

## Revue de presse Semaine 45 (3-11 Novembre 2018)

Members of Jet Airways' loyalty programme flying out of Mumbai on October 31 were in for a rude shock. A notice at the premium lounge in Terminal 2 of the Chhatrapati Shivaji International Airport read: **"Please note that complimentary access at the GVK Lounge is currently not available for Jet Airways customers only."** This led to JetPrivilege passengers venting their ire on social media.

"I would imagine it's all rounding up to the same thing—the financial trouble they [Jet Airways] have; perhaps non-payment of dues," says Ajay Awtaney, editor of [livefromalounge.com](http://livefromalounge.com), a business travel website. "This is not something that Jet Airways is advising customers; it is GVK [the airport operator] that is advising JetPrivilege members."

Jet Airways said it's working to "reinstate the complimentary access" for its guests into the lounge soon.

"This reflects badly on the brand because Jet primarily caters to corporate travellers and people who are connecting from other parts of the world," says Awtaney.

Jet Airways has reported losses of ₹1,036 crore (Q4 FY18) and ₹1,323 crore (Q1 FY19).

04/11/18 Anshul Dhamija/Forbes India

Suresh Angadi, MP and BJP leader, announced here on Saturday that the city's **Sambra airport was included in the bidding for the third round of UDAN, the Centre's subsidised air travel scheme.**

Bidding for the new round of flight services from Belagavi will happen in New Delhi **on November 6.**

"I am sure several private operators will show interest to operate from here," Mr Angadi told presspersons.

As of now, only Air India operates from Sambra in Belagavi. One year ago, there were six flights per day from Belagavi. This was reduced to just one per day after the inclusion of Hubballi and Kolhapur in the first two stages of UDAN schemes.

This proved to be detrimental to Belagavi as private operators shifted to the neighbouring cities.

04/11/18 The Hindu

**The first Jet Airways service linking the Indian sub-continent with Northern England will arrive in Manchester on Monday, November 5.**

It flies five times a week and it is hoped the new connection will both support trade and encourage more leisure visitors from the world's fastest growing economy.

Gill Haigh, Cumbria Tourism's managing director is attending a special VIP event at Manchester Airport to mark the inaugural flight.

She said she believed the Lake District and Cumbria will have a huge appeal to potential new visitors heading to Northern England from one of India's major cities.

She added: "Research carried out by our colleagues at VisitBritain has shown that Indian visitors are attracted to culture, heritage and the natural beauty of the landscape – qualities which Cumbria has in abundance.

04/11/18 in-Cumbria

After Mirror raised the issue of IndiGo airline not accepting Indian currency for meals and merchandise on international flights, Maharashtra Navnirman Sena (MNS) led by Raj Thackeray took up the cause of frequent flyers and met the airline officials on October 29. Though the airline management has responded positively to the issue, it has promised to approach the RBI again for relaxation of norms. The MNS, on its part, said it will take up the issue with the Union Finance Ministry.

On October 19, Mumbai Mirror had reported that frequent flyers had complained against IndiGo for accepting only foreign currency to make purchases on international flights. At that time, the airline had said that it was constrained by the RBI guidelines against the use of Indian currency.

The meeting on October 29 was called by MNS leader Manoj Chavan. He met IndiGo officials to discuss the reluctance to accept Indian currency as he himself had faced a similar problem on an IndiGo flight in February. **“They have assured us that they are confident about accepting Indian currency but RBI guidelines restrict them to do so. We are planning to meet the Finance Minister on the issue,”** he said.

In a letter sent to the MNS after the meeting, IndiGo said, “We would like to inform you that we had already approached the RBI in December 2017 seeking specific permission to accept Indian currency on our international flights. However, we are still awaiting the RBI’s approval on our application. It’s our firm belief that Indian currency should be permitted on international flights. Additionally, we shall be grateful if you could also present your kind view to the competent authorities.”

04/11/18 Shruti Ganapatye/Mumbai Mirror

**It’s a gala time for travelers this Diwali with the airlines competing with each other to lure more customers with attractive offers. Such offers include benefits like attractive discounts, additional bonus points, zero cancellation fee and also options of gifting cards and vouchers on the festival of light.**

Following are some of the airlines that have come up with attractive offers:

Jet Airways Diwali sale offers travelers up to 30 per cent discount on journeys withing India or on international journeys starting from India. The discount is applicable on one way and return journeys on the base fare in Première and Economy on select flights within India and on flights from India across the international network operated by Jet Airways, on purchase of tickets between October 30 and November 5, 2018.

The travel on select destinations of Jet Airways international network must commence on or after October 30, 2018, except for travel to Manchester, for which the travel must commence on or after November 5, 2018. Apart from Jet Airways, up to 30 per cent discount will also be available on select destinations to Europe through its codeshare partners Air France and KLM Royal Dutch Airlines on one way and return journeys from India.

04/11/18 Amitava Chakrabarty/Financial Express

**GoAir is all set to introduce direct flights to Phuket and Male from Bengaluru**, said the airline on microblogging website, Twitter. Under a special scheme, the airline is offering return fares starting from Rs. **15,199**. The **offer is valid till November 15, 2018**, it further said. Last month, GoAir had started its international operations from New Delhi to Phuket. With the launch of international flights, GoAir became the sixth domestic airline to start international operations. The carrier is flying overseas nearly 13 years after it started domestic operations in November 2005.

**Rival IndiGo and SpiceJet have also come up with a host of new domestic and international routes. The new flights come amid high competition in the country's civil aviation market. Last month, IndiGo announced Hong Kong as its fifteenth international destination. In September, SpiceJet had announced a daily non-stop flight between Delhi and Hong Kong.**

Domestic airlines carried 913.95 lakh passengers in the first eight months of the current calendar year (January to August 2018), as against 754.11 lakh in the corresponding period a year ago, data from aviation regulator DGCA or Directorate General of Civil Aviation showed. That marked a year-

on-year increase of **21.20 per cent** in passenger traffic.

04/11/18 NDTV

New Delhi: **An IndiGo Airbus A320 Neo flying from Lucknow to Kolkata on Friday had to return to Lucknow after the aircraft had an engine trouble.** Twin-engine aircraft can land safely on one engine and this Neo (VT-IVG) operating as 6E-866 also did so and is now grounded in Lucknow.

An IndiGo spokesperson said: "During climb, our pilot received an automated engine related caution on 6E-866 flight which warranted return of the aircraft. Following standard operating procedures, our pilot returned to Lucknow for further inspection. To avoid inconvenience to passengers, we operated an alternate flight."

**IndiGo and GoAir A320 Neos are powered by Pratt & Whitney's (PW) snag-prone engines. However, PW said Friday's issue may have been caused by bird-hit.**

"The Indigo Airlines A320neo aircraft which was involved in the air turn back to Lucknow airport on November 2 was powered by Pratt & Whitney PW1100G-JM engines. Initial inspection observed evidence of a bird strike and the engine performed as expected in this situation. The investigation is currently in progress and we continue to work closely with our customer to support their operations and minimize any disruption," a PW spokesman said.

"The PW1100G-JM powers a fleet of more than 280 A320neo aircraft worldwide, which have achieved more than 1.3 million engine flight hours of operation," he added.

In the recent past, there has been a sharp rise in PW engine troubles on the Neo aircraft after a brief lull.

03/11/18 Saurabh Sinha/Times of India

Founded in 1993, Jet Airways (India) Limited provides passenger and cargo air transportation services. Jet operates flights to 50 destinations in India and 25 destinations internationally. Jet currently operates a fleet of 115 aircraft which includes 10 Boeing 777-300 ER aircraft, 10 Airbus A330-200 aircraft, 4 Airbus A330-300 aircraft, and 73 next generation Boeing 737-700/800/900 aircraft.

**Jet Airways has recently defaulted on the rental payments on its leased aircraft. The airline has been served a notice by the Airport Authority of India and the aircraft lessors over the delay in payments.**

A survey operation, by 50 tax officials, has taken place under Section 133A of the I-T Act at the airline's four premises, including Andheri and Nariman Point, in Mumbai and Connaught Place in Delhi. In the meanwhile, the tax department is also examining the airline's deal with Godrej Buildcon, where Jet is said to have received Rs 17.25 billion as monetary consideration. This matter pertains to an agreement between Jet and Godrej in 2011, where they had planned to develop the airline's 2.5-acre property at the Bandra Kurla Complex in Mumbai. The I-T department has also considered the goods and services tax council's probe finding, which had issued an adjudication order and raised a service tax demand of Rs 2.37 billion on Jet in March.

Jet airways' ownership was always mired in controversies; investment reportedly came from Isle of Man. However, it has been in the spotlight since August 9, after it had deferred its quarterly results amid differences with its auditors, leading to queries by stock exchanges and the market regulator. The auditor did not modify its opinion and reiterated that **the airline's future was dependent on raising capital and generating sustainable cash flows.** Jet Airways reported a net loss of Rs 13.26 billion in the April-June quarter of 2018-19.

Mint reported on 10 October that private equity (PE) giants Blackstone Group LP and TPG Capital, which are eyeing a stake in Jet Privilege Pvt. Ltd (the loyalty programme of Jet Airways), are having

second thoughts due to worries over the airline's financial health.

Mint reported that while both PE firms had already offered indicative term sheets valuing Jet Privilege at close to \$900 million, they decided to wait to see how well Jet manages to run its overall operations in the months ahead. Mint reported on 28 September that Jet Airways had informed lenders it would raise about Rs 3,500 crore over the next six months through a stake sale in its loyalty programme and infusion of fresh funds. The airline also told lenders that it would shave off costs by Rs 2,000 crore over the next two years.

03/11/18 Sudip Bhattacharyya/Meri News

**New Delhi: Rising fuel costs due to high crude oil price has pushed airlines into the red zone this fiscal. Airlines are looking at the steepest loss in over a decade stated Crisil on Thursday. A 12 per cent fare hike is necessary to offset the ATF price rise and depreciating rupee double blow, CRISIL stated.**

It may be noted that aviation turbine fuel (ATF) accounts for about 20-40% of the total cost of airlines, while engine rentals and maintenance accounts for 30-35% cost. ATF is expected to average 28% higher on-year compared to FY18 and this will impact the airlines significantly. With rupee depreciating 13% against the US dollar since March this year, engine rentals and maintenance cost which is denominated in US dollars will impact the airlines even more.

Senior Director, CRISIL Ratings, Sachin Gupta said in the Crisil report, "Almost two-thirds of an airline's cost, and therefore profitability, is susceptible to fluctuations in forex rates and ATF prices." He further said that in order to offset the increase in operating cost, the airline industry will have to raise fares by 12%. This is assuming that passenger load factor (PLF) remains unchanged.

02/11/18 Times Now News

Cumbria Tourism is heralding next week's introduction of **new non-stop flights from Mumbai to Manchester Airport** as a great opportunity for Cumbria's £2.9billion visitor economy.

The first **Jet Airways service** linking the Indian sub-continent with Northern England will arrive in Manchester next Monday 5 November 2018. **Flying five times a week**, it's hoped the new connection will both support trade and encourage more leisure visitors from the world's fastest growing economy.

Cumbria Tourism's Managing Director Gill Haigh is one of those attending a special VIP event at Manchester Airport to mark the inaugural flight on Monday. She believes the Lake District and Cumbria will have a huge appeal to potential new visitors heading to Northern England from one of India's major cities.

Gill says, "Research carried out by our colleagues at VisitBritain has shown that Indian visitors are attracted to culture, heritage and the natural beauty of the landscape – qualities which Cumbria has in abundance. With the lure of two UNESCO World Heritage Sites and a world-class reputation as a visitor destination, we have a compelling message to tell. Together with new and expanded services from the USA later in 2019, it's an exciting time for developing some of our most important overseas markets!"

Ahead of the launch, Cumbria Tourism has been working closely with a range of organisations to help nurture new relationships with potential new Indian visitors. For instance, Cumbria Tourism's PR team co-ordinated a visit for key influencers and journalists in conjunction with VisitBritain India, including a content producer who was developing a video for Jet Airways' in-flight entertainment.

02/11/18 Cumbria Crack

Coimbatore: **Coimbatore is set to get more air connectivity with Bengaluru, Chennai and New Delhi with more airlines opting to fly into the city late in the night and fly out early in the morning thus availing a reduction in VAT for the Aviation Turbine Fuel.** Air India is providing another air connectivity for Coimbatore with New Delhi at night with the introduction of a **first red-eye flight**. From November 30, **AI 547 will depart New Delhi at 21.15 hours and arrive Coimbatore at 00.30 hours and in the return direction it would depart Coimbatore at 01.00 hours and arrive New Delhi at 04.00 hours.** The flight will provide connectivity to many destinations especially the North and East of India from New Delhi.

