

La Tribune 11/10/2018

Rapprocher, internationaliser, susciter, développer et consolider. Tels sont les principaux objectifs définis par Bordeaux Technowest, co-organisateur de la 5ème édition de l'UAV Show qui se tient depuis hier à Mérignac. **La filière drone se développe et se structure mais reste fragile. 80 % des sociétés françaises ont un chiffre d'affaires de moins de 100.000 euros. D'où un nombre croissant de rapprochements entre sociétés. Mais les enjeux à relever sont, avant tout, technologiques.**

"Si nous sommes présents aujourd'hui sur le salon UAV Show, c'est pour nous plonger dans l'écosystème", déclare Anthony Victor Mehl, directeur commercial et marketing d'Altametriz. La filiale de SNCF Réseau dédiée aux drones fait partie des 75 exposants présents sur le salon organisé à Mérignac, en Gironde, depuis hier. "Un chiffre très correct d'autant plus que les plus gros acteurs sont présents. La filière du drone civil reste une petite filière. Elle crée de l'emploi mais elle ne va pas créer 10.000 emplois demain en Nouvelle-Aquitaine", reconnaît François Baffou, directeur général de Bordeaux Technowest et trésorier de la fédération professionnelle du drone civil. **"De même, le business des drones en France représente 150 M€. C'est ce que fait Orange en 4 jours ! 80 % des sociétés françaises ont un chiffre d'affaires de moins de 100.000 euros."**

En revanche, la filière se structure et se consolide.

"La France a connu une phase de création d'entreprises exponentielle au cours de ces dernières années mais elle ne se développe plus de manière anarchique. On comptait 1.800 entreprises dans le domaine du drone civil en 2013. Il y a eu un pic en 2017 avec 6.000 sociétés. On est retombé à 5.000 en 2018 pour des raisons d'organisation et de structuration du marché."

Des rapprochements ont eu lieu. "C'est normal et cela va continuer, explique François Baffou.

L'entreprise intègre de plus en plus toute la chaîne de valeur : construction, customisation du drone, opération, traitement et restitution de la donnée, voire même parfois le volet formation."

Des rapprochements

Le Lyonnais Delta Drone a ainsi acquis en 2015 le Bordelais Fly-N-Sense. Azur Drones a racheté la société girondine Skeyetech en 2017. Enfin, à titre d'exemple, Air Marine mène actuellement deux opérations de croissance externe. Air Marine, société experte en inspection aérienne par avion et par drone, rachète Alerion, une entreprise de 4 personnes spécialisée dans les solutions intelligentes pour drones à Nancy.

Air Marine a également annoncé cette semaine avoir signé une lettre d'intention en vue de son rapprochement avec la société Drone Protect System (DPS) sur Arcachon qui développe un système de drone de surveillance autonome, et donc un drone qu'il est possible de manoeuvrer à distance. Ce sera effectif avant la fin de l'année.

"On ne s'interdit rien dans le cadre de notre stratégie qui consiste à devenir leader dans le domaine du service qu'apportent l'aérien et le drone. Plutôt que de les développer, l'idée est d'aller chercher les solutions existantes pour les intégrer", explique Gilles Olichon, fondateur d'Air Marine en 1991 qui a lancé l'activité drone en 2013.

Air Marine, 36 salariés, fait en l'occurrence partie des acteurs qui comptent pour la filière. Basée à Léognan, elle a réalisé en 2017 un chiffre d'affaires de 2,2 millions d'euros.

Une dizaine de centres d'essais à horizon 2020

La Nouvelle-Aquitaine tient donc sa place dans le monde du drone civil. Ce n'est pas François Baffou qui dira le contraire.

"C'est en Gironde, en 2005, qu'est né le premier projet drone français, avec la société Aeroart, portée par Bordeaux Technowest, insiste son directeur général. La filière est d'ailleurs sans doute née dans notre pépinière à Mérignac. Deux ans plus tard, en 2008, nous avons créé le premier centre d'essais, le CESA, qui a nécessité un investissement de 400.000 euros. Deux autres ont depuis été lancés en Ile de France et en Paca. L'idée est de parvenir à un maillage régional et d'en ouvrir une dizaine à horizon 2020. Nous y travaillons."

La société béglaise Dronisos a utilisé le centre d'essais néo-aquitain à ses débuts, en 2016. "Cela nous a clairement permis de démarrer et de tester nos premiers shows. Mais notre activité croissante a rapidement nécessité la mise en place de nos propres infrastructures. Nos essais, en extérieur, sont désormais effectués à Cestas", explique Jean Meillon, cofondateur de la société qui s'est fixé un objectif : augmenter son chiffre d'affaires de 50 % tous les ans.

Des enjeux technologiques

L'enjeu pour la filière aujourd'hui repose sur trois piliers selon François Baffou : la demande, la réglementation et la technologie.

"S'il y a un décalage, c'est comme un tabouret, c'est bancal. Je précise que la réglementation n'est pas un frein. Elle a ouvert le marché. D'ailleurs, la France a été capable de légiférer dès 2012 et toutes les réglementations drone dans le monde se sont inspirées de la réglementation française. Et quand on voit la succession des réglementations adoptées tous les deux ans en France, cela montre que la DGAC est capable de s'adapter et qu'elle écoute les exploitants et les industriels."

Les attentes en matière de technologie sont toutefois importantes. "Il faut être capable de faire voler des drones plus longtemps, de démontrer la fiabilité des systèmes de sécurité, de démontrer également que le télé-pilote ne perd pas le contrôle de son drone sur 3 ou 4 kilomètres. Enfin Enedis, Altametris ou encore Engie veulent une restitution de la donnée parfaite. Si ce n'est pas le cas avec le drone, ils ne l'utilisent pas. Le drone est un moyen pas un but", conclut François Baffou.

Le salon UAV Show se poursuit vendredi 12 octobre avec des démonstrations sur le centre d'essais en vol de CESA Drones, à Sainte-Hélène dans le Médoc.

Le Point 12/10/2018

Air India a annoncé vendredi la suspension de deux de ses pilotes dont l'avion, avec 136 personnes à bord, a heurté au décollage un mur dans un aéroport indien avant de poursuivre son vol près de quatre heures durant avec un fuselage endommagé.

Le Boeing 737 d'Air India a décollé de Trichy, dans l'Etat du Tamil Nadu dans le sud de l'Inde, à destination de Dubaï et, selon un communiqué d'Air India, des responsables aéroportuaires "ont constaté que l'appareil pouvait être entré en contact avec le mur d'enceinte de l'aéroport".

"La question a été transmise au pilote qui était aux commandes", lequel a "signalé que les systèmes de l'appareil fonctionnaient normalement", explique la compagnie aérienne. "Il a alors été décidé de détourner l'appareil vers Bombay par mesure de précaution".

L'avion a atterri sans problèmes quatre heures plus tard à Bombay et les 130 passagers ont été transbordés sur un autre vol pour Dubaï. Des images de l'appareil endommagé ont alors commencé à circuler sur les réseaux sociaux.

Selon Air India, les deux pilotes ont été "suspendus en attendant les résultats de l'enquête" sur l'incident, rapporté aux autorités indiennes de l'aviation civile. "La compagnie coopère pleinement avec l'enquête", souligne le communiqué.

Le ministre de l'Aviation civile Suresh Prabhu a déclaré vendredi que le gouvernement avait récemment ordonné un examen indépendant de la "sécurité aérienne" d'Air India.

A un moment où le trafic aérien est en plein développement en Inde, M. Prabhu a précisé sur Twitter que "la sécurité des passagers est pour nous d'une importance primordiale".

12/10/2018 15:24:44 - New Delhi (AFP) - © 2018 AFP

Air Italy and Wow are facing India headwinds. Even before their Indian services are launched both carriers have drastically cut their proposed schedules.

Air Italy (backed by Qatar Airways) was supposed to have launched flights between Milan Malpensa and both Delhi and Mumbai at the end of this month.

The plan was to operate six flights a week to Delhi with five flights a week to Mumbai.

But at short notice Air Italy decided not only to postpone both services until December it will also be (almost) halving flight frequency to three flights a week.

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But Wow has decided not to increase flight frequency to five flights a week from January 2019.

According to Wowair.com it will continue to operate three flights a week until summer 2019 at least.

From this we can deduce that both airlines have found the expected passenger numbers were not there.

India is a volume market. The yield (revenue) per seat is low and so airlines must operate at high load factors to generate a profit.

12/10/18 Alex McWhirter/Business Traveller

Chennai: An increase in the price of aviation turbine fuel (ATF) in Chennai, the second most expensive in the country, has made red-eye flights expensive for airlines and passengers.

This may even put a cap on these flights, operated between midnight and 4.30am, from Chennai airport.

Airlines suffer losses, leading to an increase in fares of such flights to various domestic destinations.

ATF in Chennai costs Rs 73,534 per kilo litre, more expensive than at Delhi and Mumbai airports. It is the most expensive at Kolkata, at Rs 77,638 per kilo litre.

On the Chennai-Delhi route next week, fare on the night flight is Rs 8,000 to Rs 8,900. On the Mumbai route, the 5am flight costs Rs 7,000, the non-stop 3.30am, flight to Pune is Rs 6,000 while a one stop flight is lower. Similar is the price difference on flights to Thiruvananthapuram.

13/10/18 Times of India

Tiruchi: The narrow escape that passengers and crew of the Air India Express flight had at the Tiruchi international airport early on Friday has brought into focus the long-pending land acquisition for expanding the runway and its proximity to the Tiruchi-Pudukottai Highway as well.

“It would have been a catastrophe if only the aircraft had hit a vehicle on the highway (which runs along the airport perimeter wall),” a senior official of the airport conceded.

The highway is so close to the runway that it was considered a security and safety threat. Some years ago a proposal to provide a diversion to the road was mooted. However, it failed to take off.

While airport officials maintain that the aircraft had not overshot the runway, activists contend that the accident could have been averted if only the runway had been expanded as planned by the Airports Authority of India (AAI).

“A major accident has been averted by a whisker. The runway expansion plan is pending for almost a decade for want of land. The acquisition process is said to have been expedited in recent months; it should be completed quickly,” said M.Sekaran, consumer activist and president of the Air, Rail and Road Travellers Federation.

