

Revue de presse Semaine 44/2018 (29 octobre – 4 novembre)

One very bright spot in the economy is aviation. Domestic passenger traffic has been growing every month for over four years. Annual growth rates have been in double digits, often above 20 per cent, the fastest in the world. **Last year, both domestic and international traffic of the Indian aviation industry grew at 17 per cent.**

Of course, the **number of airports, or their capacity, has not increased that much.** So most airports look like bus depots, overcrowded with passengers, with no place to sit and inadequate facilities. But **even though the airports seem to be bursting at the seams, the efficiency of air traffic control and the optimisation of space and facilities is unbelievable.** The bulk of air traffic is still between metros, with the Mumbai-Delhi sector taking the lion's share.

Low oil prices and a stable exchange rate were the main reasons for the airline boom of these past four years. Since over 80 per cent of the variable cost of running a flight is fuel, and that fuel is mostly imported (i.e. crude oil, which gets converted to aviation turbine fuel, or ATF), airfares were kept low. The competition was so intense that the Mumbai-Delhi airfare for a non-refundable ticket booked in advance was often cheaper than an AC train ticket.

As a result of the boom, airlines like Jet, Vistara (owned by Tata and Singapore Airlines) and IndiGo together ordered over 1,000 new aircrafts, which will be delivered over the next eight years. But the estimated demand in the next 20 years is at least 2,000 more aircrafts. India will also double the number of airports in the next 15 years.

All this good news started souring earlier this year when oil prices started to climb. Oil went from 40 to 80, and the exchange rate became expensive by 20 per cent (i.e. 64 to 75). This double whammy has hit airlines very hard and profits have plummeted. Actually, both Jet and SpiceJet have reported losses running into thousands of crores. IndiGo is still profitable, but only just. **As for Air India's losses, the less said the better** (although it has turned around from deeply negative to merely negative). **Surprisingly, airfares haven't increased sharply, despite huge increase in fuel costs.** Why is that? IndiGo's rivals allege that it has huge surplus capacity and can afford to keep prices low.

[27/10/18 Ajit Ranade/Mumbai Mirror](#)

State-owned **Air India on October 27 announced the launch of red-eye flights to some of the domestic destinations, including Goa, starting November 30.**

A red-eye flight departs generally late at night and arrives early morning. Because of their low fares, these flights are quite popular abroad, especially in the US and Europe.

Air India will introduce **red-eye flights with fares lower than the normal fares on sectors like Delhi-Goa- Delhi, Delhi-Coimbatore-Delhi and Bangalore-Ahmedabad-Bangalore from November 30**, the airline said in a statement.

These services will have daily operations, it added.

According to the airline, its flight AI883 will leave Delhi at 2200 hours and arrive Goa at 0035 hours, while the return flight AI884 will take off from Goa at 0115 hours and land at Delhi at 0340 hours. Similarly, flight AI547 will depart Delhi at 2115 hours and land at Coimbatore at 0030 hours. In its return journey, the flight will leave as AI548 from Coimbatore at 0100 hours and reach Delhi at 0400 hours.

[27/10/18 PTI/moneycontrol.com](#)

Thiruvananthapuram: The International Centre for Free and Open Source Software (ICFOSS), promoted by the Government of Kerala, is organising a one-day summit on FOSS technologies in

drone here on October 28. **M Sivasankar, IT Secretary, Government of Kerala, will inaugurate the 'Open Drone Summit' which will also see the release of open drone designs by ICFOSS and the launch of Open Drone Community.**

Researchers at ICFOSS will publish their works on Open Drones and allied applications along with demonstration of completed projects and models at the summit.

Creating a community on drone technologies will open up opportunities for its local applications. The community supports capacity building and generation of innovative solutions using the technology.

There will be a **presentation on "Regulatory environment for operation of drone in India" by Mr R.S. Santhosh, Joint General Manager, Air Traffic Management, Airport Authority of India.**

Kerala Startup Mission (**KSUM**) will give a **presentation on 'Ideathon', and how students can leverage to do R&D for drone and other technologies.**

Besides, individuals and organisations will showcase their works on drone technology at Mar Ivanios Ground.

[26/10/18 Web India 123](#)

The impact of Technology in agriculture is a positive trend, as it is the solution to feed the teeming population. Food security is a question that needs to be addressed, in the background of environmental degradation, pollution, and water scarcity, and an effective solution is a high priority. This is where usage of Drone can guarantee a sustainable solution.

Drones in agriculture can ignite a big change in improving the efficiency of agriculture. Drones are alternative to lack of skilled human resources and also to other heavy machines and tools. To a very good extent, it is a **cheap and economical way to manage farming.**

There are several types of drones say, Crop Spraying Drones, NVDI Drones, Seeding Drones, Surveillance Drones for agriculture purpose. These drones are fully automated and can help in improving productivity.

Drones can be used in Agriculture in India but there are several drone laws that needed to be followed, which keeps on changing. The Director General of Civil Aviation has finally announced its policy for remotely piloted aircraft or drones. Set to come into effect from December 1, 2018, the new policy defines what will be classified as remotely piloted aircraft, how they can be flown and the restrictions they will have to operate under.

[27/10/18 Sreeja/Krishijagran.com](#)

Bharatiya Janata Party president Amit Shah is trying to win brownie points with voters in Kannur—the epicentre of political violence in Kerala and a Left bastion—by becoming **the first passenger to land at Kannur airport, even before it gets commissioned in early December.** Shah will land in Kannur in a special aircraft on Saturday to inaugurate the newly constructed district office of the BJP. **The commissioning of the airport has been tentatively scheduled on December 9.**

The ministry of civil aviation has already asked the Airports Authority of India (AAI) to grant permission for landing the aircraft carrying Shah. The Kannur International Airport Limited, it is

learnt, had earlier decided not to give approval for Shah's aircraft to land in Kannur, as the official inauguration was yet to happen. But, finally, they had to give in to the order from the civil aviation ministry. K.P. Jose, executive director, KIAL, denied there was pressure. "It was not a unilateral decision that was taken by the civil aviation ministry. They had informed us about it. It was not forced on us. This is a licensed airport. The Navy had used it during floods in the state," said Jose to THE WEEK.

The state government, it seems, is not happy. Said K.K. Shailaja, Kerala's health minister, to THE WEEK, "To use an airport before it is launched is not at all right. Ideally, Amit Shah and his team should have informed the state government about the intention to use the Kannur airport. We were purposely kept out of the loop. The Union government has the habit of deciding everything on its own."

Union Minister Sadananda Gowda said the CPI(M) government in Kerala is trying to play politics over a trivial matter. "Our party president's visit to Kannur airport will be beneficial for the state. Once the AAI takes a decision, it is final. There is no need to seek permission from the state government or officials of the airport concerned," said Gowda to THE WEEK.

[26/10/18 Anirudha Karindalam/The Week](#)

Gurugram: A pilot with a private airlines died under mysterious circumstances on Thursday morning after spending a night at a friend's house in Gurugram.

Raj Bhavesh Barot (30), a resident of Mumbai, and his wife had come to the city on Wednesday. According to police, **he had a few drinks with his friend and woke up in bad health on Thursday morning. He was rushed to a hospital, where he was declared brought dead.**

Though a postmortem has been conducted, police said that the cause of death would be clear only after a viscera examination.

Barot and his wife reached Gurugram on Wednesday after attending a party in Chandigarh and went to friend Karan's house in Heritage Society, Sector 62. Karan is also a pilot with IndiGo.

[27/10/18 Sanjay Yadav/Times of India](#)

Mohali: Panic gripped 160 passengers on board a flight of private airlines IndiGo to Hyderabad when an announcement was made that the takeoff has been delayed as the aircraft was short of required fuel at the Chandigarh international airport on Friday.

The flight was called back by the air traffic controller. IndiGo officials said the flight was short of holding fuel and had to return to re-fuel.

One of the passengers said the aircraft was lined up for takeoff and was called back to get re-fuelled in the nick of time. There was a scene of panic inside the aircraft as passengers started inquiring why fuel was not re-filled.

Deepesh Joshi, official spokesperson of the airport, said, "IndiGo officials told us that the flight 6E-274 was put on hold for about 30 minutes due to some defence activity. So, the aircraft ran out of the holding fuel, because of which the aircraft had to be taken on the runway before retreating to the tarmac to get the holding fuel re-fueled."

No aircraft has any reverse gear to turn back, so lined up aircraft has to be taken on to the runway so that it get enough space to turn back to the tarmac.

[27/10/18 Barinderjit Saluja/Times of India](#)

The office of the Director General of Civil Aviation (DGCA) has cleared former BJD MP Baijayant Panda of all charges regarding violation of aviation rules during a helicopter ride last month. In a

letter to the Bhubaneswar Airport Director, the DGCA stated, “There was no violation observed of DGCA rules and regulations.”

The letter further said that an investigation concluded that **“it could not be established that the helicopter has flown dangerously below the assigned altitude or has landed at Chilika lake”**.

Reacting to the development, Panda tweeted, “Satyameva Jayate. Total clean chit by DGCA on Odisha Govt’s cooked up case against me & my helicopter flying, & sealing a hangar at Biju Patnaik Airport, Bhubaneswar for the past 1.5 months, immobilising 3 choppers (incl 2 against which there were no allegations whatsoever)! Puri Police has said it is studying the DGCA report.”

In September, a helicopter in which the former MP was flying was seized by the police for its alleged attempt to land it on Odisha’s Chilika lake. Panda, who quit the BJD in May after a long-drawn feud, had called the seizure a “brazen attempt to handicap his movement”.

The helicopter was seized after an FIR was registered against the alleged attempt of an unauthorised aircraft to land on Chilika Lake, when Panda was riding a chopper across a stretch of coastal Odisha up to Konark.