**Similarly, Jet Airways 9W 993 will depart New Delhi at 21.55 hours and arrive Coimbatore at 00.50 hours and in the return direction it would depart as 9W 994 at 05.50 a.m**

03/11/18 The Hindu

Srinagar: **The season's first snow in Kashmir disrupted air traffic at Srinagar airport leading to cancellation of flights.**

An official spokesperson said all afternoon flights to and from Srinagar were cancelled. The airport was jam packed with flyers waiting for improvement in weather. "Due to bad weather from 1215 hours, 17 flights were cancelled," said an airport official.

**The flights which were cancelled are GoAir, Indigo, Vistara, Air India, SpiceJet and Jet Airways.**

03/11/18 Kashmir Reader

National carrier **Air India cancelled a Jeddah-bound flight from the city via Hyderabad late Friday night, eight hours after its scheduled departure time and without offering any reason to around 300 harried passengers.**

Flight AI 965 was scheduled to take off at 1500 hrs but the airline informed the passengers only at around 2300 hrs that it was being pulled out of operations.

A harried passenger, VKS Menon, who was flying with his wife and his elderly mother-in-law to Hyderabad, told PTI that the airline staff was not forthcoming in offering any explanation for the inordinate delay.

The staff finally announced that they were cancelling the flight around 2300 hrs, he said.

03/11/18 PTI/Khaleej Times

Kolkata: **The 252-seater Qatar Airways Dreamliner aircraft that was damaged in an accident at Kolkata airport early on Thursday, flew out without passengers post-midnight. Airline sources said the aircraft was flown back to Qatar for proper repairs after a stop-gap fix at Kolkata airport on Thursday.**

The 101 passengers stranded in Kolkata after the \$150-million aircraft was grounded when a water tanker scraped its underbelly flew out in a plane that arrived with passengers on Friday.

Aviation watchdog DGCA, probing the incident, has not yet come up with its findings. While a source in AIATSL, the Air India subsidiary that provides ground support services to carriers, claimed the brake in the vehicle had malfunctioned, others said it was gross negligence on the part of the driver that led to the aircraft damage.

03/11/18 Times of India

**India's serious drone users will likely have to wait longer than December 1 as the government hasn't been able to draw up a framework to allow their operation, including the creation of a Digital Sky platform, by the deadline.**

"It is highly unlikely that we will be able to launch it on and from December 1 due to various reasons, including not being able to create the Digital Sky platform for the launch of drone operations," said a senior government official, who did not want to be identified.

Except for toys used by children, drone users have to register their devices on the platform and seek permission for every flight, according to the plan. The Airports Authority of India had issued a tender for management of drone operations but the last date for submissions had to be extended by 12 days from November 2 to November 14.

"This would mean that it would not be implemented (by the deadline)," said the official. Reasons for the delay also include the SC barring the use of Aadhaar for authentication, apart from specific purposes such as direct benefit transfers. **"We had earlier decided to verify users through Aadhaar but that is not allowed under the court order. Hence, we will have to decide on a new identification to verify users,"** the official said. **"We can use other identity cards like PAN card too, but that decision needs to be taken."**

Also, the authority received about 500 queries on the tender and preparing replies has been time-consuming, the official said.

03/11/18 Mihir Mishra/Economic Times

Mohali: Two airlines will not operate their Chandigarh-Delhi flights from **November 15 to 27** due to **runway repair work at the Delhi airport. Jet Airways and Air India flights will not operate** as a runway at the Delhi airport will remain closed during the period. On Thursday, the Punjab and Haryana High Court had rapped the airport authorities for lack of facilities for international flights even though crores of rupees were collected from taxpayers and land taken from owners for the purpose. The Bench also asked for the reasons behind grounding the Bangkok flight.

03/11/18 Tribune

**New Delhi: A meeting was held between Airports Authority of India (AAI) and Department of International Trade, British High Commission at AAI's Corporate Headquarters on 31 October 2018.**

The meeting was attended by UK Airports Delegation comprising companies of UK Airport Trade Associations, British Aviation Group (BAG) and British Airport Services and Equipment Association (BASEA). Delegates present were from various services and product organizations such as AiQ, Atkins, Bechtel, Chapman Taylor, CHS Engineering, Foster + Partners, Gate Technologies, GATIC, Grimshaw, Hoare Lea, ICF, Ipsotek, IndigoVision, Mace, Kingspan Jindal, Pascall+Watson, NATS, Zoefftig, Turner & Townsend.

The meeting was chaired by Dr. Guruprasad Mohapatra, Chairman, AAI who highlighted the phenomenal growth of Indian Aviation market and stated that India's overall aviation market is expected to reach 3rd position by 2020. Domestic aviation passenger traffic is growing at over 20% per year and comes among the top 5 fastest growing among the global aviation fraternity. India's Regional Connectivity plan is budgeted and aims to revitalize 160 airports and airstrips.

**During the meeting, AAI presented a detailed action plan which generated a lot of interest within various business entities present. The UK Airports Mission delegation led by Mathew Butters, held discussions which included an interactive session also with the UK companies who showed keen interest in partnering for development and growth in Indian Aviation.**

02/11/18 Millennium Post

Bengaluru: **Given rapid rise in passenger traffic over the years, both domestic and international, Bengaluru is one amongst 20 cities in the country that will need a second airport by 2030, a study reportedly being done by the Ministry of Civil Aviation, has revealed.** This comes even while talks between the government and private agencies are on to reopen HAL airport.

According to sources, the study is expected to be completed in three months after which the reports will be sent to the respective state governments. "The study has shown that Bengaluru is listed amongst 20 cities which have shown a robust increase in passenger numbers. Findings show that there has been a tremendous progress in traffic volumes every quarter. With this, **Bengaluru will definitely need a second airport,**" said an official from Airports Authority of India, which is conducting the study.

**Among the other cities that will need a second airport by 2030 are Mumbai, Delhi, Goa, Visakhapatnam, Jaipur, Pune, Ahmedabad, Rajkot, Patna and Kolkata.** Confirming that a study is being undertaken to map the saturation point of the airports across the country, Rajiv Jain, an official of the Press Information Bureau, said, "I am aware that a study is being done by the civil aviation ministry in this regard, but we have not received any details yet," he said.

03/11/18 New Indian Express

Bengaluru: **Defence PSU Hindustan Aeronautics Limited (HAL) is in talks with the Bangalore International Airport Limited (BIAL) which operates the Kempegowda International Airport (KIA) to re-open the old airport which has been defunct since the opening of KIA in 2008.**

HAL chairman and managing director R Madhavan said: "We want the airport re-opened, and we've initiated talks with BIAL. So far we've not reached any agreement, but some of the points discussed include the remuneration HAL will receive — the airport will be leased out and HAL will continue to operate the air traffic control (ATC)— how BIAL wants to use the airport and so on..."

He could not immediately answer whether the HAL airport will be used for domestic flights only or if there are other plans.

02/11/18 Times of India

The broad outline of a **new revival plan for Air India** is ready, the second such rescue bid in the state-run carrier's recent history which includes a failed divestment effort earlier this year. The new strategy will involve the **government transferring the airline's working capital debt of about Rs 29,000 crore to a special purpose vehicle (SPV) known as Air India Assets Holding (AIAHL).** That will more than halve the debt burden of the carrier, three officials told ET. **This new company, which will be headed by Air India's chairman, will repay the debt and interest liabilities through the sale of the airline's assets and subsidiaries.** The other members of the SPV's six-member board will comprise Air India's director, finance, and joint secretaries in the aviation ministry and the departments of expenditure, economic affairs and disinvestment.

**"An equity infusion into Air India by the government is also being discussed,"** said one of the persons cited above. "An approval for equity infusion from the parliament will be taken during the winter session."



A high-level ministerial committee led by finance minister Arun Jaitley along with senior colleagues Nitin Gadkari and Suresh Prabhu had been assigned to draft a revival plan.

**Air India has a total debt of Rs 55,000 crore. Once the revival plan is implemented, the national carrier will be left with debt of about Rs 26,000 crore, mostly on account of aircraft loans.**

After the transfer, the airline's annual interest liabilities will decline by Rs 2,700 crore from Rs 4,400 crore to Rs 1,700 crore.

The airline has started discussions with banks as they will have to agree to the debt transfer, another senior official said. Terms and interest rates won't change as that would amount to debt restructuring and that's not part of the plan, said one of those cited above. "Banks will have to take approvals from the respective boards for the transfer," said another official. Under the last rescue package, in 2013, the then United Progressive Alliance government approved an equity infusion of Rs 30,231 crore until FY21. The airline has already received about Rs 28,000 crore of this, in installments. Government officials said scrutiny will be far more stringent to ensure that the airline recovers.

**"While Air India is already being monitored on a lot of parameters, including operations and revenue generation, the government will also monitor a structured cost reduction plan for Air India and bring it in line with its competitors,"** said the official.

**Amid rising fuel prices and a depreciating rupee, Air India has been struggling with its finances and has sought government help to clear its dues to foreign and Indian lenders apart from vendors. The government had provided interim support of about Rs 980 crore as equity and a sovereign guarantee to raise Rs 2,000 crore from banks, which the airline has availed of.**

**The airline has also raised Rs 1,000 crore from the National Small Savings Fund,** prompting criticism over the money from this source being used to shore up an ailing company. The bailout package for Air India was sought by the aviation ministry after the government failed to find buyers for a 76% stake in the airline. The government sources said divestment is still on the agenda.

ET reported previously that Air India has recommended to the government that its low-cost subsidiary and ground-handling unit be sold to improve the national carrier's financial position in what could be a precursor to its eventual divestment.

An internal report of Air India top management had recommended that Air India Express and Air India-SATS, which were previously meant to be sold with Air India, be put up for sale along with the engineering division and another ground-handling business.

**Jayant Sinha, the minister of state for civil aviation had said in October that Air India's reforms would proceed in order — financial renewal, putting a professional board in place, turning the airline around and making it competitive and improving the quality and skills of the workforce.**

The Economic times of India 05/11/2018



Après six heures de vol, un appareil parti de Paris à destination de Saïgon a dû faire demi-tour, faute d'autorisation, confirme la compagnie. L'avion est revenu à son point de départ et Air France a ouvert une enquête. «C'est un évènement rarissime au point que nous n'avons retrouvé aucun cas similaire dans nos archives», indique une porte-parole d'Air France. Ce jeudi, un avion de la compagnie française a été contraint de faire demi-tour au moment de traverser l'espace aérien russe. «Nous avons eu un **défaut d'autorisation de survol sur la route prévue**», souligne la compagnie aérienne. Après six heures de vol, l'avion qui avait décollé de l'aéroport Roissy-Charles-de-Gaulle jeudi 1er novembre à 13h10 et se dirigeait vers Saïgon a dû rebrousser chemin. Les passagers ont été surpris. «Au bout de quelques heures, le capitaine nous annonce que l'on n'avait pas l'autorisation de survoler une partie du territoire russe, et que l'on rentrait à Paris», témoigne Charlotte, une Française de 28 ans habituée de ce vol, au micro d'Europe 1.

**La piste d'un bug informatique privilégiée** De retour à Paris, «tous les passagers ont été pris en charge, certains ont été réacheminés vers Saïgon, sur d'autres vols et même sur d'autres compagnies. D'autres ont été logés sur place pour reprendre un vol le lendemain», indique Air France. Du côté des passagers comme de celui de la compagnie, l'incompréhension reste entière. Un fait d'autant plus surprenant que «tous les autres vols à destination de l'Asie ont pu transiter par la Russie», indique la compagnie. Air France a ouvert une enquête pour faire la lumière sur ce micmac. Pour l'heure, la piste d'un bug informatique est privilégiée. «Entre le 31 octobre et le 1er novembre s'ouvre la nouvelle saison été-hiver IATA» (le calendrier saisonnier déterminé par l'Association internationale du transport aérien, ndlr), indique la compagnie. Or à cette occasion, **les catalogues de vols sont susceptibles de changer. Des changements qui ont potentiellement perturbé les autorités russes.**

Le Figaro Economie 02/11/2018

L'accord Ciel ouvert a été un élément déterminant dans le développement des transporteurs low cost comme Ryanair, easyJet, Vueling, etc. Il s'est concrétisé, en **2004**, par le **traité européen Open Skies**. Auparavant, les dessertes entre deux pays étaient liées à des accords bipartites plus ou moins restrictifs. La liberté des règles d'établissement pour implanter des entreprises dans les pays à faible coût de main-d'œuvre s'est accompagnée de la capacité à opérer partout dans l'Union européenne. Tarifs, fréquences, capacité en sièges, tout est libre.