13/10/18 S. Ganesan/The Hindu

Two months after “successful” trials were conducted for night flights at the Srinagar ‘international’ airport, airlines serving this sector are dissatisfied with safety arrangements and unwilling to operate flights to Kashmir after dark.

On August 10, a “successful” trial run of a commercial aircraft was held at Srinagar ‘international’ airport after dusk following which the airport was declared “technically” suitable for handling night flights.

However, a group of pilots and airline executives recently met the union aviation secretary S Katoch in New Delhi and expressed difficulties in starting night operations at Srinagar airport, citing that the airport was not ready for night flights.

Senior executives of GoAir, IndiGo and Air India that had shown interest in night flight slots separately told Greater Kashmir that they have no immediate plans to start night operations.

A senior pilot of IndiGo, who was part of a survey conducted by the company in Srinagar to check feasibility of night flights and was present in the meeting with Katoch, admitted that starting night flights at Srinagar was a “challenging task”.

“Almost 150 people met the aviation secretary and had some serious deliberations. If it (night operations) were so easy this much of brain storming was not needed,” the pilot said.

The airline companies say safety standards required for commercial night operations are much higher than for Airforce that controls air traffic and apron areas at the Srinagar airport.

Airports Authority of India which controls just the terminal building has however given a nod to night operations.

13/10/18 Saqib Malik/Greater Kashmir

New Delhi: **US-based aircraft manufacturer Boeing is concerned with the situation of cash-strapped Jet Airways given the fare levels at which Indian airlines are operating.** Dinesh Keskar, senior vice-president, Asia-Pacific & India sales for Boeing Commercial Airplanes, said on Friday that in the airline business there are entities with deep pockets that can sustain the rising fuel prices but some companies, which are operating with working capital set aside on day-to-day basis, were the cause for concern.

“We’re concerned. Are we watching? Absolutely. But we just delivered five 737 MAX aircraft to them and we will continue to work with them,” Keskar told The Indian Express, when asked if Boeing was worried about the airline’s situation. In its fleet of 124 aircraft, Jet Airways has 82 Boeing 737s including different variants such as Boeing 737-700, 737-800, 737-900 and 737-900ER and this narrow body aircraft is its workhorse for domestic and short-haul international operations. In its wide body fleet, Jet Airways operates a mix of Boeing’s 777 and Airbus A330 aircraft.

In August, Boeing reportedly returned \$200 million to Jet Airways, which it paid to the US company as part of its order for the Boeing 737 MAX placed in 2015.

“In this business, you can’t get too many new customers every day. It is in our interest to keep airplanes don’t fly, therefore don’t make any revenue, which means things are going into a spiral in the wrong direction. We want to make sure they’re flying. At the fare levels you have had for the last two-three months, that is our concern. If you have deep pockets, you can sustain longer. In our business there are people who have funds and there are people who are literally working through working capital on a day to day basis. That’s where the concern comes from,” he added.

13/10/18 Pranav Mukul/Indian Express

New Delhi: The Government on Friday said they are monitoring the situation of cash-stripped airline Jet Airways.

"Jet Airways has not sought any bailout package from the Government so far. They have not come to us officially," Civil Aviation Ministry Secretary Rajiv Nayan Choubey told reporters on the sidelines of a programme.

Asked about the relief package to the Jet Airways on the lines of Air India, the Secretary said the Government has been monitoring the situation and the airline will be provided all possible help as it gives to other carriers.

12/10/18 UNI

Vistara, India's full-service domestic airline, has drawn travelers at nearly double the rate of the aggregate market growth, setting itself apart from rivals trapped in a cutthroat price war.

Much of the success is due to minority owner Singapore Airlines, voted the world's best carrier this year. When the Singaporean carrier formed a 49-51 joint venture with Indian conglomerate Tata Group in 2015, it decided against another low-cost operation, choosing instead to establish a full-service alternative to Jet Airways and Air India, the nation's second- and third-largest players in that field, respectively.

Now Vistara, operated by Tata SIA Airlines, is preparing to initiate international flights, and will expand its fleet to 3.5 times the current size within five years.

When Vistara unveiled its newest passenger plane last month, an Airbus A320neo, CEO Leslie Thng invoked the name of the late J.R.D. Tata, a former group chairman who launched India's first airline in 1932. "We are proud to claim and carry forward the baton of J.R.D. Tata's legacy and vision in building a world-class, trend-setting airline," said Thng.

13/10/18 Akira Hayakwa & Mayuko Tani/Nikkei Asian Review

New Delhi: The government on Wednesday cut excise duty on jet fuel from 14% to 11% to help keep airfares under check and to give relief to airlines troubled by high fuel prices.

A notification from the finance ministry's revenue department said the revised duty will be effective from Thursday.

The move comes at a time when high jet fuel prices and a weaker rupee have kept airline finances under pressure, with companies having limited headroom in raising fares without losing market share as the domestic aviation market is very price sensitive. Excise duty on jet fuel was increased in March 2014 from 8% to 14%. In the case of routes covered under the government's regional connectivity scheme, jet fuel is already taxed at a lower rate of 2% from 1 July 2017.

Rising oil price and a weaker rupee have in recent months pushed up costs for industries with high energy requirement. To give relief to consumers, the government last Thursday cut excise duties on petrol and diesel by 1.5 a litre each and asked state-run fuel retailers to absorb 1 per litre on the auto fuels.

12/10/18 Navhind Times

A steel industry veteran at the helm of an airline may come across as strange, but the appointment of **Sunil Bhaskaran as the AirAsia India chief** is more than just that. It signals a change in control at the company, from Tony Fernandes and his AirAsia, to the Tatas.

And with that change, shareholders would hope that AirAsia's so-far-controversial stint in India, since it started operating here in 2014, will be a thing of the past.

While the airline may now have a slightly higher market share than rival Vistara – the joint venture between the Tata Group and Singapore Airlines that was launched in 2015 – its losses have increased in the first half of 2018.

By appointing Bhaskaran, the airline has followed its tradition of appointing a non-aviation professional to run its operations. Mittu Chandilya, AirAsia India's first CEO, previously headed the services practices for Asia Pacific at advisory firm Egon Zehnder International.

It didn't turn out to be a memorable stint for Chandilya, who was embroiled in a controversy over the appointment of a lobbyist to get an aviation rule modified, which would enable AirAsia India to begin international operations. The controversy boiled over when Tata Trusts trustee Venkatramanan got drawn into it.

Earlier this year, CBI registered a case against Fernandes, and AirAsia's offices in India were raided.
[11/10/18 Prince Mathews Thomas/Moneycontrol](#)

First ever direct international flight of GoAir today took off to Thailand's Phuket, marking the commencement of its international operations. GoAir has introduced direct flights connecting Phuket to India – Mumbai and New Delhi, the company said in a statement.

GoAir, which operates as a low-fare carrier, will have direct service flight, two times a week between New Delhi – Phuket – New Delhi and three times a week between Mumbai – Phuket – Mumbai. The commencement of international operations by the aviation foray of the Wadia Group has come amid frequent resignations by its top executives.

GoAir currently operates across 23 domestic and 2 international destinations, with a fleet of 41 aircraft — comprising of Airbus A320 and Airbus A320neo. “The launch of our first service to Phuket represents another step of transition from a domestic carrier to a global airline. Phuket is a key market in India and holds a significant base for business and tourism,” said Cornelis Vrieswijk, Chief Executive Officer, GoAir.

By starting international operations, GoAir has become India's sixth domestic airline to go international. GoAir will be flying internationally about 13 years after it started its operations at home in 2005. GoAir got approval to fly overseas two years ago when it took delivery of its 20th aircraft which was also the first A320 neo plane for the airline, news agency PTI reported.

[11/10/18 Financial Express](#)

Mumbai: Budget airlines **SpiceJet** on Friday said it has inducted **its first Boeing 737 MAX 8** aircraft that forms part of a \$22 billion purchase deal signed with the American aircraft manufacturer.

“SpiceJet had signed a \$22 billion deal with Boeing for up to 205 aircraft in 2017 and this is the first aircraft delivery from that order,” a company statement said here.

“These new airplanes will enable us to open new routes, and will dramatically reduce noise pollution and greenhouse gas emissions. Passengers will benefit from a large number of premium seats and, for the first time in India, broadband internet on board,” SpiceJet Chairman Ajay Singh said in a statement.

[12/10/18 IANS/Can India](#)

The government has decided that Air India's new bailout deal should not comprise fresh equity infusion other than the Rs 980 crore for which Parliament approval was secured in July, reported Mint on Friday.

The government move said to have come in view of **reduced fiscal headroom for further spending**, according to the report.

The new bailout scheme will include a set of performance improvement measures, cost cutting and selective asset sale of the flag airline, the report said citing a government official privy to the development.

Air India had sought for Rs 2,121 crore from the Centre as part of the ongoing bailout package but the airlines received only Rs 650 crore for meeting operational expenses, the report said.

12/10/18 CNBC TV18

New Delhi: **Describing India as a "very promising market", aircraft engine maker CFM International Thursday said it plans to deliver 1,000 engines in the country in the coming years as airlines expand their fleet.**

The company, an equal joint venture between General Electric and Safran Aircraft Engines, would assess the needs and capacity addition, among other aspects, before deciding on whether to make engines in India, a senior official said.

Currently, four domestic airlines operate planes with CFM's LEAP engines, including Air India's 21 A320 neo aircraft. These engines power nine A320 neos of Vistara.

Jet Airways and SpiceJet operate five and one Boeing 737 MAX planes that run on LEAP engines. These figures are as on September 30, according to CFM International.

LEAP started commercial operations with A320 neo aircraft in 2016.

"It (India) is a very promising market," CFM International's Executive Vice President Sales and Marketing Philippe Couteaux said at a media briefing here.

