

Revue de presse Semaine 46 (12-18 Novembre 2018)

Africa's largest carrier Ethiopian Airlines has proposed to become a partner with Nepal Airlines Corporation (NAC). Last week, Ethiopian Ambassador to Nepal Asfaw Dingamo Kame met with Tourism Minister Rabindra Adhikari in Kathmandu and officially proposed to form a strategic alliance with NAC. Ethiopian Airlines owns a fleet of 108 aircraft and serves 125 international and domestic destinations. **It wants to join forces with NAC as part of its bid to establish multiple hubs** beyond the African Ambassador Kame also met with Foreign Minister Pradeep Gyawali and discussed other possible areas of cooperation between Nepal and Ethiopia, including forming a bilateral consultative mechanism, and carrying out a parliamentary exchange programme.

The government is currently looking for a strategic partner for NAC that will help to take it forward. Minister Adhikari recently told Parliament that the national flag carrier needed to be revamped, and that the ministry was scouting for an appropriate foreign strategic partner.

Ambassador Kame told the Post that a detailed proposal from Ethiopian Airlines would arrive soon.

"We need to sign an air service agreement first to form a partnership to invest in Nepal Airlines.

We can also start with a code share agreement."

Since Nepal and Ethiopia established diplomatic relations in 1964, the two countries have offered very little to each other. The pace of bilateral relations gained momentum after Ethiopia appointed an honorary consul in Nepal in 2015, he said.

Ethiopia has urged Nepal to open a residential mission in the capital Addis Ababa which also hosts the Secretariat of the African Union.

PLANS AFOOT

The government plans to convert NAC into a company before getting a foreign strategic partner. In September, the Tourism Ministry directed its management to formally begin the process of converting the state-owned carrier into a company.

According to ministry officials, the Finance Ministry has recommended that the foreign strategic partner be inducted following all legal procedures. It said that NAC should get the optimum benefit through the partnership.

Last August, a meeting of high-level officials from the Finance and Tourism ministries and the National Planning Commission decided to go ahead with the plan to convert NAC into a company.

Under the Nepal Airlines Corporation Act, the cooperation and services of any aviation agency of a foreign country can be obtained, if necessary, with prior approval from the government.

The Tourism Ministry has asked for Rs20 billion from the government to raise NAC's paid-up capital to support its financial restructuring plan. The airline board decided to boost the investment capital of Rs370 million which has remained unchanged since its establishment in 1958.

Following the acquisition of two Airbus A320s in 2015, the corporation acquired two more long-range A330s this year. With the acquisition of Airbus and Chinese aircraft, the carrier's loan has reached nearly Rs40 billion. This means that from this fiscal year, the corporation has to pay at least Rs2.5 billion in interest. Officials said that **if NAC did not change its traditional marketing and service methods, it could go bankrupt as it is running low on cash.**

"We have been hearing for a long time that the government is inducting a foreign strategic partner at NAC. The plan, however, has remained on paper only," said Ashok Pokhrel, a tourism entrepreneur and former member of the NAC board. **"But it's not too late. The government should act promptly before the airline is put into financial stress."**

He said that the strategic partner could provide capital or let the company leverage its brand to give more exposure. **"At a time when NAC has been facing criticism for its failure to assure quality and efficiency, a strategic partner, if it is a globally reputed company, can help the carrier to win business globally,"** said Pokhrel.

The government has been considering privatising NAC or bringing in a strategic partner for the last decade. In 2007, it initiated a plan to hand over NAC's management to a foreign strategic partner so that it could reform and rescue the troubled carrier. However, the plan fell apart.

In 1970, the then Royal Nepal Airlines Corporation (RNAC) invited experts from Air France under a programme to improve management, and they handled most of the managerial positions until 1973. In 1972, RNAC acquired its first jet, a Boeing 727, in cooperation with the French carrier.

In September 2015, 21 foreign firms including Lufthansa Consulting and Airbus submitted letters of intent (LoI) to provide world class management consultancy services to NAC. The carrier invited LoIs to improve its overall system performance by inducting a management consultancy service provider in the first phase, and handing over management in the second phase. The plan failed after the Finance Ministry refused to give money for such a management consultancy service. In

March 2016, the Tourism Ministry invited requests for proposals (**RFP**) from reputed airlines in the US, the UK, France, Germany and Australia through their respective embassies in Kathmandu **to become a strategic partner with the national flag carrier. Lufthansa Consulting**, an independent subsidiary of the Lufthansa Group, **was the sole applicant.**

Lufthansa Consulting asked for a fee of Rs688.67 million for the services it would be providing in three phases. Subsequently, the Tourism Ministry asked the Finance Ministry for its input before submitting the proposal to the Cabinet for final approval.

The Finance Ministry could not figure out whether Lufthansa's proposal amounted to privatisation or something else, and it decided to set up another committee to clear the confusion. The plan hit a snag with a government committee asking NAC to explore 'multiple modality options' before sealing the deal. **The committee had recommended studying possible modalities like lease contract, strategic partner with equity, strategic alliance with foreign airlines, lease contract and management contract.**

Some government officials are of the view that the strategic partner should be inducted through a global competition. However, Ethiopian Airlines has proposed a government-to-government deal.

The Kathmandu Post 12/11/2018

NEW DELHI: India's decision not to allow new flights by airlines operating from Dubai, Qatar and Singapore will give a boost to Indian carriers as well as airlines operating from other countries in the same region such as Thailand, a Thai Airways executive has said.

The airline is planning to attract more Indian passengers to fly to various international destinations through Bangkok by offering extra packages, said Thamanoon Kuprasert, general manager, India for Thai Airways. "The Thailand government has announced the development of alternate cities for travellers," Kuprasert told ET.

"We are working with the tourism board to offer extra packages to our passengers flying beyond Bangkok." Thai Airways hopes to attract people travelling from India to countries such as Japan, Taiwan, South Korea and Australia. As of date, 35% of Indian passengers taking Thai Airways flights fly beyond Bangkok, which is less compared to West Asian carriers that carry 80% of their Indian travellers through their hubs. The Indian government, recently declined new flight rights to Dubai, Qatar and Singapore despite them becoming eligible for it, due to opposition from Indian carriers. Any foreign airline coming into the country needs to have flying rights to add flights, and carriers from Dubai, Qatar and Singapore have exhausted their existing quota. The Indian carriers, however, opposed any new flight rights for these airlines on the ground that they carry a lot of international passengers flying to Europe or the US through their countries, thus, making it difficult for Indian carriers to fly profitably to Europe and the US.

Destinations in Thailand have caught the attention of Indian carriers GoAir and IndiGo that have launched flights to Phuket. **GoAir has also announced plans to make Phuket its hub and connect ten**

cities in India directly to Phuket. Thai Air's Kuprasert, however, feels that these airlines adding flights would not be a competition, as these additions will expand the market. "We look at expansion from Thailand as an opportunity to do business more and more," he said. Thai Air has reported about 10% increase in passenger traffic from India so far this year in comparison with last year and expects it to grow further as it adds capacity.

The Economic Times of India 12/11/2018

Beleaguered carrier Jet Airways will on Monday take stock of what could be one of its worst quarterly earnings in its lifetime, even as chairman Naresh Goyal tries hard to stitch together a much-needed stake-sale deal for cash, wooing potential investors including salt-to-software conglomerate Tata Sons and commercial airline partner Delta Air Lines.

Jet has called the deal talks "speculative. An average of three analyst estimates have pegged real losses at up to Rs 2,000 crore for the July-September quarter for India's second largest airline by market share. Jet Airways posted a net profit of Rs 460 crore in the same quarter last year. The loss would be double that of IndiGo's real losses (shorn of the padding of a one-time tax benefit) of about Rs 1,000 crore in the same quarter "IndiGo's losses have anyway set the precedent of sorts for the industry. Moreover, Jet Airways' own problems of hurt yields and constantly ballooning costs added to the fact that July-September is the weakest quarter for airlines, makes for a bleak outlook for this Monday for Jet," said an analyst who didn't want to be named. **Three days before the results, Jet's independent director and a member of its audit committee Vikram Singh Mehta resigned.**

In a statement, Jet said Mehta had expressed his "inability to continue...due to his recent time constraints, commitments and other obligations," The statement also cited Mehta, former CEO of Shell India, as saying he found it difficult to dedicate time and attention to the role because of his other obligations.

When contacted independently by ET, Mehta said he wouldn't be able to speak. **Jet's website shows its audit committee to be having three members: former aviation secretary Ashok Chawla and Etihad's nominee Harsh Mohan, apart from Mehta who resigned.** A Jet spokesperson said a third audit committee member has been nominated by the board. He didn't elaborate.

While this is in a natural course of things, it makes for bad optics. **Just on the day of the last scheduled earnings announcement, S Vishvanathan, Jet's former chairman of audit committee, said he was no longer part of it.** Later, Jet clarified he had retired. The airline deferred results seeking more time from its audit committee and auditors.

Jet, facing one of the worst financial crisis of its existence, has delayed salaries, grounded planes, rationalised its network by cutting flights and laid off staff. Its rating has been downgraded by agencies, triggering default concerns among investors.

The beleaguered airline's cash reserves and net worth have eroded by growing losses and expensive debt continues to burden the balance sheet. **Cash-strapped, loss-riddled and debt-burdened the only way forward for Jet now is raising of funds via the equity route. The airline has been said to be actively wooing Tata Group for a stake sale.**

The latter, which already runs two airlines in joint ventures with Singapore Airlines and AirAsia Berhad, would be interested only with a controlling stake. The buzz inside the company, according to several employees who spoke to ET, is that Goyal may have to cede control of the airline.

The Economic Times of India 12/11/2018

Pour ne pas trop se charger avant de monter dans l'avion, il est fréquent de prendre uniquement un bagage cabine. Voici les différentes règles selon les compagnies aériennes pour partir l'esprit tranquille

Qu'est-ce qu'un bagage ou valise cabine ?

Un bagage cabine est un sac ou une valise que le passager est autorisé à emporter avec lui dans l'avion. On le distingue donc du bagage en soute. Généralement, on emporte un bagage en cabine lorsqu'il est suffisamment petit et léger pour pouvoir être placé sous le siège devant soi ou au-dessus de sa tête dans les casiers réservés à cet usage. Contrairement à une idée reçue, le casier situé juste au-dessus de votre siège ne vous est pas réservé.