27/10/18 Sampad Patnaik/Indian Express

The recent attack on YSRCP and opposition leader YS Jagan has raised security concerns at the Vizag airport. Post the attack, the authorities have tightened the security and imposed restrictions. Barring the passengers boarding flights, the officials have restricted the entry of other visitors into the airport. Post the attack on YS Jagan on Thursday, a few supporters of the leader tried to attack the ticket counters. In this light, the ticket issuing services too have been temporarily stopped. Also, the past few days have seen an interruption in the issue of corporate and other passes. Visitors and aides of prominent people are being allowed only up to the main entrance of Vizag airport. Reportedly, **several airline companies operating in Vizag airport have been issued a notice by the Airports Authority of India (AAI). Informedly, the notice orders the employees of these airlines to carry a police verification certificate in order to be allowed inside.**

27/10/18 Yo!Vizag

Troubled carrier Jet Airways may look to resize its team of pilots soon — a large chunk of whom currently fly ATRs—with a smaller number of pilots, sources close to the development told FE. The airline is also reportedly in discussions with US leasing and aircraft finance company GECAS **to return 23 of its Boeing 737 narrow body aircraft, some of them grounded,** sources said. These persons indicated the **airline is understood to be finding it hard to meet the lease payment obligations.** In a response to FE query on pilots and returning of aircraft, a spokesperson for Jet said, **“Your information is speculative and incorrect. Jet Airways urges the publication to refrain from such misleading reporting”**.

The team could be smaller by around **40-50 pilots,** sources said, and FE could not get a definite number. Jet has about **1,800 pilots** and is understood to have **requested some cabin crew to take leave without pay at its bases in Mumbai, Delhi and Bangalore and to apply for the same between November 1 and December 20.** This was done through a mail to the employees dated October 12.

26/10/18 Manisha Singhal/Financial Express

Mumbai: The heads of cargo, information technology and revenue management at Jet Airways have resigned from the company amid a worsening financial situation.

A Jet spokesperson said the executives had resigned on personal grounds. Those moving out are

Pradeep Kumar (senior vice- president, cargo), Shrimanikandan Ananthvaidyanathan (chief information officer) and Praveen Iyer (vice-president, revenue management).

While Kumar and Ananthvaidyanathan are relatively recent recruits at Jet, Iyer has been with the airline for 13 years. He had indicated his desire to move on a few months earlier and is taking up a non-aviation role abroad, a source said.

The exits come as the airline is struggling to pay salaries and vendors on time. In an e-mailed response to a query, the airline said, "Jet Airways respects the personal decisions of a few of its executives to pursue opportunities outside the organisation. The airline acknowledges their several contributions and wishes them success in their future endeavours. As part of the routine course of business, the airline has a well-defined succession plan in place."

25/10/18 Aneesh Phadnis/Business Standard

The Enforcement Directorate has sent notices to seven people, including a top Airbus executive, accusing them of money laundering in a Rs 8,000-crore deal to supply 43 aircraft to the erstwhile, state owned Indian Airlines in 2005. Airbus executive vice-president Kiran Rao was among those sent a notice by the economic intelligence wing of the government under the Prevention of Money Laundering Act (PMLA) on October 16, said a person with direct knowledge of the matter.

"All the seven accused would be questioned by ED soon," said the person cited above. "We understand that some of the accused are currently not present in India, but they will be required to come to New Delhi in the next one month."

Under Scanner

₹8,000 CR

Size of the fraud ED is investigating

<p>ED would be questioning all the accused in next one month</p>	<p>Kiran Rao expected to give a statement to ED within a month</p>
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Notice served on Airbus' New Delhi address on OCT 16

The lawyers and legal advisors of some of the accused have had interrogations scheduled, the person said.

The Central Bureau of Investigation (CBI) had in 2013 initiated investigations into alleged irregularities in the order for 43 A320 family aircraft and questioned seven executives of the former Indian Airlines, which merged with Air India, also state-owned, in 2007. **The allegations included corruption and favouring the French company over its rivals.**

Rao, former president of Airbus India, had been named as one of the co-accused in the case, and in 2014, CBI personnel had even flown to London to question him, ET reported at the time. But **the premier investigation agency had not made any allegations of kickbacks or money laundering against Rao.** Airbus didn't respond to ET's detailed queries sent on Friday evening. ET had reported that CBI sent officials to examine Rao in connection with the case as some clarifications were needed

on alleged non-fulfilment of conditions in the supply contract.

At the time, Justin Dubon, head of global news at Airbus, had told PTI, "Airbus is cooperating with the investigation and cannot say more at this time." The money laundering allegations could spell trouble for both Airbus and Rao, experts said. The ED could look at attaching Rao's properties in India.

ET could not confirm whether the process had been initiated. Those under ED investigation could also see their financial transactions and property deals scrutinised and beneficiaries of these questioned. Bengaluru-born Rao, a well-known face in the international aviation industry, was tipped to replace John Leahy as sales head of Airbus early last year, but this hasn't happened, according to a Reuters report.

It said Airbus had been searching for a sales head after Leahy retired, as "the aerospace group seeks a clean break from turmoil over investigations into the use of middlemen."

The Economic times of India 29/10/2018

NEW DELHI: Uttar Pradesh Chief Minister Yogi Adityanath on Saturday said that the Noida International Greenfield Airport in the Jewar area will be ready in the next three years.

In the coming three years, our government will build Greenfield International Airport in Jewar. We will **also build an international airport in Kushinagar**, Yogi Adityanath said at the India Ideas Conclave 2018 here. The Uttar Pradesh government has appointed Yamuna Expressway Industrial Development Authority (YEIDA) as the implementing agency on its behalf for the airport in Jewar. **YEIDA obtained a No Objection Certificate (NOC) from the Ministry of Defence on January 11. To expedite the implementation of the Airport project, a Project Monitoring and Implementation Committee (PMIC) was also constituted on March 27. Land measuring 5,000 hectares (ha) has been identified by YEIDA for the project, out of which 240 ha. belongs to the state government, with the rest belonging to private owners.**

The Economic times of India 28/10/2018

The 2015 blockade by India prompted Nepal to sign a trade and transit treaty with China; and this year, the two countries signed the protocol to the treaty relating to Nepal's use of Chinese sea and land ports. **India's recent refusal to grant two-way western air routes could possibly push Nepal and China closer, and encourage use of more northern air routes. Nepal could have a hard time operating flights to the Middle East and Europe from the three international airports under construction with India turning down its request for air routes through Mahendranagar and Nepalgunj.**

Nepal's decision to pull out of the joint military exercise held among the member states of the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) in Pune could be one of the reasons for India's refusal. India wanted priority consideration to build Nijgadh International Airport and the Kathmandu-Tarai Expressway. But Nepal refused to award the construction contract for the expressway to an Indian company as that would result in heavy losses to the government.

India may offer to allow Nepal to use its air space on the condition that an Indian air marshal be placed on flights to Nepal. It may also impose conditionalities during the construction of Nijgadh International Airport. **India seems to be concerned that the construction of a large airport in Nepal will lure away flights from New Delhi and Kolkata airports.** Moreover, **India is not happy with the construction of Gautam Buddha International Airport in Bhairahawa, as authorities are still creating confusion that Buddha was born in India.**

Despite India's refusal to grant additional air routes, China is building international airports in Nepal. Gautam Buddha International Airport and Pokhara International Airport are expected to be up and running in one and three years respectively. Nijgadh International Airport, envisaged to be an alternative to Kathmandu's Tribhuvan International Airport, is in the initial stages of construction. The airport in Pokhara is being built with Chinese assistance, and its construction was partly prompted by growing Chinese arrivals to the lake city. Bhairahawa International Airport is also being built by a Chinese company. Lumbini and Pokhara are Nepal's key tourist hubs. Both are popular destinations for Chinese tourists, and China will certainly benefit by flying Chinese travellers to these airports.

Due to India's refusal to grant air routes, aircraft flying to Gautam Buddha International Airport will have to take a longer route which will raise the operating costs for airlines and push up ticket prices. According to the Civil Aviation Authority of Nepal (CAAN), aircraft flying from New Delhi to Bhairahawa will have to fly an extra 300 km as a result. The international airport in Pokhara will face a similar problem if new cross-border air routes do not come into operation soon. If the Nepalgunj or Mahendranagar airspace is not implemented in the near future, Pokhara-bound international flights coming from the western part of Nepal will have to fly an additional 185 km. The extra flight time will raise operating costs and make fares costlier.

Moreover, private airlines are in the process of starting flights to cities in the neighbouring country in the near future from four regional airports in the Tarai—Nepalgunj, Biratnagar, Janakpur and Dhangadhi. Buddha Air has announced that it will be operating flights to Delhi from the regional airport in the western plains town of Nepalgunj. This route is expected to boost Indian tourist arrivals to Nepal's western and far western regions by 100,000 individuals, especially of pilgrims headed for Kailash Manasarovar in China.

India's refusal to grant this route will hit the airline's planned Delhi service. However, there is a possibility of operating flights between Nepalgunj and Nagari Gunsa Airport in Tibet, China for

Manasarovar-bound pilgrims if Nepal submits a proposal to China. **Nepal's Shree Airlines is also in the process of obtaining permission to operate flights from regional airports to destinations in India.** Nepal and Bangladesh are close to signing an agreement to launch a service between Biratnagar and Saidpur airport, Bangladesh.

In August 2014, a joint communiqué issued by Nepal and India said, "The cross-border direct routes will facilitate flights between regional airports in Pokhara and Bhairahawa, and this will save time and money for air travellers and also improve air connectivity between India and Nepal." **India's refusal to grant previously agreed air routes shows its intention to always keep Nepal in its sphere of influence, and it could go to extreme lengths to harm Nepal. This will not only affect Nepali airlines, but also bring misfortune to Indian airlines. Nepal should not, and cannot, go against India; but it must apply diplomatic pressure against this air route barricade.**

The Kathmandu Post 30/10/2018

Paving work on runway at Bhairahawa airport starts: Work began Tuesday on laying the first asphalt layer on the new runway at Gautam Buddha International Airport in Bhairahawa with the target of testing the pavement within six months. **The runway at Nepal's second international airport in the southern Tarai plains will be 3,000 metres long and 45 metres wide. The Rs6.22-billion airport will serve as a gateway to Lumbini, the birthplace of the Buddha.** Tourism Minister Rabindra Adhikari and government officials gathered at the construction site, about 280 km from Kathmandu, to inaugurate the blacktopping of the new runway on Tuesday morning. The construction project, which was bogged down by controversies and delays, had achieved 55 percent progress as of October-end.