11/10/18 PTI/Times of India

Engine maker CFM International, a 50:50 joint venture between US-based GE and French Safran Aircraft Engines, has about **1,000 of its latest LEAP engines on order from Jet Airways and SpiceJet for their Boeing 737 MAX aircraft and Vistara for its Airbus A320neo and A321neo aircraft.**

President and CEO Gaël Méheust told Pranav Mukul that despite the financially stressed situation of one of its customers Jet Airways, the firm has not faced any problems with application of the contracts. He also spoke about the firm's key manufacturing partners in India. Excerpts:

When you see one of your key customers in India facing financial turbulence, what measures do you take?

The best thing we can provide to the customer especially when there's a situation like that – and that is for everyone – is to make sure we provide to the customer all the value in the contracts – the assistance, ongoing support, all the analytics through the data we are collecting. The value proposition of CFM is to provide all the services, certainly as much as the customer needs.

Are you worried about the Jet Airways situation?

So far we haven't had any problems with either Jet Airways or SpiceJet or anyone. The contracts are going on and we are supporting them.

You mentioned India being a strategic market for CFM. Does manufacturing in India figure in your

plans?

We already have a few suppliers in India. We have a JV between Safran and HAL, which produces low-pressure turbine blades — a key component for our engines. We also have contracts with Tata to produce pipes and tubes. We have at least six suppliers from India that the parent company of CFM is using in India.

12/10/18 Pranav Mukul/Indian Express

Travelport has won a tender process to become the sole distribution provider of Air India's domestic flight content in the carrier's home market.

The contract will come into effect from November, with both companies expecting it to be fully implemented by the end of 2019.

Air India will continue deployment of Travelport's Rich Content and Branding platform, which displays the airline's graphical content, fare families and a full range of ancillary products.

Travelport has seen rapid expansion in India recently, winning business from online travel agencies such as Makemytrip, Ibibo, Yatra, Easemytrip and Cleartrip, as well as working with major corporate travel agencies and new entrants to the sector such as Paytm.

12/10/18 Molly Dyson/Buying Business Travel

An Air India Express flight from Trichy to Dubai with 136 passengers on board hit the Air Traffic Control (ATC) tower and the compound wall while it was taking off. The incident took place at 1:20 am on Friday. The flight was diverted to Mumbai and landed safely at the Chhatrapati Shivaji Maharaj International Airport. All the passengers are safe.

According to reports in news agency ANI, the aircraft suffered damages on its belly in the incident. However, after an inspection at the Mumbai airport, it was given a go-ahead for operations. An internal inquiry has been set up to investigate the incident and the pilot and co-pilot have been suspended till the probe is completed.

Pictures taken at the site show that a part of the compound wall of the airport has been broken due to the impact. This indicates that the flight was just taking off when it grazed the compound wall of the ATC which led to it crumbling down due to the speed of the aircraft.

The major reason for the accident is suspected to be the lack of a sufficient runway length at the Trichy airport. The only airport to have the shortest runway of 8,136 feet is Tiruchirapalli International airport. Plans to expand the runway in the airport have been in the offing for a decade now, but cannot be completed due to want of more land.

12/10/18 News Minute

The government is set to hire a professional organisation to "look into" the safety aspects of Air India, Civil Aviation Minister Suresh Prabhu stated on Friday.

"In a recent review of airline safety, I have ordered to put in place a **third party professional organisation to look into various safety aspects at @airindian**," Prabhu posted on Twitter, hours after an Air India Express aircraft hit the boundary wall of the airport at Tiruchirapalli in Tamil Nadu while taking off for Dubai. He also noted that growth in the aviation sector should not come at the expense of safety.

"Safety of the passengers is of paramount importance for us. We will take all that's required to put safety on top of aviation agenda. Growth can't be at the expense of safety," tweeted Prabhu. He informed that the officers of the Directorate General of Civil Aviation had reached the airport at

Tiruchirapally for preliminary inquiry and the Aircraft Accident Investigation Bureau officers had also been deputed.

12/10/18 Anirban Bhumik/Deccan Herald

Congress leader Raj Babbar on Thursday accused the BJP government in Uttar Pradesh of “forcibly acquiring” land from farmers for a proposed international airport in Gautam Buddha Nagar’s Jewar. Babbar, the chief of the Uttar Pradesh unit of the Congress, Thursday visited the region in western part of the state adjoining the national capital, Delhi, and met with the locals.

An international airport is proposed to be developed in Jewar. Over 1,300 hectare of land from five villages – Rohi, Parohi, Dayanatpur, Ranhera and Kishorpur – is to be acquired during the first phase of the green field project. A total of 5,000 hectares of land is to be acquired for the green field airport estimated worth Rs 15,000 to Rs 20,000 crore.

“The BJP government is forcibly acquiring land from farmers in the name of (making) an airport in Jewar. The new land acquisition act, which was made due to efforts of (Congress national president) Rahul Gandhi clearly says that the government cannot acquire land from farmers without their will and proper compensation. Today I witnessed this ‘sarkaari dadagiri’ in Jewar,” Babbar tweeted. Some landowners, including farmers and villagers, initially resisted the land acquisition citing various reasons such as “inadequate” compensation amount and related benefits besides the resettlement policy.

By mid-September around 71 per cent farmers and land owners in the five villages had given their consent for land acquisition, according to district officials.

12/10/18 Financial Express

Mumbai: Delhi and Mumbai are India’s top two airports in terms of passenger traffic, but their growth trajectories could not have been more different.

While Delhi airport jumped from 22nd to 16th rank in the Airport Council International (ACI) 2017 list of world's busiest airports in terms of passenger traffic, Mumbai airport was nowhere close. Mumbai held 29th rank in 2016 and 2017, ACI told TOI.

ACI had published the list of airports that made it to the top 20. While Mumbai had a passenger traffic growth of 5.6 % (in 2017 versus 2016), Delhi registered a 14.1 % growth, the highest rate in the top 20 global list. For Mumbai, which less than a decade ago was India’s busiest airport, the journey into oblivion as far as global rankings are concerned, has only begun.

“The difference in global ranking secured by India’s top two airports is set to widen. **India is poised to be the third largest aviation market by 2026, and Airports Authority of India (AAI) data shows that almost all Indian airports have been witnessing strong passenger traffic growth since three years, except Mumbai, where single-runway operations have limited the flights that can be added,**” said a top AAI official.

12/10/18 Manju V/Times of India

Vadodara: Vadodara MP Ranjan Bhatt and Federation of Gujarat Industries (FGI) met Union civil aviation minister Suresh Prabhu and requested to start an international flights from Vadodara airport. They also made representation for extending the existing runway for regular international flights.

FGI officials said that they joined Bhatt on the behalf of industries. FGI authorities said that Prabhu called joint secretary and officials of civil aviation to expedite the process. **Prabhu assured Bhatt and the delegates that the civil aviation ministry will consider sentiments of the people in central Gujarat and work on the matter swiftly to get the international flight operational.**

11/10/18 Times of India

Chennai: **The Indian Coast Guard and the Airports Authority of India on Thursday signed a memorandum of understanding to carry out maritime search and rescue of flights in the Chennai Flight Information Region.**

The Indian Coast Guard has a Search and Rescue (SAR) coordination system manned 24x7 through Maritime Rescue Coordination Centre (MRCC), Chennai, for quick response to distress incidents in the Bay of Bengal.

The Coast Guard has been entrusted with multifarious tasks ranging from maritime law enforcement and security, marine environmental protection and the most important of all is to ensure safety of lives and properties at sea.

As per the MoU, procedures will be in place for effective search and rescue service for aircraft operating over the seas in Chennai FIR. It is aimed at strengthening mutual interactions, interoperability and validating procedures to conduct SAR operations on the Eastern Sea board jointly by the Rescue Coordination Centre (RCC) Chennai, Airport Authority of India (AAI) and MRCC, Chennai (Indian Coast Guard).

11/10/18 V Ayyappan/Times of India

New Delhi: Five months after the position fell vacant, AirAsia India is appointing Sunil Bhaskaran its next chief executive officer (CEO). Bhaskaran, a lifelong employee of the Tata group, is currently working as vice-president (corporate affairs) at Tata Steel.

The airline is also restructuring its board, with AirAsia group CEO Tony Fernandes and deputy group CEO Bo Lingam stepping down. It is learnt that the airline will get Banmali Agrawala, who heads Tata group's defence and aerospace business, as chairman, replacing S Ramadorai.

In a late night statement, the airline announced the CEO appointment but did not respond to queries on the resignation of Fernandes and Bo Lingam from the board of directors.

Sources have said the restructuring implies the Tatas will manage the AirAsia India operations. This is for the first time that the airline's top appointments are being done without consulting Fernandes. Tata Sons and Tony Fernandes-owned AirAsia Bhd hold a 49 per cent stake each in the airline, while the remaining 2 per cent is held by Tata veterans S Ramadorai and R Venkataramanan.

Referring to the restructuring as a "clean-up act", a source said the move would be followed by Tata Sons increasing its shareholding to 51 per cent by buying out Ramadorai and Venkat's stake.

11/10/18 Arindam Majumder/Business Standard

Airline stocks surged up to 7.4 per cent Thursday after the government cut excise duty on jet fuel to 11 per cent to give relief to the aviation industry.

Shares of InterGlobe Aviation zoomed 7.44 per cent, Jet Airways soared 4.70 per cent and SpiceJet 4.69 per cent on BSE.

After petrol and diesel, the government Wednesday cut excise duty on jet fuel to 11 per cent to give relief to the aviation industry that has been hit hard over recent weeks by rising fuel prices and plummeting rupee.

Jet fuel prices this month hit their highest level since January 2014 as rising international oil prices and plummeting rupee value pushed rates.

In a major relief to airline companies, the Centre on Wednesday slashed excise duty on Aviation Turbine Fuel (ATF) to 11 per cent from 14 per cent.

A notification issued from the Finance Ministry's revenue department stated that the revised duty would be effective from October 11.

In March 2014, the government had increased excise duty on jet fuel from eight per cent to 14 per cent.

The decision to cut jet fuel tax comes at the time when airlines are reeling under pressure due to high jet fuel prices since January 2014 and a weaker rupee.

11/10/18 PTI/DNA

The Indian government's move to cut excise duty on aviation turbine fuel may not be enough to ease the woes of airline operators, who are battling rising crude oil prices and shrinking margins.