Aujourd'hui, à cinq mois du Brexit, certains transporteurs aériens travaillent à l'aveugle, car les réservations des vols sont ouvertes dans les systèmes informatiques six mois, voire un an, à l'avance. **Le 29 mars, c'est l'inconnu et des vols programmés aujourd'hui pourront être annulés faute de droits de trafic.** Aussi Ryanair introduit-elle une clause Brexit dans ses conditions générales de vente. Elle lui permettra d'annuler sans pénalité un voyage faute d'accord sur la réglementation aérienne. Malgré son pavillon irlandais (pays qui reste dans l'Union européenne), **le statut de Ryanair sera remis en cause**, car son actionnariat est composé à près de deux tiers de fonds américains et britanniques. Or, **pour être considérée comme « européenne », une compagnie aérienne doit avoir une base principale dans l'UE et un capital détenu à majorité par des citoyens de l'Union.** Pour la même raison, la britannique **easyJet**, depuis un an, **redistribue ses cartes.** Elle a demandé un nouveau certificat de transporteur aérien en Grande-Bretagne pour une entreprise où le capital est désormais détenu en majorité par des investisseurs européens et non plus britanniques. Parallèlement, elle a créé **easyJet Europe en Autriche avec 100 avions** aux côtés d'**easyJet Switzerland avec 25 avions.** La Suisse est, pour le transport aérien, rattachée à l'Union européenne.

**British Airways n'est pas directement menacée.** En revanche, au sein du groupe IAG où elle voisine avec Iberia, des questions vont se poser. Quelle est la **part de capital européen** dans les filiales

comme la low-cost moyen-courrier **Vueling** ou la low-cost long-courrier **Level** qui opèrent dans l'UE ? Elle devra être fin mars **d'au moins 51 % pour continuer à assurer les vols. Autres contraintes, les licences des pilotes, des mécaniciens, l'agrément des centres de maintenance, la certification des avions vont être remis en question, ne dépendant plus de l'Agence européenne de la sécurité aérienne.** Tout devra être recréé outre-Manche avec une belle facture en milliards de livres à la clé. L'impact va au-delà du transport aérien et touche également l'industrie aéronautique britannique.

Air France peu exposée

**Autre perte majeure pour le pavillon britannique, l'accès à tous les pays du monde, via des accords bilatéraux négociés entre l'UE et des pays tiers concernant les droits de trafic, n'est plus possible.** Des heures et des heures de négociations diplomatiques en perspective.

Pour Laurent Timsit, directeur des affaires internationales et institutionnelles d'Air France-KLM, « Air France n'est pas exagérément exposée ». La compagnie nationale n'utilise pas des droits de 7e et 8e libertés selon les règles internationales qui permettraient, par exemple, à Air France de voler entre Londres et Manchester. Un temps, une desserte Londres-Los Angeles avait été tentée, mais elle s'est révélée non rentable au bout de six mois. KLM est plus menacée avec une forte activité entre Amsterdam et les villes de la côte est de Grande-Bretagne. Dans le cas d'un Brexit dur, un retour aux accords bilatéraux d'avant 2004 qui peut s'accompagner d'autorisations administratives pour la croissance est envisageable. Enfin, un retrait (put) est prévu dans le cadre de l'acquisition par Air France-KLM de 31 % de Virgin Atlantic, la compagnie de Richard Branson.

**Si des avions ne vont vraisemblablement pas rester cloués au sol fin mars, il n'est pas exclu que de nouvelles mesures douanières générant des contrôles supplémentaires pour les passagers et pénalisant les temps de voyage apparaissent.** Au pire, un visa pourrait être introduit pour entrer au Royaume-Uni et réciproquement, mais cela reste peu probable.

Dix millions de passagers d'Eurostar concernés

Si le Royaume-Uni quitte l'Union européenne sans être parvenu à un accord, la liaison ferroviaire transmanche entre la France et la Grande-Bretagne risque d'être fortement perturbée. Le gouvernement britannique a publié une note sur les conséquences d'un non-accord sur le transport ferroviaire. Et, selon lui, si aucun accord bilatéral n'était conclu avec l'Union européenne, les trains Eurostar pourraient cesser de circuler entre le Royaume-Uni et le continent. Certaines licences des exploitants de trains britanniques et européens deviendraient invalides après un « hard Brexit ». Les opérateurs ferroviaires qui ne détiennent actuellement qu'une licence britannique, comme Eurostar, devraient demander d'autres licences, certificats et autorisations auprès d'un régulateur ferroviaire de l'UE pour poursuivre leurs services.

« Nous travaillons bien sûr avec les deux gouvernements sur les certificats de sécurité, la réglementation, etc., mais, en fin de compte, nous avons plus de 10 millions de clients par an et ces 10 millions de clients comptent sur le service Eurostar », indique Guillaume Pepy, qui préside le TGV transmanche. Cette compagnie est détenue à 55 % par la SNCF, à 30 % par la Caisse de dépôt et placement du Québec, à 10 % par le fonds britannique Hermes Infrastructure et à 5 % par la SNCB belge. L'effet Brexit se fait déjà sentir avec une baisse de 7,7 % du nombre de visiteurs continentaux en Grande-Bretagne malgré l'attrait monétaire du recul de 14 % de la livre face à l'euro.

À la gare du Nord, qui doit tripler de taille d'ici à 2024 pour les JO, on se prépare au Brexit avec l'agrandissement du terminal Eurostar. Il faudra faire face aux contrôles douaniers renforcés. En effet, l'accord actuel prévoit que les opérations de police aux frontières et de douane des deux pays

soient effectuées uniquement au départ des trains en même temps que les contrôles de sûreté. C'est pourquoi il faut arriver un peu en avance par rapport à l'heure du train gare du Nord dans le sens sud-nord et à Saint-Pancras dans l'autre sens. À l'arrivée des Eurostar, la sortie des voyageurs est libre. **Avec le Brexit en mars prochain, il en sera différemment et le temps de voyage sera allongé avec les contrôles également à l'arrivée. Et les passagers aériens arrivant savent ce que cela veut dire quand les effectifs de fonctionnaires et les équipements informatiques sont insuffisants dans les aéroports.**

Le Point Economie 01/11/2018

New Delhi: The Central Industrial Security Force on Saturday detected 2,23,000 Saudi Riyal from a foreign national at Hyderabad airport, an official release said here.

**According to CISF, around 0700 hrs on November 3, a CISF duty personnel while scanning the hand baggage of a lady passenger during pre-embarkation security check (PESC) at security hold area of Airport, found Saudi Riyals worth around Rs 40 lakhs.**

The said lady passenger named Ms Zienab Saber Elivour Elbashier, a Sudanese national, was bound to fly Dubai by a scheduled airline and she could not produce any valid document which could justify the huge foreign currency in her possession.

Senior officers of CISF and Custom officials were informed.

07/11/18 Goa Spotlight

**Dubai: An Asian couple who stole a diamond worth 300,000 dirhams (about USD 81,000) from a shop in Dubai and fled the UAE was arrested dramatically from an Indian airport and brought back to the country, a media report said Monday.**

The couple managed to smuggle the 3.27-carat diamond after the woman swallowed it.

The suspects, who are in their 40s, were arrested as they were transiting to Hong Kong via Mumbai.

The couple was brought back to the UAE in cooperation with the Interpol and Indian police, Khaleej Times reported.

The police released the footage from the surveillance cameras in the shop, which showed the couple entering the jewellery store in Deira's Gold Souq.

According to the police, the store owner discovered the theft after three hours.

The police relayed the details of the suspects and their flight information to the Indian authorities via the Interpol.

The couple was arrested and sent back to Dubai in the next available flight, the report said.

05/11/18 New Indian Express

New Delhi: **Iceland's low cost carrier WOW Air, which has been in the news in India for offering rock bottom fares to its hub Reykjavik and beyond to North America, is going to be acquired by the country's flag carrier Icelandair.** Wow was supposed to start flight between Delhi and Reykjavik from December 7 and its founder-CEO Skuli Mogensen told TOI after the deal with Icelandair was announced that **"Nothing will change! We will of course continue to fly to India."**

While announcing its India launch this May, Mogensen had spoken about fares from Delhi to US and back starting at as low as Rs 27,000. He had then said one-way fares for flights from Delhi to Reykjavik and beyond to US destinations like New York, San Francisco and Los Angeles and European ones like London will start at Rs 13,499 (all-inclusive) for basic economy. These starting fares, that allowed only a small carry-on like laptop bag, to be carried on board as other things like meals, check-in bags and seat selection were to be charged separately, had generated lot of interest among

Indian flyers.

05/11/189 Saurabh Sinha/Times of India

**Five years after billionaire liquor-baron Vijay Mallya's luxury jet was impounded by the government, it is yet to find a home. A Florida-based company that won the auction for the jet is now running from pillar-to-post, unable to take possession of the aircraft despite winning it in a court-monitored auction process. Meanwhile, the A319 aircraft, bearing the registration VT-VJM — after the fugitive tycoon's initials, stands at one corner of the Mumbai airport occupying precious parking space.**

**The company, Aviation Management Sales, is mulling moving the Bombay High Court as it now faces the prospect of paying penalty because of its inability to remove the aircraft as Indian aviation regulator has not yet deregistered it. Deregistration of the aircraft by the regulator is mandatory under global norms for the company to take possession of the aircraft.**

The plane was attached by the service tax department in December 2013. It was forced to auction the aircraft after the Mumbai airport moved the Bombay High Court seeking removal of the jet from its premises as it was resulting in a non-productive use of its space. After four failed attempts, Aviation Management Sales won the bid for Rs 340 million.

Documents reviewed by Business Standard show that the possession was delayed as the Central Bureau of Investigation (CBI) took time returning files related to the aircraft, which it had seized during the investigation.

**After the CBI returned the file, the process was stalled as the Directorate General of Civil Aviation (DGCA) which has asked for a no-objection certificate from the original lessor. Aviation Management has termed it "illegal", saying the DGCA's own regulations, which govern deregistration of aircraft, say that a no-objection certificate is not required. The company didn't reply to queries sent by Business Standard.**

05/11/18 Arindam Majumder & Aneesh Phadnis/Business Standard

**More than 100 Haj pilgrims from Marathawada region scheduled to return from Jeddah on Sunday were stuck in the holy city of Medina after alleged differences between two tour operators led to the cancellation of the journey.**

A group of 102 pilgrims from Solapur, Latur, Beed, Osmanabad region had travelled on pilgrimage to Mecca and Medina from Mumbai last month and were given a return ticket to Mumbai on an Oman Air Jeddah-Muscat-Mumbai flight. But, when Mirror contacted them, they were stuck in a Medina hotel without proper arrangements.

Shaikh Qayyum, one of the pilgrims, blamed the tour operator Aseel Tours and Travels for the mess. "Aseel Tours and Travel took Rs 45,000 to Rs 50,000 from each of us for this pilgrimage, and their arrangements were horrible. They did not provide us proper accommodation or meals. There are a lot of elderly people with us, and because we are spending money from our own pocket, we fear our money will get over soon," Qayyum alleged.

He said the tour operator told them that they will travel on a direct Mumbai-Jeddah flight, but on October 19, they were put on an Ethiopian Airlines flight to Addis Ababa where after a 10-hour wait, they were taken to Jeddah. "We travelled to Mecca and stayed there for seven days at Tamim Hijaz hotel. Then we arrived in Medina six days ago and were scheduled to return today (Sunday) by an Oman Air flight. When we called Oman Air, they said no one was booked on the flight. Our visa will get over by November 8, and we are really worried how we will get out of here," said Qayyum.

05/11/18 Satish Nandgaonkar/Mumbai Mirror

**New Delhi: The Union tourism ministry Monday opened a "tourist facilitation and information counter at the capital's IGI Airport. The counter, inaugurated by Union minister of state for tourism minister K J Alphons, will provide 24x7 information to both domestic and international visitors arriving in Delhi.**

"The counter will also be connected to the 24x7 Helpline- 1363 of ministry of tourism through which

the non-English speaking tourists will be able to speak directly with the foreign language agents and get guidance in **French, German, Italian, French, Portuguese, Russian, Japanese, Korean, Chinese and Arabic,**" tourism ministry said in a statement.

