domestic but to also commence **international operations. That is where, we believe, lie a lot of opportunities for an Indian carrier.**

Will your international network be very different from that of Singapore Airlines or will you get some benefits of SIA?

Our travel pattern, the demand, the population size that we cater to, is very different [from SIA]. We want to be a **global full-service carrier, which means that Vistara will have to fly to many countries around the world. Southeast Asia will be one of the regions that Vistara will fly to. Other regions that we may look at are countries in North Asia and Europe.**

So all this is going to be very different from SIA because it is an airline based out of Singapore using their strengths to offer travel opportunities, whereas we are a carrier based out of India, offering travel options to Indian travelers to many parts of the world. We will also like to get fliers from the other side, be it NRIs or other foreign nationalities, to fly with us.

01/10/18 Purba Das and Arnika Thakur/Fortune India

PTI October 8, 2018

The Chaudhary Charan Singh International Airport in Lucknow, which is nearing saturation levels, is set for a makeover. **With the Airports Authority of India (AAI) moving to invest Rs 1,383 crore on a new integrated terminal building—T3—after dismantling Terminal 1, the airport would be able to handle around 14.4 million passengers per annum (MPPA) from the present 4.4 mn, an almost 230% jump in capacity.**

The project entails the construction of a world-class passenger terminal and associated infrastructure, including an integrated terminal area of 84,000 sq m, retail area stretching over 15,000 sq m, GRIHA 4 Star environment rating, an additional basement area of 20,000 sq m, and a multi-level parking for 1,500 vehicles.

Talking to FE, the airport's director, AK Sharma, says, "while **Nagarjuna Construction Company (NCC) has been selected as the project executor, Egis is the project management consultant. The project is scheduled for completion by 2021 end. With a capacity to handle 4,000 extra passengers during peak hours, the new airport is being designed to cater to passenger traffic up to 2031.**"

The Lucknow airport connects the capital of India's most populous state to major Indian cities and countries in the Middle East. It is the 11th busiest airport in the country and has seen passenger traffic grow at an exponential rate, clocking a CAGR of 19.6% since 2008. "The new terminal building at Lucknow would be a major force multiplier for Uttar Pradesh's growth," Civil Aviation Minister Suresh Prabhu has said in a statement.

The airport currently operates 75 flights every day, of which 67 are domestic flights and eight, international. The expansion project needs to be seen against a backdrop of heavy congestion that the airport has been witnessing during peak hours. The number of flights operating from Lucknow is expected to go up to 200 per day after the airport is remodelled, AAI officials say.

In fact, work on increasing the length of the existing runway from 2.2 km to 3.1 km is underway. This is being done to allow operations of bigger aircraft like the Dreamliner, says Sharma, adding that the apron area would also be increased in size to allow parking of at least 22 aircraft.

The airport's upgrade is a part of AAI's larger plan to spend Rs 20,500 crore on aviation infrastructure over the next five years. Indian airports currently handle around 300 MPPA and have a terminal capacity of 334 mPpa, which is likely to be breached in the next two years. India boasts the fastest growing domestic air travel market in the world, which grew 17% in FY18.

IAAS 2018

The Union Home Minister Shri Rajnath Singh has called for cooperation among all stakeholders to ensure foolproof aviation security. “I advise all stakeholders in the aviation sector especially the BCAS and the CISF to infuse new technology for aviation security and ensure a judicious blend of trained human resources and modern security infrastructure”, said Shri Rajnath Singh in his inaugural address at the International Aviation Security Seminar here today.

The two day seminar, organised by the Central Industrial Security Force (CISF) in its Golden Jubilee Year, has the theme, “Global cooperation: Secure Aviation.”

Underlining the terrorist threats to the aviation sector, Shri Rajnath Singh said, “Civil Aviation security continues to be an extremely challenging task as the sector remains an important target for terror outfits. The terrorists always look for opportunities where they can draw the maximum attention and media coverage.”

“Use of innovative methods to launch attacks on aviation sector are already in plenty. The case of Shoe Bomber in 2001, use of liquid explosives in London (2006) and the case of Underwear Bomber in Amsterdam 2009 clearly indicate that the terrorists are pushing the limits and even their underpants to hit the aviation sector,” he added.

Advocating global best practices in aviation security, Shri Rajnath Singh said, **“We should adhere to stricter implementation of internationally agreed guidelines and norms. Introduction of updated, advanced technology in all airport processes would enhance our security capabilities. The Governments and aviation agencies have to increasingly think about newer methods to tackle conventional and unconventional threats.”**

Underlining that there is not the slightest space for relaxation in aviation security, **the Union Home Minister said the strength of any chain is determined by the strength of its smallest unit. Therefore, the security of these smaller airports should never be ignored.**

“The security of these smaller airports should never be ignored. The Brussels and Istanbul airport attacks have shown the vulnerability of airports especially from the city side and it highlights new threats to aviation facilities,” he said.

Stating that India has witnessed massive expansion in the aviation sector, Shri Rajnath Singh said we have been constantly upgrading our security strategies and ensured its alignment with the changing threat perception.

“Keeping the threat of aircraft hijacking by terrorists, India has reviewed its legislation and preparedness towards such exigencies. The new Anti-Hijacking Act, 2016 gives effect to The Hague Convention of 1971 and the Beijing Protocol of 2010,” said Shri Rajnath Singh. “The new Anti-Hijacking Act is a testimony to our government’s concern for expedient measures to be taken during hostile acts

of seizure or exercise of control of aircraft which jeopardize the safety of persons and property,” he said.

Shri Rajnath Singh said **the government is serious in terms of strengthening aviation security and regulatory oversight.**

“As a matter of policy, unlike TSA (Transportation Security Administration) in the US which is also into physical security, **our government has taken a conscious decision to separate the functions of security regulator from those being performed by regulated entities in the aviation ecosystem.** This insulation addresses the fundamental problem of conflict of interest encountered in the regulatory framework,” he said.

The Union Home Minister said the overarching goal is to enhance global security by implementing uniform security measures around the world, a goal that cannot be achieved without an unwavering commitment from all quarters.

MoS (Home) Shri Hansraj Gangaram Ahir, Director General, CISF, Shri Rajesh Ranjan and other dignitaries were present on the occasion.

Drones

Le drone sort du cadre : les nouveaux usages en débat à UAV Show 2018 9.10.2018 par Gil Roy

Si les prises de vue aérienne, photo et vidéo, constituent toujours un des grands domaines d'activité de la filière drone, de nouvelles opportunités de diversification se font jour, à commencer par les applications métiers pour le compte propre des opérateurs industriels. Elles constituent, avec la grande élongation, les principaux axes de développement. A plus long terme, il y a aussi la logistique urbaine.

Le drone est un domaine foisonnant. C'est un vrai feu d'artifice avec des applications qui partent, non pas dans tous les sens, mais vers les domaines les plus divers. Si les start-up ont occupé le devant de la scène jusqu'à ce que l'engouement des média pour les drones ne retombe, les grands groupes aéronautiques, dans leur domaine d'excellence, ne sont pas en reste. En parallèle de ces grands projets souvent multinationaux, de grandes orientations se font jour, au niveau national, dans la mise en œuvre quotidienne des drones.

Usage pour compte propre

Abstraction faite des drones de très haute altitude d'Airbus ou les drones de combat de Dassault, Cyril de Mesmay, de la direction de la construction aéronautique à la DGAC, distingue trois grandes tendances actuellement : les usages pour compte propre, la grande élongation et la logistique urbaine.

L'usage pour compte propre est une demande croissante des grands donneurs d'ordres. C'est par exemple, la volonté exprimée de la mise en œuvre d'un drone au-dessus d'une zone industrielle par exemple, par des techniciens qui ne sont pas nécessairement des télépilotes. Les opérations se feraient sous la responsabilité du groupe et la formation pourrait être dispensée en interne en

dehors de toute exigence administrative. « Cette demande pourrait aboutir rapidement dès lors que le moyen d'empêcher le drone de sortir de sa zone sera fiable », explique Cyril de Mesmay.