Minister Adhikari said the contractor of the project had been given six months to complete the blacktopping of the runway. "The contractor has promised to finish the task within four months," he said. "If things go as planned, we will be able to test the new runway within six months or by March 2019. We have made much effort to complete the project in time as it was frequently bogged down by controversies and delays," Adhikari said.

The Katmandu Post 31/10/2018

TaxiBot, a semi-robotic towing tractor, on Monday towed a SpiceJet aircraft to the runway, marking the first-time use of such a machine for a commercial aircraft in the country. It would help in saving fuel, reducing the CO2 emissions as well as noise levels, according to officials. Spice Jet's Boeing 737 aircraft - that was to fly to Goa - was towed to the runway at Term 2. TaxiBot is connected to the nose wheel of the aircraft and enables the pilot to move the plane to the runway without switching on the plane's engines. **IAI has designed the TaxiBot, which has been manufactured by France's TLD, which is into making GSE. KSU Aviation is providing the taxibots to airlines in the country.** Apart from SpiceJet, Jet Airways and Indigo would also be using TaxiBots, according to IAI. In the release, SpiceJet said TaxiBot would help in saving up to 85% of fuel consumed during taxiing besides substantial reduction of noise levels. As per KSU, around **40 taxibots would arrive in the country over 4 years. The company has exclusive mandate from IAI and TLD to operate taxibots in India.**

Times of India 29/10/2018

New Delhi/Mumbai: **The Directorate General of Civil Aviation (DGCA), the Indian aviation regulator, has sought information from Boeing and the Federal Aviation Administration (FAA) of the US on the Lion Air crash, which resulted in the deaths of 189 passengers aboard on Monday.**

"The DGCA is in touch with Boeing and the FAA to find out more about the unfortunate incident," a DGCA spokesperson said.

Delhi native Bhavye Suneja was the captain of the two-month-old Boeing 737 MAX aircraft which lost contact with air traffic control 13 minutes after take-off from Jakarta. The Boeing was on a scheduled flight to popular tourist destination of Pangkal Pinang, off the coast of Sumatra.

Six aircraft of the same type (five with Jet Airways, one with SpiceJet) operate in India. Both the airlines have more than 200 737 Max 8 on orders each. First delivered last year, the narrow-body MAX family of aircraft is popular with airlines, and has racked up an order backlog of over 4,000 planes. The latest version of the 737 family competes against Airbus' A320neo, which is also very popular among Asian airlines that have witnessed high passenger growth over the last decade. **Lion Air reported the aircraft encountered a technical problem, the crew was about to return to Jakarta. There had also been a technical problem on the previous flight. This problem however, was fixed."**

30/10/18 Arindam Majumder & Aneesh Phadnis/Business Standard

New Delhi: **An Indonesian Lion Air aircraft with 189 people on board, flown by an Indian captain, Bhavye Suneja, crashed into the Java Sea on Monday soon after taking off from Jakarta at 6.20am local time (4.50am IST), killing everyone on board.**

Things went horribly wrong as soon the Boeing 737 Max got airborne for its destination, Pangkal Pinang. The pilot made a request to return to the airport two to three minutes after take-off and the air traffic controller cleared it. But the plane plunged into the sea about 10 minutes later.

The vice-president of a leading airline in India that operates the Boeing 737 said **Suneja was considering returning to India.** "We spoke this July. He was a very sweet person. **Being an experienced pilot of the B737 with an incident-free record, we were keen to have him with us because of his impeccable credentials. His only request was that he be given a Delhi posting as he was from the city.** I told him that once he flies with us for a year we will consider his posting in Delhi," said the senior official. Captain Suneja had over 6,000 flight hours of experience.

30/10/18 Saurabh Sinha/Times of India

The government has cancelled the Delhi network of Air Odisha and Air Deccan, two of the five airlines which took part in the first round of UDAN or the regional airport development and regional connectivity scheme of the government.

"They had not started operations even after repeated extension of deadlines, they are facing some financial troubles as well," a senior official aware of the development told CNBC-TV18. "This would not have much impact on these routes but as for the smaller airports, we don't want to cancel, we want to give them a long rope."

Under the first phase of UDAN or Ude Desh ka Aam Naagrik, Air Odisha's Delhi sector comprised of Delhi-Gwalior-Lucknow-Gorakhpur, Delhi-Kanpur-Varanasi and Delhi-Dehradun, while that of Air

Deccan included Delhi-Pantnagar-Dehradun, and Delhi to Kullu, Shimla, Agra, and Ludhiana.

Last week, the civil aviation ministry had sent a showcause notice to Air Odisha on the sudden suspension of operations at Jharsuguda airport. The airline has written back to the government saying that it will be in a position to start operations from November 1 as its BEACH-1900 D aircraft is fit to fly, people familiar with the matter told CNBC-TV18.

29/10/18 Anu Sharma/CNBC TV18

Bastar: The centerpiece of BJP's Bastar development plank - the Jagdalpur airport - has become non-operational within months of its inauguration by Prime Minister Narendra Modi.

The regional connectivity scheme UDAN, links Bastar, 20 km from Jagdalpur, aerially with Chhattisgarh's capital Raipur, which is well connected to different cities in the country. PM Modi inaugurated the air service between Raipur and Jagdalpur, the district headquarters of the Maoist insurgency in the Bastar region of south Chhattisgarh, in June.

The contract for connecting Jagdalpur with Raipur and Visakhapatnam was given to Air Odisha. On Sunday, when CNN-News18 reached the Air Odisha ticket counter at Jagdalpur it was shut. A thick layer of dust on the outside and on computers inside made it obvious that the counter has not seen any activity for days. Airport Director Kishore Bhaumik was not present at the airport and repeated attempts to reach him on phone also did not succeed.

29/10/18 Arunima/CNN-News18

The Naresh Goyal-owned Jet Airways is hunting for a new investor. The cash-strapped airline which is struggling to raise working capital has reportedly knocked on the door of India's richest man, Mukesh Ambani.

According to a report in Livemint, Naresh Goyal has approached Mukesh Ambani in his personal capacity but Reliance Industries' chairman is yet to take a call on Goyal's offer.

This comes close on the heels of reports saying that salt-to-software conglomerate Tata Group may be buying a large stake in the loss-making Jet Airways. Tata Group's chairman emeritus Ratan Tata has been bullish on aviation sector for a long term, and the buying of stake in Jet would place the group in the top league within the sector.

Goyal, the founder chairman of Jet Airways who holds controlling stake of 51 per cent, is also said to be in talks with international airlines for potential fundraising. In 2013, Jet Airways sold 24 per cent equity to Etihad Airways for \$379 million after the government allowed foreign airlines to take up to 49 per cent stake in Indian carriers.

The report added that **Tata Group was interested in buying a stake in Jet Airways but this was contingent on Goyal relinquishing operational control.**

29/10/18 Business Today

There are reports that say that Air India, India's national carrier, is planning to rope in professionals from the industry at market compensation to turn itself around. With no takers for its divestment plan, Niti Aayog has advised it to improve the airline's financials and then sell it, so that it attracts bidders and fetches a better price, say reports.

Some other reports say that there are plans to sell AI's low-cost subsidiary Air India Express and ground-handling unit to improve its financial position and do the divestment of the airline itself at a later date. The minister of state for civil aviation Jayant Sinha said earlier this month that a revival package for the airline is in the works and would be announced soon.

Air India has been loss-making ever since its merger with Indian Airlines in 2007, accumulating losses of Rs 5,000 crore every year, resulting in cumulative losses of Rs 47,145.62 crore in 2016-17. A high debt burden, heightened competition, high fuel prices, and a falling rupee are cited to be the reasons. Also to blame were high airport user charges.

29/10/18 MG Arun/Daily O

Chennai: In a bid to cover blind spots in voice communication between air traffic controllers (ATC) and pilots, Airports Authority of India (AAI) is gearing up to install very high frequency (VHF) transmitters in three places falling under air routes from Chennai airport.

Though radar is used to track planes, pilots radio altitude, speed and direction of the aircraft to ATC officials of the nearest airport when they cross pre-determined wayside points on an air route. **The pilots and ATC use voice communication when a plane is handed over to another airport's air space and pilots speak to controllers when the plane nears an airport or starts descent kilometres away for landing. A pilot said clear and static-free communication was essential to listen to the instructions of ATC officials.**

"We are planning to **install a transmitter near Madurai, Ooty and Bellary.** These machines will eliminate blind spots in these areas. **We recently installed a transmitter on the Pallavaram hills to erase a blind spot on Chennai-Trichy and Chennai-Vizag routes,**" a senior AAI official said. These transmitters will enhance the range and strength of signals for planes when they fly along those areas.

He said studies were conducted and a report had been sent to AAI headquarters in New Delhi for consideration. "We are planning to conduct a few more studies," the official said.

29/10/18 V Ayyappan/Times of India



MUMBAI: IndiGo has asked aircraft manufacturer ATR to defer deliveries of its turboprop planes due to a shortage of pilots, said two people aware of the development, the first such postponement by the airline. India's biggest airline by market share signed a pact for 50 ATR 72-600 planes last year. It had received 12 planes as of September and was supposed to get 20 by January.

"**The airline was supposed to get the deliveries at the rate of one and two every alternate month,**" said one of the people. "**They will be taking much less now.**" The person didn't say how many planes IndiGo plans to take now. An IndiGo spokesperson said the airline does not "comment on any speculative news" but said aircraft delivery schedules are "often subject to change."

