

Revue de presse du 8 février au 1<sup>er</sup> mars 2019

**Nagpur, 7 février 2019 - La première pointe avant de Falcon 2000 produite par Dassault Reliance Aerospace Limited (DRAL) dans son usine de MIHAN, à Nagpur, est prête à être livrée à Dassault Aviation. Conforme aux plus hauts standards de qualité, cette première section de fuselage sera prochainement acheminée à l'usine d'assemblage final des Falcon de Dassault Aviation en France.**

Cette opération marque une nouvelle étape dans l'implantation de Dassault Aviation en Inde, et dans sa volonté d'investir durablement dans ce pays pour honorer son engagement envers la politique nationale du « **Make in India** ».

Elle souligne la détermination de l'entreprise à créer sur place des installations industrielles ultramodernes, dotées des toutes dernières technologies et obéissant aux plus strictes normes aéronautiques internationales en termes d'efficacité de production et de compétitivité.

Suite à la création de la joint-venture Dassault Reliance Aerospace Limited en février 2017 et au lancement, fin octobre 2017, du chantier de construction de son usine de production de MIHAN, à Nagpur, cette réalisation majeure illustre la détermination de Dassault Aviation pour bâtir un écosystème industriel national dans le domaine aérospatial qui réponde aux plus hauts standards en la matière et qui érige l'Inde au rang de référence internationale sur le marché mondial de l'aérospatial.

L'accompagnement et la formation d'équipes d'experts indiens ont permis de fabriquer dans les règles de l'art cet élément constitutif majeur du Falcon 2000, et confortent Dassault Aviation dans son engagement pérenne en faveur de la politique « **Skill India** ».

**Cette importante section de fuselage du Falcon 2000 sortie des chaînes de l'usine DRAL de MIHAN, à Nagpur, sera exposée sur le stand de Dassault Aviation au Salon Aero India qui se tiendra à Bangalore du 20 au 24 février 2019.**

**En parallèle, de plus grandes infrastructures sont en cours de développement et permettront, à terme, la montée en puissance des capacités de DRAL pour lancer la fabrication et l'assemblage complet d'un Falcon 2000 en Inde.**

« La livraison à Dassault Aviation de cette pointe avant produite dans notre usine de Nagpur illustre clairement nos ambitions avec et pour l'Inde. Nous sommes foncièrement résolus à produire en Inde, à y développer un écosystème industriel aérospatial autonome et à répondre aux standards de compétitivité, qualité et sécurité les plus élevés. Je suis déterminé à faire de notre engagement total un succès dans ce qui sera une implantation industrielle à long terme dans ce pays et qui contribuera à traduire les politiques « **Make in India** » et « **Skill India** » en avantages concrets et substantiels pour le peuple indien », a déclaré Éric Trappier, Président-Directeur général de Dassault Aviation.

**The government plans to provide civil aviation regulator DGCA with powers to impose penalties on entities violating the rules.**

In a written reply to the Lok Sabha, Minister of State for Civil Aviation Jayant Sinha said **a proposal to amend the Aircraft Act, 1934 to make provisions for imposing penalties by the DGCA on service providers for violations of the Act and the aircraft rules has been moved.**

"The amendment has been proposed as a result of ICAO audit finding wherein it has been stated that the DGCA does not have the authority to impose penalties," he added.

The International Civil Aviation Organisation (ICAO) is the UN aviation watchdog.

Stringent provisions are in place that allows the DGCA to deal with violations at various levels, including those related to airlines, pilots, crew members and other entities.

**The watchdog can debar, suspend and even cancel the permission to fly for the carriers as well as individual pilots and engineers. However, it cannot impose any monetary penalty.**

Responding to another question, the minister said that taxation on global air tickets is "as per the prevalent laws in India".

Mint 07/02/2019

**THIRUVANANTHAPURAM: The Kerala government will slash the tax on aviation fuel to 5% from the current 28.75 % for domestic airlines,** state Finance Minister T M Thomas Isaac said Wednesday.