Fliers are unlikely to see reduced airfares because the basic customs duty was hiked on September 26 and it will be factored into aviation fuel prices in the coming weeks. The combined impact of higher customs duty and reduced excise duty might cancel each other out, Business Standard reported.

The government on Wednesday cut excise duty on jet fuel to 11% from 14% to help keep airfares in check and provide some relief for airlines troubled by high fuel prices. The new rate will come into effect from Thursday. Excise duty on jet fuel was increased in March 2014 from 8% to 14%.

SpiceJet chairman and managing director Ajay Singh wants the state governments and oil marketing companies to follow suit and reduce prices and taxes, as it happened with automobile fuels.

High jet fuel prices and a weaker rupee have kept airline finances under pressure, with companies reluctant to raise fares as the Indian domestic aviation market is very price sensitive.

11/10/18 Asia Times

AeroBuzz.fr 1510/2018

L'EASA lance le débat sur la navigabilité des eVTOL

L'EASA ouvre la voie à la sécurisation des déplacements aériens des avions de transport aérien urbain (UAM) et de taxi aérien.

Le 15 octobre 2018, l'Agence européenne de la sécurité aérienne (EASA) a ouvert une consultation publique sur sa proposition de normes de navigabilité permettant de certifier les petits aéronefs à décollage et atterrissage verticaux (VTOL). Pour l'EASA, il s'agit de mettre au point le premier élément du cadre réglementaire permettant de faire fonctionner en toute sécurité les avions de taxi aérien et les avions électriques VTOL (eVTOL) en Europe.

L'Agence s'engage à respecter les normes de sécurité les plus strictes pour les opérations en ville et le transport commercial de passagers, tout en fournissant des normes plus légères afin de promouvoir l'innovation au cours des phases initiales de développement et d'autres types d'opérations tels que les vols de loisirs. Les objectifs de la certification dépendront donc du type d'opération, offrant souplesse et proportionnalité.

Les nouvelles normes s'appliqueront aux aéronefs VTOL transportant des personnes. Dans sa version initiale, l'exigence sera limitée aux aéronefs dont la configuration en sièges passagers est de 5 ou moins et dont la masse maximale certifiée au décollage est de 2.000 kg ou moins.

L'Agence collabore avec ses partenaires internationaux afin de travailler ensemble à la réalisation de normes communes. **La proposition est ouverte aux commentaires jusqu'au 15 novembre 2018.** Un mois pour donner son avis.

La Dépêche 16/10/2018

Boeing aime la France et en particulier les entreprises aéronautiques de Toulouse et de sa région. Le patron de Boeing France, Jean-Marc Fron, sillonne d'ailleurs le pays pour détecter les fournisseurs capables de monter à bord des avions américains. «Boeing est plus ouvert que par le passé dans sa politique de sous-traitance. Nous cherchons les meilleurs et la région toulousaine est bien dotée» confie-t-il. D'autant que les acteurs de la supply chain aéronautique régionale cherchent des marchés de l'autre côté de l'Atlantique. La relation entre l'avionneur de Seattle et les PME toulousaines avait débuté avec le programme 787. Latécoère était devenu le fournisseur exclusif des portes de passagers. La «Boeing french team» s'agrandira aussi à Thales, Safran, Dassault Système, Michelin... «Désormais il n'est plus nécessaire d'attendre de nouveaux programmes avions pour devenir fournisseur de Boeing. Si le produit est innovant, nous pouvons passer en double source d'approvisionnement» explique le directeur général de Boeing France.

Disposer de plusieurs fournisseurs pour une même pièce ou système permet aussi de dérisquer la chaîne d'approvisionnement surtout en période de forte hausse des cadences comme actuellement. En juin dernier, Ratier Figeac dans le Lot et Crouzet Aerospace dans la Drome ont rejoint la «team» Boeing. «**Notre vocation est d'intégrer deux à trois nouveaux membres par an**» chiffre le représentant de Boeing. Certains fournisseurs travaillent pour Boeing mais ne font pas encore partie de l'équipe. «C'est le cas du Toulousain Satys qui a repris un hangar de peinture à Portland pour assurer les peintures des 737, 777, 787 et 747» détaille Jean-Marc Fron.

Côté business, si Airbus se taille la part du lion sur le marché des monocouloirs avec l'A320 NEO (60 % de part de marché), en revanche Boeing engrange les succès sur le segment des longs courriers. «Notre gamme n'a pas de trou dans la raquette. Entre l'A350 et l'A380 il n'y a rien chez Airbus alors que nous proposons pour 2020 le Boeing 777-9 avec 420 sièges. Notre gamme est plus compétitive ce qui explique que nous remportions 75 % des ventes en long courrier» décrit Jean-Marc Fron. **Toutes gammes confondues, de janvier à septembre, Airbus a signé pour 256 commandes contre 631 pour Boeing.**

810 à 815 livraisons

Le patron de Boeing France confirme que Boeing tiendra son objectif de livrer entre 810 et 815 appareils en 2018. Fin septembre 568 avions ont été remis aux clients. **Safran s'est par ailleurs engagé à résoudre les problèmes de livraisons des moteurs LEAP d'ici la fin de l'année.** Par ailleurs grâce au rachat de KLX spécialisée dans la distribution de pièces aéronautiques, Boeing va disposer de sa première implantation à Toulouse. «Le site de Toulouse va devenir Boeing prochainement. Ce sera notre première implantation ici» confirme Jean-Marc Fron.

Un nouvel avion avant Airbus ?

C'est la grande question qui agite le marché aéronautique : Boeing va-t-il lancer un new middle aircraft (NMA) ? Il s'agit d'un avion destiné à combler le trou entre son plus grand modèle de

monocouloir, le 737, et son plus petit long-courrier, le 787. «La décision de lancement ou non sera prise en 2019 pour une potentielle entrée en service en 2025» confirme le directeur général de Boeing France. **Cet avion de 250 à 280 places pré-baptisé «797» pourrait se vendre jusqu'à 5 000 exemplaires sur vingt ans selon les projections de la firme de Seattle.** «Ce sera un tout nouvel avion, assure Jean-Marc Fron. Mais avec quel motoriste ? Quel type de fuselage ? En aluminium ou en composites ?» s'interroge-t-il. Sa méthode d'industrialisation sera aussi 100 % nouvelle pour tendre vers davantage d'efficacité et de réduction des temps de cycles de production.

À Blagnac, Airbus réfléchit plutôt à couper l'herbe sous le pied du «797» en lançant un A321 XLR, à très long rayon d'action. Il aura l'avantage d'être prêt bien avant 2025 au risque toutefois de ne pas être vraiment nouveau.

Déplacements Pro 16/10/2018

L'Administration de la sécurité des transports (TSA) vient de dévoiler un plan en plusieurs étapes visant à utiliser davantage la reconnaissance faciale et d'autres outils d'identification biométrique pour améliorer la précision et réduire les temps d'attente lors des contrôles de sécurité.

La TSA, qui a testé des systèmes biométriques à Los Angeles et à Atlanta, commencera à utiliser la technologie sur les voyageurs internationaux entrant et sortant des États-Unis, puis l'étendra aux passagers nationaux inscrits à son programme PreCheck.

"Compte tenu de l'évolution quotidienne de la menace qui pèse sur l'aviation, le développement de la prochaine génération de technologies de sécurité avec nos partenaires industriels est d'une importance capitale ", a déclaré David Pekoske, administrateur de la TSA, dans un communiqué de presse.

La TSA suit l'exemple des douanes et de la protection des frontières, qui renforcent l'utilisation de la reconnaissance faciale pour les personnes qui entrent aux États-Unis. **Les passagers aériens doivent présenter une preuve d'identité avant d'entrer dans une voie de contrôle TSA avec leur carte d'embarquement. Cela permet à la TSA de comparer les noms aux listes de surveillance des terroristes et de vérifier l'identité des passagers.**

L'utilisation d'un logiciel de reconnaissance faciale, ou d'empreintes digitales, remplacerait ces vérifications manuelles et est considérée comme moins sujette à la fraude. La technologie est également en cours d'évaluation par des compagnies aériennes, comme Delta Air Lines qui a annoncé en septembre qu'elle construisait un terminal biométrique à Atlanta pour permettre aux passagers de s'enregistrer sans avoir de pièces d'identité traditionnelles.

Air & Cosmos 16/10/2018

Safran présente pour la première fois un moteur électrique issu de sa gamme ENGINEUS, destinée aux avions hybrides et électriques de demain, lors de la convention annuelle de la National Business Aviation Association (NBAA).

D'une puissance continue de 45 kW, le moteur ENGINEUS 45 intègre une électronique de contrôle dédiée, dont le rendement est supérieur à 94%. Il dispose d'un ratio puissance / poids de 2,5kW / kg à 2500 tours / minute. La ligne de produits ENGINEUS se composera à terme d'une gamme de puissances électriques allant jusqu'à 500 kW.

Le moteur exposé a été testé et validé sur les bancs d'intégration électrique de Safran pour confirmer

ses performances. Safran a également testé au sol quatre de ces moteurs électriques sur un système hybride-électrique complet de propulsion distribuée, représentatif des exigences des aéronefs hybrides et électriques.

Cette technologie de moteur permet d'optimiser l'architecture électrique en concentrant certaines fonctions clés de conversion, de commande et d'interface batteries. Ses caractéristiques mécaniques structurelles s'adaptent de plus à la structure avion.

« **Avec cette gamme de moteurs, nous prenons un virage stratégique majeur sur le développement d'aéronefs VTOL1 et STOL2, ouvrant des marchés prometteurs pour Safran** », a déclaré Hervé Blanc, directeur général de la division spécialisée en systèmes et moteurs électriques chez Safran Electrical & Power.

Kuala Lumpur: **AirAsia Group Bhd will likely retreat to its core markets of Malaysia and Thailand with future growth plans likely to be curtailed and more targeted**, said Maybank Investment Bank Research.

The research house noted recent management changes in AirAsia India cast some doubts over the group's loss-making associates and joint ventures.

AirAsia India recently saw changes to its three top posts - chairman, CEO and CFO - which are now filled by representatives from Tata Group.