Si vous comptez acheter un sac ou une valise qui vous servira de bagage cabine, faites très attention à regarder ses dimensions au préalable. En effet, **l'épaisseur, la longueur, la largeur et le poids du bagage autorisés en cabine varient selon la compagnie aérienne avec laquelle vous voyagez.** Pour ne pas commettre d'erreur, vérifiez absolument avant de partir sur le site internet de la compagnie quelles sont les dimensions autorisées.

> Air France/Hop : longueur 55 cm, largeur 35 cm, épaisseur 25 cm, poids 12 kg.

> Ryanair : longueur 55 cm, largeur 40 cm, épaisseur 20 cm, poids 10 kg.

> EasyJet : longueur 56 cm, largeur 45 cm, épaisseur 25 cm, poids illimité.

> KLM : longueur 55 cm, largeur 35 cm, épaisseur 25 cm, poids 12 kg.

> Emirates : longueur 55 cm, largeur 38 cm, épaisseur 20 cm, poids 7 kg.

> Volotea : longueur 55 cm, largeur 40 cm, épaisseur 20 cm, poids 10 kg.

> Air Canada : un bagage cabine (longueur 55 cm, largeur 40 cm, épaisseur 23 cm, poids 10 kg) + un accessoire (longueur 43 cm, largeur 33 cm, épaisseur 16 cm, poids 10 kg).

> Vueling Airlines : longueur 55 cm, largeur 40 cm, épaisseur 20 cm, poids 10 kg.

> Lufthansa : longueur 55 cm, largeur 40 cm, épaisseur 20 cm, poids 8 kg.

On ne peut pas emporter n'importe quoi dans son bagage cabine. **Au sein de l'Union européenne, c'est très simple: les mêmes règles s'appliquent à toutes les compagnies aériennes sans exception. Selon l'ordonnance EC 300/2008, une liste d'objets interdits en bagage cabine est affichée dans tous les aéroports.** Si vous avez un doute, n'hésitez pas à demander au personnel navigant de vous conseiller.

Si vous quittez l'Europe, il est conseillé de ne pas emporter de nourriture dans votre bagage cabine. En effet, certains pays imposent une législation très stricte sur l'importation de denrées. Évitez les produits à base de viande, d'œufs et de lait. Mieux vaut ne pas prendre de plantes ou de graines. En cas d'incertitude, demandez l'avis de votre compagnie aérienne pour ne pas avoir de mauvaise surprise à l'arrivée.

Géo.fr 12/12/2018

Airbus and its former India chairman Kiran Rao have roped in a battery of lawyers to tackle the money laundering allegations levelled against them by the Enforcement Directorate (ED), two people familiar with the development told ET.

Rao, executive vice-president at the European aircraft maker, has yet to submit his statement before ED in response to a legal notice served on him for alleged money laundering in a Rs 8,000-crore deal to supply 43 aircraft to the erstwhile Indian Airlines in 2005, they said. Airbus has hired London-headquartered BCL Solicitors and Mumbai-based Trilegal, while Rao has hired MZM Legal, a Mumbai-based law firm headed by Zulfiqar M Memon.

"The law firms have been named in the communication submitted to ED," said a person with direct knowledge of the matter. "Rao was expected to give a statement on Monday, but he failed to do so, but requests were made to reschedule the meeting," he told ET.

ED had sent notices to seven people, including Rao, under the Prevention of Money Laundering Act (PMLA) for alleged irregularities in the 2005 deal between Airbus and the erstwhile state-owned domestic carrier.

Except for Rao, the other six people, who were former employees of Indian Airlines, have already submitted their statements, said a second person close to the development.

"The employees were mainly questioned about what had exactly happened at that time," he told ET. **Some of those who submitted the statements suspected that they were being targeted due to political vendetta,** the person said. When contacted, an Airbus spokesperson said, "We cannot comment on an ongoing investigation. We have cooperated with the investigation in the past and we will continue to do so."

Email questionnaire sent to BCL Solicitors, Trilegal, MZM Legal and Rao did not elicit any response as of press time on Monday.

The case involves alleged irregularities by Indian Airlines when it bought aircraft from Airbus. The Central Bureau of Investigation (CBI) had in 2013 initiated investigations into alleged irregularities in the order for 43 A320 family aircraft and questioned seven executives of the former Indian Airlines, which merged with national carrier Air India in 2007.

Rao was named as a co-accused in the CBI case. In 2014, CBI personnel flew to London to question him.

But the premier investigation agency had not made any allegations of kickbacks or money laundering against Rao. CBI alleged corruption and favouring Airbus over its rivals when the aircraft were bought. ET had first reported on October 29 about Rao being on ED radar.

ED had scheduled to record statements of the seven accused by November 15.

Both the sources cited earlier said they think Rao may not come to India to give a statement to ED. Instead, a written statement may be submitted to the agency through MZM Legal.

According to legal experts, the authorities could attach properties of the accused under PMLA.

One of the sources confirmed that no such process has still been initiated.

Bengaluru-born Rao, a wellknown face in the international aviation industry, was tipped to replace John Leahy as sales head of Airbus early last year, but this hasn't happened.

The Economic Times of India 13/11/2018

Debt-laden Indian carrier Jet Airways Ltd will cut flights on less profitable routes and add capacity to more lucrative markets, as part of its effort to lower costs and boost revenues as it struggles to stay aloft.

Jet, India's biggest full-service carrier posted its third straight quarterly loss on Monday, hurt by higher fuel expenses and a weaker rupee. "The airline has embarked on a comprehensive review ... The measures will include rationalisation of operations on select, uneconomic routes," Jet said in a statement, adding that it will redeploy planes to more productive domestic and international sectors. The review is expected to help deliver a more efficient and economically viable network, with a focus on profitability rather than market share, Jet, which is part-owned by Etihad Airways, said. **"With our clearly defined focus on profitability, we are in the midst of turning the ship around,"** Jet's Chief Executive Officer, Vinay Dube, said in the statement.

A combination of rising oil prices, high fuel taxes, a weak rupee, low fares and intense competition have slashed profits in the world's fastest-growing aviation market, which is clocking 20 percent annual passenger growth. Competitor IndiGo, owned by InterGlobe Aviation Ltd, last month pushed back plans to take ownership of some Airbus A320neo planes to preserve cash after the company posted its first quarterly loss since 2015.

Jet posted a loss of 12.97 billion rupees (\$178 million) for the quarter ended Sept. 30, compared with a 496.3 million rupee profit a year earlier.

Fuel costs rose 58.6 percent to 24.2 billion rupees and the airline recorded a foreign exchange loss of 4.17 billion rupees, up from 730 million rupees a year ago. Revenue from operations climbed 9.5 percent.

Jet had a negative net worth as on Sept. 30, with current liabilities exceeding current assets, the airline said.

The company said it is on track to meet its target of more than 20 billion rupees of cost cuts over two years, having already made savings of 5 billion rupees in the first half of the current fiscal year.

During the quarter it expanded a code share agreement with Delta Airlines, Etihad Airways, Korean Air, Malaysian Airlines and Bangkok Airways to boost revenues.

It said it continued to talk to financial stakeholders regarding its funding requirements and was working on selling assets and raising capital.

Earlier this month, a media report said Tata Group was in talks to buy a majority stake in the airline and its frequent flyer programme, JetPrivilege. Jet said the report was speculative.

"We are confident that we will overcome our current challenges, honour our commitments to our stakeholders, and deliver a more strategic, efficient and financially viable airline," Jet's Dube said. (\$1 = 72.8600 Indian rupees)

The Economic Times of India 13/11/2018

KOCHI: A Hyderabad-bound IndiGo airlines plane with 179 passengers returned to the airport here Monday soon after take-off following a technical snag, a spokesman of the Cochin International Airport Limited said.

The flight took off at 1.15 pm and returned soon as the pilot detected the **problem in the hydraulic system**, he said. An Indigo statement said the flight operating on Kochi-Hyderabad route returned to Kochi as part of a precautionary measure.

"After take-off, the pilot observed a hydraulic warning which warranted the return of the aircraft. To avoid inconvenience to passengers, we will operate an alternative flight to Hyderabad," it said.

The Economic Times of India 12/11/2018

The National Disaster Management Authority's (NDMA) **six-day basic training programme aimed at enhancing the preparedness of Airport Emergency Handlers to respond to chemical, biological, radiological and nuclear (CBRN) emergencies got under way** here on Monday.

Hosted by Bangalore International Airport Limited (BIAL), operators of Kempegowda International Airport Limited (BLR Airport), the **event will be held from November 12 to 17. Over 50 trained participants from various agencies responsible for Operations & Maintenance of the BLR Airport, participated.**

The specialised training programme will conclude with a mock drill along with sensitization of over 200 working staff of the Kempegowda International Airport, Bengaluru on the final day.

This programme, the 10th in the series, is being conducted in collaboration with the Institute of Nuclear Medicine & Allied Sciences (INMAS) and National Disaster Response Force (NDRF). The first day of the session covered Case Studies on CBRN emergencies, safe handling of chemicals at the airport and mitigating chemical warfare agents.

Experts from Department of Atomic Energy, Atomic Energy Regulatory Board (AERB), Ministry of Health & Family Welfare, Karnataka State Disaster Management Authority, National Disaster Response Force, National Institute of Mental Health and Neuro Sciences and Defence Research and Development Organisation (DRDO) will continue to train the participants on various aspects of emergency management.

Initiated in 2017, the NDMA CBRN emergency management programme has been rolled out for 12 critical airports in India. Over 500 personnel from across airports, including Chennai, Kolkata, Mumbai, Varanasi, Patna, Ahmedabad, Hyderabad, Chandigarh & Raipur, have been trained in these specialised skills.

Commenting on the programme, Javed Malik, BIAL Chief Operating Officer said, "CBRN Emergency preparedness is a critical aspect of emergency management. This training programme conducted by the NDMA will go a long way in ensuring that the first responders at our airports are equipped to manage natural or man-made disasters and have the resilience required for crisis response. This programme will also create awareness about the policies, guidelines and best-practices related to Disaster Management, enabling a holistic and distributed approach to disaster management."

The programme consists of live demonstrations of detection and decontamination, including the use of Personal Protective Equipment (PPE). Airport Emergency Handlers will be trained to provide first-aid and initial psycho-social support.