A senior IndiGo executive confirmed the airline faces a shortage of pilots for ATR planes, but didn't comment on whether it is looking at deferring deliveries. He insisted on anonymity. A spokesperson at ATR didn't respond to queries till press time.

Pilots, especially commanders, for ATR planes are scarce primarily because the Franco-Italian plane maker has a limited market share in India. ATRs had burst on to the scene in 2003 with the advent of GR Gopinath's **Air Deccan**, which brought low fare aviation into India and led to a boom. Air Deccan was sold to Vijay Mallya's now-grounded Kingfisher Airlines in 2008 following which there was a lull in regional aviation. **Air India and Jet Airways** use a handful of ATRs for regional operations.

ATR made a second significant entry into India last year with **IndiGo's** order. **The airline is said to have aggressively poached pilots from Jet and Air India, but not apparently enough to make a sufficient pool for incoming deliveries.**

ATR pilots are the highest paid in India, but there is an industrywide paucity. **In fact there is a paucity of trained commanders on any plane but it is more intense for aircraft such as ATRs that have a smaller presence,"** said Sanjay Mandavia, founder of Flight Simulation Technique Centre, which has the only certified simulators for ATRs in India.

Southern carrier **Trujet**, another user of ATRs, has **expatriates accounting for 80% of its crew**, said managing director V Umesh. "This won't always be the case as we are training homegrown first officers to be promoted to captains and building our own pool." Meanwhile Jet Airways, which has 16 ATRs, has grounded three and aims to take six out of operation in the next few months as the cash-strapped airline seeks to curtail operations, said a person aware of the matter.

For IndiGo, a slowdown in deliveries may be a blessing in disguise. The airline pressed its first ATR into service in December. It entered markets operated by SpiceJet offering more flights than its rival at attractive fares. SpiceJet responded with its own capacity expansion. As a result, ticket prices fell by up to 40%, making it a less lucrative proposition than it had earlier seemed.

[The Economic times of India 31/10/2018](#)

New Delhi: **Delhi International Airport (DIAL) has plans to invest about Rs 9,000 crore in the second phase of capacity expansion, which is set to conclude by 2022.** Officials, however, did not reveal how the money was to be raised, though they indicated that a large portion will be either from banks or via debt instruments.

The joint venture between the GMR Group, Fraport and Airports Authority of India had invested Rs 13,000 crore in Delhi airport in the first phase.

Delhi airport is the busiest airport in the country handling close to **70 million passengers annually. The proposed upgrade, which includes building a new runway and a terminal, will see passenger handling capacity increase to over 90 million by 2022.**

M Venkaiah Naidu, vice-president of India, praised the contribution of business people in the country's growth, as he spoke at a function where he released two books — The Economic Impact Report of Delhi Airport and a coffee table book on the airport.

"Why should we not meet business people? In earlier times, they used to avoid business people during the day but meet them at night. We do not have to do that. (GMR Group chairman) GM Rao is Good Man Rao. We have known each other for the past 44 years or so," Naidu said.

The Economic Impact Study of Delhi Airport has been done by National Council of Applied Economic Research (NCAER) and said that Delhi airport contributed 17.89% to the gross state domestic product (GSDP) of Delhi in 2014-15. The report also said the airport expected to generate employment of 40.22 lakh (direct, indirect and induced effects) by 2025-26, which is 0.58% of the estimated workers.

"The biggest challenge will be to upgrade even as the airport operations continue at the airport," said I Prabhakara Rao, executive director, GMR Airports.

Earlier, at the same function, Rao thanked the government for not exchanging any air services bilaterals with countries in the Gulf region, as the move had helped Delhi airport become a hub.

ET had reported last week that **the government is not going to give any extra bilateral foreign flying rights to countries like Dubai, Qatar and Singapore.**

Rao said that **Delhi airport was on track to replace London's Heathrow and also Dubai as the busiest airport in the world.** About 10% of total international passengers using Delhi airport are transit passengers, which is much lower than airports like Dubai and Singapore, where 50-60% of passengers are transit passengers.

The Economic Times of India 31/10/2018

NEW DELHI: India's civil aviation regulator Directorate General of Civil Aviation (DGCA) on Tuesday reviewed the performance of Boeing 737 Max 8 aircraft with India-based airlines and found "no significant technical issue" with them.

The aircraft type was reviewed by the DGCA a day after a Lion Air-operated Boeing 737 Max 8 plane with 188 passengers on-board crashed into the sea shortly after take-off from Indonesia's capital Jakarta.

"DGCA has reviewed performance of B737 Max 8 aircraft with Jet Airways and Spicejet today (Tuesday)," a senior DGCA official said.

"As on date, six B737 Max 8 aircraft in India have accumulated about 4,000 hrs since their induction effective June 2018 onwards. There are no significant technical issues encountered in these aircraft.

"In the meantime, Boeing has communicated to its worldwide operators including Jet Airways and SpiceJet that they do not recommend its operators any action at this time," said the official.

After Monday's crash, the DGCA got in touch with Boeing and US aviation regulator FAA to know more details about the unfortunate accident.

According to the civil aviation regulator, Boeing has informed that as on September 2018, 219 737 Max airplanes have been delivered across the world.

The Economic Times of India 31/10/2018

The Supreme Court on Wednesday asked the Centre to file an affidavit within 10 days to say that the pricing in the Rafale fighter jet deal between India and France is exclusive and cannot be shared with the court.

A bench comprising Chief Justice Ranjan Gogoi and Justices U U Lalit and K M Joseph also asked the Centre to share information which can be brought in the public domain with the petitioners.

The top court, which has now fixed the matter for hearing on November 14, said documents considered strategic and confidential may not be shared.

SC Hearing highlights

- In none of the PILs, suitability and technical aspects of Rafale deal have been challenged: SC hearing pleas challenging deal.
- SC seeks additional information like details of India offset partner from Centre in next 10 days.
- SC again makes clear that it doesn't want technical details pertaining to Rafale deal.
- Attorney General K K Venugopal tells SC that the pricing of jet is something exclusive and can't be shared.
- SC asks centre to file an affidavit to say the pricing of Rafale jet is exclusive and can't be shared with the court.
- SC asks Centre to share those information with petitioners which could be brought in public domain, fixes Nov 14 as next date of hearing.

Political times of India 31/10/2018

NEW DELHI: Tripura chief minister Biplab Kumar Deb wrote to the aviation ministry last week, urging it to intervene in what he characterised as an airline exploiting a monopolistic situation on the Agartala-Kolkata route after a rival was forced to stop flights. Fares had surged 150% as a result.

The airline he blamed for pushing SpiceJet out was IndiGo. The airline is using its fleet size and financial might to squeeze everyone else out of the market, its rivals allege. IndiGo has denied the accusations, saying that increasing capacity is part of its strategy to remain competitive. This is happening as India's airline industry is struggling like never before with rising fuel prices and a weak rupee. Jet Airways is shopping around for a rescuer and state-owned Air India continues to hang on thanks to the forced generosity of taxpayers.

While Deb's indignation may be specific to Tripura, **all airlines are worried. They complain about IndiGo misusing its dominant position by launching flights flanking those of the competition, thus lowering yields and forcing them to discontinue or reduce their own flights on these routes.**

Fight to Survive

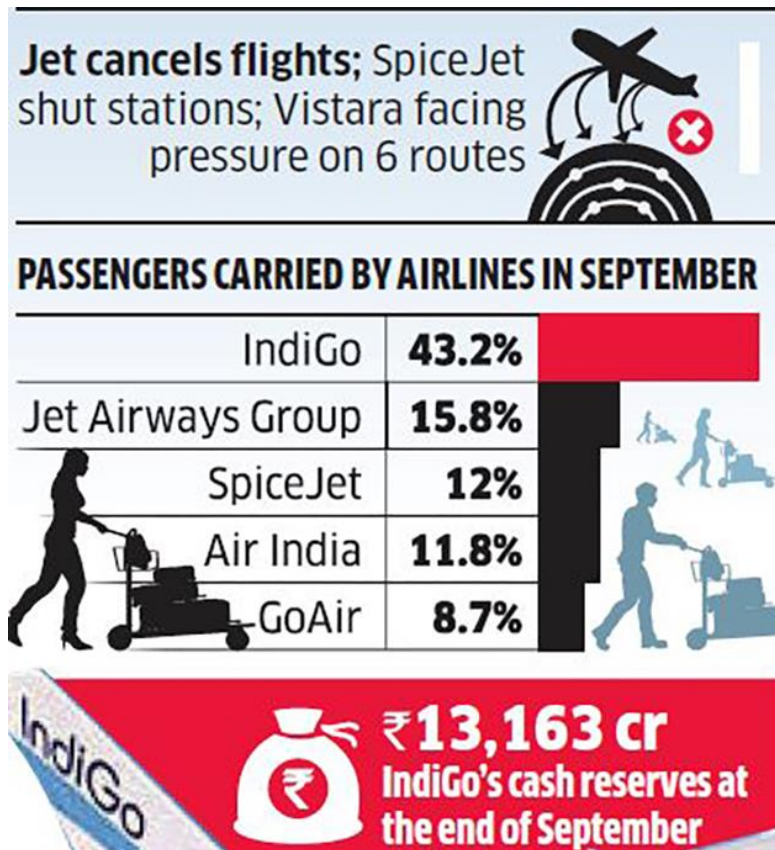
<p>Tripura CM alleges IndiGo of exploiting its dominance on Agartala-Kolkata route</p>	<p>Airlines say adding flights beyond capacity is negative for industry</p>	<p>IndiGo denies all charges; says flights are part of expansion plan</p>	<p>Indian airlines had to cancel flights due to IndiGo's 'network mirroring'</p>
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“The withdrawal of flights by SpiceJet created a monopolistic situation for IndiGo Airlines, resulting in a sharp increase in airfares,” Deb said in his letter to aviation minister Suresh Prabhu, which ET has seen. “The airfare from Agartala to Kolkata has already shot up from Rs 2,000 to Rs 5,000. We get an impression that IndiGo Airlines is now trying to exploit this situation by withdrawing more flights, which will result in a further increase in airfares to their benefit. This, in our view, certainly calls for

intervention from the ministry of civil aviation.”