AirAsia group CEO Tony Fernandes and AirAsia deputy group CEO Bo Lingam have also stepped down from the board.

Maybank noted that the Indian airline has faced difficulties from the start.

"It has consistently lost money, prompting capital injections twice. It initially started on a tri-party shareholding structure, but eventually reduced to two as the Tatas bought over the stake of an unhappy shareholder.

"There was also series of controversies whereby the Indian authorities (Enforcement Directorate, Federal Police) has probed the company for misappropriation of funds, bribe allegations and regulatory breach of foreign management having a commanding majority control," it said.

[15/10/18 Star Online](#)

New Delhi: **Cash-strapped airline Jet Airways has sought more time to pay the salaries of its employees for September.** Though no confirmed deadline has been given for the disbursement of salaries for the month, the airline assured its employees that it is "committed" towards finding a solution. **The airline paid the balance amount (50 per cent) of the salaries for August to its pilots, engineers and senior management last week only.**

The Mumbai-based full-service airline, partially owned by UAE national carrier Etihad Airways, has been suffering from the cash crunch for the past few months, resulting in constant delays in the salaries of its employees. A few days ago, its pilots had earlier threatened its management of "non-cooperation" over further delays in the disbursement of their salaries but to no avail.

"First of all, we would like to apologise for the delayed payment of your salaries and appreciate your patience in this matter. We remain committed towards your dues and profusely thank you for doing what you do for Jet Airways every day," Jet Airways said in a statement to its employees on Sunday. The company also said it has met with the pilots' representatives and are "working towards a solution".

The airline has been reportedly defaulting on employees' salaries for some time, making partial payments in some cases or not paying at all. The airline is facing a deep financial crisis due to high fuel cost and continuously depreciating value of rupee. A fierce competition from local players has also added to its woes, leading to Rs 1,036 crore and Rs 1,300 crore losses in the quarters ending March and June, respectively. Its total liabilities from banks have grown to over Rs 8,600 crore.
15/10/18 Business Today

Jharsuguda: The recently-inaugurated Veer Surendra Sai Airport (VSSA) at Jharsuguda has disappointed people of western Odisha with no operation of flights under the UDAN scheme in the past one week.

Even three weeks after the commissioning of Odisha's second major airport, air passengers hardly got the flight services to other destinations from here.

After its inauguration, the Directorate General of Civil Aviation (DGCA) had released a schedule for flight operations from the airport.

However, passengers are still waiting to get services.

As per the schedule, the flight services to Bhubaneswar, Raipur and Ranchi from Jharsuguda were to be operated six days in a week excluding Sunday.

The regular schedule for flight operations had commenced from September 24.

Reports said that not a single flight by the Air Odisha has been operated in the past seven days. Rather, the airport has turned into a point of amusement for public.

15/10/18 Pioneer

Mumbai: A 53-year-old air hostess was injured Monday after falling off an Air India aircraft which was getting ready for departure at the Chhatrapati Shivaji International Airport here, the airline said.

The incident took place in the morning on the Air India's New Delhi-bound flight AI 864, it said. The airline termed the incident as "unfortunate" and said that it was investigating into it.

"In an unfortunate incident, one of our cabin crew (members), Harsha Lobo, fell down on the tarmac from the Boeing-777 aircraft door while closing it," the airline said in a statement.

"She sustained injuries to her legs and has been taken to the Nanavati Hospital for further treatment," it added.

15/10/18 PTI/Economic Times

It's a wonder that an Air India Express Boeing B737, which hit a very low airport perimeter wall at Tiruchy while taking off, flew on to Dubai with the pilots blissfully unaware of what had occurred. The plane was said to have rocked on impact, but the shaking was brushed off as minor, and panic set in among the 136 passengers only when the Dubai ATC refused to let the plane land and it had to be rerouted to Mumbai. Confident that all systems were "go" on board, the experienced pilots, with over 3,000 flying hours each, saw no reason to change course. They have been derostered, and an inquiry is on. But that's what we hear after every aviation scare. **What the investigation must clearly establish is whether it was overloading of aircraft or pilot failure in reading the takeoff point.**

Tiruchy's incident is the opposite of what happened to the AI flight on September 11 when all systems failed and the pilots had to land blind in Newark in the most testing conditions of low visibility, which makes us wonder what modern fly-by-wire aviation is all about. Would it be too much to seek positioning of cameras on the wings or fuselage to check underbelly, landing gear and wheel and tyre conditions? An aircraft with a hole in the underbelly can still make it and we often hear of safe landings even after engine failure events. Modern aviation is so safe the odds of fatality in a crash have lengthened considerably since the Wright Brothers showed us how to fly. **An eventful AI flight reminds us there's work to be done to make flying even safer.**

15/10/18 Asian Age

Air safety is increasingly being imperiled by the recklessness of pilots or crew, or even ground staff. In August, a Jet Airways flight went off the runway at Riyadh airport. The licences of the pilots were suspended. **In September, over 30 passengers experienced bleeding after the pilots 'forgot' to turn on a switch to regulate cabin pressure. The crew was taken off duty pending investigation. Jet Airways fired its pilots for a cockpit fight in January, and in March, two pilots were asked to quit after they turned up stoned to operate flights. In July, mid-air collision between two IndiGo aircraft was averted, while in April, a window panel came off an Air India (AI) aircraft during turbulence. The latest is a Dubai-bound AI plane hitting a perimeter wall during takeoff! The pilots have been derostered, for now.**

Without exception, **airlines are grappling with a range of issues: delayed salaries** (early last month, Jet Airways pilots warned of 'non-cooperation'), **poor returns, overworked pilots or their shortage.** A section of AI pilots had threatened to strike work over unpaid dues. **The Delhi High Court has sought from the Directorate General of Civil Aviation (DGCA) the latest position regarding air safety, recruitment of inspectors and investigation into accidents.** The sector is under the weather and needs a potent antidote. The DGCA should incorporate wellness capsules into the high-stress schedule of employees, particularly pilots. Every plane needs a provision for feedback, which must be taken seriously by way of detailed action.

15/10/18 Tribune

Senior officials of the Directorate General of Civil Aviation (DGCA) are expected to arrive at the Tiruchi international airport soon as part of an inquiry into the recent incident wherein a Dubai-bound Air India Express flight from here hit the perimeter wall of the airport while take off but continued its journey.

The team is expected to inspect the "affected area" within the sprawling airport and have discussions with the Airports Authority of India officials here regarding the incident.

Airport sources said the team would be provided with vital field documents including the conversation between the Tiruchi Air Traffic Control and the pilot of the Air India Express Boeing flight in the early hours on Thursday when the aircraft hit antennas and the boundary wall.

Meanwhile, a team from the Airports Authority of India arrived at the airport for restoration of the instrument landing system. A consignment of new localiser antennas has been despatched from Lucknow to Tiruchi for installation as some antennas were damaged.

15/10/18 R Rajaram/The Hindu

Focus on profitability instead of market share is a reason why SpiceJet has been successful in posting positive results in the last 14 quarters. Its CMD Ajay Singh, in an interview with Swati Khandelwal of Zee Business, talked about the airline's plans in the face of the current business environment, their strategy to de-risk, among other things.

You have received the first delivery of Boeing 737 Max. What are the future plans for these planes? It is a new technology for Boeing. We have ordered 205 planes. The aircraft is 14% more fuel efficient than the previous planes; it is the need of the hour, at least when fuel prices are high. It is a greener aircraft. Its noise footprint is 40% less than other planes and its nitrogen dioxide emissions are 35-40% lesser. It can fly 20% more than the other planes. This will help us in adding a few more international destinations; we will decide on them after a market study is completed. The new destinations will be announced soon. Besides, we have a product named Max, co-incidentally, its name is also Max. **It is a premium economy product, with 36 seats with extra leg-room of 5-6 inches. It will also have a cushion and hot foods will be served during the flight. This is going to be the first plane in India that will be offering broadband internet to its consumers. It is fitted with every equipment and we are waiting for the policy, which is likely to be approved by November or December 2018.**

What is the schedule of delivery for other planes? Also, how will you fund these orders?

We have ordered 205 planes and they will be delivered in the next four to five years. Ten more planes will be delivered by December. We have already funded all the planes that will be delivered to us by 2020.

You talked about expansion and entering new sectors. Is it viable given the current situation?

There is a demand in the market and Indian passengers are keen to fly. The existing conditions are not too favourable as fuel prices are too high, there is a depreciation in rupee and 70% of our cost is dollar-denominated.

The existing situations are impacting the airline companies. But **the arrival of new planes will help us in reducing our costs as they are 14% more fuel efficient, engineering costs on them will help us save 25-30% expenses. In addition, we will try to reduce our costs and increase the fares in accordance with the costs. In addition, we will ask the government to go for the taxation system that is similar to the system that is practised in big countries.**

15/10/18 Swati Khandelwal/DNA

Kuwait: IndiGo, one of India's leading budget airlines, has commenced operations to two new cities in the GCC - Kuwait and Abu Dhabi, further enhancing air operations between India and the Gulf region, media reports said.

The carrier already operates 13 daily flights to Dubai and another four to Sharjah, with Kuwait and Abu Dhabi becoming its 10th and 11th international destination, respectively, it said.

As part of its new operations, the airline will operate a daily flight from Kochi-Abu Dhabi starting October 15, and another daily service from Kozhikode-Abu Dhabi from October 16. Operations

between Kuwait and Chennai also commence on October 15.
15/10/18 Trade Arabia

Kathmandu: **Nepal's request for India to grant air entry points from the L626 route in Mahendranagar and Nepalgunj has suffered a setback as the southern neighbour has apparently denied it**, multiple sources at the Civil Aviation Authority of Nepal (Caan) said.

A technical delegation, who was in the Indian capital of New Delhi on Thursday to continue the air routes talks started last June, informed the Caan's management on Sunday that **India had made a "U-turn" on the two vital air entry points after having initially agreed to it.**

Caan's Director General Sanjiv Gautam refused to talk on the issue. The Nepali delegation that held talks with officials of the Airport Authority of India (AAI) was led by Deepak Baral, director of air traffic management at Caan. "The talks were confusing and disappointing," a source privy to the matter said. **The entry point from Nepalgunj was "denied" for "defence" issue while entry for high-level flights (flights above 24,000 feet) from the L626 route in Mahendranagar was "denied" for heavy traffic in the Indian airspace**, the sources said.