Au sein d'Airbus, Cyril de Mesmay a travaillé sur le projet d'inspection par drone des fuselages des avions au moment de leur livraison. Cette opération est qui une réalité aujourd'hui à Blagnac, est un exemple d'usage pour compte propre du drone. Elle a été complexe à mettre en oeuvre d'un point de vue réglementaire. Elle nécessite de la part des opérateurs des compétences précises sans toutefois avoir besoin de recourir à des télépilotes au sens de la réglementation.

La grande élévation

Quant à la grande élévation, cette activité répond à un besoin des exploitants de réseaux notamment. Elle est pratiquée actuellement, mais les contraintes réglementaires sont lourdes. Tous s'accordent pour admettre qu'elles seront assouplies au fur et à mesure que les matériels volants gagneront en fiabilité. C'est aussi la condition pour que la logistique urbaine, troisième grande tendance du moment, devienne réalité. L'échelle de temps est encore plus grande et là encore elle est liée à la sécurisation des vecteurs, souligne Cyril de Mesmay.

La logistique urbaine

Yann Barboux, président du pôle de compétitivité Aerospace Valley, rejoint Cyril de Mesmay. Pour lui aussi, « le développement de ces applications dépendra de la démonstration de la fiabilité du matériel. On ne peut pas imaginer une croissance de l'activité sans fiabilité, et la réglementation ne peut pas réduire les exigences en termes de sécurité. En revanche, elle suivra pour autoriser plus d'applications. La réglementation bloque, mais si on pouvait garantir la même fiabilité que sur les avions, la réglementation suivrait. »

Cette fiabilité que chacun appelle de ses vœux passe aussi par l'encadrement de l'organisation qui met en œuvre le drone. A son initiative, et dans un premier temps pour répondre à ses propres besoins, Apave Aeroservices a développé un audit de sécurité, imaginé au départ pour permettre aux donneurs d'ordres d'être sûrs des prestataires de services auxquels ils feraient appel.

Verrous réglementaires et technologiques

« L'approche vise à accompagner tous les acteurs et surtout, à ne pas ajouter de contraintes », insiste Jean-Philippe Renaud, directeur du développement d'Apave Aeroservices. Il ne s'agit pas de rajouter une couche, là où le régulateur a voulu encadrer l'activité avec le moindre de contraintes réglementaires pour ne pas entraver son développement. « L'audit que nous réalisons vise à accompagner les nouvelles utilisations, qu'elles quelles soient ».

L'encadrement de l'activité drone, que ce soit avec un arsenal réglementaire ou des audits de sécurité, est une condition nécessaire, mais sûrement pas suffisante, de la montée en puissance. L'effort des constructeurs et des fournisseurs doit porter sur la fiabilité et les performances des vecteurs et des capteurs pour élargir le marché.

A l'épreuve des missions

L'agriculture de précision est l'un des principaux usages prometteur du drone actuellement. Le groupe agroalimentaire Limagrain (10.000 salariés et 2 milliards d'euros de chiffre d'affaires) s'est lancé dans l'expérimentation du drone depuis 2012. « Le drone a permis de mesurer des paramètres

que nous ne mesurons pas auparavant », explique Laurent Barthez, directeur agriculture numérique de Limagrain qui aujourd'hui se déclare « un peu frustré par le drone ».

Le passage à la vitesse supérieure, c'est-à-dire la transition de la recherche vers la production n'est pas satisfaisant. « Le drone est en concurrence avec d'autres sources de données qui sont peut-être moins précises, mais suffisantes. Le satellite, par exemple, est plus concurrent que complémentaire. Il est plus facile à utiliser et les fréquences de passage au-dessus des cultures plus élevées ».

Sortir de la R&D

Pour Yann Barboux, président du pôle de compétitivité Aerospace Valley, sortir du cadre de la Recherche et du Développement, pour passer à la production est un impératif. Il estime que le temps du retour sur investissement est arrivé, tout en reconnaissant que le profil des investisseurs à changer.

Au début, les « business angels » ont succombé aux discours enthousiastes des start-up et sont allés de déception en déception. « Aujourd'hui, ceux qui investissent dans les drones se posent plus de questions et savent que le retour ne sera pas rapide », résume Yann Barboux qui estime aussi que pour passer à la vitesse supérieure, des regroupements d'entreprises sont indispensables pour atteindre la taille critique. **« Pour faire face à la concurrence mondiale, la filière drone française doit se structurer. Elle manque encore de maturité sur l'aspect industriel ».**

L'équilibre entre bénéfice et contraintes

La grande élongation en est une illustration. Pour l'heure, la réglementation demeure contraignante lorsqu'il s'agit d'envoyer des drones en opérations à des dizaines de kilomètres de distance. Ce que l'on appelle dans le milieu du drone, la « grande élongation ». Une activité encadrée par le scénario S4 de la réglementation française que pratiquent les grands opérateurs de réseaux. C'est le cas notamment d'Altametris, la filiale drone de la SNCF.

Elle emploie trois télépilotes. Deux sont d'anciens pilotes militaires de drones et le troisième est un pilote d'avion. Ils interviennent principalement dans un rayon de 10 à 15 km pour la surveillance du réseau et la détection d'intrusion. « En 2012, quand nous avons commencé à utiliser des drones, le vol de matériaux sur le réseau engendrait un coût de 70 M€ par an », précise Flavien Viguière, directeur général adjoint d'Altametris. « Avec le drone, nous multiplions par 10 l'efficacité de la détection parce que nous sommes beaucoup plus discret ».

CDiscout dont le siège social est situé près de Bordeaux est à l'origine du projet Pelican portée par la région Nouvelle Aquitaine et fédérant plusieurs experts locaux du drone, à commencer par Air Marine. « Il s'agit de mettre au point une nouvelle solution de livraison par drone, dans l'heure et demie, en centre ville de Bordeaux », explique James Rebours, directeur de l'innovation et de la performance de la supply chain, qui compare cette innovation à une véritable rupture technologique et qui de ce fait s'inscrit dans le long terme. Au-delà de la mise au point du système, il faut travailler également sur l'acceptabilité du point de vue du citoyen et bien évidemment sur le volet réglementaire.

Des industriels prêts à relever le défi

Le revers de la médaille est la lourdeur de la mise en œuvre du drone. Les missions sont réalisées en dérogation du scénario S4. La machine utilisée est un DT26 à voilure fixe, d'une masse de 15 kg (le S4

est limité à 2 kg). L'activation d'une ZRT (Zone règlementée temporaire) est une obligation d'où la nécessité d'un préavis de 6 à 8 semaines.

Actuellement les trois pilotes effectuent une centaine de missions par an. Elles ont systématiquement lieu la nuit et représentent à chaque fois 4 à 6 heures de vol. « Altamétris fait travailler le télépilote avec un pilote de sécurité formé aux procédures d'urgence, capable de ramener le drone. C'est une démarche qui va au-delà des exigences de la DGAC ». Tous les opérateurs le reconnaissent, tant que la fiabilité du matériel volant n'est pas meilleure, il faudra gérer des contraintes lourdes.

UDRI Tests Impact of Drone on Aircraft at High Speed

University of Dayton Research Institute impact tests prove large aircraft won't always win in collision with small drones.

When a large military helicopter collided midair with a small quadcopter last year, the helicopter sustained only minor damage and returned safely home; the drone was destroyed. But tests performed at the University of Dayton Research Institute show that bigger may not always be better in contests between manned aircraft and even small UAVs.

In a test designed to mimic a midair collision at 238 miles per hour, researchers in UDRI's Impact Physics group launched a 2.1-pound DJI Phantom 2 quadcopter at the wing of a Mooney M20 aircraft. The drone did not shatter on impact, but tore open the leading edge of the wing as it bore into the structure, damaging its main spar. "While the quadcopter broke apart, its energy and mass hung together to create significant damage to the wing," said Kevin Poormon, group leader for impact physics at UDRI.

Poormon, whose group routinely performs sponsored bird-strike testing of aircraft structures—such as wings, windscreens and engines—presented test results and video of the drone shot at the fourth annual Unmanned Systems Academic Summit, held in August at Sinclair College's Conference Center and its National UAS Training and Certification Center in Dayton.