The Economic times of India 12/11/2018

Dans un rapport, l'instance appelle l'Etat français à mieux maîtriser les investissements étrangers dans ses aéroports, évoquant un « échec » dans le cas de Toulouse-Blagnac

Timing choisi. **Alors que l'Assemblée nationale vient d'autoriser la privatisation de Groupe ADP - qui gère notamment les aéroports parisiens d'Orly et de Charles-de-Gaulle - un rapport de la Cour des comptes peu encourageant sur ce type d'opération fait la leçon à l'Etat.** Selon ce document qui revient sur les précédents toulousain, lyonnais et niçois, **la France doit mieux maîtriser les investissements étrangers dans ses aéroports.** Et notamment tirer les leçons de « l'échec » de l'aéroport de Toulouse, remporté par un consortium chinois. Un épisode qui a fait « apparaître la nécessité de renforcer les exigences en matière de contrôle de l'origine des fonds », selon la juridiction financière.

Crainte d'une « stratégie d'influence »

En avril 2015, **l'Etat avait vendu 49,99 % du capital de la société de gestion à Casil Europe, holding français créé par le groupe d'Etat chinois Shandong High Speed Group et le fonds d'investissement hongkongais Friedmann Pacific Asset Management.** Dans son rapport, la Cour des comptes critique « un acquéreur dont le profil soulève des inquiétudes » quant à « son manque d'expérience en matière de gestion aéroportuaire », « son manque de transparence financière » et ses « liens avec la puissance publique chinoise ». Le montage initial de l'achat des parts par le consortium chinois faisait intervenir « trois sociétés intermédiaires de capital social relativement faible dont l'une était domiciliée aux îles Caïmans et une autre au Luxembourg. A la demande de l'Agence des participations de l'Etat (APE), la structure d'acquisition avait finalement été améliorée », indique le rapport. Quant aux liens des acquéreurs de Toulouse avec les autorités chinoises, la Cour souligne « la crainte qui a pu émerger d'une acquisition qui ne soit pas seulement dictée par des préoccupations d'investisseur », mais qui « s'inscrive dans le cadre d'une stratégie d'influence plus globale de la puissance chinoise ».

« Situation ambiguë et instable »

En début d'année, l'Etat avait empêché le groupe chinois Casil de devenir majoritaire, en décidant de ne pas lui céder les 10,01 % du capital qu'il possédait encore. La région, le département, la métropole de Toulouse et la Chambre de commerce et d'industrie (CCI) sont actionnaires à 40 % de la société de gestion de l'aéroport. La « privatisation demeure donc inaboutie » souligne le rapport. Résultat, il s'agit d'une « situation ambiguë et instable d'une entreprise dont le capital est majoritairement public, mais dont le contrôle appartient à l'actionnaire privé par l'effet du pacte d'actionnaires qu'il a conclu avec l'État »...

2,06 milliards pour les trois aéroports

Le processus a toutefois été « amélioré » lors des privatisations de Nice - remporté par un consortium italo-français mené par Atlantia - et de Lyon - acquis par un consortium français mené par Vinci Airports - avec des « critères de recevabilité des candidats plus exigeants » et « des exigences de transparence financière renforcées », ajoute la Cour.

Au total, **les privatisations de Toulouse, Lyon et Nice ont toutefois « dégagé un produit de 2,06 milliards d'euros », précise par ailleurs l'institution, ajoutant qu'elles « constituaient d'abord un enjeu financier pour l'Etat ».**

Le Parisien 12/11/2018

Airbus' A220-300 aircraft arrived in Nepal on Monday as part of its world demonstration tour.

The European aircraft manufacturer is utilizing an aircraft operated by Air Baltic for the tour.

Talking about the new features of the aircraft, Christine De Gagne, aircraft interiors marketing director of customer affairs for Airbus, said that the aircraft can be configured to fly 145 passengers including five on business class seats in wide body comfort. "It has 19 inches wide seat in between two 18-inch seats, considering the comfort of passengers sitting in middle seats," she said, adding that the aircraft delivers un-beatable fuel efficiency with Pratt &Whitney's latest PW1500G geared turbofan engines.

It offers at least 20 percent lower fuel burn per seat compared to the previous generation aircraft, she added.

With a range of up to 3,200 nautical miles (5,920km), the new aircraft offers the performance of larger single aisle aircraft, according to Airbus.

Speaking at the aircraft demonstration event, Gagne further said: **"We are really keen to bring our new generation aircraft in Nepal as well. We have already promoted our new aircraft to several airline companies that are operating in the Nepali sky,"** she added.

The aircraft started its world tour from Zhuhai Air Show in China from November 5. It was demonstrated at the air show till November 8 and flew to Chengdu on November 9. Now the aircraft will fly to Thailand and then to Istanbul before returning to its base in Latvia.

According to Airbus, more than Airbus A220-300s have been booked till date.

My Republica 13/11/2018

Les informations récupérées la semaine dernière de l'enregistreur de vol de l'avion de Lion Air ont conduit la FAA à publier d'urgence une consigne mettant en garde les pilotes qu'un ordinateur du 737 MAX était susceptible de contraindre l'appareil à descendre à toute vitesse pendant une période pouvant aller jusqu'à 10 secondes et ce même en cas de pilotage manuel. Une procédure existe pour empêcher cela.

En service depuis plus d'un an seulement, le B737 MAX, la dernière version remotorisée du célèbre appareil moyen-courrier de Boeing, devra-t-il être modifié? Selon Reuters, la FAA (Federal Aviation Administration), l'autorité de l'aviation civile américaine, et Boeing étudient la possibilité de modifier l'informatique, voire la conception, du 737 MAX, à la lumière de l'accident d'un avion de ce type de la compagnie aérienne indonésienne Lion Air, qui a fait 189 morts le 29 octobre dernier. L'avion était tout neuf. Il avait été livré en août.

Dans un communiqué publié mardi, la FAA estime que les procédures opérationnelles définies pour le 737 MAX et la formation pour ce type d'avion pourraient évoluer à mesure que le régulateur et Boeing en apprennent davantage sur les circonstances de l'accident.

Un ordinateur peut contraindre l'avion à descendre à toute vitesse

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pouvant aller jusqu'à 10 secondes et ce même en cas de pilotage manuel, ce qui, le cas échéant, rend le contrôle de l'avion difficile. Les pilotes peuvent empêcher cette réponse automatique de l'avion en appuyant sur deux boutons en cas de comportement inhabituel du système, a précisé la consigne. Mais la question se pose aujourd'hui pour savoir si les pilotes sont suffisamment formés pour bien réagir à ce type de situation et de combien de temps ils disposent pour le faire.

Ce mardi, le Wall Street Journal est revenu sur ce point, en évoquant les dangers potentiels liés au système anti-décrochage des 737-MAX 8 et 737-MAX 9. Citant des experts de la sécurité impliqués dans l'enquête, des responsables de la FAA et des pilotes de ligne, le journal américain indique que le système automatisé pour éviter le décrochage des 737-MAX 8 et 737-MAX 9 peut "dans des conditions (de vol) inhabituelles" faire piquer du nez ces moyen-courriers, "de façon si brusque que les équipages ne seraient pas en mesure de cabrer l'avion", ce qui l'entraînerait dans un piqué et un potentiel accident.

Un tel scénario aurait été évoqué avec les compagnies clientes dans un bulletin de sécurité seulement une semaine après l'accident, selon le Wall Street Journal, relevant la "surprise de nombreux pilotes" d'apprendre une telle nouvelle. Cette information est d'autant plus problématique que les pilotes n'ont pas pu être entraînés à l'éventualité d'un tel dysfonctionnement technique.

Rapport d'enquête préliminaire fin novembre

Les enquêteurs indonésiens ont dit qu'un dispositif conçu pour faire face à un accident de ce type ne figurait pas dans le manuel de vol. Les enquêteurs ont appelé à un complément de formation des pilotes du 737 MAX. Des syndicats de pilotes américains ont dit dans la foulée qu'ils n'étaient pas non plus au courant de ce nouveau système anti-décrochage. La semaine dernière, Boeing a dit avoir adressé une note aux compagnies aériennes rappelant aux pilotes le comportement à adopter en cas de données erronées en provenance des capteurs d'incidence (AOA, Angle of attack sensor) à la suite de l'accident. Les capteurs en question, aussi appelés sondes d'angle d'attaque, donnent l'angle de vol de l'appareil et sont potentiellement des avertisseurs de décrochage

Les autorités indonésiennes envisagent de publier le 28 ou le 29 novembre leur rapport d'enquête préliminaire sur accident

Le B737 MAX est un appareil très sûr" (DG Boeing)

Interrogé sur Fox Business Network, le directeur général de Boeing Dennis Muilenburg a déclaré que le constructeur fournissait "toutes les informations nécessaire pour faire voler nos avions en toute sécurité", ajoutant que le 737 MAX était un appareil "très sûr".

"Dans certaines situations de défaillance, si l'avion reçoit des informations erronées du capteur d'incidence, il y a une procédure pour y remédier."

Depuis l'annonce de l'accident, l'action Boeing est en repli de 2,7%, ce qui ne l'empêche pas d'afficher une hausse d'encre 18,5% depuis le début de l'année contre un gain de 2,3% pour le Dow Jones sur la période.

La Tribune 14/11/2018

L'autorité de l'aviation civile américaine et Boeing étudient la possibilité de modifier l'informatique, voire la conception, du 737 MAX, à la lumière de l'accident de ce type d'avion de ligne de la compagnie aérienne indonésienne Lion Air.

Cette annonce intervient après la mise en lumière, par les enquêteurs indonésiens, qu'**aucun dispositif conçu pour faire face à un accident de ce type ne figurait dans le manuel de vol**. Les enquêteurs ont appelé à un **complément de formation des pilotes du 737 MAX**, dernière version en date du 737, l'avion le plus vendu au monde. Des syndicats de pilotes américains ont dit dans la foulée qu'ils n'étaient pas non plus au courant de ce **nouveau système anti-décrochage**.

La semaine dernière, **Boeing a dit avoir adressé une note aux compagnies aériennes rappelant aux pilotes le comportement à adopter en cas de données erronées en provenance des capteurs d'incidence** à la suite de l'accident du 737 MAX de Lion Air, qui s'est abîmé en mer de Java.