IndiGo said it would continue to add flights to Agartala as and when demand increases.

“Specifically for Agartala, we reduced flights by one round trip a day between Kolkata and Agartala, but are introducing flights to and from Bengaluru and Guwahati on December 1,” IndiGo told ET in an email. “Out of Agartala, we have 10 daily departures. We will be increasing services in the future as demand grows. The current fares between Kolkata and Agartala include an offer of Rs 1,645. We believe that our generally low prices have stimulated the market.”



Data accessed by ET shows that Agartala-Kolkata is not the only route that SpiceJet has pulled out of. It has discontinued flights on 11 other routes and shut three stations, including Agartala.

The data also show that Jet, Vistara, and GoAir appear to have been hit by IndiGo flight launches. While SpiceJet is facing competition from IndiGo on 36 routes, including six international ones, Jet had to discontinue about 23 flights on 14 routes across India. This was due to pressure on fares through addition of 19 flights by IndiGo on these routes that took its flight tally to 30.

Jet Airways also had to reduce frequency on about seven more routes due to pricing pressure following flight launches by IndiGo.

Vistara is struggling with flights on six routes with IndiGo launching services on three of them soon after these were announced by the former.



IndiGo's rivals told ET that such behaviour erodes the industry's ability to raise fares to meet the rising cost of operations on the back of surging fuel prices and a depreciating rupee.

"While there is a lot of growth potential, India is an extremely competitive and price-sensitive market," Vistara said in an email response. "Capacity addition beyond natural demand will always bring down the fares, which will have a negative impact on the industry, especially in the current cost environment."

Vistara said it's executing a long-term strategy. "Our business model is unique and caters to the needs of a different type of customer," it said.

"If any dominant player abuses its position to put pressure on the entire industry and makes it unviable, it's a worrying phenomenon," said SpiceJet.

GoAir said that airlines should work on expanding the size of the market. "It will be very unfortunate if any large player decides to indulge in **mirroring the network of other airlines**," GoAir said in an email response. "**Aviation is an extremely price-sensitive market and such practices will only spell disaster to the aviation value chain. In the long term, this will have a ripple effect on jobs, tourism and economic growth.**" Jet Airways didn't respond to queries.

IndiGo insisted that it's only trying to stay competitive. "As part of our long-term strategy, our focus continues to remain the same, i.e., to create value by building a large and profitable air transportation network for our country," the carrier said. "We have selectively increased frequencies across our existing network and now offer connectivity to over 1,300 city pairs via non-stop and one-stop flights. We believe that the depth of our network, increased capacity and a high number of flights provides us with a competitive edge through economies of scale, allowing us to optimize our costs."

IndiGo added that it prices products in line with market dynamics. "We have attempted to increase prices on several occasions and across many routes: the most obvious example was the fuel surcharge which we introduced in late May, which went unmatched by any of our competitors," it said.

Analysts don't expect things to change much.

"We do not see consolidation at the current cost levels but stress in the sector will continue," said **Kapil Kaul, CEO, Centre for Asia Pacific Aviation, an aviation consultancy.** "Further cost escalation, which is likely to happen post transactions in November, may be the trigger for consolidation."

Surat: High-flying Surtis will have to wait for international flight operations to begin from Surat airport despite it being declared a customs notified and authorized immigration check post by Central Government some time ago.

Airports Authority of India (AAI) has postponed 24x7 operations of Surat airport from October 28. This is because Surat airport is yet to receive any proposal from airlines for operating international flights between 12.30am to 5am.

Around five airports in the country including Vadodara had applied for 24 hours operations to AAI and Surat became sixth. Sources said Air India Express had envisaged interest in launching direct flight between Surat and Sharjah. However, the airline could not submit a proposal due to time slot issue.

Airport director Sanjay Kumar Panigrahi told TOI, "No proposal has been received from airlines for operating international flights between 0030 to 0500 hours. Hence, 24x7 operations from 28 October have been postponed. Airport will be in operation from 0600 to 2200 hours for domestic flights only."

At present, Surat airport operates in two shifts from 6am till 10pm. The watch tower closes at 10pm, after which the landing and take-offs of the flights are suspended.

31/10/18 Times of India

Jet Airways Ltd said on Wednesday it has received notices on payment delays from a few aircraft lessors, adding to the debt-laden airline's woes.

Profits of airlines in the world's fastest-growing aviation market have been dented with the surge in crude oil prices and a depreciating rupee. Jet has been struggling to keep itself afloat and it had said in August that it will inject funds and cut costs to turn around the business.

Jet said in a statement on Wednesday that it had got notices for payment delays/defaults from few aircraft lessors, but did not elaborate further.

"... they (aircraft lessors) are mindful of the challenges currently faced by the Indian aviation industry and they have been supportive of the company's efforts," the airline said in a statement.

Jet's shares plunged as much as 10.8 percent in their biggest daily percentage fall since September 25, before ending the day nearly 6 percent lower.

The company also said its payments to the Airports Authority of India are up-to-date and it had not received any "show-cause" notice from the body.

The Economic times of India 31/10/2018

MUMBAI: Jet Airways has appointed global management consulting firm McKinsey & Co to help it chart a turnaround plan even as India's second-biggest airline struggles to stay afloat and chairman Naresh Goyal approaches peers for infusion of funds.

A senior executive at the airline confirmed that Jet has appointed McKinsey for advising it on cost-cutting measures across functions. It has also roped in Boston Consulting Group to help it with revenue enhancement measures, he added.

The two global consultants have come on board at a time when Jet is grappling with a wide range of problems—financial and operational. It has delayed salaries, grounded at least eight planes, retrenched at least 20 managers, and allegedly featured in watch-lists of its lenders for likely defaults.

“As communicated earlier, Jet Airways is already engaged in implementing the various elements of its turnaround strategy. Such initiatives typically require inputs from external advisers specialised consultants,” a spokesperson told ET.

Jet has appointed consultants in the past, including global turnaround management expert Alvarez and Marsal, which worked with the airline for 15 months until 2015. Seabury Group had also come on board in 2013 just after Etihad Airways bought a 24% stake in the airline.

Both times, Jet had been in a precarious financial situation facing depleting cash reserves and mounting debt. At least two of the big four accounting companies, KPMG, Deloitte, PwC and EY, have been appointed.

Flight Plan
McKINSEY TO ADVISE
 airline on cost-cutting measures
 across functions Privilege

JET IS IN TALKS WITH
 investors to sell a stake in Jet

CO WOONG PARTNERS DELTA AIR LINES, AIR
 France-KLM, and Tata Sons to sell stake in airline business

TROUBLES GALORE

JET HAS DELAYED STAFF
 salary, grounded at least
 8 planes & retrenched at
 least 20 managers

LENDERS ARE SAID
 to have put it on
 watchlist for likely
 defaults

A person in the know said last year Jet had enlisted the services of four small firms, including the National Institute of Industrial Engineering, to come up with strategies to improve its engineering department. “Only Jet can appoint two consultants for the work of one,” said an executive at a consulting company.

Several suggestions from both Seabury and Alvarez on streamlining operations and rationalising manpower were not implemented, said an industry executive, referring to the outcome of earlier engagements.

For the last couple of months, Jet has divided salary payments into two equal tranches, but it has been unable to pay even the deferred 50% on time. In August, the airline’s senior management took pay cuts of 25%. It asked pilots and technicians to take similar cuts but they refused.

Credit rating agency ICRA has already down graded Jet Airways’ long-term borrowing programme. **Jet is in talks with investors to sell a stake in Jet Privilege, the loyalty programme it co-owns with Etihad. It has also been wooing its commercial partners Delta Air Lines, Air France-KLM and conglomerates such as Tata Sons to sell a stake in the airline business.**

Après un premier semestre pénalisé par les grèves à Air France, Air France-KLM a réalisé au troisième trimestre de son exercice 2018 un bénéfice d'exploitation de 1,065 milliard d'euros, largement supérieur aux attentes des analystes qui prévoient déjà de bons résultats.

Belle dynamique pour Air France-KLM. Dix jours après la signature d'un accord salarial à Air France, le groupe français reprend de belles couleurs sur le plan financier. Impacté au premier semestre par des grèves à Air France qui ont coûté 335 millions d'euros, Air France-KLM a réalisé des résultats très solides au troisième trimestre de son exercice 2018, certes inférieurs à ceux de ses concurrents, mais supérieurs aux prévisions des analystes qui s'attendaient déjà à une bonne performance. **Comme IAG (maison-mère de British Airways, d'Iberia, Air Lingus, Vueling et Level), Air France-KLM profite de la demande pour contrer la hausse de sa facture pétrolière.**

Près de 120 millions d'euros de plus que le consensus des analystes

Le groupe français a, en effet, publié ce mercredi **31 octobre un résultat d'exploitation de 1,065 milliard d'euros pour la période juillet-septembre, en retrait certes de 77 millions par rapport à la même période de l'année dernière (mais en hausse de 11% à change constant), mais largement au-dessus des prévisions des analystes, lesquels tablaient en moyenne sur un bénéfice d'exploitation de 943 millions d'euros. Sans surprise, le cours de Bourse bondissait ce mercredi matin de plus de 5% à la Bourse de Paris.** Ces résultats sont légèrement inférieurs à ceux de IAG (1,106 milliard d'euros de bénéfice après impôt, en hausse de 12%) de Lufthansa (1,354 milliards, en baisse de 12%).