05/11/18 Saurabh Sinha/Times of India

**Pune: Customs authorities have decided to increase the number of female officers at the airport here to curb attempts of gold smuggling by women carriers.**

"We recently apprehended four female Sudanese nationals with over 2kg of gold worth Rs66.50 lakh concealed in their bodies. While body concealment of gold is quite common, this was a case in which the gold, in form of bars and chains, were concealed in their rectum. A similar case happened at the airport around two years ago. We believe that there is a need of more female officers," a customs officer told TOI.

At present, customs has only three lady officers at the airport.

"The Lufthansa flight from Pune to Frankfurt is resuming from November, From December 1, the airport will have a direct flight to Singapore. With the number of international flights increasing, we need more officers as well. The number of international passengers will increase," the official added.

05/11/18 Joy Sengupta/Times of India

**Nashik: The city is all set to get air connectivity with Hyderabad, Ahmedabad and Goa.**

**The Directorate General of Civil Aviation (DGCA) has cleared the domestic flight schedule for this winter season,** which stretches from October end to end of March next year. **The details uploaded on the DGCA website says Alliance Air will start daily services to Hyderabad and Ahmedabad, while SpiceJet will launch daily services to Hyderabad and Goa.**

**The DGCA winter schedule also says that TruJet will start flights on Jalgaon-Ahmedabad and Shirdi-Hyderabad routes.**

The two airlines had proposed these flights under the Centre's regional connectivity scheme (RCS).

The exact dates for starting the services will be announced later.

Alliance Air's 70-seater flight will take off from Nashik to Ahmedabad at 12.20pm, while the flight for Hyderabad will leave at 6.50pm.

SpiceJet's 189-seater flight will take off from Nashik to Goa at 12.45pm, while the Hyderabad flight will take off at 4.35pm.

05/11/18 Tushar Pawar/Times of India

**The government has invited bids from interested operators for the third round of auctions for the Udan scheme,** which is a subsidised low fare initiative to connect small cities and to help more masses fly.

This comes on the heels of government last month seeking **bids for the international version of the scheme to enhance air connectivity to select overseas destinations. Significantly, the much-trumpeted scheme has not met with the desired success level as more than half the routes granted in the first round of bids, auctioned in early 2017, are yet to become operational.**

The initial bids for the third round can be **submitted to the Airports Authority of India (AAI) by December 10, while the airlines winning the routes will be announced by January 7,** says the notice inviting e-proposals posted on the RCS portal. The AAI is the implementing agency of the Udan scheme that was announced in March 2016.

A pre-bid meeting with prospective bidders will also be held on November 6, says the RCS portal.

The government, in its bid to make flying more affordable for the masses, had in 2016 announced the Udan scheme wherein the fares were capped at Rs 2,500 for a one- hour journey for connecting smaller towns.

Following this, **five airlines got the licence to operate on 128 routes in the first round of auctions in March 2017, and 15 airlines on 325 routes, including those having chopper operations, in the second round in January this year.**

**"Udan 3.0 focus would be to connect iconic tourist destinations.** This bid will also enable connecting to those airports which were deprived of regular connectivity due to default of a few airlines," Usha Padhee, joint secretary in the aviation ministry, tweeted on the third round of bidding.

**Two scheduled commuter airlines--Air Odisha and Air Deccan--were mandated to fly on 50 and 34 routes, respectively, of the total 128 routes in the first round.**

**But they have either failed to commence services on various routes or have suspended them, citing lack of parking slots at airport or some technical issues.**

The Economic Times of India 05/11/2018

Budget carrier GoAir on Monday announced **a 13-day special sale** across all sectors, offering up to **13 lakh seats with ticket prices starting as low as Rs 1,313 (all-inclusive).**

According to the airline, the special sale scheme is offered to mark the **company's 13th year of establishment.**

"These tickets are on sale for purchase from November 5 and available until November 18. This offer is available across all routes that GoAir operates," the airline said in a statement. **The tickets under the scheme are available for the travel period from November 5, 2018 to November 4, 2019.**

The Economic Times of India 05/11/2018

**Prix des carburants : pourquoi le gouvernement ne taxe-t-il pas le kérosène des avions ? L'aviation civile jouit d'un statut fiscal très avantageux, puisque le kérosène est le seul carburant issu du pétrole exonéré de taxes.** C'est une interrogation qui revient à chaque nouvelle flambée des prix à la pompe : pourquoi **le kérosène** englouti par les avions de ligne n'est-il pas taxé comme tous les autres carburants ? Il **échappe en effet à la Taxe intérieure sur la consommation de produits énergétiques (TICPE) ainsi qu'à la TVA.** C'est pourtant l'un des carburants les plus polluants, puisque le transport aérien émet 14 à 40 fois plus de CO<sub>2</sub> que le train par kilomètre parcouru et par personne transportée, note le Réseau action climat (RAC). Ainsi, un vol aller-retour Paris-Pékin émet 1 239 kg d'émissions de CO<sub>2</sub> par passager, soit l'équivalent des émissions d'une famille pour se chauffer pendant un an en France. Une taxation des vols intérieurs en France permettrait de recueillir quelque 500 millions d'euros par an. Et le manque à gagner se monte à 3 milliards d'euros par an si l'on prend en compte tous les vols au départ et à l'arrivée sur le territoire français, analyse le RAC. Pourquoi le kérosène est-il épargné par les taxes ?

#### **Elements de réponse.**

Cette particularité remonte à la fin de la Seconde Guerre mondiale, nous explique Ouest-France, quand les Etats-Unis ont voulu donner de l'activité à leurs usines d'avions militaires en favorisant l'aviation civile et les liaisons internationales. **La Convention de Chicago, adoptée en 1944, prévoit ainsi que le carburant d'un avion ne peut pas être taxé à l'arrivée. Et cette convention ne peut être modifiée que par un vote unanime des 191 Etats membres de l'Organisation de l'aviation civile internationale (OACI).**

**De nombreux pays ont par ailleurs signé des accords bilatéraux excluant la taxation au départ comme à l'arrivée.** Pour autant, cela n'a pas empêché les Etats-Unis, le Japon, le Brésil ou la Suisse de taxer les vols intérieurs. **En France, le carburant utilisé pour l'aviation est lui totalement exonéré de taxe intérieure sur la consommation, mais aussi de TVA.** "Ainsi le kérosène est le seul carburant d'origine fossile dont la consommation ne supporte aucune taxe", regrette le Réseau action climat.

**Si le carburant est exempté de toutes taxes, ce n'est pas le cas des autres composantes du secteur aérien. L'avion est ainsi le seul mode de transport à financer intégralement le coût de ses infrastructures par des taxes et des redevances. Les contrôles de sûreté dans les aéroports sont également financés par ces taxes,** rappellent Les Echos, alors que normalement cette tâche est du ressort de l'Etat. Le coût de la sûreté aéroportuaire est estimé à 800 millions d'euros par an, rappelle La Tribune. Un chiffre qui pourrait doubler avec l'installation d'ici à 2020 de nouveaux équipements, imposés par Bruxelles. **L'avion est également le seul moyen de transport assujéti à une taxe de solidarité** imaginée par Jacques Chirac. Elle permet de **financer l'organisme international Unitaïd, une organisation internationale d'achats de médicaments à destination des pays en voie de développement. Sans oublier la taxe sur les nuisances sonores aériennes (TNSA).** Créée sur le principe "pollueur-payeur", cette taxe doit être payée par tout exploitant d'aéronef et ses recettes sont théoriquement affectées, dans leur intégralité, au financement des aides versées aux riverains de l'aéroport concerné.

En 2012 et 2015, des députés écologistes ont tenté de supprimer progressivement l'exonération de taxe dont bénéficie le carburant des avions. En vain. Cet amendement au projet de loi de finance a été rejeté en commission : la mesure devait en effet augmenter de 12 % le prix d'un trajet en avion en France. L'objectif est évidemment de protéger les compagnies aériennes françaises face à la concurrence des compagnies à bas coût qui peuvent se ravitailler à l'étranger. Ainsi, pour Air France, dont le court courrier est déjà la principale source de pertes, cela représentait une charge fiscale supplémentaire de 300 à 400 millions d'euros par an

France TVinfo 04/11/2018

<https://www.stattimes.com/mrosa2019/>

**The cash-rich Noida authority and the UP government will both have a stake of 37.5% each in the company which has been created for the airport project scheduled to come up at Jewar. The Greater Noida authority and the Yeida will have a stake of 12.5% each.**

The Uttar Pradesh government has directed the Noida authority, the Greater Noida authority and the Yamuna Expressway industrial development authority (Yeida) to provide necessary funds for the airport project scheduled to come up at Jewar. UP chief secretary Anup Chandra Pandey, in a meeting held in Lucknow on Friday, directed the respective chief executive officers (CEO) of these authorities to expedite the work on the project. He also directed the CEOs to provide funds for the project. **The state government had approved the Noida international airport limited (NIAL), an agency working as a special purpose vehicle and supervise the airport development.** Yeida CEO Arun Vir Singh has been functioning as the CEO of the NIAL as well. The cash-rich Noida authority and the state government will both have a stake of 37.5% each in the company while the Greater Noida authority and the Yeida will have a stake of 12.5% each. **Correspondingly, the Noida authority needs to provide Rs 1,500 crore funds. The Greater Noida authority and the Yeida need to provide Rs 500 crore each as contribution towards the project. The state government's share of Rs 1,500 crore is scheduled to come later.**

"The three authorities have been asked to provide their respective contributions by December-end as we need funds to pay compensation to farmers whose land is to be acquired for the airport. We need funds for other purposes as well," Singh said. The Greater Noida authority and the Yeida, which are facing a fund crunch amid slowdown in the realty sector, are struggling to arrange necessary funds, said officials. "We are facing a bit of a problem due to financial crisis but we will manage to arrange the funds on time. Since the airport project is on top priority, we will arrange for our contribution of Rs 500 crore very soon," Narendra Bhooshan, CEO of the Greater Noida authority, said. The estimated budget for project is Rs 15,000-Rs 20,000 crore. It also requires 5,000 hectare of land. The project had first been proposed by then UP chief minister Rajnath Singh in 2001, with an aim to boost local economy and create jobs by setting industries near the civil aviation hub. "The chief secretary has directed officials of three authorities to fast track the airport project. The land acquisition process has already started and a notification under Section 11 has been issued," Dharendra Singh, member of Legislative Assembly, Jewar constituency, said.

The Hindustan 05/11/2018

**HONG KONG, 6 novembre (Reuters) - Des signes de fléchissement apparaissent dans l'industrie florissante du financement aéronautique car la hausse des taux d'intérêt et des cours pétroliers associée à une concurrence féroce bouleversent un secteur qui a connu un essor sans précédent et attiré un déluge de capitaux chinois.**

De récentes conférences organisées à Hong Kong ont réuni plus d'un millier de financiers, juristes et dirigeants de compagnies aériennes pour faire le point sur un secteur qui pèse pas moins de 280 milliards de dollars (245 milliards d'euros). Mais **les inquiétudes liées au resserrement monétaire des banques centrales, à la guerre commerciale sino-américaine et aux fluctuations des changes ont tempéré l'optimisme observé les années précédentes.**

**"Je pense que la fête est finie en termes de baisse des taux d'intérêt", a déclaré Robert Martin, PDG de BOC Aviation, le plus grand loueur d'avions coté d'Asie.**

**Les acteurs les plus petits du secteur, qui, contrairement aux plus gros, n'ont pas équilibré leurs besoins de financement et leur passif, auront du mal à surmonter toute volatilité, a-t-il estimé.**

**Le renforcement du dollar et le renchérissement du kérosène contraignent les compagnies aériennes à s'adapter, ce qui pourrait ramener davantage d'avions dans les hangars des sociétés de crédit-bail, qui devront trouver preneur ailleurs.**

**Signe des turbulences à l'horizon, plusieurs compagnies aériennes ont déjà abaissé leurs prévisions pour prendre en compte les prix pétroliers plus élevés.**

**Selon des sources, des sociétés de crédit-bail offrent également aux compagnies aériennes des "vacances de location" pour alléger leurs flux de trésorerie.**

**En outre, certaines compagnies aériennes n'augmentent leur trafic qu'en réduisant leurs tarifs, ce qui affectera tout le secteur aérien sauf ceux qui affichent les coûts les plus bas, a estimé Rob Morris, consultant en chef chez Flight Ascend.**

**Selon Stuart Hatcher, directeur de l'exploitation du gérant d'actifs IBA, "le marché est prêt pour le début d'une correction. Il y a trop de signaux."**

**"Lorsque les compagnies aériennes souffrent, les bailleurs souffrent aussi", dit-il.**

LIQUIDITÉ ABONDANTE



Le secteur est toutefois en meilleure santé que lors des cycles précédents, soutenu par la consolidation aux Etats-Unis. Les compagnies aériennes ont commencé à récupérer ces quatre dernières années après des décennies de destruction de valeur, selon l'Association du transport aérien international (IATA).