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Dans un communiqué publié mardi 13 novembre, **la Federal Aviation Administration (FAA) estime que les procédures opérationnelles définies pour le 737 MAX et la formation pour ce type d'avion pourraient évoluer à mesure que le régulateur et Boeing en apprennent davantage sur les circonstances de l'accident.**

Les autorités indonésiennes envisagent de publier le 28 ou le 29 novembre leur rapport d'enquête préliminaire sur accident.

Jusqu'à présent, l'accent a surtout été mis sur de possibles problèmes de maintenance, dont un éventuel défaut des capteurs d'incidence, ces derniers recueillant des données de première importance, permettant notamment à l'avion d'adopter l'angle de vol approprié par rapport aux courants d'air.

L'enquête semble aujourd'hui s'élargir d'une part à l'intelligibilité des procédures, approuvées par les autorités américaines, censées aider les pilotes du 737 MAX à ne pas sur réagir en cas de perte de ces données et, d'autre part, aux méthodes de formation des pilotes.

Des informations récupérées la semaine dernière de l'enregistreur de vol de l'avion de Lion Air ont conduit la FAA à **publier d'urgence une consigne mettant en garde les pilotes qu'un ordinateur du 737 MAX était susceptible de contraindre l'appareil à descendre à toute vitesse pendant une période pouvant aller jusqu'à 10 secondes et ce même en cas de pilotage manuel, ce qui, le cas échéant, rend le contrôle de l'avion difficile.**

Les pilotes peuvent empêcher cette réponse automatique de l'avion en appuyant sur deux boutons en cas de comportement inhabituel du système, a précisé la consigne. Mais on se demande

aujourd'hui à quel point les pilotes sont suffisamment formés pour bien réagir à ce type de situation et de combien de temps ils disposent pour le faire.

Interrogé sur Fox Business Network, le directeur général de Boeing Dennis Muilenburg a déclaré que le constructeur fournissait "toutes les informations nécessaires pour faire voler nos avions en toute sécurité", ajoutant que le 737 MAX était un appareil "très sûr". "Dans certaines situations de défaillance, si l'avion reçoit des informations erronées du capteur d'incidence, il y a une procédure pour y remédier."

Le Boeing 737 MAX de la compagnie Lion Air qui effectuait la liaison entre Djakarta et la ville de Pangkal Pinang, s'est abîmé en mer peu après son décollage. Aucun des 189 passagers et membres de l'équipage n'a survécu.

L'Usine nouvelle 14/11/2018

Mumbai: After she was refused another drink, an inebriated Irish business class passenger onboard an Air India Mumbai-to-London flight, manhandled a flight attendant. She also verbally abused the flight attendants in an incessant rant where she spoke of the "human rights" work she did for free as an international criminal lawyer for the Palestinians, the Rohingyas, and all the indigenous people of the world. The passenger was arrested after the flight landed in Heathrow and is currently in custody.

In a four-minute clip recorded by a cabin crew member, the passenger can be heard uttering expletives more than 40 times. The incident took place on November 10 on board Air India flight AI-131.

"The woman was seated on 1J. Two quarter bottles of red wine later, she went to the lavatory in the economy class. She emerged in a cloud of smoke. We don't know what she smoked but the smoke alarm wasn't set off," said a source.

She returned to her seat and finished two more quarter bottles of wine and turned increasingly unruly. "When she demanded yet another bottle, the crew declined. She then threatened to push over the dessert trolley. She saw an open bottle of wine on it and took it without permission," the source added.

By now, the commander of the flight was informed about the passenger and he instructed the crew not to serve her more alcohol. "He also instructed that only female flight attendants would come in contact with the unruly woman passenger," said a source.

The video clip captures her outburst of profanity, as she first confronts an Air India cabin crew member in the business class galley, then moves on to a couple of female cabin crew working at the station and finally directs her rage at the other business class passengers for being mute witnesses. "The captain issued her a warning letter, which she read out loud to other passengers. She then came to the galley and spat on the face of a crew member, before twisting her arm and injuring her," said the source.

An Air India spokesperson did not comment on the matter and refused to reveal the passenger's identity.

14/11/18 Manju V/Times of India

Chennai: Pilots on duty who consume alcohol before or during flights should be treated as criminals, aviation experts said, adding that, pilots should undergo breath analyser tests before

and after a flight and any violation should be treated as a criminal offence.

They were also of the opinion that even aircraft maintenance personnel on ground should undergo the breath analyser (BA) test. The BA test must be strictly enforced as both pilots and ground crew staff were responsible for thousands of passengers' lives.

An official of the Indian commercial pilots' association (ICPA) told IANS that post flight BA tests were done only for international flights to India whereas no pre-flight alcohol tests were done.

"If an Air India pilot flies an international flight after taking alcohol then he is risking the lives of several hundreds of passengers. But by the time he lands in India then the alcohol level might have gone down and would pass the BA test," he said.

The official said in the case of domestic flight, pre-flight BA test is done.

According to him, drunken flying should be treated as a criminal offence.

"The airline can hire doctors or agencies to oversee the conduct of the BA tests," the ICPA official added.

An Indian Air Force (IAF) official told IANS preferring anonymity: "No sane person will start a fighter jet under the influence of alcohol. It is akin to committing suicide."

When a pilot or a ground service personnel fails the BA tests or misses it for the first time then the penalty is three months of suspension of licence/approval.

13/11/18 IANS/Times of India

New Delhi: The removal of senior pilot Captain Arvind Kathpalia from the Air India board has been widely praised, with many terming it as the ailing national carrier's first step towards getting its act together.

Captain Kathpalia tested positive for blood alcohol on Sunday, after which Air India suspended his flying licence for three years. This was strike two for the senior pilot, whose licence was earlier revoked for three months last February on charges of circumventing the mandatory pre-flight breathalyser test and manipulating medical records.

However, there is more to the story than what meets the eye. NDTV has found that soon after Captain Kathpalia was handed out his three-month suspension last year, he was promoted from his position as an Executive Director to the Director of Flight Operations at Air India for a five-year period. The rationale behind promoting a pilot accused of forging an alcohol test and flying a plane after skipping the mandatory medical screening eluded many at the time. The Indian Pilots Association even filed a writ petition with the Delhi High Court, urging Air India to explain the circumstances under which such negligence had occurred. The Delhi Police also registered an FIR in the case that August.

This time, however, Air India and the Directorate General of Civil Aviation (DGCA) are conducting separate probes against Captain Kathpalia. He was removed on a directive from Union Minister of Civil Aviation Suresh Prabhu.

While the action against the senior pilot is a reaffirming step, it comes a little late in the day. He has a series of misdemeanours to his name, highlighting the nexus that allegedly enables dubious practices in national air carriers as well as the Directorate General of Civil Aviation (DGCA). While short-circuiting mandatory medical check-ups is one such issue, **there have also been allegations of sexual**

harassment against Captain Kathpalia that sources say were covered up by the pilot and his friends at Air India.

14/11/18 Alisha Sachdeva/NDTV

Airlines that are full-service carriers (FSCs), facing an uncertain future, are doing exactly that: trying to experiment with the low-fare model by quietly introducing several new options that allow passengers to choose lower fares minus the add-ons, like free food and other amenities.

Jet Airways, which has been offering fare options since 2016, has gone further down the road by **introducing newer low-fare categories with the flexibility of choosing seats with flight+meal or flight only.** (Jet has posted a net loss of ₹1,261 crore on a consolidated basis for the quarter ended September 30.)

In August this year, **Vistara**, another full-service carrier, allowed its passengers the benefit of a **bundle of features, claiming that it offers “freedom to choose from thoughtfully designed bundles of features and services at different price points for their preferred flight and class of service or select them à la carte.”**

In comparison, state-owned Air India, which is also a full-service airline, does not offer passengers the option of paying less to fly if they buy a ticket without free food.

According to industry watchers, this is perhaps one way of dealing with the current aviation scenario in the country. Crisil Rating points out that the current fleet size in the industry is about 600 aircraft. It expects an annual addition of 120 aircraft in fiscals 2019 and 2020 alone. Further, operating cost is increasing due to the depreciation of the rupee, oil prices are increasing, the input costs are high and there are fears that any attempt to allow fares to move northward could see the passenger carriage fall. This is leaving full-service airlines with little choice but to look at new methods to ensure that they remain relevant in the domestic market.

14/11/18 K Giriprakash and Ashwini Phadnis/Business Line

Tata Sons is in active talks to acquire a controlling stake in Jet Airways, four people aware of the talks told Reuters, in what could potentially be a lifeline for the debt-laden carrier.

Tata is very interested in Jet but it is not at a stage of conducting due diligence or looking through non-public data, said two of the people, who spoke on condition of anonymity as the discussions are private.

Tata told Reuters it would not comment on speculation. Jet did not respond to an emailed request for comment.

One potential deal structure could include Tata taking over Jet’s assets, including the planes, leases, pilots and slots, but not the whole company, one of the people said.

The first step is to see if the economics are viable, if it makes sense from the cost and strategy perspective, and if Tata can make it work with its other aviation businesses, the person said.

Tata already owns and operates two airlines in the country: full-service carrier Vistara, which is in partnership with Singapore Airlines, and low-cost carrier AirAsia India in combination with AirAsia Group.

14/11/18 Reuters/Financial Express

Mumbai: Cash-strapped Jet Airways Tuesday said it is at various stages of discussions with multiple "interested parties" for capital infusion and partial stake sale in its loyalty programme Jet Privilege.

The Naresh Goyal-run airline is looking for investors to tide over the liquidity crisis, which has resulted in delayed payments to some vendors and salaries to a section of its over 16,000 employees.

"We are working towards various liquidity initiatives to bridge the gap. We have engaged the services of experts to help in the turnaround plan and enhance liquidity," deputy chief executive and chief financial officer Amit Agarwal told analysts in a post-earnings conference call on Tuesday.

These measures include sale of aircraft, monetization of its stake in Jet Privilege and fresh equity infusion, the official added.

"We are actively pursuing both the transactions and are currently at various stages of discussions with multiple interested parties for both part stake sale in Jet Privilege and fresh inclusion of equity into the airline," Agarwal said.

13/11/18 PTI/News18

Investigators in Indonesia have zeroed in on the role of a new feature on the Boeing 737 Max 8 as they try to pinpoint what led to the crash of Lion Air flight JT610, which killed 189 people when it went down in the Java Sea on Oct. 29.