"It seems that the issue will not be sorted out at the technical level and hence it will require a political level intervention," they said. **Some officials suspect that the India move could be a repercussion of Nepal's decision to withdraw from the first-ever joint military exercise among the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) member states in Pune, India last month. India had "unofficially" expressed its unhappiness over Nepal's decision.**

15/10/18 Sangam Prasain/Kathmandu Post

Guwahati: **What is expected to provide northeast India a big leap in connectivity, the Union ministry of civil aviation has cleared an international air connectivity scheme, which will connect Guwahati airport with seven countries.**

Under this scheme, flights will operate from Guwahati to **Singapore, Bangladesh, Bhutan, Nepal, Myanmar, Malaysia and Vietnam. The government will provide viability gap funding of operations of Rs 100 crore for three years.**

Additional chief secretary to industries and commerce department of Assam, Ravi Capoor told ET, **"Airport Authority of India on behalf of the ministry of civil aviation and government of Assam, has invited bids for selection of airlines under the International air connectivity scheme (IACS) Udan."**

Assam chief minister Sarbananda Sonowal said the new generation wants a new wave of change, which catapult development and employment generation in the northeast. "Under the leadership of Prime Minister Narendra Modi, the northeast is heading towards a new era of development. The new-generation entrepreneurs can fuel a business mentality, which has set in motion an industrial development in the region," he said.

15/10/18 Bikash Singh/Economic Times

Siliguri: People of Siliguri have demanded introduction of flights to foreign countries, especially Nepal and Bangladesh, from Bagdogra airport following the Centre's plan to launch services to six Asian countries from Guwahati.

Under the UDAN (Ude Desh Ka Aam Naagrik) scheme, the Centre floated tenders for airline

companies to run flights from Lokpriya Gopinath Bordoloi International Airport in Guwahati to Kuala Lumpur (Malaysia), Singapore, Bangkok (Thailand), Yangon (Myanmar), Dhaka (Bangladesh) and Kathmandu (Nepal).

“There was a demand from Assam to introduce more international flights from Guwahati to connect the neighbouring Asian countries. The Airports Authority of India has already published notices, seeking proposals from airlines interested in operating flights to these destinations from Guwahati,” said a source.

The development has prompted Siliguri residents to raise the demand for international flights from Bagdogra that has been witnessing an unprecedented rise in passengers traffic over the past three-four fiscals. In the immediate past financial year, the number of passengers has crossed the two million mark.

15/10/18 Avijit Sinha/Telegraph

Mumbai: The central government has invited proposals from interested air operators for the international version of its 'Udan' (Ude Desh Ka Aam Nagrik) scheme as it seeks to enhance air connectivity from India to select overseas destinations.

This is despite the domestic format of the scheme failing to yield desired results with almost half of the routes approved in the first phase of the bidding for the scheme still to be launched.

National airports operator AAI, which has been mandated to implement the international version of the Udan scheme, has invited "e-proposals (bids) from international bidders for selection of airlines under the International Air Connectivity Scheme, IACS Udan," according to a notice in a leading English daily.

The government, in its bid to make flying more affordable for masses, had in October 2016 announced the Udan scheme with airfares capped at Rs 2,500 for a one-hour journey through subsidised ticket rates and to provide air connectivity to smaller towns.

14/10/18 PTI/Times of India

Chennai: The Trichy international airport authorities submitted a detailed report to the Airports Authority of India on Friday's incident in which an Air India Express aircraft with 136 people on board had a miraculous escape after hitting a ground-based antenna and the perimeter wall of the airport. The plane en route to Dubai was airborne for about four hours with a ripped portion of its underbelly till it made an emergency landing in Mumbai.

On Saturday, a two-member technical team from Delhi inspected the two localizer antennas hit by the aircraft and the five others which developed a snag.

Airport director K Gunasekaran told TOI that new localizer antennas were brought from Lucknow airport to replace the damaged ones.

"Only after completing the calibration process can we use the new equipment which will take at least a month. As of now, we are managing with the help of a combined radio navigation station instrument. There is no problem with the operation of regular flights", he said.

On what would have caused the incident involving the Boeing 737-800, Gunasekaran said there were no lapses on the part of the AAI or air traffic control.

14/10/18 Times of India

Abu Dhabi: Indian airline IndiGo on Sunday said wide-bodied aircraft are an “aspiration” and talks with manufacturers are ongoing but there is no firm timeline amid difficult market conditions in the Indian market.

The budget airline, owned by InterGlobe Aviation, **faces fierce competition in the very price sensitive Indian market where carriers are struggling to remain profitable despite filling 90 percent of their seats and rising demand.**

IndiGo recently reported a steep fall in quarterly profit due to higher fuel prices and continued pressure on yields reflecting price competition.

“Wide-bodied aircraft are an aspiration, we have talked to manufacturers. **We are looking at A330neo and Boeing 787,**” Chief Commercial Officer Willy Boulter told Reuters in Abu Dhabi, declining to go into details.

IndiGo, India’s biggest low-cost carrier by market share, announced direct flights, starting Monday from two south Indian cities, Kochi and Kozhikode to Abu Dhabi, the capital of the United Arab Emirates.

In the Gulf, the airline has direct flights to Dubai and Sharjah in the UAE as well as to Doha and Muscat. Flights to Kuwait will be launched this week, to Saudi Arabia in November and Hong Kong in December, Boulter said.

14/10/18 Stanley Carvalho/Reuters

Budget carrier IndiGo, which has been grappling with Pratt and Whitney engine issue, on Thursday said some of its have been grounded "proactively" due to "non-availability" of spare engines from the manufacturer.

The airline's response came to a query on reports that as many as nine of its were grounded as on August 20 because of the engine issue.

The fresh bout of trouble has forced IndiGo to ground aircraft periodically since July, and on August 20, the number of grounded aircraft touched nine, sources claimed.

"IndiGo confirms that a few A320 Neo aircraft have been grounded proactively due to non-availability of spare engines from Pratt and Whitney. »

13/10/18 Osburn Oracle

Kannur: As Kannur International Airport (Kial) gets ready for commissioning with its finishing touches in the final stage, Central Industrial Security Force (CISF) will take charge of the security within the next few days.

As of now, the tentative plan is to hand over the security to CISF on October 17 after the induction ceremony, but a formal announcement has not been made, said Kial officials, adding that a batch of CISF personnel have reached the spot and more are expected in the coming days.

Once CISF takes over, entry at the airport would be restricted to authorized personnel only. Though the airport was opened to the public for a few days, it has ended and Kial officials had a tough time managing the crowd. Also, there was some row after a youth posted selfies near the fire engine inside the airport. This was considered a security breach. Though different aircraft had completed

trial landings and the calibration of instrument landing system (ILS) and DVOR (doppler very high frequency omnidirectional range) radar were completed, a few more trials are expected in coming days.

14/10/18 Times of India

Pune: The construction of the Rs423-crore new terminal building at Lohegaon airport would begin from October 20.

Pune MP Anil Shirole, the chairman of the Pune Airport Advisory Committee, and airport director Ajay Kumar made this announcement on Saturday besides claiming that several new facilities would be introduced for flyers in the next three months.

Shirole said the new terminal building would be constructed on 42,000sqm area. "While Rs800 crore has been sanctioned for the purpose, implementation of development projects worth Rs358 crore will start on October 20. Lohegaon airport initially had 26 acres of land. In April this year, a total of 16 acres of defence land was provided for the airport's development after continuous follow-up. We need additional space of about 35 acres for building cargo parking with the administrative and residential purposes," he said.

Rs800 crore is the total investment on the project, including the multi-level car parking and another building that will come up later after availability of land.

Airport director Kumar said the new terminal building would have a basement, ground floor and first floor.

14/10/18 Times of India

With several expansion plans and developments coming in for Pune Airport, the airport authority is positive about getting an international status for the premises at Lohegaon and thinks this will happen by 2019.

Pune Airport director Ajay Kumar, while addressing a press conference on Saturday, said, "We have been communicating with the aviation ministry for the past three years now to get international status and are expecting it to happen within the next year. There is no issue of criteria that we are facing but things are taking time. The status will bring more international players to the city, which isn't the situation as of now as only domestic flights are currently allowed in Pune Airport, though we have Lufthansa which operates on special request. One of the hurdles that Pune Airport is facing while wooing international players is that it currently has the status of a customs airport."

The city airport will be adding a few more flights plying between Pune and southeast Asian countries in March 2019 and domestic players Jet Airways, IndiGo and Vistara have shown interest in operating flights from the city to Thailand and Singapore.

MP Anil Shirole added, "Along with members from the Maratha Chamber of Commerce and Industry, I had met former minister of civil aviation, Ashok Gajapathi Raju, regarding the Pune-Singapore flight as there was a huge demand for the same and it has finally happened. Some more international flights will be added in May. We are also looking at the extension of the runway and will be requiring 300 acres. All kinds of work is in progress and things have gone very well till now. We hope for similar success going ahead."

14/10/18 Pune Mirror

La Tribune 19/10/2018

Après 10 mois de turbulences marqués par 15 jours de grève qui ont coûté 335 millions d'euros à la compagnie et une crise de gouvernance majeure, Air France, désormais dirigée par son nouveau patron canadien, a signé un **accord salarial avec des syndicats qui représentent 76,4% des voix exprimés aux dernières élections**. Ce qui permet de le valider.

C'est officiel. Comme La Tribune l'annonçait depuis jeudi matin, la direction d'Air France et un très grand nombre de syndicats représentatifs de la compagnie ont signé, ce vendredi 19 octobre, un accord sur les salaires mettant fin à 10 mois de turbulences, marqués par 15 jours de grève au premier semestre et une grave crise de gouvernance.