Boeing estime que la demande de financement cette année pour les livraisons d'avions de ligne neufs augmentera de près de 7% cette année pour atteindre 139 milliards de dollars.

Selon les bailleurs, la liquidité est abondante et les tensions financières dans une région du monde peuvent être compensées par la demande ailleurs. Les capitaux chinois représentent environ 30% du financement déployé par les sociétés de leasing au niveau mondial, contre 5% il y a neuf ans.

Mais cette manne a réduit les rendements de la plupart des acteurs de l'industrie et Goshawk Aviation - coentreprise du conglomérat de Hong Kong NWS Holdings et de Chow Tai Fook Enterprises - assure ainsi que la situation ne sera pas tenable très longtemps.

Brian Cheng, directeur exécutif de NWS, qui a racheté cette année Sky Aviation Leasing, basée à Dublin, a dit avoir vu des offres de financement émanant d'entreprises prêtes à accepter un retour sur investissement de 3% à 5%.

"Les compagnies d'assurance ou les banques peuvent (accepter ces taux) car leurs coûts d'emprunt sont très bas (...), mais pour nous, il n'y a pas moyen de rivaliser avec ça", a-t-il dit.

Ce contexte fait le lit des fusions et acquisitions opportunistes. Le japonais Orix a conclu cette année un accord à 2,2 milliards de dollars pour prendre 30% de la société de crédit-bail Avolon Holdings.

Il incite aussi les plus petits acteurs chinois à se retirer du marché. "C'est comme conduire sur l'autoroute. Tout le monde appuie à fond sur l'accélérateur en ce moment. Personne ne va à la station-service ou ne prend une pause. Tout le monde est à plein régime mais il va devoir se passer quelque chose. Il y a des voitures qui devront prendre la sortie", a commenté Brian Cheng. (Dominique Rodriguez pour le service français)

**Dublin: CDB Aviation, a wholly owned Irish subsidiary of China Development Bank Financial Leasing Co., Limited, today announced that the company signed an agreement with India's low-cost carrier SpiceJet Ltd for the long-term lease of three Boeing 737 MAX 8 aircraft.**

"We are pleased to forge this new agreement with SpiceJet for an additional three 737 MAX aircraft, which will help the airline expand and standardize its fleet," said CDB Aviation Chief Commercial Officer Patrick Hannigan. "This efficient jet will support the carrier's ongoing efforts to achieve a significant reduction in maintenance costs and enhance its domestic and international connectivity."

The first MAX is expected to deliver in December 2018, with the remaining two aircraft slated for delivery in September and November 2019. In January 2018, CDB Aviation and SpiceJet entered their first deal for the MAX. **With today's announcement, the carrier will have a total of eight MAX aircraft on long-term lease from CDB Aviation.**

Hannigan concluded: **"While India's commercial aviation market continues to expand rapidly, the region's airlines are accelerating their fleet modernization to meet the growing air travel demand. CDB Aviation is well positioned to provide the carriers with a full suite of operating lessor products,**

**given our strong orderbook for new technology aircraft and focus on aggressive aircraft portfolio growth.”**

06/11/18 Business Wire

**The promoter of cash-strapped Jet Airways Naresh Goyal has been reportedly approaching top corporate houses, including the Tata, for a possible equity infusion.**

Goyal recently met Tata Sons chairman N Chandrsekaran to discuss the possibility of a deal, people familiar with the matter told CNBC-TV18. After the initial meeting, a top Tata team went to the drawing board to discuss if there is merit in a deal, they said, adding that the group met the Jet management for a second round of discussions. They did not want to be named

“The meeting was largely to discuss what terms both parties, especially the Tata Group wanted, if they were to take the conversations forward,” said one of the persons familiar to the discussions. “At the stage, the conversations are at a very exploratory stage and are being steered more by Jet airways than the Tatas,” he added.

When contacted a Tata group spokesperson said, “We do not comment on speculation.” A Jet Airways spokesperson responded to CNBC-TV18 query saying, “Your information on the above is totally speculative.” Etihad was unavailable for comment for this article.

The salt-to-software Tata Group is keen on buying out the promoters, Naresh Goyal and family, and the foreign equity partner, Etihad’s stake in Jet Airways. Currently, Jet Airways promoters hold 51 percent stake in the carrier and Etihad holds 24 percent.

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Further, **two independent sources familiar with the deal said that if the deal would go through, Tata Group may look at merging Vistara with Jet Airways.** “Tata Group already has two airlines. If it were to acquire another airline it would want controlling stake and merge with Vistara,” said the source.

05/11/18 Kritika Saxena/CNBC TV18

**New Delhi: (RCS). Seaplanes may soon be operating commercial passenger flights in India with the Centre inviting bids for connecting selected destinations under the regional connectivity scheme Included among the 10 destinations that the government proposes to connect through seaplanes are the recently unveiled Statue of Unity at Sardar Sarovar Dam, Sabarmati Riverfront in Ahmedabad, Tehri Dam in Uttarakhand and Nagarjuna Sagar in Telangana.**

Opening the third round of the RCS, the Ministry of Civil Aviation has invited proposals for air routes that include tourist destinations. **The deadline for submitting applications is November 20.**

In the latest phase, the Centre is reoffering 34 airports that weren’t successfully connected, primarily because two airlines — Air Odisha and Air Deccan — were unable to operate routes they had bid for due to lack of funds. Some destinations have been put on the block again as helicopter operations failed to take off.

05/11/18 Jagriti Chandra/The Hindu

**The government has invited bids from interested operators for the third round of auctions for the Udan scheme, which is a subsidised low fare initiative to connect small cities and to help more masses fly.**

**This comes on the heels of government last month seeking bids for the international version of the scheme to enhance air connectivity to select overseas destinations.**

Significantly, the much-trumpeted scheme has not met with the desired success level as more than half the routes granted in the first round of bids, auctioned in early 2017, are yet to become

operational.

**The initial bids for the third round can be submitted to the Airports Authority of India (AAI) by December 10, while the airlines winning the routes will be announced by January 7, says the notice inviting e-proposals posted on the RCS portal.**

The AAI is the implementing agency of the Udan scheme that was announced in March 2016.

05/11/18 PTI/Economic Times

Another plan to reduce Air India's debt and keep the national carrier flying is taking shape but there are also concerns if another round of cash burn will make a turnaround possible.

**The creation of a Special purpose Vehicle (SPV) for reducing the national carrier's debt had cropped up many times in the past but now it looks like a certainty.**

**As much as Rs 29,000 crore of the airline's working capital debt will be transferred to the SPV,** thereby halving the debt burden of the company, the Economic Times reported on Monday, citing three officials.

The carrier has received almost an equal amount in the last six years under a rescue package offered by the previous government. Sceptics would ask if the latest measure will actually save the carrier and plug the holes through which money drains.

The bigger question is whether funnelling more money into the carrier will actually help it turn around. Is debt reduction alone a panacea for the ills of the airline? Higher fuel bills, bloated operational costs, rising staff costs and tightening competition all will make the ride choppier for the airline.

**As per the latest reports, the SPV will be known as Air India Assets Holding (AIAHL) and will be headed by Air India's chairman.**

05/11/18 Jacob Nelly/IBT

**Hermes Logistics Technologies (HLT)** is to implement cargo management systems at India's Hyderabad International Airport (HYD).

**HLT has signed a five-year contract with GMR Hyderabad International Airport Ltd (GHIAL), including a systems upgrade schedule for Hyderabad Airport's cargo terminal.**

"GMR team's requested timeline from contract signature to production was an extremely ambitious 60 days," said Yuval Baruch, chief executive, Hermes Logistics Technologies.

"I am proud to say that HLT rose to the challenge and we managed to go live just 58 days after signing the contract.

**GHIAL-owned and operated Hyderabad International Airport is the sixth largest international airport in India.**

06/11/18 Aircargo News

**Globally, just 5.18% of commercial pilots are women, according to the Air Line Pilots Association International trade union.**

**Indian airlines employ the highest proportion of female pilots at 12.4%.** That's according to the latest statistics from the International Society of Women Airline Pilots (ISWAP).

**Zoom Air, a regional Indian airline, tops the leader board. ISWAP says it employs nine female pilots out of a total of 30.**

Kathy McCullough, communications chairwoman for ISWAP and a retired female captain, said that Indian companies have "aggressively encouraged more women to become airline pilots in what they see as an upcoming pilot shortage."

A report by Boeing found that with a growing middle class in India, commercial air travel is expected to become more frequent.

In the UK, about 4.77% of airline pilots are women.

How much do pilots earn on average?

A typical day for an airline pilot could include flying passengers or cargo to short-haul or more far-flung destinations.

Commercial pilots' salaries depend on the airline they're working for, the type of aircraft they fly and their level of experience.

Starting salaries range between £20-30,000 for those in the cockpit.

For experienced captains, pay can reach more than £140,000.

That's higher than the £105,250 you could earn as an air commodore in the Royal Air Force, according to the National Careers Service in the UK.

06/11/18 Lora Jones/BBC News

### Promoting Academic Research and Development between India and France

The Ministry of Human Resource Development has launched a Scheme for Promotion of Academic Research and Development (SPARC). Together, **French and Indian institutions will therefore partner in research project proposals, with IIT Indore acting as France's nodal point.** For features and application details, please visit <https://sparc.iitkgp.ac.in/index.php>.

Jet Airways from December 2018 is expanding international service, mainly to The Middle East and South East Asia. Subject to Government Approval, following routes will see frequency increase from 05DEC18.

**Delhi – Bangkok** Increase from 2 to 3 daily

**Delhi – Doha** Increase from 1 to 2 daily

**Delhi – Kathmandu** Increase from 3 to 4 daily

**Mumbai – Doha** Increase from 1 to 2 daily

**Mumbai – Dubai** Increase from 6 to 7 daily

**Mumbai – Singapore** Increase from 2 to 3 daily

Routes Online 08/11/2018

(MRO Asia-Pacific) Selon une étude présentée par Aviation Week à Singapour, **l'Asie-Pacifique sera la région où le marché des MODIFICATIONS CABINE sera le plus important dans les 10 prochaines années, avec une demande estimée à 8,7 milliards de dollars sur la période (progression annuelle de 3,6%).**

La Lettre MRO du Journal de l'Aviation 08/11/2018

**Le mercredi 7 novembre, Boeing a annoncé 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 du crash d'un avion de la compagnie Lion Air au large de l'Indonésie.** Le 29 octobre, l'appareil s'est abîmé en mer avec 189 personnes à son bord au nord de l'île de Java.

Est-ce une manière détournée pour Boeing d'admettre le rôle du capteur dans l'accident du 737-MAX 8 ? **La commission indonésienne chargée de la sécurité dans les transports a indiqué que l'appareil avait reçu des informations erronées provenant de l'un de ses capteurs, a reconnu l'avionneur américain.**

Treize minutes après le décollage du vol JT610 de Lion Air, le pilote de l'avion a demandé à faire demi-tour avant de perdre le contact avec les contrôleurs aériens.

Le capteur fournit des données cruciales pour les commandes de vol.

**Le capteur d'incidence, aussi appelé sonde d'angle d'attaque, mesure l'angle des ailes de l'avion par rapport au flux d'air et fournit des données cruciales pour les commandes de vol. Un angle trop élevé peut provoquer un décrochage de l'appareil.**

Selon les enquêteurs indonésiens, l'appareil Lion Air avait enregistré des problèmes techniques lors de ses quatre derniers vols. **Au cours du dernier vol avant le crash, les deux sondes d'angle d'attaque de l'avion montraient un différentiel de 20 degrés alors qu'elles doivent être alignées.**

246 appareils 737 MAX concernés selon la FAA

Le communiqué de Boeing ne précise pas si sa note concerne uniquement le 737-MAX ou d'autres modèles d'avions.