As the number of hobby drones in the air dramatically increases, so does the risk of a catastrophic event, Poormon said. "We've performed bird-strike testing for 40 years, and we've seen the kind of damage birds can do. **Drones are similar in weight to some birds, and so we've watched with growing concern as reports of near collisions have increased, and even more so after the collision last year between an Army Blackhawk helicopter and a hobby drone that the operator flew beyond his line of site.**

Although the helicopter returned home with only minor damage to a rotor, Poormon said it is only a matter of time before a drone strike causes more significant damage to a manned aircraft.

“We wanted to help the aviation community and the drone industry understand the dangers that even recreational drones can pose to manned aircraft before a significant event occurs. But there is little to no data about the type of damage UAVs can do, and the information that is available has come only from modeling and simulations,” said Poormon, whose group has fired individual drone batteries, cameras and motors at metal panels. “We knew the only way to really study and understand the problem was to create an actual collision, and we’re fully equipped to do that.”

Poormon and his team collaborated with the Sinclair College National UAS Training and Certification Center, whose experts provided guidance on unmanned aerial systems. “We’re fortunate to be in close proximity to Sinclair’s nationally renowned UAS Center,” Poormon said. “We’re experts on bird strikes, but Sinclair’s team provided valuable insight on how these systems are being used and helped us determine the best models for testing.” In addition, Sinclair provided quadcopters for testing and, because the college also offers a program in airframe aviation maintenance, loaned UDRI an aircraft wing to serve as a target.

After calibration work to ensure they could control the speed, orientation and trajectory of a drone, researchers fired a successful shot at the Mooney wing. The researchers then fired a similarly weighted gel “bird” into a different part of the wing to compare results.

“The bird did more apparent damage to the leading edge of the wing, but the Phantom penetrated deeper into the wing and damaged the main spar, which the bird did not do.”

Poormon said additional tests using similar and larger drones on other aerospace structures, such as windscreens and engines, would provide critical information about how catastrophic a collision would be. He and his team are hoping even this first test result will help bring awareness to the manned and unmanned aviation communities about the importance of regulations related to safe drone operating.

“It’s not practical to regulate manned air vehicles to try to avoid collisions with a quickly growing population of drones, but it is practical to regulate UAV operation, Poormon said, adding that the FAA already has a number of regulations in place for drone operators. There are other factors that could be looked at related to UAV production that could help enhance safety, such as building drones to be more frangible—meaning they’ll shatter more easily on impact—or keeping them under a certain weight limit could also enhance safety, he said. “The shipping industry is already investigating ways to use drones for package delivery. That would require larger and heavier drones which, when combined with the weight of a package, could easily outweigh a Canada goose, known to do significant damage to aircraft.”

Andrew Shepherd, executive director and chief scientist at Sinclair’s National UAS Training and Certification Center, said the emergence of unmanned aerial systems in the civil and commercial

markets is projected to be a significant driver of economic activity and is already providing value across a number of industries.

“This type of testing shows that we recognized the potential risks and are seeking to better understand them and positively influence policy and operations to mitigate possible dangers,” Shepherd said. “Collaborating with UDRI’s leading experts and world-class testing facilities helps us fulfil our mission to not only advance technologies for unmanned aerial systems, but to make the skies safer for manned and unmanned vehicles alike.”

Poormon said his team is not aware of any other lab in the country performing controlled drone strikes on structures for research or data generation.

About the University of Dayton Research Institute Impact Physics Lab:

UDRI operates the most diversified impact physics laboratory in the world, with 12 gun ranges capable of propelling objects at velocities ranging from tens of feet per second to more than 33,000 feet per second. Researchers routinely perform research and testing in the fields of foreign object damage, light armor design and evaluation, penetration mechanics, hypervelocity impact testing and analysis, and dynamic behavior of materials.

About the Sinclair College National UAS Training and Certification Center:

Sinclair’s National UAS Training and Certification Center represents the culmination of a focused vision dedicated to creating the most comprehensive and pioneering facility and resources for the advancement of unmanned aerial systems (UAS) technologies. Since 2008, Sinclair College has been at the forefront of UAS innovation, creating partnerships, developing leading curriculum, and investing significantly to establish a nationally prominent program dedicated to meeting the workforce needs of the growing UAS industry.

Source: Press Release 09 October 2018

New Delhi, Oct 9 (PTI) **The potential for India-EU collaboration will be much better when the country is a five-trillion dollar economy, Union Minister Hardeep Singh Puri said Tuesday.** Puri was speaking at an event for **the release of a book, titled 'India and EU: An Insider's View', written by former Indian envoy Bhaswati Mukherjee.** The event was organised by the Indian Council of World Affairs.

The book launch also saw a discussion on India and EU relations between Tomasz Kozlowski, ambassador of the European Union, Alexandre Ziegler, ambassador of France and the author. Mukherjee said India will benefit from the Brexit.

"India looks at EU with a British prism. After the Brexit, the UK will become a second class power whose GDP will be lower than India," she said while stressing there will be a new phase of India-EU relationship after the Brexit.

Puri stressed that there is a huge potential in India-EU relations.

"The potential for the India-Eu collaboration will be much better when we are a five-trillion dollar economy...because our development challenges are of a magnitude which somebody sitting in Brussels probably finds it difficult to comprehend," Puri said.

He stressed that one has to "absorb the reality" staring in the face while signing free-trade agreements.

EU ambassador Kozlowski said Europe perceives India as a country with growing engagement on global and international issues and promoting its soft power and building diverse partnerships and emerging global power.

India today 09/10/2018

HIGHLIGHTS

- **CISF is holding two-day international aviation security seminar**
- **The seminar will be inaugurated by Rajnath Singh and Suresh Prabhu**
- **CISF will hold dialogues to raise benchmark of international aviation security co-operation**

Highlighting the security challenges faced by the Central Industrial Security Force (CISF) in manning airports across India, the CISF will hold a two-day international aviation security seminar.

The theme of the seminar, 'Global Co-Operation: Secure Aviation,' aims to hold a dialogue with stakeholders to raise the benchmarks of international aviation security co-operation.

The seminar will be inaugurated by Union home minister Rajnath Singh on October 9 and civil aviation minister Suresh Prabhu on October 10 at Vigyan Bhawan. Speaking about how the authority is working on curbing crime in airports, CISF shared data on the recovery of unclaimed property, contraband drugs, illegal carriage of arms and ammunitions and use of fake e-tickets at the Indira Gandhi International (IGI) Airport.

CISF claimed to have recovered unclaimed property worth Rs 38.44 crore in last three years.

New Delhi: With lukewarm response from lenders, debt-laden Air India has extended the deadline for submitting bids for loans worth Rs 500 crore to meet "urgent working capital requirements".

Senior airline officials said the deadline for bids has been extended to October 31 but it could be closed earlier in case there are minimum three bids for providing the loans.

The initial deadline for submission of bids was October 10.

The national carrier, whose debt burden is estimated to be more than Rs 50,000 crore, is looking to

raise Rs 500 crore loans to meet "urgent working capital requirement", as per a tender document. The tenure of these government-guaranteed loans would be for one year.

After efforts for strategic disinvestment of the airline did not take off in May, the government has been working on ways to boost the carrier's fortunes.

09/10/18 PTI/Economic Times

New Delhi: **Civil Aviation Minister Suresh Prabhu Tuesday held a meeting with Air India chief Pradeep Singh Kharola and reviewed the future road map for the debt-laden airline**, according to a tweet.

The meeting also comes at a time when the government is working on a revival package for the national carrier, which is grappling with financial woes.

The proposed strategic disinvestment of Air India, which has a debt burden of more than Rs 50,000 crore, failed to take off in May.

"Held a meeting with Mr Pradeep Singh Kharola, CMD of Air India today.

Had detailed discussions on issues related to Air India and reviewed the future road map for the airline," Prabhu said in a tweet.

Specific details about the meeting could not be ascertained immediately.