2% en 2018 et 2% au 1er janvier 2019

L'accord garantit une hausse des grilles salariales de 2% pour 2018 (hors avancement automatique lié à l'ancienneté, et hors augmentations individuelles) à effet rétroactif au 1er janvier 2018, suivie d'une seconde augmentation également de 2% au 1er janvier 2019. Soit 4% au total, avec la promesse d'une réunion sur les salaires en octobre 2019, après la renégociation salariale qui aura lieu chez KLM quelques mois plus tôt, en juin. L'accord comporte par ailleurs plusieurs points qui profitent aux plus bas salaires et qui ont poussé les syndicats les plus indécis à signer.

Au final, l'accord a été paraphé par la CFDT, la CFE-CGC, FO, l'UNSA, et le SPAF, le deuxième syndicat des pilotes. Il inclut également les trois syndicats représentatifs d'hôtesse et de stewards, tous rattachés à un syndicat sol (la CFE-CGC pour l'UNAC, l'UNSA pour l'UNSA PNC, et FO pour le SNPNC), mais qui font parfois des choix différents. Par exemple, l'UNSA PNC faisait partie de l'intersyndicale, l'UNSA sol, non.

Alors qu'il fallait la signature d'au moins trois syndicats de personnels au sol pour valider l'accord, quatre l'ont donc signé. Si le vote de la CFDT et de la CFE-CGC était acquis, ceux de l'UNSA et de FO l'étaient moins. L'UNSA devait composer avec sa section PNC membre de l'intersyndicale qui a mené le conflit, quand FO en était l'un des piliers. Les mesures complémentaires en faveur des plus bas salaires les ont convaincus de signer. L'augmentation de la valeur plancher à 50 euros, qui concerne 18.000 salariés, a notamment fait basculer l'UNSA.

La CGT et le SNPL n'ont pas signé

Du coup, seuls la CGT et le SNPL (le Syndicat national des pilotes de ligne) n'ont pas signé. Le premier car il réunira son bureau la semaine prochaine, le second en raison d'une divergence sur la date du versement de la deuxième tranche de 2%. Le SNPL voulait qu'elle soit avancée d'un jour, au 31 décembre 2018 et non au 1er janvier 2019. Cette anticipation permettait d'afficher une hausse de 4% en 2018, proche des 5,1% demandés par l'intersyndicale, et de laisser ouverte la question des augmentations 2019.

Il y a en effet une ambiguïté dans l'accord dans la mesure où certains syndicats estiment que la négociation prévue en octobre prochain portera sur l'année 2019 et ceux qui pensent au contraire que l'année 2019 est réglée et qu'elle concernera l'année 2020. Si les premiers ont raison, Ben Smith aura ramené le calme à moindre coût. En tout cas, la compagnie a précisé que "la prochaine

NAO (négociation annuelle obligatoire) s'établira sur la base de l'environnement économique global, de la situation du groupe Air France-KLM et de la performance économique de la compagnie".

Les pilotes négocient une augmentation complémentaire

Les pilotes vont négocier une augmentation supplémentaire de manière bilatérale avec la direction. En effet, même s'ils ne l'ont pas crié sur les toits, les pilotes ont toujours demandé une hausse de rémunération de 10,7% : +6% dans le cadre des augmentations générales, inter-catégorielles (une revendication ramenée à 5,1% par la suite) et +4,7% dans le cadre catégoriel, dans lequel les pilotes obtiendraient une hausse de rémunération en contrepartie de mesures permettant à la compagnie de faire des économies. Pour autant, si la partie inter-catégorielle passe à 4% au lieu des 6% espérés initialement, il manquera 2% dans l'enveloppe globale, sauf à augmenter de 2% la partie catégorielle pour arriver à +10,7%.

En attendant, cet accord n'est pas si éloigné de la proposition de Jean-Marc Janailac lorsqu'il proposait une hausse de 2% en 2018 suivie d'une augmentation moyenne de 1,65% au cours des trois prochaines années. Il permet néanmoins aux syndicats de ne pas être bloqués sur trois ans et d'espérer gagner plus.

« Tout ça pour ça », déplorent ceux qui ont du mal à digérer les 335 millions d'euros perdus par la compagnie avec les 15 jours de grève.

Ben Smith, un succès éclair

La signature de cet accord serait évidemment à mettre au crédit de Benjamin Smith, le nouveau directeur général d'Air France-KLM et, de manière temporaire jusqu'au 31 décembre, d'Air France. Arrivé il y a à peine un mois, le jeune Canadien de 47 ans a fait l'unanimité auprès des syndicats et des salariés qu'il a rencontrés par son engagement, son écoute, et sa connaissance du secteur.

"En signant, c'est aussi un pari dans Ben Smith que nous voulons faire, un contrat de confiance que nous voulons passer avec lui", explique un responsable syndical qui souhaite conserver l'anonymat.

Car, au-delà de cet accord, tout le monde attend le plan de relance que va concocter Ben Smith. Sur ce point, un accord peut également avoir son importance dans le cadre des Assises du transport aérien. Il pourrait en effet inciter le gouvernement à prendre des mesures pour améliorer la compétitivité du pavillon français.

Pour autant, Ben Smith a également profité d'une conjoncture beaucoup plus favorable que ses prédécesseurs. Les syndicats avaient bien conscience qu'ils auraient du mal à mobiliser les troupes pour relancer un nouveau conflit. Et qu'après avoir fait tomber les têtes des deux patrons d'Air France-KLM (Alexandre de Juniac, puis Jean-Marc Janailac) et d'Air France (Frédéric Gagey et Franck Turner) en deux ans, il leur aurait été compliqué d'avoir celle de Ben Smith rapidement.

New Delhi: **India's cargo industry needs to grow at about 12.9 per cent every year to achieve the National Civil Aviation Policy vision of reaching 10 million tonnes (MT) cargo volume by 2027**, says a report.

"There is an urgent need to uplift Indian cargo market to achieve the overall vision of the aviation ministry," observed the joint study by Assocham and consultancy firm Auctus Advisors.

The report suggested implementing a rating system for cargo terminals in-line with ASQ (Airport Service Quality) ratings at passenger terminal to motivate operators to improve infrastructure and provide superior quality of services.

"The Indian cargo industry needs to grow at a rate of about 12.9 per cent every year from 2018 to 2027 to achieve National Civil Aviation Policy (NCAP 2016) vision of reaching cargo volumes of 10 million tonnes (MT) by 2027," it said.

The report noted that there is an urgent need for creating adequate freight carrying capacity within Indian air network through creation of new cargo terminals and expansion of the existing ones, besides undertaking pro-active measures to identify tier-2 and tier-3 cities for setting up common user domestic cargo terminal (CUDCT).

The study suggested introducing a separate comprehensive air cargo policy to reduce bottlenecks in freight movement.

20/10/18 PTI/Times of India

New Delhi: **The Enforcement Directorate has started investigating money laundering charges in the merger of Air India and Indian Airlines and the purchase of 111 aircraft from Boeing and Airbus during the UPA government's tenure.**

The Rs 70,000 crore purchase of aircraft from Boeing and Airbus is being probed by the CBI, which had registered a case in May last year after the Supreme Court directed the agency to investigate the charges alleged in a PIL.

The national carrier went into a massive debt trap following the deal and by withdrawing from profitable routes, benefiting some of Indian and international airlines. In a subsequent audit report, the Comptroller and Auditor General too questioned the rationale of the national carrier ordering 111 aircraft when it was not required.

Before UPA came to power, the national carrier had proposed to purchase 43 aircraft. However, the order was revised on the assumption of change in market situation. **The ED has registered multiple cases under the Prevention of Money Laundering Act to probe all issues, including merger of Air India and Indian Airlines, purchase of aircraft, surrendering of profitable routes and purchase of software for over Rs 200 crore.**

20/10/18 Times of India

New Delhi: **The aviation regulator has suspended the flying licence of a senior commander for allowing a non-pilot to take the co-pilot's seat during a long domestic flight on a private luxury aircraft.**

The commander reportedly asked the co-pilot, who was supposed to fly with him, to get up from the seat and let an aircraft maintenance engineer be there without even disengaging the controls on that side.

According to a Directorate General of Civil Aviation official, **this violation happened last month on a Beechcraft 350 belonging to Bharat Hotel.**

"The captain, a senior commander and examiner on Beechcraft 350, flew the aircraft from Delhi to Ranchi on September 30. He permitted the AME on co-pilot seat, who did not have any pilot licence. The controls on co-pilot side were not even deactivated... Based on preliminary information, licence of the captain has been suspended," he said.

20/10/18 Saurabh Sinha/Times of India

It does not take much time to recognise that **today's airports are fast becoming hotspots for congestion.** The long queues at check-in counters, clogging of boarding gates and associated risks and delays clearly reiterate this. Many of the major airports in India are already operating beyond their capacity and a few more are expected to breach their capacity this year. To refresh our memory, it was only around a decade ago that the new, state-of-the-art airports were built in Bengaluru and Hyderabad with Delhi. A few more are set to join the club. These airports were designed with operational capacities considering the passenger-traffic growth for at least the next two decades. But the **unprecedented growth in the Indian aviation industry at nearly 20 per cent every year is crippling our Airport Infrastructure.** Added to this, we have the **UDAN Scheme of the Government of India to boost regional connectivity which is in turn contributing further to the increased demand.**

While India's airport infrastructure needs to take a giant leap, it also needs to be understood that any expansion will take a time of three-four years before the facility gets operational for passengers. With the current geometric progression of the year-on-year growth, any meaningful enhancement of capacity should also address the interim passenger growth that will be taking place in these three to four years in a phased manner.

The recently inaugurated Interim International Departure Terminal (IIDT) building at the Rajiv Gandhi International Airport (RGIA), **Hyderabad** has not got a lot of attention. It is not a giant infrastructure project built with thousands of crores spent over the years. The press coverage on it has also been

meagre. Needless to say, it is not something that has sought much limelight. However, there are a lot of things which need to be appreciated in this facility. This terminal building has been carved out of a meticulous planning exercise involving and analysing the present traffic growth at RGIA, projected traffic growth, rapid capacity assessments of airside and land-side facilities among others. While analysing these at micro levels, it was observed that passenger traffic is stressed the most at the pre-boarding stage. Thus developed this **idea of an exclusive concourse to handle check-in, security, immigration and customs process for international passengers. After completing these formalities, passengers will move into the main passenger terminal building through a connecting corridor from where they will proceed to boarding.** The terminal will also have a premium check-in facility from where passengers travelling in business class can avail personalised and assisted check-in process. The terminal also boasts of India's first ever remote, **hand baggage screening facility which can increase passenger throughput and reduce the consumption of time at security check.**

20/10/18 Srinath Rangarajan/Pioneer

Last month, Ashish Jadhav, 35, a merchant navy officer and a musician in the city, signed up for the first batch of the drone-flying course launched at Pimpri Chinchwad Polytechnic.