Selon la Federal Aviation Administration (FAA), le régulateur aérien américain, **246 appareils 737-MAX sont concernés**, dont 45 aux États-Unis. Il s'agit de la **dernière version du monocouloir 737**, best-seller du constructeur aéronautique américain.

La FAA a également ordonné aux opérateurs de 737-8 et 737-9 de suivre la note de Boeing. Dans cet ordre, **le régulateur indique que le problème "pourrait entraîner l'équipage de vol à avoir des difficultés à contrôler l'avion et pourrait conduire à une attitude excessive de piqué, à une perte significative d'altitude et à un possible impact avec le terrain."**

L'Usine nouvelle 07/11/2018

**Safran Landing Systems, l'Université de l'Aviation Civile de Chine (CAUC) et l'Ecole Nationale de l'Aviation Civile (ENAC) ont signé un protocole d'accord (MoU) visant à étudier le potentiel du roulage électrique dans les plus grands aéroports internationaux.**

**La solution de roulage électrique développée actuellement par Safran Landing Systems et Airbus permettra à un avion de ligne de se déplacer de manière autonome, sans l'aide de ses moteurs principaux ni d'un tracteur pour les phases de push back.** Les compagnies aériennes pourront ainsi économiser jusqu'à 4% de carburant et réduire, de plus de la moitié, les émissions de carbone et autre gaz à effet de serre (NOx, HC, etc). Une solution particulièrement pertinente dans les aéroports chargés où les opérations de roulage peuvent atteindre une quarantaine de minutes.

L'objectif du partenariat pour Safran Landing Systems est de bénéficier de l'expertise de la CAUC et de l'ENAC pour la simulation d'opérations de taxiage auprès des aéroports identifiés. La CAUC se focalisera plus particulièrement sur l'étude des aéroports asiatiques tandis que l'ENAC se concentrera sur les aéroports européens. Les deux universités partageront leurs méthodes et analyses afin que Safran Landing Systems puisse optimiser la solution en tenant compte des différentes configurations aéroportuaires et de leur spécificité.

Cette étude prolonge le partenariat étroit existant déjà entre les deux écoles dans le cadre d'un laboratoire commun d'optimisation du système de transport aérien.

Air & Cosmos 07/11/2018

L'Union des aéroports français (UAF) tenait son congrès les 7 et 8 novembre. L'organisation des aéroports français a profité de cette occasion pour **alerter les pouvoirs publics sur les conséquences du Brexit sur le transport aérien en général et sur les aéroports français en particulier.**

« **Il est plus qu'urgent aujourd'hui d'obtenir des réponses claires aux questions que nous nous posons sur le Brexit. Il conduira à des dommages sur la connectivité aérienne de la France et sur l'attractivité de ses territoires et à des pertes de revenus pour les compagnies et les aéroports** », a martelé Thomas Juin, le président tout fraîchement réélu à la tête de l'UAF.

Premier risque du Brexit : le degré d'exposition au marché britannique

**Avec 13,5 millions de passagers en 2017, la part du trafic en provenance ou à destination des aéroports britanniques dans le trafic total français est de 6,84%. Mais le degré d'exposition au marché britannique diffère considérablement d'un aéroport français à l'autre. Plus la taille de l'aéroport diminue, plus la dépendance au marché britannique augmente.** En 2017, la part du trafic en provenance ou à destination des aéroports britannique pour CDG était de 6% alors qu'elle était de 11% pour Toulouse Blagnac et 14% pour Nice Côte d'Azur. Cette part monte à 50 % pour Carcassonne, 58% pour Béziers, 77% pour Grenoble, 80% pour Bergerac, et jusqu'à 90% pour aéroport comme Limoges.

Deuxième risque : la perte de connectivité aérienne

Au-delà des risques de rupture des relations aériennes très dynamiques entre le Royaume-Uni et l'Union Européenne en cas d'absence d'accord (« no-deal Brexit »), les risques liés au Brexit pour la connectivité aérienne de la France sont importants selon l'UAF. **Les compagnies britanniques perdraient notamment les huitième et neuvièmes libertés de l'air, leur permettant de caboter au sein de l'Union européenne.**

**Easyjet et Ryanair assurant près de 19 % du trafic passager français tant domestique qu'international. Si ces deux compagnies venaient à perdre leur droit d'opérer librement des services aériens en Europe, un grand nombre des aéroports français perdraient des connexions. Même si l'on peut penser que ces acteurs se mettraient en ordre de marche (européanisation du capital de la société ou création de filiale) pour rester présents sur le marché européen, le Brexit réduira inéluctablement l'offre de services et donc la concurrence dans le transport aérien européen, avec les risques afférents sur le prix des billets d'avion.**

Troisième risque : l'engorgement aux frontières aériennes

Dans une situation déjà dégradée en matière de contrôle aux frontières aériennes (contrôle systématique sur les vols Schengen depuis novembre 2015) **les administrations (douanes) devront faire face à une augmentation conséquente des volumes de contrôle tant sur les passagers que sur les marchandises.** Le risque d'une dégradation supplémentaire de la qualité de service aux passagers est grand.

Quatrième risque : les contraintes opérationnelles supplémentaires

En matière de sûreté aérienne, les passagers en correspondance depuis le Royaume-Uni devront repasser les contrôles de sûreté et les avions subir des contrôles supplémentaires. Dans le domaine de la sécurité aérienne, **le retrait du Royaume-Uni de l'Agence pour la Sécurité aérienne en Europe (AESA) entraînera la fin de la reconnaissance réciproque des certifications de matériel et des procédures liées à la sécurité.**

L'Echo touristique 08/11/2018

Une formation en ligne est désormais obligatoire pour piloter un drone de loisir

**Les amateurs d'« aéronefs télépilotes » doivent s'y soumettre avant de faire voler un appareil de plus de 800 grammes.**

**Rendue obligatoire par la loi du 24 octobre 2016, la formation obligatoire des utilisateurs de drones de loisirs est effective depuis le mercredi 7 novembre sur la plate-forme Fox Alphasango.** Valable pour une durée de cinq ans, cette formation en ligne (gratuite) qui donne lieu à délivrance d'une attestation, est imposée à tous les particuliers âgés de plus de quatorze ans souhaitant faire voler un drone, dont le poids au décollage est supérieur à 800 grammes. **A compter du 26 décembre, tous les télépilotes devront l'avoir obtenue sous peine de se voir infliger une contravention. En parallèle, il leur faudra enregistrer leur drone sur le même site et faire apparaître sur leur appareil le numéro d'enregistrement obtenu.**

**Pour décrocher l'attestation de formation, il faut d'abord suivre un tutoriel d'une quinzaine de minutes comportant six modules.** Ceux-ci rappellent la réglementation relative aux « aéronefs télépilotes » de loisir (interdiction de survoler les personnes et les zones sensibles, hauteur maximale de vol de 150 mètres sauf restrictions locales, notamment) mais aussi certaines « bonnes pratiques » (respect de la vie privée, interdiction du vol hors vue, etc.). Après avoir suivi cette formation express, il est possible de vérifier ses connaissances avant de se soumettre en ligne à une **série de vingt QCM.**

« Développer une pratique responsable »

**L'attestation est attribuée si toutes les questions, sans exception, ont reçu une bonne réponse.** Le candidat peut repasser le test – très accessible mais qui impose, néanmoins, de maîtriser certaines connaissances de base – autant de fois que nécessaire. Cette formation, qui entend « développer une pratique responsable » du drone de loisir, notamment en « sensibilisant les télépilotes au nécessaire respect de la vie privée des tiers au sol », est aussi accessible par l'intermédiaire des clubs d'aéromodélisme. **Attendu dans quelques mois, le deuxième volet de la réglementation instaurera une autre immatriculation, dématérialisée cette fois, des drones de loisir à partir d'une signature Wi-Fi.**

Dans les faits, la norme des 800 grammes exclut de la réglementation la majeure partie des drones de loisir sophistiqués dotés d'une liaison GPS. Les modèles les plus récents et les plus performants apparus ces derniers mois se situent tous en deçà de ce seuil, qu'il s'agisse de la gamme du leader mondial chinois DJI (430 g pour le Mavic Air, 730 g pour le Mavic Pro) ou du français Parrot (320 g seulement pour l'Anafi lancé cet été). Les appareils concernés sont surtout les Phantom 3 (1 200 g) et Phantom 4 (1 380 g) de DJI. Dans ces conditions, il fait peu de doute que la norme des 800 grammes sera abaissée dans les prochaines années. La future réglementation européenne (tout comme l'actuelle réglementation américaine) établit, en effet, un plancher de 250 grammes.

Le Monde 07/11/2018

New Delhi: **The aviation regulator DGCA has told Jet Airways and SpiceJet to check all their Boeing 737 Max aircraft for an issue that could lead to "significant altitude loss", a week after a brand new plane of the same model plunged into the sea minutes after take-off in Indonesia.**

The US watchdog Federal Aviation Administration and Boeing have issued advisories on what could be done to prevent similar incidents involving the Boeing 737 Max, after the Indonesian Lion Air flight crash that killed all 189 on board.

Jet Airways and SpiceJet are the only airlines in India that fly the Boeing 737 Max.

**"Both the documents (FAA and Boeing) address erroneous high angle of attack sensor input and corrective action for the same as it has potential for repeated nose-down trim commands of the horizontal stabiliser,"** said a senior Directorate General of Civil Aviation official, who asked not to be named.

Angle of attack is a technical term that refers to the angle between the oncoming air or relative wind and a reference line on the airplane or wing, according to Boeing. Sometimes, the reference line is a line connecting the leading edge and trailing edge at some average point on the wing.

The DGCA official said if the condition is not addressed, it could cause the flight crew to have difficulty in controlling the airplane. The condition can even lead to "excessive nose-down attitude, significant altitude loss, and possible impact with terrain (plane crash)," said the official.

08/11/18 PTI/NDTV

**As the Narendra Modi government's term nears the end, it has officially given up on its plans to privatise Air India (AI) for now, after no buyers turned up earlier this year.**

**Instead, the government has announced a 'revival' plan, which includes more 'autonomy' for the ailing national carrier that was deliberately dunked into debt and made sick.**

But the government's measly offering to AI is unlikely to turn around the fortunes of the public-sector airline, which was an undisputed market leader not too long ago, especially given imposition of the condition that AI should not seek financial support from the government after 2018-19.

And while the government is not currently 'divesting' AI, it is divesting AI literally. **Plans are afoot to strip it of its assets (including real estate and even artefacts) and subsidiaries, setting the stage for its eventual divestment under the next government. So, the reprieve is temporary.**

08/11/18 Pranita Jha/News Click

Mumbai: **Air India flights from Mumbai are facing delays, some by as much as six hours, owing to a flash strike called by the carrier's ground staff.**

**Ground-handling functions like check-in, loading and unloading of bags, among other things, are handled by the airline's subsidiary Air India Air Transport Services Limited (AIATSL), whose staff went on a flash strike from 11 pm on Wednesday, demanding the reinstatement of three employees who were fired from the job.**

The flash strike is causing delays, but there have been no cancellations so far. The airline's Newark flight (AI 191) departed 2.30 hours late and Bangkok flight (AI 330) took off six hours after scheduled departure.

"Due to a sudden industrial situation at Mumbai by AIATSL employees, some flights have got delayed. We are assessing the situation and all efforts are being made to minimise delays or disruption," said an Air India spokesperson.

08/11/18 Aneesh Phadnis/Business Standard



**Mumbai: A possible acquisition of Jet Airways will allow the Tata group to scale up its aviation business and take on IndiGo as it will gain large international market share and slots at busy airports.**

**While Jet Airways, with its 15.8 per cent market share, is a distant second in the domestic market (IndiGo is nearly thrice its size), it is the leader on international routes.**

Jet Airways had a share of around 14 per cent on international routes in FY18, higher than Air India and Emirates.

A deal would also secure Tata group slots at the congested Mumbai airport where its airlines have been unable to expand their base. Vistara operates only 11 daily flights from Mumbai while AirAsia India does not operate to Mumbai at all. Jet has around 40 per cent and 25 per cent share of domestic and international traffic from Mumbai and is the market leader in Mumbai. In fact, it is the only large airport where Jet holds the number one position.

Tata and Jet executives have held preliminary talks and one such meeting took place in London two weeks ago.