On Tuesday (Nov. 13) the Wall Street Journal reported (paywall) that crash investigators, sources at the US Federal Aviation Administration (FAA), pilots at US carriers, and airline regulators are saying the new feature wasn't adequately publicized, and that pilots weren't trained on it ahead of the 737 variant being phased into fleets.

According to the Journal, the automated stall-prevention system, which is on the Max 8 and Max 9 models, is supposed to help pilots avoid accidentally raising the nose too high—but under certain rare conditions, the feature can actually push the nose down so sharply that crews can't redirect the craft.

In the case of the Lion Air flight, Indonesian regulators first focused on an airspeed indicator and data from a faulty sensor feeding information about the "angle of attack" of the plane's nose. Now they are also looking at how pilots were trained to deal with the plane's reactions to such data, with regulators saying the situation faced by the Lion Air crew last month was not in the aircraft's flight manual, Reuters reported.

Boeing said in a statement today that it is confident of the 737 Max's safety, and is "taking every measure to fully understand all aspects" of the Lion Air crash in close coordination with investigators and regulators. "Safety remains our top priority and is a core value for everyone at Boeing," it said.

A week ago, the aviation firm put out a worldwide safety bulletin directing operators to procedures for dealing with faulty angle sensor data. The FAA on the same day ordered fleets to update their training manuals with information on how to adjust for the feature in Max 8 and 9 planes. Pilots in the US say the information in those directives led them to realize (paywall) they had not been informed and trained on the feature.

"It is information that we were not privy to in training or in any other manuals or materials," Dennis Tajer, a spokesman for the American Airlines pilots' union, told Reuters.

13/11/18 Tripti Lahiri/Quartz

Mumbai: The single-most important information from the ongoing investigations into last month's deadly Lion Air crash is that the current lot **of pilots who fly the type of aircraft that crashed into Java Sea now know that its flight controls and the ones on the aircraft simulator that they were trained on, work differently.**

US aircraft manufacturer Boeing was silent on this, till the Lion Air crash investigations forced it to reveal the unique response that this aircraft had when its systems sensed that the nose was dangerously high.

Boeing sells the single-aisle Boeing 737 aircraft in two versions, the classic Boeing 737 NG and the new generation Boeing 737 MAX. Indonesia Lion Air crash involved a Boeing 737 MAX.

There are 219 B737 MAX aircraft currently with operators in the world, but only about five Boeing 737 MAX simulators. The first Boeing 737 MAX was delivered only in May 2017 and so not much was known about this aircraft, except what was published by Boeing for the pilots and airlines in its Flight Crew Operations Manual (FCOM) and Quick Reference Handbook (QRH).

“What Boeing conveyed to airlines and pilots was that the B737NG and B737 MAX essentially had similar flight-control features,” said a senior commander. “India has no Boeing 737 MAX simulators. The closest we have is the one in Singapore. Boeing said there was no requirement to train specially on B737 MAX simulator. So pilots in India and elsewhere in the world who are to fly the B737 MAX, largely train on B737NG simulators,” the commander added.

Capt Sam Thomas, president, Air Lines Pilots' Association, India said:

“We have perused the FCOM and QRH of airlines that fly some of the 737 Max airplanes and have not found a conclusive action to be taken in case of the said error.” The error Capt Thomas refers to involves a sensor which could erroneously indicate that the aircraft nose is dangerously high.

In response, the Boeing 737 MAX flight controls will override the pilot and pull down the nose, even if the aircraft is being flown on manual mode and not on autopilot. But when the nose is brought down in response to a false alert the aircraft could dive and crash. Which is what is supposed to have happened with Lion Air B737 MAX.

“**We urge Boeing and the FAA to expeditiously incorporate into the FCOM and QRH, the unambiguous and concise procedure to overcome this error until such time that the flaw is completely rectified,**” Capt Thomas said.

Capt Mohan Ranganathan, an air safety expert said: “Currently, nowhere in the Boeing flight crew operations manual or the flight crew training manual or the non-normal check-list are these failures listed. The first document that spoke about this issue was the November 6 Boeing bulletin after the Lion Air crash. **The pilots have not done any training for this manoeuvre because the DGCA has permitted them to do training on B737NG simulators which are not programmed for this manoeuvre.**”

Said a senior commander, requesting anonymity: “Apart from training on B737NG simulator, the only other training material for a B737 MAX pilot is an e-module. But that's hardly sufficient. Pilots who are to fly the B737 MAX should be trained to handle the B737 MAX systems respond when it senses that the aircraft nose is dangerously high. The system consistently over rides the pilot to bring the nose down, till the time it's disconnected. Handling this characteristic of B737 MAX flight control should be part of the simulator training exercise. The first time a pilot faces such a situation shouldn't be when with passengers onboard and all lives at stake.”

14/11/18 Manju V/Times of India

India's Jet Airways plans to sell six B777s in a sale and leaseback deal with undisclosed aircraft lessors. The proceeds from the transaction is expected to clear most of the carrier's aircraft-related debt, which stands at roughly US\$249 million.

Jet will also finance the purchase of its 225 B737 MAX on order via sale and leaseback deals. Five MAX aircraft have already been delivered to the carrier in the current fiscal 1H, with another six due for delivery in the 2H.

For the ten aircraft the Jet Airways currently owns, they may end up being sold as well, however no decision has been taken.

Additionally, the carrier will phase out its 75 older B737s by 2025, while delivery of 15 new B737 MAX are expected in fiscal 2020.

13/11/18 Aviator

Kozhikode : The Director General of Civil Aviation (DGCA) has approved the proposal of Saudia (Saudi Arabian Airlines) to resume the operation of wide-bodied aircraft Boeing 777-200 and Airbus 330-300 at the Calicut International Airport from next month.

The announcement was made by M.K. Raghavan, MP, who said he had received a communication in this regard on Tuesday. The DGCA had on August 9 given a **no-objection certificate to Saudia to resume the operation of both types of aircraft under Code E comes with multiple riders.**

The airline had submitted a safety and compatibility study for the operation of wide-bodied aircraft under International Civil Aviation Organisation (ICAO) guidelines.

The Ministry of Civil Aviation had allowed Saudia to operate existing schedules from Thiruvananthapuram International Airport till March 2019, Mr. Raghavan said. He said Saudia representatives would make the announcement on the operation of wide-bodied aircraft at Calicut airport shortly. The resumption of wide-bodied aircraft would be a boon for the air passengers of north Kerala.

14/11/18 The Hindu

Chennai: Flying into Chennai at night, particularly between 9.30pm and 11pm, is not something pilots and passengers relish.

High air traffic congestion forces pilots to carry extra fuel for hovering in a sequence while waiting for clearance to land. Two domestic flights had to be diverted to Bengaluru and Hyderabad on Sunday due to congestion, while on Monday, around 10pm more than eight planes were given permission to approach the main runway for landing after they were made to stay on hold near the airport.

A Coimbatore-Chennai Alliance Air flight was on hold over Kancheepuram; a Hyderabad-Chennai Air India flight, Delhi-Chennai Jet Airways flight, a Delhi-Chennai Vistara flight, a Kolkata-Chennai IndiGo flight were made to hold near Pulicat north of the city and a Pune-Chennai flight was told to hold near Puttur.

These planes had to fly around in circles thrice before making the final approach for landing “Most pilots who have experience flying to Chennai at night make sure to take additional fuel so they are able to hover till they get clearance for landing,” a pilot said. He added that on Sunday, a pilot decided to divert “instead of hovering endlessly waiting for a chance to land”.

“Pilots sometimes feel that it is better to divert because of the uncertainty over when they will get clearance to land,” he said.

An airport official said flight movement was high at night because international flights too need to be accommodated in addition to the recent increase in domestic departures and arrivals at the time.

14/11/18 V Ayyappan/Times of India

Mumbai: More than 280 passengers, booked on Air India flight AI 331 bound for Mumbai, were stranded at Suvarnabhumi Airport in Bangkok for more than 12 hours after the flight was cancelled. AI cancelled the flight as it could not arrange crew to operate it, sources said.

Many of the stranded passengers were planning to attend family functions or meetings in Mumbai on Monday. They left Bangkok at 8 pm Monday on an alternative flight, reaching Mumbai around 11 pm. Many passengers said they would sue the airline.

“We were stuck at Bangkok airport since 5 pm on Sunday for the flight originally set for departure at 8 pm. We were then told that the flight would depart at 11 pm, which was further pushed to around 3 am. Most of us ate from the food outlets at the airport as the airline could not even arrange that for us,” said S Mahadevan, who said he had to excuse himself from work on Monday.

On Sunday, senior AI pilot and Director (Operations) Arvind Kathpalia was stopped from operating Air India flight AI 111 from Delhi to London after he failed the pre-flight alcohol test. As the airline had to find a replacement, it disrupted crew scheduling affecting other AI flights.

14/11/18 Indian Express

India could give Singapore Airlines a lift. The \$8 billion group posted dismal quarterly earnings. But opportunity may be knocking, as indebted rival Jet Airways comes into play. A deal by Singapore's influential Indian partner Tata would bring newfound clout in a promising growth market.

It was always going to be a difficult first half for the city-state's flag carrier, still in the throes of a turnaround plan. Higher oil prices drove net fuel costs up almost a quarter in the three months to September. Meanwhile, impairments and other charges at part-owned Virgin Australia hit too. The result was a drop of over 80 percent in quarterly earnings, with regional arm SilkAir and low-cost Scoot posting operating losses, too.

True, cut-throat competition in India has pushed ticket prices to the floor and carriers to the wall, from state-owned Air India to top player IndiGo, and loss-making Jet. But it remains one of the world's fastest-growing markets, and an inflection point may be near: Jet, controlled by tycoon Naresh Goyal and backed by United Arab Emirates carrier Etihad, is bleeding and buyers are circling, including the Tatas.

Singapore has a foothold in India through Vistara, but this venture with Tata only has a sliver of the market. If the Indian group - which also has a separate low-cost airline - can win control of Jet, the smaller operations could be folded into it. Singapore could benefit from slots in crowded airports through a stake in the subcontinent's top full-service carrier. It would be far easier too than trying to

turnaround sprawling state-owned Air India, which was recently up for sale.
[13/11/18 Reuters/Nasdaq](#)

New Delhi: Rising cost of aviation turbine fuel and depreciation of rupee have seen SpiceJet, the Delhi-based low-cost airline post a net loss of ₹ 389.4 crore for the quarter ended September 30 this year. The airline had reported a profit of ₹ 105.3 crore in the same period previously.