Dans un environnement très concurrentiel et malgré un effet défavorable du change qui impacte les comptes de 88 millions d'euros, Air France-KLM est parvenu à augmenter sa recette unitaire de 0,5% (et même de 2,4% à change constant), quand son rival Lufthansa a affiché une baisse de 1,3% pour conserver ses parts de marché. Combiné à une hausse du trafic de 2,3%, à 28,5 millions de passagers, le chiffre d'affaires a progressé de 4% (et même 5,8% à change constant), à 7,5 milliards d'euros. Les coûts unitaires ont baissé de 1% et, au final, Air France-KLM a pu compenser les effets négatifs de l'augmentation du prix du carburant et de devises.

« Air France-KLM a réalisé un résultat d'exploitation solide sur le trimestre d'été 2018, reflétant l'engagement de toutes ses équipes, sa puissance commerciale et l'attractivité de ses marques. L'accord salarial conclu chez Air France apporte de la stabilité et de nouvelles perspectives pour nos activités et nos salariés. Je suis convaincu que, dans les prochains mois, nous serons capables de nous appuyer sur les forces et atouts du groupe pour **construire une stratégie ambitieuse et innovante, afin d'assurer le succès de nos compagnies et de repositionner Air France-KLM en leader de l'industrie** », a déclaré dans un communiqué **Ben Smith**, le nouveau directeur général du groupe.

Comme c'est le cas depuis plusieurs années, KLM a généré la meilleure performance. Son résultat d'exploitation s'est élevé à 573 millions d'euros (-15 millions par rapport à l'an dernier) contre 493

pour Air France (-66 millions), qui a rencontré beaucoup de problèmes opérationnels cet été. La marge du transporteur batave s'élève à 18,4% (-1,5 point) contre 10,8% pour Air France (-1,9 point). À noter également, la bonne performance du pôle low-cost Transavia (France et Holland) qui a dégagé un bénéfice d'exploitation de 178 millions d'euros pour un chiffre d'affaires de 615 millions. Ce qui fait une marge opérationnelle de 29% !

Bonnes perspectives

Les perspectives sont bonnes également. Dans son communiqué, le groupe fait état d'un maintien de "l'environnement positif en matière de demande", et "prévoit une augmentation des revenus de l'activité Passage réseaux au quatrième trimestre 2018, avec des coefficients d'occupation long-courrier prévisionnels (jusqu'en février inclus supérieurs) à l'année dernière et une recette unitaire Passage stable à change constant".

Le groupe réaffirme son objectif de coût unitaire, compris cette année entre 0% et +1,0% à change constant, prix du carburant et charges de retraite constants, tout en ne prévoyant plus qu'une croissance de 2,0% à 2,5% de ses capacités (contre +2,5% à +3,5% auparavant) en raison de la hausse du prix du carburant et des incertitudes géopolitiques. L'accord salarial signé le 19 octobre ne renchérit ses coûts salariaux que de 51 millions d'euros en 2018, précisé Frédéric Gagey, le directeur financier d'Air France-KLM.

Autant de signaux positifs qui font que le groupe devrait afficher des résultats positifs au quatrième trimestre, qui lui permettront de réaliser un résultat d'exploitation annuel supérieur au 1,292 milliard d'euros enregistré au bout de neuf mois. Ce qui permettrait à Air France-KLM de se rapprocher des résultats observés l'an dernier (1,5 milliard d'euros), malgré les grèves à Air France et une facture carburant qui aura augmenté de 500 millions d'euros cette année, à 5 milliards en 2018 selon les prévisions de la direction.

Reste à espérer que le SNPL (le Syndicat national des pilotes de ligne) ne vienne pas gâcher cette spirale dynamique en lançant une nouvelle grève, comme a menacé de le faire son président si les négociations catégorielles sur les salaires des pilotes n'étaient pas avancées. Car Air France-KLM a besoin de se préparer pour l'année prochaine qui verra, selon ses prévisions, sa facture carburant bondir de 900 millions d'euros !

[La Tribune 31/10/2018](#)

Chez Air France, les rumeurs vont bon train en interne : Benjamin Smith, le nouveau patron, ne comprendrait pas le principe de Joon et réfléchirait à une solution pour simplifier les marques du groupe. Alors que les salariés de la compagnie lancée en décembre 2017 ne cachent pas leurs inquiétudes, la direction cherche à les rassurer.

Alors qu'elle fêtera au mois de décembre 2018 sa première année d'existence, **Joon, la compagnie « millennial » et à coûts réduits du groupe Air France, serait-elle déjà sur la sellette ?**

Moins de deux semaines après avoir signé un accord salarial avec une majorité des syndicats d'Air France, Benjamin Smith s'interrogerait en effet sur l'avenir de la toute jeune compagnie.

Selon plusieurs sources concordantes, le nouveau patron canadien d'Air France-KLM aurait confié aux syndicats qu'il ne comprenait pas le concept de Joon, avant de glisser qu'il y avait, d'après lui, trop de marques dans le groupe.

Depuis, les rumeurs sur l'avenir de Joon vont bon train en interne et sur les réseaux sociaux des syndicats : fusion avec Air France, transfert de salariés chez Transavia, voire même changement de concept en compagnie low cost long-courrier.

« Même si la disparition est un tabou au sein d'Air France, Benjamin Smith sait ce qu'il veut et estime que la compagnie doit être totalement revue, voire même disparaître », nous assure-t-on.

Pour la direction, pas question de croire à ces rumeurs. Ces derniers jours, plusieurs annonces officielles ont été faites aux salariés pour les rassurer.

« Dans le contexte de mise en place de la nouvelle gouvernance Air France-KLM, des rumeurs circulent sur la pérennité de Joon », reconnaît un mail interne que nous nous sommes procurés.

« Ces informations infondées sont nuisibles à la sérénité de chacun au cours de vos vols », a-t-il été indiqué à l'ensemble des navigants, leur demandant de « préserver la sérénité de chacun au cours de vos rotations et continuer à garantir à nos équipages et à nos clients le meilleur niveau de sécurité des vols ».

Dans un autre courrier récent envoyé aux employés de la dernière-née du groupe Air France-KLM, Jean-Michel Mathieu, son directeur général, parle aussi de « la fin prochaine de Joon » comme de « rumeurs infondées ».

« Je vous invite à rester vigilants quant à ces propos erronés », assure le patron de Joon.

Les syndicats demandent une entrevue

Il évoque ensuite « le bilan positif de Joon, après un an et la poursuite de notre croissance en termes de flotte, de nouvelles destinations desservies mais aussi de recrutements externes. Ce plan de développement reste le projet de Joon pour les prochaines années, et nous le mènerons ensemble ».

Et pour cause, à partir de l'été 2019, la compagnie « millennial » poursuit l'extension de son réseau et vient d'annoncer 6 nouvelles destinations en Europe, dans les Caraïbes et en Amérique du Sud au départ de Paris-Charles de Gaulle.

Malgré cela, « beaucoup de salariés sont inquiets, et on a l'impression que la direction ne nous dit pas tout », glisse un responsable syndical.

Et alors que les élections professionnelles se sont terminées mardi 30 octobre 2018, un courrier adressé à Benjamin Smith lui demandant une entrevue pour clarifier la situation devait être envoyé dans les prochains jours par l'Unsa et le SNPNC. [TourMag 30/10/2018](#)

Si le constructeur a triplé ses bénéfices au troisième trimestre 2018, Airbus ne tient pas ses engagements de livraisons de ses appareils commerciaux, notamment l'A320neo. Le géant européen continue par ailleurs de souffrir avec l'A400M.

Airbus est en forme financière en dépit de vents contraires. Le constructeur a triplé ses bénéfices au troisième trimestre 2018, à 957 millions d'euros (307 millions à la même période de l'année précédente). Sur les neuf premiers mois, la hausse est beaucoup moins spectaculaire (+ 4%). Le résultat net s'est élevé à 1,453 milliard d'euros (contre 1,398 milliard). Le chiffre d'affaires a progressé de 6 % sur les neuf premiers mois, à 40,4 milliards d'euros (contre 38 milliards). Une croissance essentiellement réalisée grâce à la hausse des livraisons des avions commerciaux avec 503 appareils livrés (contre 454 sur la même période en 2017) : 8 A220, 395 avions de la Famille A320, 31 A330, 61 A350 XWB et 8 A380.

"Nos principales priorités opérationnelles continuent de porter sur les livraisons d'avions commerciaux et la sécurisation de la montée en cadence de production de l'A320neo", a expliqué le président exécutif d'Airbus **Tom Enders**, cité dans le communiqué sur les résultats du troisième trimestre, publié mercredi.

Des vents contraires

Pourquoi des vents contraires ? **Si Airbus maintient son objectif de livraison de 800 avions commerciaux en 2018, c'est désormais en incluant les quelque 18 A220 prévus en 2018** (nouveau nom de l'ex-CSeries de Bombardier dont il a pris le contrôle). Un véritable tour de passe-passe de la part du constructeur. Car ce n'est pas ce qui était prévu. Airbus Commercial Aircraft avait promis de livrer 800 appareils environ en 2018 mais sans comptabiliser les A220. Sans le dire vraiment, il a révisé ses objectifs à la baisse, notamment les livraisons d'A320neo. Comme l'avait révélé la Tribune, Airbus subit actuellement des problèmes de production de son A321neo dans son usine d'Hambourg, en Allemagne. "Même si nous avons livré plus d'avions que l'année dernière à la même époque, il nous reste encore beaucoup à faire pour atteindre nos objectifs", a d'ailleurs expliqué Tom Enders.

En outre, **Airbus ne semble pas encore totalement maîtriser le programme A400M**, qui a fait l'objet d'une nouvelle provision au troisième trimestre (7 millions d'euros, pour un total de 105 millions sur les neuf premiers mois). Pour autant, Airbus a estimé avoir "réalisé des progrès tangibles en ce qui concerne les capacités militaires et le plan de livraison et de retrofit" (modernisation d'équipements existants). Mais le groupe a précisé que "des risques demeurent, notamment en ce qui concerne le développement des capacités techniques, la sécurisation de commandes suffisantes à l'export dans les temps, la fiabilité opérationnelle des avions, et tout particulièrement des moteurs, et la réduction des coûts par rapport au nouveau référentiel".