09/10/18 PTI/New Indian Express

In the second half of 2009, Kingfisher Airlines was forced to shrink from over 85 aircraft to 66 aircraft. Grappling with losses and engine issues, the once flamboyant airline was struggling to maintain its schedule.

The airline withdrew one of its popular flights on the Delhi – Kolkata sector in the evenings. The flight IT 605 operated from Chandigarh to Kolkata via Delhi, offering passengers a peak evening departure between Delhi and Kolkata. It was one of the three daily flights the airline operated on the sector.

Within days of the closure of the flight for sale, **IndiGo**, then a fledgling airline that was already present with three flights a day on the sector, pushed one of its flights to a departure time similar to what Kingfisher operated. These were the first signs of how cutthroat the airline was intending to be in the long run. **Since its inception 2006, slot by slot, flight by flight, sector by sector, the low-cost airline has been chasing every rival the country has seen.**

IndiGo of 2018 is different than what it was in 2009. From a budding entity content with cautious expansion to an ambitious, even audacious, beast that announces a new station once a month, the airline has come a long way. But one thing has remained constant –**chasing competition.**

This strategy came to the fore last week. **IndiGo announced flights to Phuket and Male.** Social media was abuzz. **It has hardly been a month since GoAir announced its international foray.** No prizes for guessing GoAir's inaugural two destinations. Just days away from its first international flight, GoAir would now face competition in what was to be a monopoly route.

For IndiGo, this was not the first — nor it would be the last — occasion that it would follow a strategy called network mirroring. Put simply, network mirroring is a practice in which an airline follows another airline on the same sector often at the same timings and with similar start dates. It is typically followed by airlines that have a huge fleet at its disposal. IndiGo has 191 aircraft.

09/10/18 Ameya Joshi/CNBC TV18

Cash-strapped Jet Airways Tuesday paid the balance amount of August salary to its senior management, pilots and engineers.

The Naresh Goyal-promoted full service carrier was scheduled to clear the remaining 50 per cent of the August salary to these personnel on September 26 as part of a staggered-payment plan. Jet Airways, however, could pay only half of the amount on the scheduled date due to paucity of cash and deferred the payment of the remaining amount to October 9. "We have received the remaining 25 per cent of our salary on Tuesday and with this payment, the airline has cleared our August salary dues. But it has still to disburse the September salary," a Jet Airways pilot associated with the National Aviator's Guild (NAG) told PTI.

Notably, the airline management had on October 5 assured its domestic pilots body, NAG, of disbursing the remaining amount of August salary by Tuesday. **The airline, which is struggling to raise capital for its various payment obligations, including payment of salaries to its 16,000 employees, received a breather from its loyalty programme Jet Privilege Private (JPPL), its joint venture with Etihad, which offered it about Rs 258 crore for the advance purchase of discounted tickets.**

09/10/18 PTI/DNA

In a incident that can give any a big shock, where life of 180 people was on high risk but the pilots presence of mind saved several innocence live. An IndiGo Airlines flight with 80 people on board had a narrow escape in Hyderabad when it was about to takeoff and a vehicle suddenly came on the runway. The vehicle came in front of the plane just as the flight was about to take off.

The two pilots of the IndiGo Flight 6e743 -- an Airbus A320 -- saw the vehicle on the runway and applied their plane's emergency brakes to avoid hitting the vehicle and stopped the takeoff.

The incident took place at around 6 am on Tuesday morning at Hyderabad's Rajiv Gandhi International Airport. IndiGo Flight 6e743 is a daily service between Hyderabad and Goa.

09/10/18 Catch News

New Delhi: Don't India's airline companies, both international and domestic, including the national carrier Air India treat the dead with dignity? Are the rates being charged to transport bodies exorbitant?

The Delhi High Court has decided to examine these issues. **A bench of Chief Justice Rajendra Menon and V K Rao on Monday issued notices to Civil Aviation Ministry, MEA and Air India on a PIL filed by NGO 'Pravasi Legal Cell' which termed as 'callous' the prevalent policy of weighing the mortal remains as mere cargo and fixing a rate according to the weight, and charge very high rates? It said at present Air India charges 15 Dirhams/Kg which comes to around Rs 300 per kg to air lift bodies of Indian migrant workers who die in Gulf countries.**

"It is not only a gross inhuman practice but also violative of the dignity of the dead body" argued advocate Jose Abraham who represented the petitioner NGO. The PIL sought framing of guidelines for transportation as well as the repatriation of mortal remains of the Indian migrant workers dying abroad.

"The exorbitant charges are unbearable to some of the unemployed, unidentified Indians and low paid workers, which clearly violates their rights enshrined under of constitution by causing grave injustice. Apart from the financial intricacies, the unfamiliar law, culture and language of the different country brings in more trouble in the very difficult time, that is the death of kin, the Airlines charging an exorbitant amount based on the weight of the human mortal which will not only amount to arbitrary, unfair pricing but also disrespect to the mortal remains", argued Abraham.

"Due to financial constraints, relatives of the deceased were unable to take the body back and on several instances these migrant workers who die far from their home town are buried or cremated in foreign land with their kith or kin even unable to see the body", he said.

09/10/18 Harish V Nair/India Today

The next time you are at an airport in the country, you might notice a change in the way the CISF personnel welcome you.

The force responsible for airport security across the country has asked its personnel not to be over-friendly with passengers as it shifts from a 'broad smile' concept to a more disciplined and 'sufficient smile' theory to welcome travellers so that it can focus more on further improving their security, two top officials said Monday.

"From broad smiles, we are now coming to a sufficient smile system as focussing on the core area of ensuring fool proof security is more important," said the force's Additional DG and chief of aviation security M A Ganapathy when asked about imparting soft skills to CISF personnel for better interaction with passengers.

He was briefing reporters about 2-day 'international aviation security seminar' beginning here from Tuesday.

CISF Director General (DG) Rajesh Ranjan echoed his views and said an over-stress on just enhancing soft skills of the airport security personnel had its own pitfalls.

"We cannot be over-friendly with the passengers because one of the reasons cited as to why 9/11 (the 2001 terror attack on twin towers in US) happened...Was excessive reliance on passenger-friendly features where security personnel went out of the way to ensure that the passenger is facilitated, thereby compromising on security," the DG said.

"So, friendly smiles are good but focus should be on the core duties (of security) that we perform at the airports as also rightly pointed out by the ADG," he said.

Also, the behaviour and discipline of CISF personnel have been analysed by many agencies, he said, "and I can say that we shine above the world in this domain."

09/10/18 PTI/DNA

Even as policymakers in the government are toying with the idea of creating an aircraft leasing sector in the country, the experts, though positive, are of the opinion that key strategic issues need to be addressed before the initiative is taken forward.

According to the latest report prepared by aviation consultancy firm CAPA, **the development seems significant as India which is amongst the fastest growing aviation market in the world has placed an aircraft order of more than 1,000 aircraft valued at around \$50 billion, which in unit terms is third only behind the US and China.**

Importantly, **the vast majority of these aircraft will be taken on lease from offshore lessors. Further, around 30 years from now, India's commercial airline fleet is expected to cross 5,000 aircraft, which will require a massive aviation eco-system including maintenance, crews, lessors, etc. thus prompting the government to think on those lines**, the ministry sources reveal.

A recent study report published by the Market Research Future, the aircraft leasing market is projected to grow at a rapid pace and gain further prominence during the forecast period (2016 – 2023). The market is projected to demonstrate an elevated growth by 2023, surpassing its previous growth record by posting a decent CAGR during the period 2016-2023. **The global aircraft leasing market is expected to reach \$ 62,221.8 million by 2023 at a CAGR of 4.75%.**

09/10/18 Shahkar Abidi/DNA

New Delhi: A mid-air medical crisis was averted in an Air India Delhi-Guwahati flight where a woman, in her 40s, fell unconscious. A doctor, of a prominent Delhi government hospital, who was travelling on the same flight, came to the rescue of the Northeastern woman and saved her life.

Her condition on the Air India flight was such that she had to be given CPR. The doctor claimed that her condition had deteriorated to such an extent that the pilot of the flight had contemplated landing in another city airport.