In a statement, the airline said that it has witnessed an "Unexpected cost increase" of ₹ 396 crore in the quarter on account of fuel increase and currency depreciation."

The statement added that the airline had paid ₹ 272 crore on account of increase in the cost of ATF, ₹ 78 crore on account of rupee depreciation and ₹ 46 crore on account of forex losses on its obligations compared to the second quarter of 2017.

During the quarter, the airline's total income stood at ₹ 1,910.3 crore against ₹ 1,842 crore in the same quarter previously. Expenses stood at ₹ 2,299.7 crore against ₹ 1,736.7 crore.

EBITDA or earnings before interest, taxes, depreciation, amortisation before exceptional items stood at a loss of ₹ 310.4 crore against ₹ 168 crore previously. EBITDAR or or earnings before interest, taxes, depreciation, amortisation rent/restructuring before exceptional items stood at a loss of ₹ 32.7 crore against ₹ 409.6 crore previously.

[14/11/18 Business Line](#)

Ahmedabad: Passengers scheduled to take the Ahmedabad-bound SpiceJet flight from Bangkok International Airport, had a hard time on Tuesday night, as they were left stranded at the airport after their flight got cancelled.

Airline officials confirmed that **Bangkok-Ahmedabad flight SG-86**, which was scheduled to take off from Bangkok at 2.05am on Tuesday, **got cancelled due to some technical issues.**

Narrating the experience, Tejas Mojidra, a city-based architect and consultant, who was scheduled to take the flight, said, "We were asked to report early at the airport for our Ahmedabad-bound flight and were waiting at the departure gate. However, as the boarding did not begin past the scheduled departure time, a group of passengers checked with the airline's ground staff about the status of the flight."

"As the ground staff remained unresponsive, we tried getting out of the security hold area and check with the airline's office at the airport, however, we were barred from doing so. There were several elderly people along with women and children who were stranded at the airport. Even as the temperature was chilling, airline officials did not even provide any blankets or water. I finally ended up booking a flight to Kolkata myself and from there I would take a connecting flight," he added.

[14/11/18 Times of India](#)

Abu Dhabi: A four-year-old Kerala boy died on a flight due to epileptic seizures on his way back from Saudi Arabia after performing Umrah with his family.

The Oman Airways flight, flying from Jeddah to Kozhikode in Kerala, made an emergency landing in

Abu Dhabi on Monday afternoon after the tragic incident, the airlines said.

The boy, identified as Yahya Puthiyapurayil developed epileptic seizures 45 minutes after the take-off, a relative told the Khaleej Times.

“He was running a mild fever while boarding the flight from Jeddah and developed epileptic seizures in mid-air. He died on his mother’s lap. The family is inconsolable,” said the boy’s uncle Mohammed Nadeer, who lives in Abu Dhabi.

Puthiyapurayil was a specially-abled child who could not walk or talk.

“He was wheel-chair bound and had been undergoing treatment since his birth. He was travelling with a 13-member family pilgrimage group including his parents, uncles and cousins,” the Khaleej Times reported on Wednesday.

14/11/18 IANS/Statesman

An inline baggage scanning system is finally being installed in the domestic section of the airport, ending a wait of more than five years for a passenger amenity that is meant to be a basic feature of any modern terminal.

Work started on Monday in check-in portal C of the integrated terminal’s domestic area and will be extended to the remaining ones over the next couple of months. Airport officials said it would take about 15 days on an average to complete the installation in each portal.

Of the eight check-in portals within the terminal, five are assigned for domestic operations.

A separate inline baggage scanning system would be set up for out-of-gauge luggage, according to officials. The international section of the terminal, which already offers inline baggage scanning, will be upgraded to the new system.

“Since this is a functional airport, it will take us more time to install the inline baggage scanning system. In a newly constructed one, the process of installation would be much faster,” an official said.

The installation was to be completed by June but a delay in the arrival of equipment imported from the US forced a change in schedule. Domestic airlines operating to and from Calcutta requested the airport authorities to start the process after Diwali to avoid chaos during the peak of holiday traffic.

14/11/18 Sanjay Mandal/Telegraph

Thiruvananthapuram: International flyers from the Kannur international airport have to pay a user development fee of ₹1,070 and domestic flyers ₹320 from the date of commencement of flight operations till March 31, 2023.

The Airports Economic Regulatory Authority of India (AERA), in its order fixing aeronautical tariffs of the airport for the first control period from April 1, 2018 to March 31, 2023, has exempted children below two years, holders of diplomatic passport, airlines crew, including sky marshals on duty, and persons on duty for United Nations Peace Keeping Missions from the fee.

A passenger service fee of ₹130 will be collected but exemption has been given as in the case of the

user fee to seven categories of flyers. **A sum of ₹85.1 will be levied as CUTE (common user terminal equipment), CUSS (common use self service), and baggage reconciliation system (BRS) charges from all domestic passengers and ₹92.5 from international passengers.**

The flights operated under the regional connectivity scheme UDAN have been exempted from all the charges. However, AERA says the UDAN flight operators will have to pay the in-line X-ray, aerobridge, fuel throughput, CUTE/ CUSS/ BRS/ CUPPS, self-baggage drop-in, and ground handling charges.

No landing charges will be collected from the aircraft with a capacity of less than 80 seats operated by domestic scheduled operators and by helicopter of all types.

13/11/18 S Anil Radhakrishnan/The Hindu

Pune: Two of the four new aircraft parking bays have been made operational at the city airport, taking the total number of bays to 10.

With two bays reserved for VIP movement and standard operating procedure for emergencies, that still leaves eight bays for commercial flight operations. Moreover, by the end of next week, two more bays, currently being tested, will be made operational.

At the airport, which at present is handling 200 flights a day, the addition of new bays is likely to ease passenger movement. "Earlier, we had just six bays. After landing, flights often had to wait for availability of parking bays, and that caused delays and problems for the passengers, airlines and the Airport Authority of India (AAI). Now we can use eight bays," an official at the airport told TOI.

Even flights taking off from the airport are going to benefit. "**The flights set to fly out from Pune often used to get delayed because of the limited parking bays. Now, with the extension of the apron area and additional bays, we are looking to end such problems once and for all,**" another official said.

14/11/18 Joy Sengupta/Times of India

Bhubaneswar: The state government on Monday inked a MoU with Dhamra Port Company Ltd (DPCL) for construction of a commercial airport near Dhamra port in Bhadrak district. The airport will be developed over an area of 500 acres and used for passenger movement and cargo handling. It would come up at a place 20 km ahead of Dhamra. Adani-owned DPCL would invest over Rs 500 crore in the project.

"This will be the first airport in north Odisha and will not only serve DPCL, but also boost tourism and industrial activities at the proposed special economic zone (SEZ) being set up by the Adani group," a senior state government official said.

Karan Adani, CEO of Adani Ports and SEZ was present during the signing of the MoU at the Make in Odisha conclave.

In September, the state government had given the nod for the airport project.

Bhadrak district administration has already identified over 400 acres for the proposed airport, a source said.

13/11/18 Sujit Kumar Bisoyi/Times of India

New Delhi: **The Narendra Modi government has consistently claimed that the Rafale aircraft deal was between two governments – India and France – and therefore there was hardly any possibility of India’s interests being compromised in any way.**

However, government documents accessed by The Wire reveal the Ministry of Law and Justice had opined that the “core elements of Government-to-Government (G-to-G) character” of the Rafale deal were not acceptable to France and consequently had to be diluted and waived in the final inter-governmental agreement (IGA) signed between the two governments in September 2016.

So what were the two core G-to-G elements that France did not accept? The law ministry gave a clear view to the Ministry of Defence that in G-to-G contracts, **“the responsibility for the supply of equipment and related industrial services and performance of the entire contract remains with the foreign government”.**

The second condition cited by the law ministry was that **“the dispute resolution mechanism remained at Government-to-Government level only”.**

However, in the course of negotiating the IGA, certain sensitive issues arose whereby the French government sought to transfer its own direct responsibilities and obligations to the industrial supplier – in this case Dassault Aviation.

For instance, in the event of a future breach of contract or any other dispute, France insisted India would have to enter arbitration proceedings with the equipment-supplying company, Dassault. Consequently, the French government shied away from providing a direct sovereign guarantee for the performance of the contract. The law ministry saw a direct sovereign guarantee from France as core to the G-to-G character of the deal to purchase 36 Rafale fighter aircraft. This sovereign guarantee was, however, not forthcoming.

The law ministry, though, managed to have one fresh clause introduced in the IGA which mentioned “joint and several responsibility” of the French government and the industrial supplier.
[14/11/18 MK Venu/The Wire](#)

The Bureau of Civil Aviation Security (BCAS) has clarified that the person accused of attacking Yuvajana Shramika Rythu Congress Party (YSRCP) president Jagan Mohan Reddy did not have permission to enter beyond the premises of check-in area.

BCAS Director General (DG) Kumar Rajesh Chandra in his written reply to the questions raised by YSRCP national general secretary and Member of Parliament (MP) Vijayasai Reddy, said that no permission was given to Fusion Foods owner Harshvardhan Prasad Chowdhary and accused J Srinivasan Rao to have access in the aerodrome entry point of Vishakhapatnam airport. Chowdhary belongs to the Telugu Desam Party (TDP).

In the letter, Chandra also clarified that accused Rao had obtained a temporary one-month Aerodrome Entry Permit (AEP) for the period from October 1 to October 30, 2018 which gave him access only till check-in area of the departure terminal. The restaurant operator, Fusion Foods, was granted a license for catering in the departure area of the airport only. There was another approval in the area of departure specifically for setting up a restaurant, the letter stated. In its clarification, BCAS categorically stated that **Rao never had permission to access the VIP lounge.**

The letter also pointed out that **Rao's criminal track record was not shared with the BCAS by the restaurant.** On whether accused Rao was given permission to serve food in the aeroplanes and

whether restaurant had permission to serve food to passengers of different airlines onboard, it was clarified that the restaurant was allowed to serve food only within the premises of the restaurant and not outside the allocated area of the restaurant.

13/11/18 Catch News

New Delhi: **Senior employees of Air India SATS and SriLankan Airlines are among three men held for allegedly smuggling gold worth over Rs 14 lakh at Delhi airport**, according to an official statement issued Tuesday.