Isaac made the significant announcement in the assembly during the discussion on the state budget for 2019-20.

"The tax on ATF will be reduced to 5% from the existing 28.75% for domestic airlines operating service from the state airports. A revenue loss of ₹100 crore is expected through this," he said.

Aviation fuel accounts for a major portion of operating cost for airlines.

**Not only airports under the UDAN (regional connectivity scheme), but non-UDAN airports would also get the new tax breather,** Isaac said.

**The tax cut is expected to benefit three international airports- Thiruvananthapuram, Kochi and Karipur** in the state as the LDF government had already decided to levy only 1% fuel tax from airlines operating service from the newly commissioned Kannur airport.

The announcement comes a day after the Congress-led UDF opposition had staged a walkout in the state assembly alleging bias in the tax cut on aviation fuel announced for Kannur airport and urged them to extend the relief to three other airports in the state.

Chief Minister Pinarayi Vijayan had defended the decision to levy only 1% tax on ATF for airlines operating from the Kannur airport, saying it was given as a support to the newly commissioned airport.

However, he had evaded the repeated question of the UDF on why the government had not implemented the decision of its own cabinet in 2017 to reduce the fuel tax to 5% for airlines operating service from all airports in the state.

Mint 07/02/2019

Air India Ltd's chairman and managing director **Pradeep Singh Kharola** will be the new civil aviation secretary. Kharola's appointment, announced on Wednesday, follows the superannuation of former **aviation secretary** Rajiv Nayan Choubey in January.

**He will take charge of a sector mired in the financial troubles of Jet Airways (India) Ltd, issues with airport infrastructure and a potential revival plan to privatize the national carrier.**

Kharola, a 1985 batch IAS officer of the Karnataka cadre, was appointed the head of the loss-making Air India in November 2017. It was during Kharola's tenure that the government had failed in its maiden attempt to privatize the national carrier.

In addition to a renewed attempt to privatize Air India, Kharola's challenges could include improving infrastructure in one of the fastest growing aviation markets, globally.

On 1 February, the government had scrapped the budgetary support meant for a potential turnaround of Air India, signalling a possible firming up of plans to privatize the airline. The allocation for Air India's turnaround plan fell to a mere ₹1 lakh for 2019-20, from the ₹3,975 crore earmarked in the revised budget figures for 2018-19. This came amid a sharp cut in the budgetary allocation for

the civil aviation ministry from ₹9,700 crore in 2018-19 to ₹4,500 crore in 2019-20, in the interim budget presented last week by finance minister Piyush Goyal.

**“The biggest challenge for India’s aviation sector is air-side infrastructure. Across the country, the government has failed to live up to its primary responsibility of providing adequate air-side infrastructure to meet India’s aviation growth rates,”** said aviation analyst Devesh Agarwal, who runs the blog Bangalore Aviation.

Mint 07/02/2019

Kannur: It has been two months since the Kannur international airport took wings, starting services to some Gulf and domestic destinations and the initial trends, according to Kannur International Airport Ltd. (KIAL), are encouraging.

The airport project originally envisaged that 80% of passengers using the airport will be international passengers. But the figures show that domestic passengers in the airport inaugurated on December 9 outnumbered the international passengers, reflecting the rapid growth of Indian domestic aviation. “Domestic aviation in the country has been growing at the rate of around 20% a year and the Kannur airport is seeing its reflection,” said V. Thulasidas, managing director of KIAL. In the first month, the ratio of domestic and international passengers was roughly 50:50, he said adding that as the airport was completing its second month, it was more like 60:40.

At present, **Air India Express is operating flights to four stations in the Gulf, namely Sharjah, Abu Dhabi, Doha and Riyadh. Soon IndiGo will start Kuwait and Doha services,** KIAL officials said.