Par ailleurs, Airbus Helicopters souffre en dépit d'un chiffre d'affaires stable à périmètre constant (3,755 milliards sur les neuf premiers mois). Ainsi, le constructeur n'a livré que 218 appareils (contre 266 sur la même période en 2017). En revanche, les commandes progressent (230 contre 210). Enfin, **la "compliance" (conformité des contrats et des affaires) coûte cher, très cher à Airbus.** Le constructeur européen a évalué "un impact négatif de 109 millions d'euros lié à des coûts de compliance et autres". En parallèle, le groupe perd régulièrement des commandes pour respecter ces nouvelles règles strictes.

Un EBIT à 5 milliards d'euros en 2018

Avant fusions et acquisitions, Airbus prévoit toujours de réaliser un EBIT ajusté d'environ 5 milliards d'euros en 2018. Mais il prévoit également un flux de trésorerie disponible en baisse par rapport aux 2,95 milliards d'euros de 2017 avant fusions et acquisitions et financements-clients, en incluant notamment l'impact déjà anticipé d'environ 0,3 milliard de l'A220. Sur l'A400M, les discussions avec les pays clients sur un avenant contractuel progressent "un peu plus lentement que prévu", a précisé Tom Enders.

[La Tribune 31/10/2018](#)

The World Bank released its latest Doing Business Report (DBR, 2019) today in New Delhi. India has recorded a jump of 23 positions against its rank of 100 in 2017 to be placed now at 77th rank among 190 countries assessed by the World Bank. India's leap of 23 ranks in the Ease of Doing Business ranking is significant considering that last year India had improved its rank by 30 places, a rare feat for any large and diverse country of the size of India. As a result of continued efforts by the Government, India has improved its rank by 53 positions in last two years and 65 positions in last four years.

The Doing Business assessment provides objective measures of business regulations and their enforcement across 190 economies on ten parameters affecting a business through its life cycle. The DBR ranks countries on the basis of Distance to Frontier (DTF), a score that shows the gap of an economy to the global best practice. This year, India's DTF score improved to 67.23 from 60.76 in the previous year.

India has improved its rank in 6 out of 10 indicators and has moved closer to international best practices (Distance to Frontier score) on 7 out of the 10 indicators. But, the most dramatic improvements have been registered in the indicators related to 'Construction Permits' and 'Trading across Borders'. In grant of construction permits, India's rank improved from 181 in 2017 to 52 in 2018, an improvement of 129 ranks in a single year. In 'Trading across Borders', India's rank improved by 66 positions moving from 146 in 2017 to 80 in 2018. The changes in six indicators where India improved its rank are as follows:

S. No.	Indicator	2017	2018	Change
1	Construction Permits	181	52	+129
2	Trading Across Borders	146	80	+66
3	Starting a Business	156	137	+19
4	Getting Credit	29	22	+7
5	Getting Electricity	29	24	+5
6	Enforcing Contracts	164	163	+1
Overall rank		100	77	+23

The important features of India's performance this year are:

- The World Bank has recognized India as one of the top improvers for the year.
- This is the second consecutive year for which India has been recognized as one of the top improvers.
- India is the first BRICS and South Asian country to be recognized as top improvers in consecutive years.
- India has recorded the highest improvement in two years by any large country since 2011 in the Doing business assessment by improving its rank by 53 positions.
- As a result of continued performance, India is now placed at first position among South Asian countries as against 6th in 2014.

Indicatorwise highlights of India's performance are:

- A. Construction Permits –
 - a. Procedures reduced from 37 to 20 in Mumbai and from 24 to 16 in Delhi
 - b. Time reduced from 128.5 to 99 days in Mumbai and from 157.5 to 91 days in Delhi
 - c. Building quality control index improved from 12 to 14 in Mumbai and 11 to 14 in Delhi
 - d. Cost of obtaining construction permits reduced from 23.2 percent to 5.4 percent
 - e. DTF score improved from 38.80 to 73.81

- B. Trading Across Borders –
 - a. Changes in time and cost are as follows:

- b. Robust Risk Management System has reduced inspections significantly
 - c. e-Sanchit allows traders to file all documents electronically
 - d. Time and cost to export reduced through the introduction of electronic self-sealing of container at the factory
- C. Starting a Business -
- a. Procedures reduced from 11 to 10 in Delhi and 12 to 10 in Mumbai
 - b. Time reduced from 30 to 16 days in Delhi and 29.5 to 17 days in Mumbai
 - c. PAN, TAN, DIN now merged with SPICe making it a single form for company incorporation
 - d. No requirement of inspection for registration under Shops & Establishment in Mumbai
 - e. Distance to Frontier improved from 75.40 to 80.96
- D. Access to Credit
- a. Rank improved from 29 to 22
 - b. DTF improved from 75 to 80
 - c. Strength of legal rights index improved from 8 to 9
 - d. Secured creditors will now be repaid first during business liquidation hence given priority over other claims
- E. Access to Electricity
- a. Procedures reduced from 5 to 3 in Delhi and 5 to 4 in Mumbai
 - b. DTF improved from 85.21 to 89.15

Improvement have taken place due to the commitment of the Government to carry out comprehensive and complex reforms, supported by the bureaucracy which has changed its mindset from a regulator to a facilitator. The Government has undertaken an extensive exercise of stakeholder consultations to understand challenges of the industry, government process re-engineering to provide simplified and streamlined processes to create a more conducive business environment in the country. As a result of continued efforts, India's rank has improved as follows:

Year	2014	2016	2017	2018
Overall rank	142	130	100	77
DTF	53.97	56.05	60.76	67.23

The eight indicators in which India has improved its rank over last four years:

S. No.	Indicator	2014	2018	Change
1	Construction Permits	184	52	+132
2	Getting Electricity	137	24	+113
3	Trading across Borders	126	80	+46
4	Paying Taxes	156	121	+35
5	Resolving Insolvency	137	108	+29
6	Enforcing Contracts	186	163	+23
7	Starting a Business	158	137	+21
8	Getting Credit	36	22	+14

Implementation of reforms required coordination within various Ministries and government agencies:

- a. DIPP prepared reform action plan based on global best practices, with support of World Bank's expert team
- b. Identification of nodal Departments and constitution of Task Force for each indicator. DIPP sensitizing Departments and worked with them for reform implementation
- c. Development of a Communication Plan for Dissemination of reforms to users and other stakeholders, to generate awareness and receive feedback.
 - i. DIPP engaged expert agencies to receive regular industry feedback on reforms
 - ii. Consulted stakeholders frequently to understand the gaps in reform implementation
 - iii. Created WhatsApp groups to share reforms and address concerns of users
 - iv. Conducted focused group discussions and one-to-one meetings with users
 - v. Ran twitter Polls and conducted live Twitter chat sessions to gauge user perception
- d. Identified corrective measures based on feedback received
- e. Regular review of reforms and removing bottlenecks in implementation
- f. Indian delegation visited World Bank multiple times to explain the reforms implemented and understand areas for improvement

Press Information Bureau Delhi 31/10/2018

Indian Air Force is organising a two day seminar on 'Emerging Trends in Aviation Engineering and Logistics' (AVIAMAT-2018) at Air Force Auditorium, Subroto Park, New Delhi from 31 Oct 18 – 01 Nov 18. Today morning the Chief of the Air Staff, Air Chief Marshal Birender Singh

Dhanoa PVSM AVSM YSM VM ADC delivered the key note address. The focus of the seminar is usable emerging and futuristic innovative aviation technologies.

The Seminar is bringing together designers, producers and users of high-tech aviation equipment to discuss the potential of innovative indigenous technologies. Budding Innovators and start ups are having an opportunity to showcase their ideas, designs and products. Topics on wide range of subjects like Path Breaking Aviation Engineering Technologies, Indigenous Development of Innovative Technologies, Emerging Trends in Aviation Fuel Management, Emerging Trends in Aviation Training and Evolving Technologies in Military Aviation Sensors would be presented. A display of futuristic technology products is also being organized as part of the seminar.

The AVIAMAT Seminar will see participation of aviation experts from three services, Defence Research and Development Organisation (DRDO), Hindustan Aeronautical Limited (HAL) and start ups from the private sector.

Press Information Bureau Delhi 31/10/2018

Indian low-cost carrier **IndiGo from December 2018 further expands service to Bangkok**, as the airline plans **1 daily service from Hyderabad and Varanasi.**

Hyderabad – Bangkok eff 15DEC18 1 daily A320

6E093 HYD0230 – 0720BKK 320 D

6E094 BKK1740 – 1940HYD 320 D

Varanasi – Bangkok eff 15DEC18 1 daily A320

6E097 VNS1155 – 1640BKK 320 D

6E098 BKK0910 – 1105VNS 320 D

Routes online 01/11/2018

Air France-KLM CEO seeks to ‘reposition’ the group

Air France-KLM has reported an operating profit of €1.07bn for the third quarter of 2018, €77m lower than last year but €11m higher at constant currency. The group increased passenger numbers by 2.3 percent to 28.5 million, compared with the same period in 2017, while unit costs reduced by 1 percent. New chief executive Ben Smith said: **“In the coming months, I am confident that we will be able to leverage our group’s strengths and assets to build an ambitious and innovative strategy to ensure the success of our airlines and reposition Air France-KLM as the leader of our industry.”**

Routes online 01/11/2018

The Competition Commission of India (CCI) has initiated an inquiry into the pricing of air tickets after it found that airlines were allegedly following a similar pattern while setting tariffs, thus making the process anti-competitive.

Confirming the inquiry, a senior official said that the commission has initiated on its own the probe into the pricing of tickets by all airlines.