It said an Indian man was intercepted after his arrival from Dubai on Sunday.

He was apprehended in the toilet of international arrival hall while handing over smuggled gold to one airport staff working as a duty manager for AISATS, Delhi, it said.

"A detailed personal and baggage search of the passenger and airport staff resulted in the recovery of **four gold bars total weighing 464 grams having market value of Rs 14.39 lakh**," the statement issued by the customs said.

Air India SATS or AISATS is a 50:50 joint venture between Air India Limited, and Singapore-based SATS Limited, a gateway services and food solutions provider in Asia.

The SriLankan Airlines staff, working as a station security coordinator, was also apprehended for assisting the said passenger in smuggling of the recovered gold, it said, without citing further details.

"Further the staff of AISATS and SriLankan Airlines have admitted their role in smuggling of similar quantity of gold previously on one occasion. Therefore, it is apparent that they have actively conspired to smuggle gold having total tariff value of Rs 27.42 lakh," the customs department said, adding that all the three accused have been placed under arrest.

13/11/18 PTI/New Indian Express

Debt-laden Indian carrier Jet Airways Ltd will cut flights on less profitable routes and add capacity to more lucrative markets, as part of its effort to lower costs and boost revenues as it struggles to stay aloft.

Jet, India's biggest full-service carrier posted its third straight quarterly loss on Monday, hurt by higher fuel expenses and a weaker rupee.

"The airline has embarked on a comprehensive review ... **The measures will include rationalisation of operations on select, uneconomic routes,**" Jet said in a statement, adding that it will **redeploy planes to more productive domestic and international sectors.**

The review is expected to help deliver a more efficient and economically viable network, with a focus on profitability rather than market share, Jet, which is part-owned by Etihad Airways, said.

"With our clearly defined focus on profitability, we are in the midst of turning the ship around," Jet's Chief Executive Officer, Vinay Dube, said in the statement.

A combination of rising oil prices, high fuel taxes, a weak rupee, low fares and intense competition have slashed profits in the world's fastest-growing aviation market, which is clocking 20 percent annual passenger growth.

13/11/18 Reuters/CNBC TV18

New Delhi: The chief of Dassault Aviation, the French manufacturer contracted to deliver 36 fighter jets to the Indian Air Force, hit out at Rahul Gandhi for calling him a liar.

"I don't lie," said Eric Trappier, the CEO of Dassault Aviation. "In my position as CEO, you don't lie."

Trappier was responding to Gandhi's accusation that he was lying about the Rafale deal to protect Prime Minister Narendra Modi.

Trappier also spoke about the controversial decision to make of Anil Ambani's Reliance Defence an offset partner and about the Congress's claim that the Modi government was overpaying for the Rafale jets.

Moments after Trappier spoke out in his interview (watch full interview here) to news agency ANI, the Congress reacted, calling the Dassault CEO a "co-accused" whose statements hold no value.

Congress spokesperson Randeep Surjewala called the interview "dictated" and, "Manufactured lies can not suppress the Rafale scam."

"First rule of Law - Mutual Beneficiaries & Co-accused's statements hold no value. Second Rule: Beneficiaries & Accused can't be Judge in their own case. Truth has a way of coming out," Surjewala also tweeted.

13/11/18 India Today

Kannur: The scheduled inauguration of the Kannur International Airport here on December 9 will be turned into a festive occasion as arrangements are being made to accommodate massive presence of the public to watch the inaugural function and take-off.

The arrangements for the anticipated huge turnout of the people at the new airport to see the inauguration and the inaugural flight were discussed at a meeting at Mattannur on November 11 which was attended by Industries Minister E.P. Jayarajan, Health Minister K.K. Shylaja, Ports Minister Ramachandran Kadannappally, political leaders and people's representatives. Kannur International Airport Ltd. Managing Director V. Thulasidas also addressed the meeting.

The inaugural function is expected to start at 10 a.m. on December 9. Chief Minister Pinarayi Vijayan will flag off the first international flight – an Air India Express commercial flight – to Abu Dhabi, KIAL informed in a handout.

Civil Aviation Minister Suresh Prabhu will also be present. The landing of the first flight at the airport will also be a flight from Abu Dhabi.

Mr. Thulasidas told the meeting that **apart from Air India**, which operates from the first flight from the airport, **three other airlines companies are holding discussions with KIAL to finalise the number**

of services to start from the new airport.

12/11/18 The Hindu

Bottle before throttle: Do Indian pilots have a drinking problem?

This weekend, one of Air India's most senior pilots was found to be too drunk to fly his flight, a long-haul service to London.

Right when this senior pilot was being declared unfit to fly (this, by the way, was the second time he was caught drunk before a flight), an Air India plane that had already taken off was recalled to the Delhi airport after ground staff realised that one of the pilots had 'missed' his mandatory pre-flight breathalyser test.

Both the pilots have been grounded. Captain Arvind Kathpalia, the senior pilot caught drunk for the second time, cannot fly for the next three years.

Air India, the embattled national carrier known to have some of the most experienced pilots, has managed -- once again -- to get some really bad press.

But, is the problem really that bad? **Are Indian pilots -- especially those flying Air India -- essentially drunkards who -- as aviation agencies in the West like to say -- hit the bottle before the throttle? The numbers certainly make for alarming headlines.**

At least 12 Air India pilots have already been caught drunk before their flights just this year. In October, Air India told India Today TV that 10 of its pilots had been caught drunk before flights.

Add the two pilots from Sunday and that number goes to 12. And, the year isn't over yet.

Speaking broadly, more than two dozen pilots have been found to be drunk before flights in the last few years.

In July 2016, the Ministry of Civil Aviation told Parliament that almost 100 pilots -- across all Indian airlines -- were found drunk in a three-year period between 2013 and 2015 (43 in 2015, 26 in 2014 and 30 in 2013).

But, why do Indian pilots keep getting caught drunk before flights with such frequencies?

Well, you can blame -- or be grateful for -- India's aviation laws, which are among the strictest in the world when it comes to pilots flying drunk.

For example, regulatory body Directorate General of Civil Aviation has an absolute zero-tolerance for pilots being drunk -- there, literally, cannot be a drop of alcohol in the pilots' bodies.

This is tested using breathalysers, which give an indication of how much alcohol is present in pilots' blood.

Even a miniscule Blood Alcohol Content (BAC) reading of 0.01 per cent (which indicates that there is 10 milligram of alcohol for every 100ml of blood) can make a pilot unfit for flying.

By contrast, the legal limit for driving drunk in India is 0.03 i.e. 30mg for every 100ml of blood. Anything over that and you'll be facing a jail term.

Two pints of light beer should be enough to make you too drunk to drive. But then again, how much

alcohol there will be in your blood depends on your body weight, gender and metabolism.

And Indian pilots? Forget pints of beer. They can't risk a teaspoon.

In fact, Indian laws governing pilots' alcohol levels are stricter than those in the West.

12/11/18 Dev Goswami/India Today

Quelle politique de transport aérien pour favoriser le développement régional ?

Les acteurs politiques, tout comme les chercheurs, s'accordent à souligner le **rôle crucial du transport aérien dans le développement économique régional. Pour autant, toutes les régions ne sont pas attractives aux yeux des compagnies aériennes et l'action de l'Etat s'avère parfois nécessaire pour désenclaver ces régions.** Mais les modalités sont nombreuses et leur efficacité peut varier fortement d'un pays à l'autre. Quelle politique aérienne mettre en place pour favoriser le développement régional ? Par Paul Chiambaretto (Montpellier Business School / Ecole Polytechnique).

Avec l'organisation des « Assises du Transport aérien », l'année 2018 se devait d'être un tournant dans l'histoire du transport aérien français. Si le résultat final de cette consultation n'est pas encore connu, il est intéressant de noter que parmi les thèmes abordés se trouvait la problématique de la « performance [du transport aérien] au service des territoires ». En effet, si l'activité aérienne d'un pays est fortement impactée par son niveau de développement économique, la relation inverse est tout autant valable. Ainsi, la mise en place de lignes aériennes peut fortement contribuer au développement économique d'une région. A ce titre, **l'ACI (Airport Council International) publiait dans une étude récente qu'une augmentation de 10% de la connectivité d'un aéroport (nombre de lignes, fréquences, etc.) pouvait générer une hausse de 0,5% du PIB local.**

Bien conscients du rôle crucial que le transport aérien peut jouer dans le développement économique, de nombreux pays ont mis en place des politiques de soutien au transport aérien afin de favoriser le développement économique des régions périphériques. Pour autant, les outils mobilisés varient fortement d'un pays à l'autre et n'ont pas tous la même efficacité. Il est donc nécessaire de se demander : quelle politique aérienne mettre en place pour favoriser le développement économique régional ? C'est à cette question qu'une équipe de chercheurs (Xavier Fageda, Ancor Suarez-Aleman, Tomas Serebrisky et Reinaldo Fioravanti) cherche à répondre dans un article scientifique intitulé « **Air connectivity in remote regions : A comprehensive review of existing transport policies worldwide** », **publié dans le Journal of Air Transport Management en 2018.**

Aider le transport aérien pour compenser les défaillances du marché

Pour les grandes villes ou les régions centrales, la relation entre le transport aérien et le développement économique est celle d'un cercle vertueux. Une forte population et une importante activité économique favorisent les flux de marchandises et de passagers aériens, qui contribuent à leur tour à renforcer le développement économique de la région. **Mais la situation est bien plus compliquée dans les régions périphériques.** En effet, la taille réduite de la population ou le potentiel économique limité n'en font pas des marchés attractifs pour les compagnies aériennes, de sorte que ces régions se retrouvent de plus en plus isolées des flux de passagers et de marchandises, renforçant ainsi leur décrochage économique.

Mais de **nombreux pays**, dans leur logique de maintien de la cohésion territoriale, **ont décidé de mettre en place différentes politiques de soutien au transport aérien pour casser ce cercle vicieux.** Ces politiques ont pour point commun de **faire intervenir l'Etat (ou un acteur extérieur public) pour s'assurer de l'existence d'une offre aérienne à destination de régions périphériques.** Mais les modalités peuvent varier fortement d'un pays à l'autre, ainsi que les bénéfices et coûts associés. En mettant l'accent soit sur les lignes aériennes, soit sur les passagers ou encore sur les aéroports, ces différentes politiques de développement du transport aérien présentent des enjeux variés.