**GoAir also has plans to start services to three Gulf destinations, namely Muscat, Abu Dhabi, and Dammam. Already there are domestic services from Kannur to Bengaluru, Chennai, Goa, and Hubli.**

**IndiGo will soon start operating services to Kochi and Thiruvananthapuram. KIAL has also asked GoAir to start services to Thiruvananthapuram.**

09/02/19 Mohamed Nazeer/The Hindu

Indian carriers such as IndiGo and Jet Airways have not been able to deploy some of their new planes on longer, mainly overseas, routes due to regulatory curbs, with the aviation watchdog raising operational safety concerns.

**The DGCA has rejected a request by Jet Airways to ease norms for its newly acquired Boeing 737 MAX aircraft, said people with knowledge of the matter.** The curbs follow a Boeing 737 MAX crash in Indonesia last year. **The regulator had earlier rejected IndiGo’s request to relax conditions on operating Airbus 320neos equipped with Pratt & Whitney engines.**

“We have rejected Jet Airways’ request to relax the Extended Diversion Time Operations (EDTO) limit for Boeing 737 MAX aircraft because we are concerned about the performance of the aircraft, and would like operations to continue with restrictions,” said a senior DGCA official, who did not want to be identified.

The official added that the EDTO limit for **Airbus 320neo** also continues to be restricted. **The EDTO limit for both aircraft is 60 minutes as of now, which means they can be operated only on routes where an airport is reachable within that period. The regulator has to relax the EDTO limit for both aircraft types before they can be used on longer routes.** Jet Airways said it had applied to the DGCA for a 120-minute EDTO approval for its **Boeing 737 MAX** fleet.

09/02/19 Mihir Mishra/Economic Times

Mumbai: A Jet Airways flight from Mumbai to Dehradun was diverted to Chandigarh on Saturday morning after the aircraft developed a technical problem enroute.

Flight 9W 703 departed Mumbai airport at 6.10 am and was minutes away from landing in Dehradun when the Boeing 737-800 aircraft (VT-JGW) was diverted to Chandigarh. The aircraft descended up to about 8000 feet before changing course and heading for the alternate airport where it landed at 8.10 am. Dehradun's Jolly Grant airport is at an elevation of about 2000 feet.

A Jet Airways spokesperson said: "**Jet Airways flight 9W 703 from Mumbai to Dehradun was diverted to Chandigarh and has landed safely.**

**The diversion was necessitated due to a technical reason and the diversion was as per procedure."**

The spokesperson said, "an alternate aircraft was arranged immediately for our guests with a revised departure time for their destination."

09/02/19 Manju V/Times of India

Agra: The UP governor Ram Naik will laid the foundation stone of **new terminal building at the Deen Dayal Upadhyay airport in Agra** on February 17, official said here in Saturday.

According to Tourism Guild, the new terminal will allow international airlines to operate direct flights to Agra. The tourists will not have to land at New Delhi and then travel to Agra to see the world famous Taj Mahal.

The Union Environment and Forest Ministry and the National Green Tribunal (NGT) have given their mandatory clearances to the project.

**Land for the terminal was acquired by the UP government from farmers in Dhanauli village and handed over to the airports authority.**

09/02/19 Outlook

**The day Prime Minister Narendra Modi laid the foundation for the first civilian airport in Arunachal Pradesh, Jet Airways operated its last flight on the Guwahati-Aizawl route.** By withdrawing from Mizoram, the private airliner joined an expanding list of flight operators that have suspended operation from new and existing routes in the geographically challenged northeastern region. This has undermined New Delhi's ambitious flagship regional connectivity scheme UDAN, an acronym for the Hindi phrase Ude Desh ka Aam Naagrik meaning 'let the common man fly.'