08/11/18 Aneesh Phadnis/Business Standard

The Directorate General of Civil Aviation (DGCA) has ordered engine changes on seven Airbus 320 (neos) – 6 IndiGo and 1 GoAir aircraft – following a directive by the US Federal Aviation Authority (FAA) seeking **replacement of engines by December 2018.**

**“The Airworthiness Directive (AD) requires replacement of High Pressure Compressor (HPC) front hub due corrosion.** As per AD, action has to be taken within 120 days after effective date or before exceeding 6,180 cycles since new or or within five years since the ship date as indicated the AD, whichever occurs first. **Some of the engines installed on aircraft operated by Indian operators are affected - Indigo 13 engines, Goair 2 engines.** Indian operators have sufficient time to become compliant,” said a senior DGCA official, who did not want to be identified.

The directives are for Airbus 320 (neo) planes fitted with Pratt & Whitney engines, which are operated by IndiGo and GoAir in India.

**The other directive, issued by FAA, requires replacement of certain parts on PW 1100 engines from Sl. No. 450 to 614 installed on A320Neo aircraft**

“This is to address failure of knife edge seal issue. Both IndiGo and Go Air are compliant on same,” said the DGCA official.

The Economic Times of India 09/11/2018

**New Delhi: A hijack scare on a Kandahar-bound flight sent security officials at the Delhi international airport into tizzy on Saturday after the pilot "mistakenly" pressed the 'hijack button' when it was taxiing for take-off, officials said.**

The Ariana Afghan Airlines plane, with nine crew members, 124 passengers and an infant, took off nearly two hours later after "satisfactory" security checks, they said.

The Delhi-Kandahar FG312 flight was scheduled to depart at 3.30pm.

Rokai Naimi, captain of the flight, submitted a hand-written note to Indian authorities.

Today our staff in Delhi informed us that there are plan of hijacking aircraft. In cockpit, I briefed my F/O (first officer) that if hijacking (happens) we just put code... Regarding this code we should be careful But it was too late, the Delhi ATC (Air Traffic Control) got it, reads the letter, a copy of which was shared by the security officials.

**According to senior officials in the Bureau of Civil Aviation Security (BCAS), the plane, while taxiing for take-off, returned to the "isolation bay" presumably due to the pressing of the 'hijack button' by the crew.**

The aircraft was cleared for departure on confirmation that it was an error by the captain, one of the BCAS officials said.

Before the flight was allowed to fly out, secondary security checks were carried out and customs clearance of all passengers was taken.

10/11/18 PTI/Business Standard

**The Wadia Group, which owns budget carrier GoAir, is looking for buyers for its 13-year-old airline,** multiple sources aware of the development told FE. It is understood that **the promoters have appointed a merchant bank in the UK to gauge buyers' interest in the airline and be the transaction adviser for the deal if it materialises,** according to sources in direct know of the development.

**The decision to look for a buyer for GoAir at this point of time is prompted by a tough aviation market and inability of GoAir to expand its market share and network.** This got expedited, as August onwards the fuel costs started rising, while the rupee weakened against the dollar. The promoters have always maintained that GoAir is a profitable, debt-free company; it posted a profit after tax of Rs 200 crore in FY17. The numbers for FY18 have not been declared so far by the company, but according to sources, GoAir has suffered huge losses, something which is in line with other aviation companies.

**"GoAir is not truly profitable. Market dynamics have significantly changed and it is getting increasingly difficult for GoAir, as they do not have a robust network and no formidable market share. It has also grown at a very small pace and is a good consolidation target,"** said an industry expert, adding that **GoAir is stuck with a huge aircraft order (120 Airbus A320neos) but has not expanded its network either in domestic or international markets.** As per sources, it is understood that **it is re-negotiating the aircraft order contract with Airbus.**

Responding to a FE query, a GoAir spokesperson said, "As a policy, we do not comment on market speculation and baseless rumors."

11/11/18 Manisha Singhal/Financial Express

Kolkata: **A giant communication black hole over the Bay of Bengal, which had pilots virtually flying blind for nearly 40 minutes over a 2.6 lakh sq km oceanic airspace, has now been largely plugged with three-fourths of the area coming under the coverage of live aircraft-tracking instruments.**

**The grey zone over the Bay of Bengal has now shrunk to 69,000 sq km, cutting by half the blind flying time, after data from flight tracking instruments on two Myanmar islands — Coco & Sittwe — were made available to controllers in Kolkata following an agreement between Indian and Myanmar aviation authorities.**

**India, in return, has made the data from Agartala and Port Blair available to controllers in Myanmar. This is India's first successful project in sharing flight surveillance data with a neighbouring country.**

Controllers in Kolkata can now track the 260 flights that cross the sea daily, carrying over 50,000 fliers between countries in South East Asia and those to its west including South Asia, West Asia, Europe and the US. Earlier, controllers were unable to guide pilots as they crossed gigantic oceanic airspace as there was no live flight tracking coverage with technologies like radar or Automatic Dependence Surveillance-Broadcast (ADS-B).

**"Due to the absence of Indian islands on the Bay of Bengal, we could not install radars or ADS-B that limited our coverage over the oceanic airspace. With the two ADS-Bs on Myanmar islands now providing live data to area controllers in Kolkata, the safety of flights will increase. Flights will also be able to take shorter routes that will in turn lead to reduction in carbon footprint of these flights," said Airports Authority of India air navigation services (ANS) member Vineet Gulati.**

11/11/18 Tamaghna Banerjee/Times of India

A technical issue that Boeing flagged in a safety warning after the deadly 737 MAX 8 crash in Indonesia could happen to any other aircraft, and it's "not unlikely" that the manufacturer knew about it, aviation experts told RT.

Earlier this week, **Boeing issued a safety update to pilots flying its newest 737 MAX airliner, warning of a possible fault in a sensor that could send the aircraft into a violent nosedive. That sensor measures air flow over a plane's wings, but its failure can lead to an aerodynamic stall.** International aviation experts told RT that a problem of this kind could doom aircraft of any type. The tragedy that happened to Lion Air's Boeing 737 MAX is not the first of its kind to involve **a faulty "Pitot tube" – a critical air-speed sensor that measures the flow velocity** – explained Elmar Giemulla, a leading German expert in air and traffic law.

**"This is not unusual in the way it happened before,"** he noted, mentioning incidents similar to the Lion Air crash. Back in 1996, a Boeing 757 operated by Turkey's Birgenair stalled and crashed in the Caribbean because of a blocked pitot tube. Likewise, erroneous air-speed indications, coupled with pilot errors, led to the crash of an Air France Airbus A330 over the Atlantic in 2009.

While the problem is not entirely new, it is unclear how Boeing had tackled it, according to Giemulla. **"It is not very unlikely" that Boeing knew about the problem, he said, warning that "more than 200 planes are concerned and this could happen tomorrow again."**

However, the expert doubted that there has been any cover-up of the issue, instead suggesting that **"obviously gross negligence" had been involved.**

A 737 MAX 8 servicing Lion Air flight 610 last week ploughed into the waters of the Java Sea shortly after take-off from Jakarta, killing all 189 people on board. Investigators say there is a possibility that inaccurate readings fed into the MAX's computer could have sent the plane into a sudden descent.  
10/11/18 RT

**Mohali: The heli-taxi service from Chandigarh to Shimla launched with much fanfare on June 4 has been stopped as it finds no place in the winter flight schedule released by the Airports Authority of India (AAI).**

According to the schedule, there is no place for the heli-taxi service, said Chandigarh international airport spokesperson Deepesh Joshi. He said, "We are yet to get any communication on operations of heli-taxi service on the Chandigarh-Shimla sector."

The taxi service which was introduced twice a week was later extended to thrice owing to upsurge in popularity, which later declined. Sources said **the failure of the heli-taxi service is due to high fare and distant airport from Shimla city.**

Though the operator also changed the landing place nearer to the city, it still failed to attract passengers.

The helicopter with a capacity of 20 seats with a fare of Rs 2,999 per passenger was introduced from Shimla at 8 am. It arrived in Chandigarh at 8:20 am. The same helicopter used to depart from Chandigarh at 9 am to reach Shimla at 9.20 am.

11/11/18 Times of India

**Amritsar: The Ministry of Civil Aviation is going to start six new flights from Sri Guru Ram Das Jee International Airport under the UDAN (Ude Desh Ka Aam Naagrik), phase III, Regional Connectivity Scheme (RCS).**

**The Ministry of Civil Aviation has invited bids from airlines for six new air routes (Patna, Varanasi, Kolkata, Dharamsala, Jaipur and Goa) of tourism importance for direct flights from Amritsar to be including under UDAN 3.0 scheme.** Not only these cities will exchange tourists, the flights will also open the doors for trade opportunities. Additionally, it will be a big boost to international connectivity of these cities.

Sameep Singh Guntala, convener, FlyAmritsar Initiative, and overseas secretary, Amritsar Vikas Manch, thanked the Central government for addition of Amritsar airport in the scheme.

10/11/18 Tribune

**Amritsar: After start of six new flights from Sri Guru Ram Das International airport in Amritsar, Union Ministry of Civil Aviation has agreed to demands raised by delegation of Amritsar Vikas Manch for new routes under UDAN-phase III of Regional Connectivity Scheme (RCS) as laid under National Civil Aviation Policy announced in the year 2016.**

**These 6 new routes have been awarded to Amritsar under UDAN-III tourism destinations scheme.** FlyAmritsar Initiative co-convener and Amritsar Vikas Manch (AVM) Additional Secretary Yogesh Kamra said, **"The Union Ministry of Tourism intends to enhance point-to-point air connectivity of tourism destinations in the country and has identified certain routes to incentivize airlines to commence operations on such routes under UDAN phase III of Regional Connectivity Scheme."**

10/11/18 UNI

**Madurai: Passengers of Colombo-bound SpiceJet flight were stranded for nine hours on Saturday wee hours at Madurai airport after the plane was delayed due to operational reasons.**

The flight, SG 3, was scheduled to depart from Madurai at 12:50 am. However, the flight was constantly rescheduled without informing passengers about the reason for the same, before it finally took off at 9:30 am.

Speaking to ANI, one of the passengers of the delayed flight said that a total of 68 passengers were stuck at the airport unaware of the reason for the rescheduling.

However, a SpiceJet spokesperson said that the flight was delayed on account of operational reasons.

10/11/18 NDTV

**The centrepiece of BJP's Bastar development plan is still a mere showpiece ever since its inauguration by Prime Minister Modi in June 2018.**

The regional connectivity scheme UDAN was supposed to link Bastar, 20 kms from Jagdalpur, with Chhattisgarh's capital Raipur by air, which is well connected to different cities in the country.

Save for one flight with hours of delay, there are no flights from Jagdalpur Airport.

**PM Modi inaugurated the air service between Raipur and Jagdalpur - a hotbed of Maoist insurgency in the Bastar region of south Chhattisgarh - in June.**

**The contract** to connect Jagdalpur with Raipur and Visakhapatnam **was given to Air Odisha**. On the day PM Modi and Congress president Rahul Gandhi kick started their campaign in the Naxal-hit state of Chhattisgarh, India Today reached the Jagdalpur Airport only to find the airport completely non-functional and ticket counters shut. It was also found out that the thick layer of dust on the computers was cleaned today for Rahul Gandhi's visit.

Airport Director Kishore Bhaumik was not present at the airport and repeated attempts to reach him on phone also did not succeed. Manish Moolchandani, a businessman in Jagdalpur, called this a fraud to Bastar voters.

10/11/18 Tanushree Pandey/India Today

**Mumbai: Travel agents have objected to national carrier Air India selecting a single Global Distribution System (GDS) for the sale of its flight tickets, as most agents are on another GDS platform, which will now not offer Air India seats.**

Representatives of the Travel Agents Association of India (TAAI) and Travel Agents Federation of India (TAFI) predicted that the airline is going to record a 40% drop in sales as a result of its decision. Travel agents already held one round of talks with the Air India management last week, without any outcome.

"Air India has sent shockwaves through travel trade in India after the announcement of offering its inventory solely through its select GDS and disconnecting its inventory of another," Sunil Kumar, president, TAAI said.

Travel agents said that Air India has been reeling under tremendous financial challenges and instead of this move they should be finding ways to increase seat sales via easy access through GDS channels.

"The response given by Air India is that this would save distribution costs. This is surprising since the airline wants to save ₹200 in distribution costs and lose thousands over seat sale," Mr. Kumar said.