Les politiques de développement aérien fondées sur les lignes aériennes

Qu'il s'agisse des Etats-Unis ou de l'Europe, **une part importante du soutien au transport aérien passe par la mise en place d'Obligations de Service Public (OSP) - l'équivalent américain étant les EAS (Essential Air Services) - sur des routes aériennes précises.** Ces OSP sont en fait des contrats mis en place par l'Etat pour choisir une compagnie aérienne qui s'engagera pour plusieurs années sur un niveau de service, des fréquences et des prix pour une route donnée (qui est généralement non-rentable, en particulier en présence d'un concurrent). En contrepartie, la compagnie aérienne sélectionnée pourra recevoir une subvention de la part de l'Etat mais sera surtout protégée de l'arrivée d'un concurrent sur cette ligne. En d'autres termes, **une OSP est une sorte de monopole temporaire garanti par l'Etat sur une route non-rentable, à condition que la compagnie aérienne respecte certains critères de qualité et de prix.**

Pour autant, en dépit de leur efficacité, les OSP ne font pas totalement consensus et cela pour plusieurs raisons. Tout d'abord, le **critère de la non-viabilité économique des lignes OSP reste discutable** et des chercheurs soulignent que certaines routes sont classées volontairement comme OSP pour accorder un monopole à une compagnie aérienne alors que la route est rentable et devrait rester ouverte à la concurrence. La seconde critique concerne la qualité de service et **plusieurs travaux ont mis en évidence la baisse de la qualité de la prestation tout au long du contrat, du fait de l'absence de véritable concurrence.** Enfin, dans le cas où la ligne est subventionnée, se pose la **question du coût élevé des OSP en particulier s'il existe des alternatives non-aériennes (train, bus, etc.).**

Une solution alternative (et surtout moins coûteuse) est de changer d'approche en passant du niveau de la ligne au niveau du réseau aérien. A ce titre, l'Inde est un exemple intéressant par la mise en place d'un système de co-évolution des lignes aériennes. Les aéroports et les lignes aériennes sont classés dans 3 grandes catégories, des routes principales (cat. 1) jusqu'aux routes périphériques (cat. 3). Pour s'assurer que les compagnies aériennes ne se concentrent pas uniquement sur les lignes les plus rentables, l'Etat leur impose de faire évoluer ensemble leurs différentes routes. Par exemple, si une compagnie augmente son nombre de vols sur une route principale, elle devra aussi augmenter ses vols (dans une proportion moindre) sur ses routes secondaires. Ce faisant, l'Etat s'assure que l'ensemble du réseau aérien est tiré vers le haut et limite ainsi la polarisation des flux aériens autour des grandes villes, tout en évitant de puiser dans les caisses de l'Etat. Pour autant, cette pratique est très dirigiste et peut amener à des surcapacités sur des lignes qui, au final, n'en avaient pas besoin.

Les politiques de développement aérien fondées sur les passagers aériens

A défaut de jouer sur l'offre, un Etat peut aussi modifier la demande de transport aérien dans ces régions. L'enjeu est alors d'accroître artificiellement le pouvoir d'achat (aérien) des citoyens qui habitent dans les régions périphériques. Deux approches sont possibles : soit les habitants de ces régions bénéficient de vols à tarif réduit (avec un pourcentage de réduction), soit les habitants payent un tarif fixe (indépendamment de celui pratiqué par la compagnie aérienne pour les autres passagers du vol).

De nombreux pays à travers le monde ont recours à cette méthode (Espagne, Portugal, Equateur, etc.), en particulier lorsque la population du pays est fortement dispersée ou si le pays est composé de nombreuses îles. Cette méthode est particulièrement efficace en vue de maintenir la continuité territoriale d'un pays.

Pour autant, cette approche est problématique pour deux raisons principales. La première est celle de l'équité, à savoir que **sur ces lignes, les passagers « non-résidents » se retrouvent généralement à payer des prix supérieurs à la normale pour pouvoir financer les billets « à bas prix » des résidents.** Ce faisant, cette politique peut conduire à réduire la demande de la part des passagers non-locaux, enclavant encore un peu plus cette région. Pour éviter cette situation, **l'Etat peut décider de subventionner le différentiel de coût du billet (et s'assurer ainsi que les passagers non-résidents ne soient pas pénalisés).** Dans ce cas-là, **la problématique est celle du coût financier pour l'Etat de cette politique.** A titre d'exemple, le programme de subvention espagnol (pour les billets à tarif réduit) représente un budget supérieur à celui de la politique d'OSP de l'ensemble de l'Europe !

Les politiques de développement aérien fondées sur les aéroports

Une dernière approche consiste à mobiliser les aéroports et favoriser leur attractivité aux yeux des compagnies aériennes. Deux options sont alors envisageables. La première option consiste à **mettre**

à disposition de l'aéroport un budget qui va lui permettre de proposer des conditions préférentielles (charges aéroportuaires plus faibles, partage de risques, campagnes publicitaires) à de nouvelles compagnies aériennes. Ces pratiques, que l'on retrouve aux Etats-Unis et en Europe, sont normalement fortement encadrées. Mais dans la pratique, on a pu observer des dérives de la part de certains aéroports secondaires fortement dépendants de compagnies aériennes à bas coûts. Il y a donc un risque de chantage de la part de la compagnie aérienne.

La deuxième option consiste pour l'Etat à financer directement une partie du budget des aéroports afin que ceux-ci puissent proposer des coûts plus attractifs aux compagnies aériennes. Ainsi, au Canada ou en Australie, une part importante des travaux de modernisation des aéroports régionaux est directement financée par l'Etat, afin de leur permettre de rester compétitifs aux yeux des compagnies aériennes. Mais encore une fois, le coût pour la collectivité de ces travaux demeure important.

Une véritable palette de politiques de développement aérien

Au-delà du très riche panorama proposé par cet article de recherche, il est intéressant de souligner **qu'il n'existe pas de politique unique (et encore moins parfaite) pour le développement du transport aérien. Chacun des outils présentés a des avantages et des inconvénients et faire le pari de miser sur une seule politique serait très risqué.**

Suivant que l'on accorde plus ou moins d'importance à la transparence de la politique, au budget alloué, aux distorsions en termes de concurrence ou aux incitations en termes de qualité, la politique à adopter ne sera pas la même. Pour autant, il est illusoire de croire que l'Etat n'a qu'un seul de ces objectifs en tête, et c'est bien la combinaison de l'ensemble de ces pratiques qui permettra de développer véritablement un transport aérien au service des territoires.

Pour plus de détails :

<https://www.sciencedirect.com/science/article/abs/pii/S0969699717304131>

La Tribune 13/11/2018

Aérien : Comment les low-cost peuvent-elles s'en sortir ?

Les difficultés récentes des compagnies low cost traduisent-elles la fin programmée de toutes ces compagnies qui ont vu le jour depuis une dizaine d'années en Asie et en Europe ? C'est la question à laquelle a tenté de répondre Marc Rochet, président de French bee, lors de l'APG World Connect.

Lors du **congrès 10e APG World Connect, qui a réuni la semaine dernière à Monaco plus de 500 acteurs de l'aérien venus du monde entier**, Marc Rochet, le président de la nouvelle low-cost long courrier française French bee, est revenu sur la viabilité de ces nouvelles compagnies.

« Is the future in Low Cost Airlines ? ». Après les déboires d'Alitalia, la faillite d'Air Berlin et Monarch, de Primera Air, de Cobalt, le rachat de Wow Air ou encore la chute des bénéfices de Ryanair, la question est désormais régulièrement posée.

De nombreux risques

Il est vrai que **les compagnies low cost s'exposent à de nombreux risques**. « On peut citer le prix du fioul qui augmente régulièrement, la congestion aéroportuaire, la pression constante sur les prix ou encore la rareté des équipages d'expériences », a introduit Marc Rochet.

Mais à l'inverse, les compagnies bénéficient de réelles opportunités. « Le marché prévisionnel aérien indique une très forte croissance », désormais « la revente de billet par les GAFAs » qui va doper les ventes, l'explosion des revenus grâce au marketing digital, ou encore les nouveaux avions monocouloir pour le long-courrier qui permettront des économies d'échelle.

Plusieurs modèles de low cost

En Europe, les compagnies low-cost sont bien implantées. Plus de 40 % des vols sont effectués en low cost, contre 30 % en Amérique du Nord. En revanche, la majorité des routes des compagnies low cost font moins de 4 000 km. Seules Level, Wow Air et Air Asia X ont autant de long courrier que de moyen-courrier.

« **Il existe plusieurs modèles de low-cost** » a rappelé le président de Frenchbee au pupitre. « Les ultras low-cost tels que Ryanair ou Spirit, les low-cost traditionnels comme easyJet ou Southwest, ou les low-cost long courrier comme Level et Frenchbee ont toutes des business différents. »

Et désormais les business models convergent même avec ceux des compagnies traditionnelles. A l'instar des low-cost, les legacy augmentent la densité de leur cabine, s'appuient énormément sur les revenus ancillaires. A l'inverse, les low-cost ont elles aussi lancé des programmes de fidélité, ou des vols en connexions.

Partir d'une feuille blanche

« Mais les clients se moquent du business model. Il se préoccupe du prix et de la qualité du produit. **Le nerf de la guerre c'est la structure des coûts.** » Et pour cela il faut tout repenser.

« On ne devient pas une low cost, on naît ainsi », a rappelé le dirigeant de la compagnie. Pourquoi ? « Parce que cela permet de partir d'une feuille blanche et donc de **trouver des revenus ancillaires innovants**, de **baisser au maximum les coûts**, d'utiliser au mieux le **Big data**. Ce qui permet d'améliorer l'organisation interne, de créer de meilleurs services et produits, de renforcer sécurité aérienne, ou encore d'augmenter la satisfaction client. »

Peu importe donc la pénurie de pilotes, les aéroports congestionnés, le prix du pétrole et du dollar, ou encore l'explosion des indemnités européennes sur les retards des compagnies. Marc Rochet en est convaincu : « **Il y a un futur pour les compagnies low cost tant que l'on se concentrera sur le service client, le prix, la capacité à s'adapter à un monde en perpétuelle évolution et en se challengeant sans cesse** », a-t-il conclu.

L'Echo touristique 15/11/2018