Mizoram's Lengpui Airport, 32 km from the capital Aizawl, took a little more than two years to be completed in February 1998. It soon became the busiest airport in the region after the ones in Assam's Guwahati, Manipur's Imphal and Tripura's Agartala. But the airlines began withdrawing operations for reasons such as safety, maintenance and viability. If an accident made Northeast Shuttles stop its Cessna flights in 2011, losses made Kingfisher Red withdraw a year later. Air India ended its Guwahati-Aizawl flights as did SpiceJet in less than a year after its inaugural flight in

October 2016. Jet Airways, once the only private airline flying to and from northeastern India, withdrew from Aizawl on February 10. The airline attributed it to non-viability of the route because of fuel price rise, a depreciating rupee and a difficult pricing environment.

Is only Mizoram affected?

No. Jet Airways withdrew from Imphal and Assam's Silchar and Jorhat, along with Aizawl. Much before the first round of UDAN was launched in April 2017, private airlines had withdrawn from Nagaland's Dimapur.

The Hyderabad-based Air Deccan, which won exclusive rights in the UDAN bidding to connect Meghalaya capital Shillong to Aizawl, Agartala, Silchar, Dimapur and Imphal, operated only 10 flights to Agartala and Dimapur in May 2018. The Delhi-based Zoom Air operated between Assam's Tezpur and Kolkata for only three months, till July 2018, before withdrawing owing to "technical issues." And from September 1, 2018, SpiceJet suspended its operation from Agartala, six years after Jet Airways and a few other small airlines had withdrawn.

According to Zoliana Chhakchhuak, Aizawl-based head of a regional tour operators' association, viability is often cited by airlines, despite a passenger occupancy rate of 60-70% in most flights, and more people in the region flying than ever before.

While some of the smaller airports have flights connecting Kolkata and Delhi, the withdrawal of service to and from Guwahati — the hub of communication in the region — is expected to affect tourism, a sector that has capitalised on peace in the region. **Airlines and the Airports Authority of India (AAI) agree that the passenger volume has doubled in the last five-six years from Guwahati and other popular airports in the region. But improved road and rail connectivity, they said, have become a bane for smaller airports.**

09/02/19 Rahul Karmakar/The Hindu

**Itanagar: Prime Minister Narendra Modi on Saturday laid the foundation stone for construction of greenfield Airport at Hollongi near here and inaugurated an upgraded and retrofitted Airport at Tezu in Arunachal Pradesh.**

Speaking at a public function at IG Park here, the Prime Minister said this was probably for the first time that an airport was being inaugurated in a state while the foundation stone of another was being laid on the same day.

Inaugurating the Tezu airport in the Lohit district through remote, the PM said the airport will connect Guwahati, Jorhat and Hollongi.

Modi said flights under the UDAN scheme will start from Tezu airport.

The greenfield airport at Hollongi will be a great help to the people Itanagar as at present the nearest airport to Itanagar is at Lilabari in Assam at a distance of 80 km.

The airport at Hollongi will reduce the distance by a fourth. In addition to providing better connectivity to the region, the airport will also unravel the tourism potential of the state.

The airport will boost the economic growth of the region and will be of strategically important to the nation.

09/02/19 PTI/Times of India

**Four passengers suffered nose bleeding on an Air India Express flight from Muscat to Calicut Sunday due to pressurisation problem**, according to the airline.

The incident happened soon after the plane, which had 185 passengers onboard, took off from Muscat airport.

In a statement, an Air India Express spokesperson said **the plane returned to bay** due to "aircraft pressurisation problem" and four passengers had nose bleeding.

The four passengers were treated by the airport doctor and declared fit to travel. Few other passengers who had experienced discomfort and ear pain soon became alright after the aircraft landed back and they were inside the terminal building, the statement said.

The flight 'IX - 350' had 185 passengers, including 3 infants. It was a Boeing 737-8 aircraft.

The Economic times of India 11/02/2019

**IndiGo has cancelled more than 50 flights, in the past two days, from various airports across the country owing to a shortage of pilots, especially captains.** Flight cancellations are set to continue on Monday, when the airline is likely to cancel about 30 flights, said people aware of the matter. Indigo, the biggest domestic airline by number of passengers flown, operates more than 1,000 flights a day.