High drama unfolded in the Delhi-Guwahati flight on Sunday night when a woman fell unconscious in the flight. Despite being given first aid by the crew members of Air India, it was sheer luck that a doctor of a prominent Delhi government hospital happened to be on the same flight, who saved her life.

According to the doctor, requesting anonymity, the woman, who hails from Assam was travelling from Guwahati with her family.

"During the flight, the woman started feeling uneasy. She called in the cabin crew and within a few minutes, she started vomiting and lost consciousness. I was on the same flight. The crew announced if there is any doctor in the flight. I went ahead and gave the woman, who was in her late 40s, Cardiopulmonary Resuscitation (CPR). She somehow managed to regain consciousness," The doctor said the woman was so serious that the pilot of the Air India contemplated landing the flight either in Patna or Jaipur.

The woman was handled by the doctor. Once the flight landed at the Delhi airport, she was taken to Medanta Hospital. Since she was critical, she was referred to the Army RR Hospital.

09/10/18 Kanika Mehta/India Today

GVK run Mumbai International Airport Pvt Ltd (MIAPL) has inducted India's first emergency evacuation vehicle (EEV) at the airport. This evacuation vehicle can extend up to a height of 8.3metres with the escape stairs capable of holding 115 people at one time. This vehicle has a response time of just two minutes to move anywhere in the airport vicinity.

The Mumbai International Airport becomes the first in the country to get such an advanced evacuation vehicle to make access to an aircraft faster during emergencies. EEV can access even the largest of passenger aircraft including the Airbus A380, the largest civilian aircraft in operation at present.

This new emergency evacuation vehicle deployed at Mumbai airport offers better access to the aircraft and can speed up the evacuation process in an emergency, a spokesperson for MIAPL said, adding that the new EEV has already become functional and is being used for routine work. **Mumbai airport already has six EEV but with lower capabilities compared with the new one.**

The EEV is built on a MAN chassis by Austrian fire-service manufacturer "Rosenbauer". The truck comes with extendable escape stairs that can reach up to a height of 8.3metres, equal to that of the Airbus A380. The evacuation staircase has been designed to withstand up to 40 knots of wind speed, while the extension time is just 55 seconds. It is also equipped with a high-pressure smoke ventilation system.

09/10/18 Raju Vernekar/MoneyLife

Keep your seatbelts fastened, as we are going to touch down some of **the best airports in India that offer mesmerising views**. The list, however, does not include Delhi, Mumbai or, as a matter of fact, the Bengaluru airport. Here is the list.

Leh Kushok Bakula Rinpoche Airport

Famed for being one of the highest airports in the world, Leh Kushok Bakula Rinpoche Airport is situated at 3256 m above the sea level. The very experience of seeing how the landscape keeps on changing throughout the journey is exhilarating. The excitement does not stop here as the ultimate kick you get while touching down is like cutting your way through those majestic brown mountains, and it will leave you awestruck.

All flights take off only in the morning so as to avoid the mountain winds during the afternoon.

Regular flights operate from Leh airport to Mumbai, J&K, Delhi and Chandigarh.

Lengpui Airport, Mizoram

Brace yourself to receive a therapy of various shades of green. In fact, as you approach for landing, your eyes will be soaked with lush greenery. The panoramic view of Lengpui Airport will greet you with open arms as you ready yourself to step out of your plane, and the view, by all means, will amaze you. Lengpui Airport was the first large airport in the country that was built by a state government, which is located at a distance of 32 km from Aizawl.

Agatti Airstrip, Lakshadweep

A very narrow strip for you flight to land and take off, while the airstrip is surrounded by crystal blue waters of the Indian Ocean on all the sides. Does this vivid description flare up your imagination? Agatti Airstrip, Lakshadweep, offers you this out-of-the-world experience and the ambience truly creates a spectacle that you will never forget in this lifetime.

Agatti Airstrip holds the title of being one of the best airports for the scenic beauty that it offers. And nobody is complaining, because you need to see it to believe it.

Veer Savarkar International Airport, Port Blair

As you prepare yourself to land, you will feel like the island airport has stretched out a green carpet for you. Such is the effect of the greenery in this place that you will feel in sync with nature. Located at around 2 km south of the city, Port Blair Airport will definitely charm you with its natural beauty. With evergreen rainforests all around, make sure that you make the most of the trip.

Pakyong Airport, Sikkim

Prime Minister Narendra Modi recently inaugurated Pakyong Airport, and it was all over the news. And, we must say that it is all worth the hype that it created. The exemplary views that it offers will make you wish to travel more often. Surrounded by lush greenery, the airport is located at a height of 4590 ft above the sea level. It is also one of the five highest altitude airports in India.

It is also the first Airport in Northeast India, which is spread across 990 ac. If you plan to visit this place in near future, spare some time to experience the beauty of this airport before hopping on to the flight.

[09/10/18 Panchali Dey/Times Travel](#)

New Delhi: **Many of the country's airports suffer from "lacunae" in their security, the head of the agency that protects most Indian airports told The Telegraph on Monday.**

“There are several lacunae in the existing security mechanism in several airports which need to be addressed,” Rajesh Ranjan, director-general of the Central Industrial Security Force (CISF), said ahead of a two-day international seminar on aviation security that his force is organising here from Tuesday.

“There are new challenges and we are working to make it (airport security) fool-proof,” he added, declining to specify either the weaknesses or the airports where they prevail.

The CISF is in charge of security at 60 of the 100 airports in the country. The local police or other central paramilitary forces handle security at the remaining 40, which include the Srinagar, Jammu, Gorakhpur, Mysore, Jabalpur, Ludhiana, Jamshedpur, Cooch Behar and Durgapur airports. Nineteen of these 40 are classified as “hyper-sensitive”.

Sources said that **national security adviser Ajit Doval, who had earlier ordered a security audit of all airports, had suggested that all the 100 airports be handed over to the CISF.**

They added that the security agencies had in a report to the home ministry highlighted that the smaller airports were potential sitting ducks for terrorists. One of the smaller airports was recently inaugurated by Prime Minister Narendra Modi in Sikkim.

09/10/18 Imran Ahmed Siddiqui/Telegraph

New Delhi: Air India's domestic passengers out of eight major cities, including some state capitals, have been spared major flight disruptions. Oil companies on Monday morning told AI that they will not supply jet fuel to aircraft of AI group -- AI, AI Express and Alliance Air -- from 4 pm on Monday due to mounting dues. However after getting some payment, they reportedly did not cut the supplies as threatened at: Mohali (Chandigarh), Patna, Pune, Trivandrum, Jaipur, Lucknow, Visakhapatnam and Coimbatore.

"AI was to pay about Rs 100 crore to the oil marketing companies (OMC) on Monday morning as payment for fuel uplifted over the weekend. When they did not get the same by afternoon, the stop-supply order for right places was issued. But after 1 pm they got the payment and our aircraft are getting fuel without any disruption," said a senior AI official.

Indian Oil's marketing division at Coimbatore Airport sent an order to AI station head there saying:

"We have been instructed by our head office that OMCs have decided to suspend supplies to all domestic flights of Air India group at 8 locations (from) October 8, 4 pm. This is for kind information." AI owes about Rs 4,200 crore to OMCs as dues and current outstanding in credit period. Almost every service or goods provider to AI is seeking it's dues. Whether this includes aircraft lessors, oil companies and airport operators.

08/10/18 Saurabh Sinha/Times of India

Kochi: Thousands of men, women and children thronged the new international airport terminal set up at Mattanur in Kannur district of Kerala ahead of its inauguration in December this year.

The Kannur International Airport Limited (KIAL) opened the terminal to the public for a week as an opportunity for them to view the state's latest major infrastructure project. The terminal's doors have been opened from October 5-12, with visiting hours restricted from 10 am-4 pm. Visitors are required to carry proper photo ID cards. Parking facilities have been provided at the entrance of the airport, although no food/beverages are allowed inside.

People of Kannur from different parts of the district flocked to the airport along with their families.