"We found that the pattern of pricing of tickets by all airlines were similar. This raises questions on whether pricing is competitive or airlines are following a similar pattern. We are looking into pricing by all airlines," said a senior CCI official, who did not want to be named.

Airlines follow a bucket system in pricing their tickets, wherein fares are lower if the ticket is booked in advance: Tariffs increase when the travel is booked closer to the date of departure. Airlines say that this is a software-based system, which takes into account historical booking patterns while pricing the tickets.

The inquiry has been ordered at a time when airline companies are making huge losses due to excessive competition in the industry that has led to a situation where carriers cannot raise fares enough to meet increasing input or operating costs.

Airlines have also complained that IndiGo, India's largest player by market share, is also adding capacity, thus, squeezing its competition on various routes.

While airlines may say that the fare system is software based, analysts say that the algorithms are decided by human intervention, and agencies need to investigate these cases to find collusion among airlines, if any.

"Specifically in relation to the airline industry, it is important to also understand the way algorithms are designed since the programmes are ultimately written or taught by humans in order to derive the best outcome for their employer, which may not always be the best outcome for the market," said Avimukt Dar, Partner, IndusLaw, a law firm.

Meanwhile, a Crisil report has said that Indian carriers may post a combined loss before interest and tax of Rs 9,300 crore in the ongoing financial year, the highest in a decade.

"...That would surpass the Rs 7,348 crore losses recorded in fiscal 2014. That was followed by three good years through fiscal 2018, when carriers made aggregate profit of Rs 4,000 crore on average at the EBIT level," Crisil said in a statement. **The agency attributed the current bout of decline to a "double blow" of rising fuel prices and the weaker rupee.**

The Economic Times of India 01/11/2018

Two IndiGo planes came too close for comfort before averting a mid-air collision at the border airspace of India and Bangladesh, Airports Authority of India (AAI) officials said Thursday. With only 45 seconds before the possible collision, it was averted after the Air Traffic Control (ATC) tower in Kolkata instructed one plane to turn right and move away from the other aircraft that had come at the same level on Wednesday.

"Both the aircraft, belonging to low cost carrier IndiGo, had come on the same level on Wednesday evening and posed a threat to both the aeroplanes," a senior AAI official at the Kolkata airport told PTI over phone.

"One aircraft was going to Guwahati from Chennai and the other from Guwahati to Kolkata. The planes had come close to each other around 5.10 pm," he said.

At that time, the Kolkata-bound flight was at 36,000 ft in Bangladesh airspace and the other one at 35,000 ft in Indian airspace.

The Bangladesh ATC had asked the Kolkata-bound flight to descend to 35,000 ft and when the aircraft followed the order, it came close to the aircraft which was at 35,000 ft, the official said.

An ATC official in Kolkata saw it and immediately ordered the Chennai-Guwahati flight to make a right turn and move away from the path of the descending aircraft, averting a disaster, he said.

"We have no such information as of now," an IndiGo spokesperson told PTI when contacted.

As per standard procedure, an investigation will be initiated, another AAI official said.

It is not known if the Airborne Collision Avoidance System (ACAS) or the Traffic Alert and Collision Avoidance System (TCAS), which are generally fitted in aircraft, had alerted the pilots or not, the official said, adding that everything will be found out during the investigation.

As per rule, the standard separation gap between two aircraft, both vertical difference and lateral difference, should be a minimum of 1000 ft, said sources at the airport.

The Economic Times of India 01/11/2018

Jet Airways has given its pilots the option to leave the airline without serving a notice period as the financially stressed carrier cuts capacity and operations amid cash crunch. Many are opting for this given the uncertainty around the airline's ability to stay afloat, people close to the situation said.

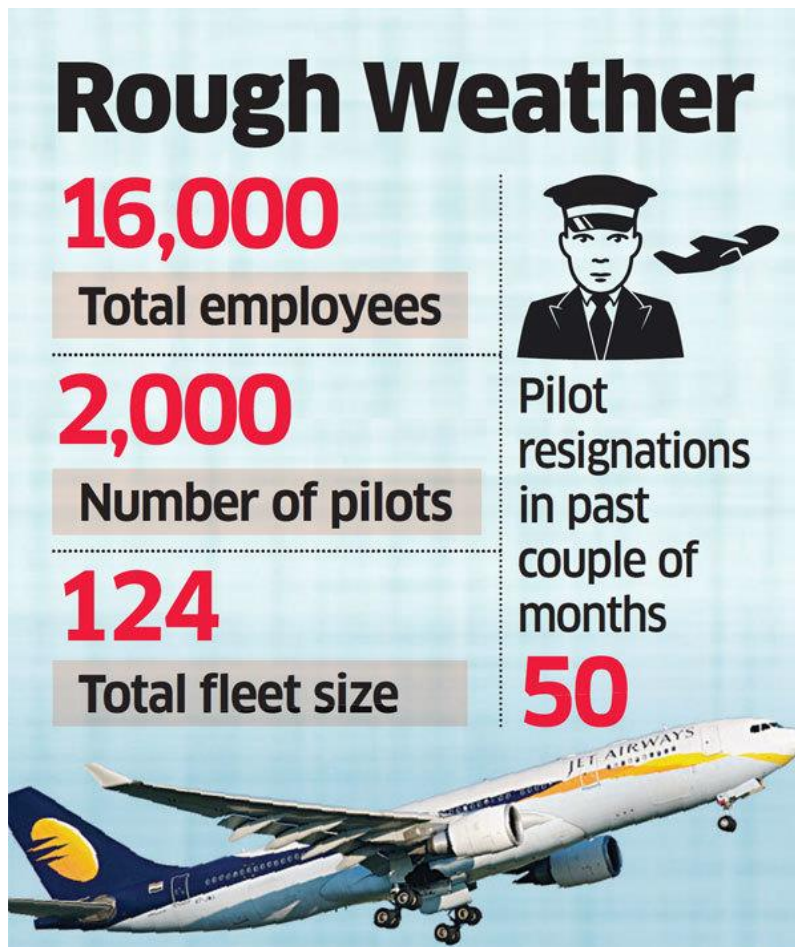
More than 50 pilots have resigned in the last couple of months with most leaving after serving a notice period of just 48 hours. These comprise mostly pilots of ATR turboprop planes. Out of its 16 ATRs, Jet has grounded three and plans to put six out of operation shortly. It operates a total of 124 aircraft.

Jet has about 16,000 employees, including 2,000 pilots

We strongly refute observations regarding the indicated numbers, timeframe as well as the nature of crew departures. Attrition is a part of any organisation and at Jet Airways, it is well within industry norms. The company respects the personal decisions of its employees to pursue opportunities outside the organisation," a Jet spokesperson told ET in an emailed response.

The airline "continues to run scheduled operations, with rising on-time performance, reflecting growing operational reliability," it said.

Pilots have to serve a notice period of six months after resignation, according to current norms. But specific clauses often depend upon the company contract.



New rules to extend the notice to one year faced tremendous opposition from the crew fraternity and was stayed by a court.

Jet's move shows it is trying to cut flab though rivals such as IndiGo, SpiceJet and Vistara are striving to retain their own pilots and poach from rivals with attractive incentives and salary packages.

The Indian aviation industry, one of the fastest growing in the world, is affected by a growing shortfall of experienced airliner commanders.

Jet, facing one of the worst financial crisis of its existence, has delayed salaries, grounded planes, rationalised its network by cutting flights and laid off staff. Its rating has been downgraded by agencies, triggering default concerns among investors. The beleaguered airline's cash reserves and net worth have been razed by growing losses and expensive debt continues to burden the balance sheet.

The company's salary expenses ballooned 53% in the last five years and the reasons include a top-heavy workforce full of expatriate executives. Several managerial executives have been handed out pink slips in the past four months. The senior management hasn't been affected.

Jet has also been wooing its commercial airline partners especially US behemoth Delta Air Lines as well as conglomerates including the Tata group for a stake sale. The cash-strapped carrier is also trying to sell a stake in Jet Privilege, the loyalty programme it owns with Etihad Airways. The Abu

Dhabi-based airline owns 24% of Jet and 50.1% of Jet Privilege.

Meanwhile, **representatives from a union comprising 1,180 of Jet's pilots approached chairman Naresh Goyal on Wednesday asking for a firm clearance of their salary arrears.**

Most of them did not even get 75% of the remuneration for the last month, said a person in the know of the matter. The management had assured them of some clarity by the end of November.

"We want to be sure we are getting salaries. The airline is our bread and butter but if we remain unpaid, we will have to take some stricter action," said a senior pilot who didn't want to be named.

The Economic Times of India 02/11/2018

Une enquête du Bureau d'enquête et analyses (BEA) a été ouverte pour comprendre les raisons de cet accident.

Un avion de la compagnie américaine Delta Air Lines a heurté un appareil d'Air France, sans faire de blessés, mercredi sur l'aéroport de Roissy-Charles de Gaulle, près de Paris, a indiqué jeudi 1er novembre la compagnie française.

"Un léger choc est intervenu entre l'un de nos avions, un A330-200, et un avion de la compagnie Delta Air Lines, pendant la phase de roulage sur le taxiway" (la voie de circulation des avions dans l'aéroport), a expliqué une porte-parole d'Air France, confirmant une information du Parisien. L'aile de l'avion américain a touché la queue de l'avion d'Air France, qui partait pour Saint-Martin aux Antilles, mercredi vers 10 heures.

Celui-ci "est retourné à son parking de façon autonome, afin que les équipes de la maintenance effectuent les contrôles nécessaires", a noté la porte-parole. Les passagers "ont été pris en charge par Air France" et ont pu s'envoler pour Saint-Martin jeudi matin. "Nous avons lancé une enquête pour déterminer les causes de cet incident", a-t-elle aussi noté. Une enquête du Bureau d'enquête et analyses (BEA) a également été ouverte, a de son côté indiqué un porte-parole d'Aéroports de Paris.

France Info 01/11/2018