The airline blamed the shortage of pilots on the hailstorm that had hit parts of northern India on Friday. **"Due to a severe hailstorm in north India on Friday, February 7, 2019, 11 IndiGo flights were diverted," Indigo said in a statement on Sunday.** "Consequently, this disrupted operations across our network the following day. As part of recovering our schedule, positioning of the crew and aircraft had to be readjusted. As a result, a number of flights were cancelled. We regret the inconvenience caused to our customers."

Although the airline did not disclose how many flights were cancelled, the people cited earlier said that **more than 50 flights had been cancelled** from airports including those in Bengaluru, Hyderabad, Chennai, Jaipur and Pune.

**"No pilot can fly more than 1,000 hours in a year and the airline is facing a shortage because a lot of IndiGo pilots have breached that limit,"** one person said on condition of anonymity. "This shortage is set to continue for some time."

The Economic times of India 11/02/2019

**Crisis-hit Jet Airways Sunday cancelled more than 10 flights due to operational reasons**, according to a source.

On February 7, the airline said four of its aircraft have been grounded due to non-payment of lease rentals.

"A few flights of Jet Airways were today cancelled due to operational reasons," an airline spokesperson said.

The source in the aviation industry said that more than 10 flights were cancelled from Mumbai airport alone.

"The airline regrets the inconvenience it caused to its guests. Affected guests have been re-accommodated while those seeking refunds have been compensated as per appropriate guidelines," the spokesperson said.

Faced with acute financial problems, the airline is looking to restructure debt and raise fresh funds.

Mint 11/02/2019

IndiGo, an Indian budget carrier, is canceling dozens of flights every day over the next two months as it struggles to find enough skilled pilots following an aggressive expansion binge, according to people with direct knowledge of the matter.

Pilots at Asia's biggest low-cost airline by market value have exhausted their annual limit on flying hours earlier than expected, leading to the chaos, the people said, asking not to be identified as they are not authorized to speak to the media. IndiGo declined to comment on pilot shortage.

**The airline, which controls more than 40 percent of the domestic market in India, scrapped as many as 49 flights on Wednesday, and said it will cancel 30 flights a day until the end of the month. Those disruptions will continue through March, as the airline adjusts its crew rosters, IndiGo, operated by InterGlobe Aviation Ltd said in a statement, citing weather conditions and restrictions at various airports that "resulted in extended duty times" for crew, forcing a re-roster.**

The problems at IndiGo, the biggest customer for Airbus SE's A320neo jets, follow chaos at China Airlines Ltd last week, when cockpit crew went on a strike complaining of overwork, leaving thousands of passengers stranded during a peak travel season in the region. India needs 17,000 new pilots in the next decade, according to Kapil Kaul, New Delhi-based chief executive officer at consultancy CAPA India.

The cancellations started late last week when New Delhi and its surroundings were lashed by a hailstorm, sending airline schedules haywire. A planned runway closure in the southern city of Bengaluru and commercial capital Mumbai added to the mess.

IndiGo, which inducted 19 Airbus A320-family aircraft in the past four months, is aggressively adding capacity as carriers rush to cash in on a travel boom in India, the world's fastest growing aviation market. More aircraft also mean having to hire more pilots, typically at least 12 for every narrow body jet, adding to costs.

"Their over ambitious aircraft growth without planning ahead with crew numbers will cost them,"



said Mohan Ranganathan, a former commercial pilot and an aviation consultant based in Chennai.

**IndiGo is likely to add at least 40 more aircraft in the year ending March 31, 2020 after inducting about 62 in the current year, according to consultancy CAPA India.** The airline, which also operates smaller ATR aircraft on regional routes, has 430 Airbus A320-family jets on order, on top of a previous deal to buy 100 narrow body jets.