Visuals from inside the airport showed a massive crowd waiting to enter the terminal. CISF and other security officials have been posted to manage the crowds.

While the date of the airport's commercial opening has not been decided, it is set to be

inaugurated in December after KIAL got the aerodrome license from the Director General of Civil Aviation (DGCA). An Air India flight did a test landing at the airport last month and the runway was used by a Dornier aircraft to transport supplies and relief material during the recent floods in the state.

08/10/18 Indian Express

A plan by the Central Industrial Security Force (CISF), which guards key airports in the country, to reduce manpower from non-core areas at airports is estimated to reduce the annual cost of securing these airports by over 15% - a move that will be welcomed by all airport operators.

CISF Director General Rajesh Ranjan today announced that they have shared a plan to remove CISF personnel from non-core areas at airports with the home and civil aviation ministries.

“There are about 10 non-core areas like cargo gates, lift points, where CISF personnel are not required. We have shared a plan with these ministries that will reduce the total number of personnel at our airports by 3,000,” Ranjan said at a press meet.

Ranjan added that the force has about 19,700 personnel at 60 airports in the country and a reduction of 3,000 personnel would see a substantial reduction in cost of securing these airports and also free up the force that can be used to secure other airports.

The force’s Additional Director General for airport sector M A Ganapathy added that the cost of one CISF personnel involved in airport security comes to around 70,000 per month. “A reduction of 3,000 personnel would mean that much reduction in cost,” he said.

08/10/18 Mihir Mishra/Economic Times

Kathmandu: A technical delegation from the Civil Aviation Authority of Nepal (CAAN) is scheduled to visit the Indian capital of New Delhi on Thursday to continue the air routes talks started last June. According to CAAN officials, a five-member team led by Deepak Baral, director of air traffic management at CAAN, will hold **discussions with officials of the Airport Authority of India (AAI) regarding two vital air routes: Nepalgunj in the midwest and Mahendranagar in the far west.**

Last June, India agreed to open **four new air entry points to Nepal in the eastern and western parts of the country to facilitate movement of international traffic, but two ‘vital entry points’ remained on hold due to technical issues.** The four routes that India agreed to make bidirectional or two-way are Kathmandu-Biratnagar-Dhaka, Kathmandu-Janakpur-Kolkata and Kathmandu-Janakpur-Patna in the eastern part of Nepal, and Kathmandu-Mahendranagar-Delhi (L626) in the west.

With regard to Nepal’s request for entry from the L626 route in Mahendranagar for high-level flights (flights above 24,000 feet) and another entry point from Nepalgunj, India said it would make further examinations by September. “The Indian team is expected to inform the Nepali team about the possibility of opening these routes, their safety assessment and other issues that need to be sorted out jointly,” said a CAAN official. “However, we don’t think all the issues will be resolved in one or two meetings.”

08/10/18 ekantipur

Men and women passengers flying out from the city airport will soon no longer have to stand in separate queues during security screening.

In a first in the country, Bangalore International Airport (BIAL) Monday said it **has signed an agreement with UK-based technology developer L3 Macdonald Humfrey to roll out a new security system by December, which will screen men and women together.**

The new system is also expected to reduce the wait time for passengers drastically.

BIAL has signed an agreement with L3 Macdonald Humfrey (Automation) India to introduce a Smart Security Lane with Automated Tray Retrieval System (ATRS), the company said in a release. Work on the security hall enhancements will begin with the first automated lanes being installed in the domestic and international check points by the end of 2018, it said.

Work on the security hall enhancements will begin with the first automated lanes being installed in the domestic and international check points by the end of 2018, it said.

08/10/18 PTI/Economic Times

SpiceJet showcased its first freighter at Delhi airport last month September 10, making it the first domestic carrier to launch freighter services with a converted B737-700BDSF.

With the livery of SpiceXpress – a cargo division of SpiceJet – the freighter comes at an opportune moment.

As Ajay Singh, SpiceJet's Chairman and Managing Director put it: "With our proven operational capability, this is an extension of our 'belly cargo' service to a 'dedicated freighter' with Boeing 737 aircraft."

The freighter – the first of four – will be inducted in the SpiceXpress fleet and started operations from September 18.

Over the course of the next 12 months, three more freighters will join the fleet and ultimately, as Singh said, there will be 10 aircraft.

While another of the three will be a **B737-700BDSF**, the other two will be **B737-800BDSFs**.

08/10/18 Flying Typers

Seventeen months since its launch, over 4.5 lakh people have flown on the government's subsidised UDAN (Ude Desh ka Aam Nagrik) scheme where fares are capped at Rs 2,500 per hour of flying. The Airports Authority of India (AAI) has released figures from this regional connectivity scheme (RCS) from April 27, 2017, to September 23, 2018. **The number could have been much higher but for the dismal performance of two small airlines that bagged a lion's share of RCS routes but have been unable to start flying majority of them.**

According to the AAI data for the 17 months of UDAN, **a total of 15,723 flights were operated by seven airlines on about 60 routes.** A total of 7.5 lakh passengers flew on these flights, of which almost 4.6 lakh took the subsidised fares with the remaining taking higher non-subsidised fares.

The figures could have been much better, but for the performance of Air Deccan and Air Odisha.

Last March, the government had awarded 128 RCS routes out of which 50 and 34 were bagged by Air Odisha and Air Deccan, respectively. However, AAI data shows both these airlines have operated very few flights on less than 10 routes each, like Nasik-Pune, Shillong-Agartala, Ahmedabad-Mundra and Raipur-Jagdalpur.

Total number of passengers flow on RCS flights by Air Deccan and Air Odisha was 5,093 and 1,842, respectively. Even their combined passenger carriage of 6935 is less than 1% (0.9% to be precise) of the 7.5 lakh passengers who have flown on RCS flights. The data shows on none of these routes has either Air Deccan or Air Odisha flown more than 1,000 passengers.

The Shillong-Dimapur route awarded to Air Deccan and started on May 1, 2018, lists 'one' as the total number of passengers flown till September 23. The return sector, Dimapur-Shillong, lists two as the total number of passengers flown on this route since launch.

07/10/18 Economic Times

The Enforcement Directorate (ED) is investigating Air India's bilateral air services agreements between 2001 and 2012 with Gulf countries, The Economic Times reported.

The investigating agency will assess the impact of these bilateral agreements on the operations of debt-laden Air India and aircraft purchases during this period.

"ED has sought details of bilaterals signed with Gulf countries between 2001 and 2012 and documents signed with Dubai, Sharjah, and Qatar during the period," a senior government official told the paper.

The official added that the agency is looking at the government's decision to sign separate bilaterals with Dubai and Abu Dhabi and not one bilateral with the United Arab Emirates (UAE). Abu Dhabi, Dubai, and Sharjah are members of the seven-emirate UAE.

The move comes after the Crime Bureau of Investigation (CBI) registered a first information report (FIR) alleging involvement of non-state entities in the bilateral agreements, the report stated. **The CBI has been inquiring into Air India's alleged irregularities concerning the purchase of planes, aircraft leasing, diversion of routes and the establishment of an Airbus maintenance, repair, overhaul, and training facility.**

07/10/18 moneycontrol.com

New Delhi: **The airline industry is booming but whether a particular airline is doing well depends on industry dynamics and the airlines' strategy,** Civil Aviation Minister Jayant Sinha said.

Speaking at ThePrint's Off The Cuff event Friday, **Sinha also said that rising fuel prices will not affect the sector. "Most of the aviation turbine fuel (ATF) is domestic and very less of it is imported. Import duty will not make a difference to ATF prices as far as India is concerned. The airline business overall is booming,"** he said.

On some private airlines being in crisis, Sinha said it was a result of the industry's dynamics, wherein higher input costs were not being passed on to consumers.

"What is happening is that we have a lot of competition in the airline industry and therefore, an increase in input prices is not necessarily flowing through as higher prices to consumers," Sinha said. "That's because of various comparative strategies, airlines are following. One would expect that the prices to consumers would rise but that has not been the case because of competitive actions that airlines have taken".