Eleven participants had enrolled in what was an intensive **five-day session on Unmanned Aerial Vehicles (UAVs) or drones.** After completing the training, Jadhav, who is skilled at playing multiple musical instruments, is confident that he can film a music video for his rock band, Rudraxsha, with the help of a drone.

Earlier this year, **the Ministry of Civil Aviation made an announcement to legalise the use of UAVs in the country. The government's Drone Regulations 1.0 policy, which will be implemented from December 1, is set to sanction the use of UAVs in areas such as disaster relief, agriculture and health, as well as the logistics and supply chain industry.** "That's precisely why drone pilots will be in demand in years to come," points out Mayank Soni, 42, founder of Drone Tech India, which has collaborated with Pimpri Chinchwad Polytechnic to offer the city's only course on flying drones. Drone Tech India's module follows the Directorate General of Civil Aviation's (DGCA) guidelines for drones. The first batch was familiarised with topics such as **DGCA's regulations, basic principles of flight, Air Traffic Control's (ATC) procedures and radio telephony and weather and meteorology.** "Their course is detailed, which is important because piloting UAVs involve many factors other than simply flying the craft," says Jadhav. Above all, a pilot can't afford to lose focus.

"Losing focus could lead to accidents. Drones manufactured by DJI have four fastmoving propellers. A craft like that could perhaps even damage property," he cautions.

Rishil Soni, 26, a jeweller from Gujarat was one of Jadhav's batchmates. He travelled all the way from Gujarat to Pune to attend the training.

"I want to try out drone photography," says the jeweller, who saw the advertisement calling out to aspiring drone pilots to Pune on a social media platform.

Industry experts are confident that the drone policy will encourage companies to use UAVs for various purposes. It has been reported that drones are currently being used to monitor crop health at a farm in Karnataka and that the state government has sanctioned Rs 2.5 crore to kick-start a pilot drone project, in agriculture, in a village in Haveri district. Indian logistics companies are also planning to deploy UAVs to deliver goods, which is projected to reduce transportation costs.

20/10/18 Ashwin Khan/Pune Mirror

Kolkata: Two passenger flights with 350 people on board came close to a mid-air collision over the city on October 15 morning before the planes pulled apart after being alerted by the on-board

collision warning system. An inquiry has been ordered into the incident and **two Air Traffic Control (ATC) officials—a radar controller and a procedure controller—have been benched.**

According to officials at Kolkata airport, **an IndiGo flight that had taken off for Bagdogra was asked by the ATC to climb to 29,000 ft. Meanwhile, an AirAsia India flight, arriving from Bagdogra, was asked to descend to the same level.** Unaware that they were on a collision course, the two planes hurtled towards each other, breaching the minimum separation. The on-board traffic collision avoidance system (TCAS) got triggered with barely 200 ft lateral distance between the two aircraft. The TCAS initiates a manoeuvre by asking one aircraft to climb and the other to descend to ensure they don't collide. Computers on board the aircraft take over control from the pilots at this time. An official said: "Planes have to either have a vertical separation of 1,000 ft or lateral separation of 5-10 nautical miles (9-18 km). In this instance, the lateral separation was almost non-existence. At the speed the planes fly, a 200 ft distance can disappear in a fraction of a second. It was a major breach in flight safety."

20/10/18 Times of India

Mysuru: Karnataka Chief Minister H.D. Kumaraswamy has agreed to give about 300 acres of land for building a new airport in this city of palaces, said Civil Aviation Minister Suresh Prabhu on Friday. "Met @CM of Karnataka and discussed issues related to aviation. He agreed to give about 300 acres of land for a **new airport**," tweeted Prabhu after a day-long visit to the city, about 150km from Bengaluru. The state-run Airports Authority of India (AAI) has been operating since 2010 a smaller airport on the city's southern outskirts, with a terminal, apron, air traffic control tower and a runway.

"The additional land will enable us to build full-fledged airport at Mysuru, as it has many tourist attractions and is well located at an equidistance from mini cities in the region," said Prabhu on the occasion.

Prabhu was in the state's cultural capital to watch the grand finale of the world famous Mysuru Dussehra, besides a victory parade from the royal palace.

Prabhu assured Kumaraswamy of working together for the Gulbarga (Kalaburagi) airport as part of the Central government's mission to provide air connectivity to all parts of remote India under the Udan project.

20/10/18 IANS/Sify

Mumbai: The Directorate General of Civil Aviation (DGCA), the country's top aviation regulator, has directed all airline operators to ensure that their staff strictly follow the procedures approved by it. The directive comes in the wake of findings on an incident involving a GoAir Airbus 320neo in-flight engine failure, in February 2017, where the airline's staff was found to have followed an Airbus-certified method of calculating flight duration.

20/10/18 Aditya Anand/The Hindu

New Delhi: Tezu, Kishengarh, Keshod and Durgapur are the four airports which will come on to the air map when domestic airlines introduce their winter schedule on October 28 this year. While Tezu is in Arunachal Pradesh, Kishengarh airport is in Rajasthan, Keshod airport is in Gujarat and Durgapur in West Bengal.

The addition of these four airports will see the total number of operational airports in the country

touch 101, sources in the Directorate General of Civil Aviation said on Friday.

Indian airlines will operate 22 per cent more flights during winter schedule 2018 at 23117 departures a week from what they operated during the winter schedule of 2017. Globally airlines follow a winter and summer schedule. While the winter schedule runs from the last Sunday in October to last Saturday in March of the following year the summer schedule is for operated for the rest of the year.

19/10/18 Business Line

New Delhi: Domestic airlines will operate 22 per cent more flights every week at 23,117 during winter schedule spanning from end of October till late March 2019, according to officials.

The number of flights represents an increase of 22 per cent compared to the winter schedule of 2017, they added.

The winter schedule would be from October 28, 2018 to March 24, 2019.

Civil Aviation Ministry officials said the winter schedule 2018 for domestic airlines has been approved.

In all, 23,117 departures per week have been approved. There is net increase of departures by 22 per cent compared to winter schedule 2017. Every departure is considered as a flight.

India is one of the fastest growing domestic aviation markets in the world and has been registering double-digit growth continuously for more than three years.

18/10/18 New Indian Express

New Delhi: **India's aviation safety standards will again be under the scanner of global agencies following the country scoring poorly in various key parameters during previous audits. While America's Federal Aviation Administration (FAA) will visit the Directorate General of Civil Aviation (DGCA) on October 30 and 31, the critical inspection will be by the UN's aviation agency, International Civil Aviation Organisation (ICAO), from November 12.**

ICAO had earlier scored India very low on three areas — accident investigation, airport standards and air navigation services (ANS). "The earlier audit did not go well. Poor rating of these three areas dragged us down a lot in ranking terms. We requested ICAO to visit us again and see the progress we have made in these areas. India even offered to pay for the cost of their trip for this check. Now they are coming on their own expense as some slots opened up from November 12," said a senior official.

ICAO conducted its "universal safety oversight audit program" (USOAP) audit last November. This audit given an overall effective implementation (EI) in percentage terms that is arrived at as an **aggregate of individual scores in eight fields like legislation, organisation, personnel licensing and airworthiness of aircraft.** This score gives an overall picture of how a country is complying with global aviation safety practices under different heads.

19/10/18 Saurabh Sinha/Times of India

New Delhi: **A Delhi-Srinagar AirAsia flight suffered a bird hit on Friday while landing at the Srinagar Airport.** As per news agency ANI, all the passengers and crew members are safe and no casualties have been reported so far.

However, more details are awaited in the incident.

A similar incident occurred in June this year. A Mumbai-bound Jet Airways flight was forced to return to the Rajkot airport after it suffered a bird-hit during take-off. The Rajkot-Mumbai flight had suffered a bird hit during take-off around 7:15 am, Rajkot Airport Director B K Das had said.

“After the bird-hit, the flight returned to the airport and was grounded. The aircraft has suffered some problems in the incident and repair work will be carried out by a team from Mumbai before it takes off again,” Das had told PTI.

19/10/18 India.com

The Economic times of india 18/10/2018

MUMBAI: India is the second largest market (country-wise) for low-cost air travel and the fastest growing such market in the world.

The US, where the model was born, remains the largest low-cost carrier (LCC) market and is over two-and-a-half times the size of the emerging Indian market. While Indian LCCs offered about 90 million seats in the first nine months of 2018, LCCs in the US offered 250 million seats. After India are Indonesia and Spain (over 60,000 seats each). In India, 15.6 million seats were added between January and September as compared to the same period last year.

Fifteen years ago, India didn't have a single low-cost carrier. Today, LCCs have cornered 69% market share in India, a riveting feat for a country that doesn't yet have a low-cost airport or terminal.

Worldwide, **LCCs have a 29.7% seat share**, a percentage more than last year, said a report by the global aviation consultancy firm Centre for Asia Pacific Aviation. “Almost **115 million additional seats were offered by LCCs during the first nine months of 2018, versus the same period last year,**” it said. Even as the lines between traditional full service carriers and LCCs continue to blur, the 115 million new LCC seats have led to a 10.1% rise in seats available for booking on LCCs. Currently, LCCs worldwide operate over **1.25 billion global seats (over 4.5 million seats per day).**

The data, based on flight schedules from the UK-based air travel intelligence provider OAG, showed that 18 of the world's top 20 LCC country markets saw an increase in LCC seats during the first nine months of 2018, eleven of them at double-digit rates. “**India had the largest year-on-year rise among the top ten country markets, up 20.7%.** Double-digit rise was also recorded in the top ten by China (19.1%), Germany (18.7%) and Thailand (16.5%),” said the CAPA report.