**Boeing Co. forecasts about a quarter of a million new pilots will be needed in Asia over the next two decades as 40 percent of the world's fleet is expected to be delivered to carriers from the region.**

The Economic times of India 15/02/2019

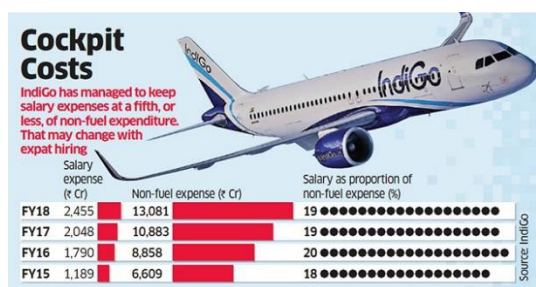
**IndiGo plans to hire as many as 100 expatriate pilots this year to add to its roster of flight captains and plug shortages that have forced India's biggest carrier by market share to cancel flights, said a person with knowledge of the matter.** The move will help it maintain schedules but increase staff costs, experts said.

**The carrier has more than 200 planes and a pilot strength of over 3,000, which includes over 1,200 commanders, more than 50 of whom are expats.** The hires will treble the number of pilots from overseas.

IndiGo's crew addition has lagged its aggressive capacity addition. The airline had to cancel close to 150 flights in the last few days. Bad weather in Delhi and partial closures at Mumbai airport added to pilot constraints.

The airline cancelled 49 flights on Wednesday and will be cancelling 30 of its daily 1,300 flights everyday this month. It has attributed flight disruptions to external conditions.

The hiring will increase IndiGo's staff costs at a time when it is trying, with limited success, to curtail non-fuel expenses. With a basic salary of \$13,000 on average, expat pilots in India command salary premiums of up to 35% over their Indian peers



**IndiGo spent Rs 835 crore on staff expenses in the December quarter, up 36% from the year earlier. Its total costs, excluding fuel, in the period rose 39% to Rs 4,628 crore. In the last three fiscal years, salary expenses have risen 50% (FY16), 14% (FY17) and 20% (FY18).**

**IndiGo's problems also point to a broader issue facing the country's aviation industry—a paucity of experienced commanders to fly its rapidly expanding fleet.** Indian airlines are adding close to 1,000

airplanes in the next decade. Indi-Go, with an orderbook of more than 400 planes, leads this capacity addition and hence challenges before it are more acute than those for its rivals.

**CAPA-Centre for Aviation, a Sydney-based consultant, estimates the current number of pilots in India at 7,963. In 10 years, airlines will have to hire 17,164 more. Airlines have been trying to lower their expat pilot count to reduce costs — from 10.5% in FY14 to 8.1% in FY18 — but that's likely to swell again.**

**India's airlines have around 4,000 commanders, of which 324 are expats. CAPA estimates a 14% shortfall in pilots in the next decade as fleets get bigger in India.**

The Economic times of India 14/02/2019

**Budget carrier GoAir Wednesday said its chief executive Cornelis Vrieswijk has resigned from the post within nine months, citing personal matters.**

**The former Easyjet executive joined the Wadia group airline only last June**

The airline said Jeh Wadia, the managing director, will be discharging the additional responsibilities of the CEO, till it finds a successor to Vrieswijk.

Dutch national joined GoAir only last June after the departure of Wolfgang Prock-Schauer in December 2017 and the larger rival IndiGo as the chief operating officer.

"At the nominations and remunerations committee meeting held by the board on February 8, Vrieswijk expressed his desire to relocate to Amsterdam since his family was not wishing to settle down in Mumbai.

"The board understood his compulsions to move back and accepted his reasoning to move on," the airline said, adding he will stay on to ensure a smooth transition.

"We recognise Vrieswijk's contribution to the airline, but at the end-of-the-day, for him it was family calling," Wadia said.

"Going forward, I will take over the CEO's role until a suitable replacement takes place," Wadia added.