The aviation minister further spoke on the **efforts that the ministry, he said, was putting in to strengthen Air India and to make it more competitive, vibrant and a global airline.**

"The good news is that in the last three to four years when you look at the operating parameters of Air India or its operating benchmarks, they have improved dramatically because of all the actions we have undertaken and have actually reached the level of most of its peers," Sinha said. "So, in terms of operating benchmarks, they are doing fine".

07/10/18 Ifrah Mufti/Print

The Indian aviation sector is very vibrant and the country is one of the strategic markets for Lufthansa, which is constantly evaluating opportunities to expand capacity here, according to top officials of the German carrier. "We have many connections between various Indian cities and Europe and we are connecting India with the world via our hubs... we are **focussing specifically on customers from India to international markets via Europe,**" Heike Birlenbach, Senior Vice President Sales Lufthansa Hub Airlines and Chief Commercial Officer Hub Frankfurt, told in an interview.

Lufthansa Group serves 343 destinations in 103 countries, offering 15,415 weekly frequencies. **In India, it operates 62 weekly flights to New Delhi, Mumbai, Chennai, Bengaluru and Pune from its Frankfurt and Munich hubs.**

"On those 62 frequencies, we have seen lately that there is a trend that more and more Indians, originating in India, are on that flight. Usually you have a balance between people originating on the other side, either in Europe or the US or Canada, but now there are more and more people originating in India in our flights," Birlenbach said.

According to Birlenbach, **the German carrier sends its most modern aircraft -- Airbus A350 -- from Munich to New Delhi. Airbus A380 and Boeing 747-8 aircraft are also sent to India.**

07/10/18 PTI/Economic Times

Kolkata : On Friday, a controller at Kolkata airport's ATC tower received a message from an incoming flight. The captain of the **Boeing B 737-800 aircraft** suspected a **snag in the landing gear** and radioed in. The controller immediately sent out an alert that intimated the fire team, health officials, CISF personnel, airline and ground handling agency staff, as well as police outside. Back at the ATC, the **controller cleared the path for the flight to land.** As the **Air Jupiter flight AJA299** touched down on the secondary runway, the fire fighters stationed strategically saw the wheels skid on the tarmac. Realizing that the plane could veer out of control, the fire tenders gave hot pursuit, spraying foam at the landing gear to prevent the sparks from igniting a fire.

"With two hours of fuel still on board the plane, one cannot take a chance. A stray spark can turn the aircraft into a fire ball," said a fire officer.

Luckily, the pilots were able to steer the plane to a halt. Realising that time was of essence should there be a fire, the cabin crew deployed chutes and passengers began to slide down. Airline staff and ground handling crew lent a helping hand. The medical team rushed in with first aid kits and body bags, quickly setting up an on-site camp to prioritise treatment. Those requiring hospitalisation were stretchered into ambulances while those with minor injuries were treated at the site. Thankfully, the body bags to transport the dead to the mortuary were not required. All the while, CISF jawans kept the area cordoned off.

07/10/18 Subhro Niyogi/Times of India

New Delhi: **Prime Minister Narendra Modi of India swept into office four years ago vowing to crush corruption. Some of his most momentous acts since taking office, like wiping out nearly 90 percent of India's currency virtually overnight, have been to clean up the country's endemic graft.**

Mr. Modi was also quick to accuse the rival Congress Party, India's longstanding political dynasty, of lavish spending and crony capitalism.

But in the past few weeks, the role of accuser has been dramatically reversed.

The Congress Party, which had seemed anemic since Mr. Modi's election, has found a new spring in its step by hounding the prime minister over an opaque arms deal that has raised some serious questions.

Why did Mr. Modi renegotiate a deal for 36 fighter jets?

Why was a company run by members of one of India's wealthiest families chosen to participate in the deal, despite having no experience building jets?

Why did the costs of the planes seem to jump so much?

And why isn't Mr. Modi sharing more details?

For several years, Indian politics have been dominated by Mr. Modi's party, the Bharatiya Janata Party, or B.J.P., which has grown accustomed to pushing around its rivals.

But for the first time in a long time, **the opposition, by building a damaging narrative around this arms deal, has landed a solid punch, and is hoping to keep the pressure on Mr. Modi and his party**

ahead of next year's general election.

06/10/18 Jeffrey Gettleman and Kai Schultz/New York Times

New Delhi: **Indian drone tech startups are expected to hit the market with innovative solutions for the civilian domain.** In such a scenario, **the drone job market is likely to grow**, with jobs such as UAV operators and pilots to software developers and engineers. While many people take to flying drones as a hobby, wedding photography and videography has become a huge use-case for flying drones. Add to that industrial and environmental situations where drone steering skills help enormously. **But becoming a drone expert is not easy—formal training and education are still in the nascent stage.** However, there is a growing interest among operators to acquire formal certifications and training.

A FICCI and EY report noted that the Indian unmanned aerial vehicle (UAS) market will touch \$885.7 million by 2021, when the global market size will be \$21.47 billion. This will create jobs. Drone-related careers can open up for pilots, UAV operators, engineers, and data processing and analysis experts. Potential positions range from full-time to contract-based work, even internships across many industries.

Regulators have laid down guidelines for commercial drone operations, which involve the drone operator to be certified by dedicated flight training organisations. A generic curriculum has also been mandated. Apart from this, there will be demand for operators with use-case-specific expertise. A lot of jobs will also be created as drones need to be manufactured, serviced, repaired and operated. And then there is a growing demand for skills that need to build algorithms to spot patterns in photographs, intelligent routing and collision avoidance systems. The other area is precision agriculture and pesticide spraying, using drones.

To become a drone pilot, training and assessment is required, as per guidelines released by the Directorate General of Civil Aviation (DGCA), which will come into effect from December 1, 2018. In addition, prospective pilots must be above 16 years of age and to pass a test on their practical and theoretical ability to pilot a drone. Also, a person who intends to become a drone pilot should ideally start by practising on simulators. Soon, drone flying will become a sought-after skill in India. New technologies do lead to newer jobs.

08/10/18 -Vipul Singh/Financial Express

New Delhi: **There were long queues at check-in counters across Indian airports on Sunday afternoon as the system of IndiGo — which accounts for 41% of domestic air traffic — went on the blink for over 90 minutes.** The problem was encountered across all airports on IndiGo network. It was finally resolved around 5pm.

The system glitch started at 12.35pm that crippled the airline's check-in process - issuing boarding passes and check-in baggage tags. This led to formation of long queues across airports.

As angry passengers took to social media to register their complaints with the active-on-Twitter aviation minister Suresh Prabhu and his deputy Jayant Sinha, the airline tweeted: "Our systems were down at all the airports for a while. We are expecting the counters to be crowded more than usual. Seek your patience and cooperation."

Nidhi Bahuguna, a passenger tweeted from her handle @vinirish, "servers at airport down -Lucknow airport scene- flight is at 14.40 still long lines just for boarding pass".

Responding to her, Prabhu tagged Airports Authority of India (AAI) and DGCA saying: "Immediately look into this, @AAI_Official and #DGCA act on it ASAP to avoid any inconvenience to passengers."

On Sunday evening, IndiGo said in a statement: "We regret the inconvenience caused to our passengers this afternoon due to system being down across airports for around ninety minutes. Our flights and check-in systems are operating normally now."

07/10/18 Times of India

Kochi: One of the busiest airports in India in terms of international traffic, Cochin International Airport Limited (CIAL) is running fully on solar energy. The solar project pioneered by managing director Vattavayalil Joseph Kurian has won it the Champions of the Earth Award of the United Nations in the Entrepreneurial Vision category.

The Cochin International Airport grabbed global attention during the devastating Kerala floods, as it had to be shut down for 11 days in a row. Less than a month after, it has hit the headlines, but all for the right reasons, when it bagged the coveted UN environment award for Entrepreneurial Vision. “Cochin is showing the world that our ever-expanding network of global movement doesn’t have to harm the environment. As the pace of society continues to increase, the world’s first fully solar-powered airport is proof positive that green business is good business,” observes the media release by the United Nations Environment Programme.