10/11/18 Aditya Anand/The Hindu

**New Delhi: Aviation companies will not get a cut in the levy on Aviation Turbine Fuel (ATF) which they had demanded from the government.**

Top sources say that **the government is not likely to accept the plea from various airlines, backed by the ministry of civil aviation, that states and oil marketing companies (OMCs) should reduce the taxes,** as it happened with petrol and diesel.

**Junior minister for Civil Aviation Jayant Sinha had met finance minister last month to urge him to bring aviation turbine fuel (ATF) under the ambit of GST.**

Ways to lower input costs for airlines were also discussed in the meeting.

During the meeting, the aviation ministry said that Indian carriers are facing tough business conditions despite India being one of the world's fastest growing markets. The ministry mentioned rising oil prices and depreciating Rupee.

10/11/18 Rahul Shrivastava/India Today

New Delhi: **IndiGo and GoAir, the two airlines in India using Pratt & Whitney (PW) engines on their Airbus A320 Neos, have been asked to mandatorily carry out come repairs on these snag-prone engines.** The Directorate General of Civil Aviation (DGCA) on Friday told these airlines to do so within a fixed time given the unending snags in PW engines for the A320 New engine option (Neos) aircraft. **"Federal Aviation Administration (FAA) has issued two Airworthiness Directives (ADs) No. 2018-21-10 and 2018-22-02 on Wednesday. The effective date of both the ADs is December 12, 2018,"** said a senior DGCA official.

"AD 2018-21-10 requires replacement of certain parts on PW 1100 engines from Sl. No. 450 to 614 installed on A320Neo aircraft. **This is to address failure of knife edge seal issue.** Both Indigo and Go Air are compliant on same. AD 2018-22-02 requires replacement of High Pressure Compressor (HPC) front hub due corrosion. As per AD, action has to be taken within 120 days after effective date or before exceeding 6,180 cycles since new or within five years since the ship date as indicated the AD, whichever occurs first," he added.

**"Some of the engines installed on aircraft operated by Indian operators are affected by AD 2018-22-02.(Indigo 13 engines, GoAir 2 engines). Indian operators have sufficient time to become compliant. We have declared the ADs 'mandatory' and directed the Indian operators to comply within the period as indicated in the ADs,"** the official said.

09/11/18 Saurabh Sinha/Times of India

Thiruvananthapuram: **The in-principle approval from Union government for implementation of public-private partnership (PPP) model for operation, management and development of Trivandrum International Airport has elicited mixed response from stakeholders.**

The proposal has been approved at a time when steps taken by the state government for the development of the airport have reached a crucial stage. The Union cabinet on Thursday gave in-principle nod for PPP development of the airport.

**While the passengers welcome the decision, airport authorities and people's representatives are apprehensive about the move, which lacks clarity on the impact on employees and stakeholders.**

Chairman of airport users' consultative committee S N Raghuchandran Nair said that the proposal will be a boost to the multi-modal hub proposed at the airport and is a golden opportunity for the airline operators.

**CM Pinarayi Vijayan asked the Union government to review the decision to implement PPP model for six airports including Trivandrum airport. "It is Union government's move to privatize the civil aviation sector," said Vijayan.**

Mentioning the statement from Union government that PPP model will bring in efficiency, enhance revenue and help in development of airports, Vijayan said that enhanced revenue and investment

can be achieved by retaining the airport in public sector.

Meanwhile, Shashi Tharoor, MP, demanded clarity from the Union minister for civil aviation Suresh Prabhu regarding the proposal. "Awaiting clarification from @sureshprabhu as to what this means in practical terms for passengers, employees & other stakeholders. Hasty reactions ill-advised but many anxieties need2b dispelled," he tweeted.

10/11/18 Anasooya S/Times of India

**Kerala Chief Minister Pinarayi Vijayan Friday appealed to the Centre to reconsider its decision to lease out six airports, including Thiruvananthapuram aerodrome, for operation, management and development under the Public Private Partnership (PPP).**

The Union cabinet took this decision stating that it would increase efficiency and revenue and bring in more investments. But by keeping them in public sector, the airports can be developed and also attract investments, Vijayan said in a Facebook Post.

The decision has come at a time when the state government was going ahead with steps to acquire 18 acres for the development of the Thiruvananthapuram airport, the first to come up in the state, he said, adding the move was "totally disappointing."

**Alleging that the Centre was trying to fully privatise the civil aviation sector in phases, Vijayan said this was against national interest and the government should withdraw from such a move,** Vijayan said.

09/11/18 PTI/DNA

**Airbus SE's latest monthly order tally signaled a big change for India's IndiGo. The planemaker's biggest customer for the A320neo is upgrading 125 of its existing orders for the narrowbody's bigger sister model.**

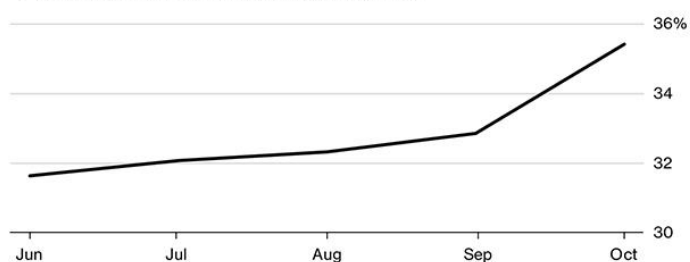
Indigo, one of the few Indian carriers with enough cash to aggressively expand, has been mapping out a way to build a long-haul, low-cost business taking passengers from places like New Delhi to London, with a stop in, say, Istanbul. It's been weighing whether to place an order for Airbus's A330neo or Boeing Co.'s 787 wide-bodies, but the bigger narrowbodies it just converted to could help satisfy that requirement -- especially if the carrier opts to take the longer-range A321 variant.

**IndiGo, operated by InterGlobe Aviation, last month poured cold water on the prospects of buying twin-aisle jets, saying that such a purchase "remains more of an aspiration than a plan." The airline, based near New Delhi, has ordered 430 A320neo family jets, and is due to take its first A321neo later this month.**

### Bigger and Bigger

Airbus narrow-body customers are increasingly looking at its biggest variant

✓ A321s as a percentage of total A320neo family orders



Source: Airbus

Bloomberg

For Airbus, it's another boost for an aircraft that is eating up much of a market that Boeing wants to try capture with its potential upcoming NMA, or New, Mid-Market Aircraft.

At the same time, the high demand for the bigger Airbus jet is stretching its production facility in Hamburg where the A321 is primarily built, and putting pressure on Airbus's goal to hand over 800 total aircraft to customers this year. "Hamburg has had to take the brunt of that A321 rate increase, which has also stressed some of the supply chain that is very, very much involved on A321," Air Lease Corp. Founder Steven Udvar-Hazy said on an earnings call this week.

The Economic times of India 10/11/2018

**National carrier Air India grounded its Director (Operations) Captain A K Kathpalia on Sunday after he allegedly failed in a pre-flight alcohol test,** a senior airline official said.

Captain Kathpalia was to operate the Air India's AI-111 flight to London from New Delhi on Sunday afternoon. He was earlier also grounded for a similar offence.

"We have grounded Captain A K Kathpalia as he failed twice in the breath analyser test. He was to operate the London flight from New Delhi, but he failed to clear the pre-flight alcohol test," the official said.

"He was given another chance, but the second test was also found positive following which he was grounded," the official said. Air India spokesperson was not available for comments on the matter.

**Rule 24 of the Aircraft Rules prohibits crew members from partaking any alcoholic drink 12 hours prior to the commencement of a flight, and it is mandatory for him or her to undergo an alcohol test both before and after operating a flight.**

Earlier, Kathpalia's flying licence was suspended in 2017 for three months by the Directorate General of Civil Aviation (DGCA) for allegedly skipping the breath analyser test before a flight. **He was subsequently removed from the post of executive director, operations. However, he was later appointed to the post of director (operations) in Air India Ltd for a period of five years.**

However, this time, **"The privileges of his licence have been suspended for a period of three years from 11.11.2018 as per the provisions of applicable regulations,"** a spokesperson at the Directorate General of Civil Aviation said in a statement.

The Economic Times of India 11/11/2018

**NEW DELHI: A Bangkok-bound Air India flight returned to New Delhi as its co-pilot missed the pre-flight breath analyser test.**

**The flight had taken off around 1.45 pm today but returned to Delhi after 30 minutes. It is still grounded at the Delhi Airport with passengers on board.**

**This is the second such case of discrepancy with regards to the BA test that has come to the fore in the same day.**

Earlier, a senior pilot of Air India tested positive in a pre-flight breath analyser test and was declared 'unfit to fly.'



The pilot, Arvind Kathpalia, had allegedly skipped the BA test on January 19 last year. It is mandatory for pilots to undertake the BA test to ensure that they are not in an inebriated state before entering the cockpit. For safety reasons, they are prohibited from consuming alcohol before reporting for duty.

The Economic Times of India 11/11/2018

Alors qu'en France la colère gronde contre la hausse du prix des carburants, due à la fois à l'augmentation du prix de brail de pétrole et à l'accroissement des taxes prélevées par l'État sur l'essence et le diesel, la création d'une redevance au sein de l'Union européenne, sous la forme de péage, est dans les tuyaux pour faire passer les camions (et les automobiles) à la caisse.

**Mais cette redevance pourrait, cette fois, ne pas épargner les transports aérien et maritime, dont la part de responsabilité dans le réchauffement climatique et la pollution est beaucoup plus importante. Une proposition qui devrait être débattue lors de la prochaine COP 24 en décembre.**

Même si le gouvernement français serait toujours en réflexion, l'idée d'une redevance (potentiellement sur sous la forme de péage), sur le principe du pollueur-payeur, accompagnant la poursuite de la hausse des taxes sur le carburant, semble gagner du terrain en Europe assure L'Usine nouvelle.

Euroredevance adoptée en mai

"Il faut taxer la route. Le Parlement européen a adopté l'euro redevance et la France va devoir la mettre en place. On n'a pas le choix, c'est un problème sanitaire. On doit s'attaquer à la pollution et au dérèglement climatique de front, martèle **Karima Delli**, députée européenne EELV et **présidente de la Commission Transports du Parlement européen** dans les colonnes de L'Usine nouvelle. Mais le gouvernement doit prévoir des dispositifs pour aider les habitants des zones rurales qui n'ont d'autres moyens que d'utiliser leur véhicule. À plus long terme, **il faut absolument revoir la politique des transports publics** et rouvrir les petites gares. **La loi d'orientation des mobilités relance les débats pour avoir une mobilité bas carbone. Elle doit être inclusive.**"

En fonction de la distance parcourue

Le 24 mai dernier, les députés européens de la commission transport ont voté en faveur de l'application des principes utilisateur-payeur et pollueur-payeur sur tout le réseau routier européen. Ils ont adopté le rapport de Christine Revault d'Allonnes-Bonnefoy sur la révision de la directive Euro-redevance routière. L'eurodéputée y propose de remplacer les systèmes de vignettes par des systèmes de redevance (péage), fondés sur la distance parcourue, à partir de 2023 pour les véhicules lourds (camions et bus) et de 2026 pour tous les véhicules légers (y compris les motos), pour unifier les 14 taxes existant actuellement en Europe et pour généraliser son application.

Les eurodéputés ont également voté pour que les péages existants soient modulés en fonction du niveau d'émission de CO2 des véhicules, notamment pour réduire les péages pour les véhicules zéro émission.

Pour encadrer les péages dans l'Union européenne, une Agence européenne des transports terrestres devrait être mise en place. Le texte est encore en négociation avec les États-membres en vue de son adoption définitive

Extension aux bateaux et avions ?

**Si l'on parle bien ici du secteur routier eu sens large, les porte-containers, paquebots de croisière ou avions de ligne sont toujours eux, soumis à aucune taxe. Et ce, alors que le Groupe d'experts intergouvernemental sur l'évolution du climat (Giec) indique que la part de responsabilité du secteur aérien dans le réchauffement climatique est deux à quatre fois plus élevée que celle du transport routier. Pour rappel, un passager en avion émet 145 g de CO<sub>2</sub> en avion, contre 100 g en voiture et quarante fois moins en train. Et cela ne devrait pas s'améliorer vu la croissance attendue du trafic aérien ces prochaines années.**

**"Au Parlement européen, on demande une taxation du kérosène brûlé par les avions et du fioul utilisé par le maritime, rappelle Karima Delli. Ce sujet devrait également être débattu à l'occasion de la prochaine conférence mondiale sur le climat COP24 qui tiendra à Katowice en Pologne du 3 au 14 décembre prochain.**

L'Indépendant 11/11/2018