The significance of this recognition doubles, given that the Airport, a green field project which had been at the receiving end of severe criticism from environmental activists for filling up acres of agriculture land.

“These days, most of the airports in the world look similar – with more or less similar architecture, facilities and structures. But some airports stand apart. My favorite one is Changi airport in Singapore. In India, Kochi airport stands out – as it has a distinct flavour. The architecture is different from the usual airport authority of India types – and it also an airport with a character. One can sense the efficiency of the management. The new terminal in Kochi is of international standard. The solar panels which an alternative source of energy also make it a distinctive airport,” says John Samuel, president, Institute of Sustainable Development and Governance, Trivandrum who is a frequent flyer across the globe.

[07/10/18 Rajeev Ramachandran/Wire](#)

Airports Authority of India (AAI) has recreated the experience that one gets at the airport in an international exhibition at New Delhi. This is aimed at building confidence in first-time flyers and spreading awareness about the security drills.

The security area with metal detectors, baggage scanning machines, explosive trace detectors have been replicated at the exhibition so that visitors are familiar with the security protocols that are followed at the airport. Central Industrial Security Force (CISF) personnel from the Indira Gandhi International Airport are in-charge of the security drill, who explain patiently to the visitors on the list of things to be kept in mind while flying.

[07/10/18 Swarajya](#)

Drones are fascinating objects and most often, we associate it with the military, but now it has become a trend with growing commercial application and a wide acceptance by consumers, thus, gaining growing popularity. Spearheading this revolution is **Sonal Baid**, an aerospace engineer from Indore who is the **first Indian on Women to Watch in Unmanned Aircraft System’s (UAS) 2018 list for making a meaningful contribution to the drone industry through her startup Kittyhawk** where she leads the product management team.

The 28-year-old, for whom it has been just a year since she ventured in the drone industry, says, “Kittyhawk makes it easier and safer to run a corporate drone programme. It is designed for commercial drone operations, both large and small. It unifies the mission, the aircraft, and the data to empower companies to manage in-house commercial drone operations. From one singular platform, enterprises can manage the complexity of operators, aircraft, airspace, data analytics, insights and compliance to maximise safety and ROI.”

The curiosity for flying machines traces its way back to her childhood. “I remember going to Indore airport with my dad every Sunday, just to watch airplanes take off and land. I have always been excited about machines, especially flying machines,” shares Baid, who worked in space for four years before venturing into the world of drones. “I see UAS as an industry beyond Aerospace. In the last decade drones have gone from curiosity to an everyday tool. The new commercial UAVs are being

used for recreation, businesses, and anything else you can think of,” she adds.

07/10/18 Angela Paljor/Asian Age

Though they are pilots, they didn’t imagine that they would one day fly across the world in a small aircraft and become first Indian women to achieve this feat.

Selected for the expedition by a private firm Social Access Communications, in collaboration with the Ministry of Women and Child Development, **Aaroahi Pandit and Keithair Misquitta completed a month-long journey navigating challenging terrains.** They landed in Mumbai on Friday, tired to the bone. “We were looking for young pilots to do this and we identified them. The small size of the plane makes it a challenge,” Debkanya Dhar from Social Access Communications told Mirror.

On July 30, 22-year-old Aaroahi and 24-year-old Keithair began the expedition from Patiala to fly light sport aircraft named ‘Mahi’ (registered as VTNBF). “We had so many people messaging us, supporting us on social media. Never in our wildest dreams had we thought that we would go across the world in a small aircraft meant for leisure flying. It was a huge challenge. We were just two girls flying with two bags full of aircraft tools!” Keithair said.

Aaroahi and Keithair trained at the Bombay Flying Club and received special coaching to fly the light sport aircraft in Serbia. Aaroahi added another feather in her cap by becoming the first Indian woman pilot to have flown solo over the Atlantic Ocean in the aircraft.

“It was beautiful to have the sparkling blue ocean everywhere. When the engine fails while flying on land, you can still land, but flying over the ocean, you have nowhere to land. In the flight that lasted five and a half hours, I saw land only for 40 minutes while landing and take-off. The rest of the journey was just water and silence around 3,000 feet above sea level,” Aaroahi said.

07/10/18 Rahi Gaikwad/Mumbai Mirror

Hyderabad: Secretary for Defence Production Dr Ajay Kumar on Saturday evening said the ‘Aero India 2019’ will be in Bengaluru from Feb 20-24.

In his inaugural addressing at the Technical meet – Aerospace Luminary Lecture series organised by the Aeronautical Society of India (AESI, Hyderabad branch), Dr Kumar said **the five-day event will combine a major trade exhibition for the aerospace and defence industries with public air shows. World class technical seminar will also be held,** he said **besides global leaders and big investors in aerospace industry,** the show will also see participation from across the world, he said.

06/10/18 UNI

Kathmandu Post 11/10/2018

Private carrier Buddha Air on Wednesday announced pursuing a well-planned divestment programme to enhance its operational and management efficiency as it plans to spread its wings and set course for exotic foreign destinations by 2020.

Birendra Bahadur Basnet, managing director of Buddha Air, said that **under its focused capital investment plan for international operation, the company will own 30 percent of equity while 30 percent of shares will be allotted for public and remaining for strategic partnerships.**

The company has not unveiled its total capital expenditure plan.

The carrier, however, said it has no plans to convert its domestic operation into a public limited company. “We have now grown to a 21-year-old company. And now, we want to create a far-reaching legacy of our brand. So we are well prepared to go for exotic foreign destinations,” said Basnet, addressing a press meet here on Wednesday. The company is celebrating its 21st anniversary on Thursday.

The carrier has been working on powering itself from one-hour to three-hour or beyond flights, and entering the long-haul international market. **Buddha has set its sights on lucrative Asian destinations like Guangzhou, Bangkok, Dhaka and most major Indian cities in the first phase.**

In the second phase, the carrier plans to connect Kathmandu with Moscow, Seoul and Japan directly.

As per the carrier’s plan, by March 2020, it will be flying to key Indian cities from Tribhuvan International Airport (TIA) after leasing two narrow-body jets.

“After operating for six months, we have planned to issue **initial public offering (IPO)**. The six month period will be enough to convince potential strategic partners and the public about Buddha Air’s future path.”

By August 2021, the carrier plans add two jets and begin operations from the upcoming international airport in Pokhara. The construction of the modern airport in Pokhara is expected to be completed by July 2021.

In a question on why Buddha was not interested in flying from the upcoming Gautam Buddha International Airport, Basnet said, “We want to establish Pokhara as a premium tourist destination and the Lake City has the potential to become a key tourist destination.”

“We will not be focused on the labour market as we cannot compete with giant foreign airline companies currently serving Nepal. **We want to impact the tourism market instead of the ever-increasing Nepali labour market. Our aim will be to bring high-end tourists.**”

The carrier’s own study has revealed that the completion of the international airport in Pokhara will enable the lake city to host more than 2.5 million tourists annually by 2025.

“Imagine what impact tourism will create in Pokhara if 2.5 million tourists are brought in annually. **The industry will not only create job opportunities but also link tourism with agriculture,**” he said.

For example, Pokhara will require 10 million eggs and tonnes of meats and vegetables to feed the visitors.

“Hence, it will create a surge in demand for agriculture products at a large scale,” Basnet said, adding that the government also needs to create policy to boost production. “But if we are solely dependent on imports from India to meet the demand, the tourism impact will not benefit locals.”

Buddha began commercial flights to Paro, Bhutan with an 18-seater Beechcraft in August 2010, becoming the first foreign airline to serve Bhutan. The carrier has been assessing the Boeing 737 MAX 8 narrow-body aircraft series for the international operation. However, it is yet to decide which model is suitable for the company.

Roadmap target

- Company to launch IPO sometime in 2020
- Offer direct flights to key India cities by 2020
- To fly to destinations like Guangzhou, Bangkok, Dhaka in first phase
- To fly to Moscow, Seoul and Japan directly in second phase
- Fleet expansion to service international airport in Pokhara
- No plans to fly from Gautam Buddha Int'l Airport