The Economic times of India 13/02/2019

Indian globetrotters will soon have improved international connectivity with Indian carriers drawing up big plans for both long and medium haul flights.

While Air India is adding non-stops to US and Australia, others like SpiceJet, IndiGo are going to expand their foreign network. Air Asia India will complete five years this May and it plans to fly to southeast Asia.

Air India is going to add non-stop flights to the US and Australia, with which the airline is going to get

some of its grounded aircraft - including 3 Dreamliners and one Boeing 777 - back in action.

AI is going to add three direct flights a week to either Chicago, San Francisco or New York. And it will add three directs a week to Australia, said AI director (finance) Vinod Hejmadi.

AI is the only airline with direct flights to Australia and the only Indian Indian carrier with directs to the US.

Air India currently has 36 non-stops a week between India and US — a daily each on Delhi-New York JFK, Delhi-Chicago and Mumbai-Newark. Apart from these, it has nine weekly flights on Delhi-SFO, and thrice each, weekly on Delhi-Washington and Mumbai-New York routes. The addition of nonstops is most likely to be on Delhi-Chicago routes.

SpiceJet chairman Ajay Singh said on the sidelines of a CAPA summit in Delhi on Tuesday the low cost carrier will induct 20 Boeing 737 Max this calendar year, which will be deployed on more distant routes, given the longer range of this aircraft.

Among the places being considered are China, Singapore, Kuala Lumpur and former Russian republics.

Asked if passengers will fly over five to six hours in a narrow body plane, Ajay Singh said: "Narrow body economy class seats offer as much comfort as a wide body's economy seat. We must prepare for narrow body long and medium haul. We take trains with 18 hours travel time. I think there will be a lot of Indians flying the longer routes we are looking at."

Air Asia India Pvt Ltd, which currently has 20 planes and will induct six more this year, will complete five years this May. It is planning to fly to southeast Asia.

IndiGo is already firming up plans for China and Europe, including a one-stop to UK. Vistara is also preparing to launch international flights as and when it gets government nod to do so.

[The Economic times of India 13/02/2019](#)

Privatising small airports would not be the right approach for the government as they need to be viable in terms of passenger size and growth projections, a senior official of GMR Airports said. "If the government wants to look at privatising small airports, in my view that is not the right approach. **The right approach would be that they look at privatising more profitable airports, which now they are doing,**" Sidharath Kapur, executive director and board member, GMR Airports, said at CAPA India Airports Summit 2019 here.

The Central government has invited bids for privatisation of six airports -- Lucknow, Jaipur, Ahmedabad, Guwahati, Mangaluru and Thiruvananthapuram. These airports are currently under the control of the Airports Authority of India (AAI).

"I think there is always a minimal size where an airport is viable (for privatisation)," Kapur said.

"The cost recovery models of these assets demand that there should be certain minimum traffic size. I guess 2.5 million to 3 million passengers (per year) is the ideal traffic size to make sense. And based on that, the growth coming makes sense of the large capex (capital expenditure) involved," he added.

**Kapur said GMR Airports -- that currently manages Delhi and Hyderabad airports in India -- does not mind looking at smaller assets.** "But in all these assets we see if there is a huge growth potential. All the Indian assets, especially the smaller ones, and the ones which are currently under privatisation, the growth potential is huge," he added.

However, he added that "smaller airports do not make much sense from a private concessions point of view".

He said the government should focus on building smaller aerodromes from the revenues of bigger airports that have been privatised.

**"Delhi and Hyderabad constitutes 85 per cent of the revenues of the Airports Authority. This can contribute to the kitty of the government and they can use this cash to construct airport infrastructure in underdeveloped and developing areas. Where there are no airports, they can build some airports, even if the traffic is around 100,000 passengers,"** he said.

He said his company is not averse to greenfield airports either. "We continue to look at them. Our preference, as anyone's else preference is, brownfield assets that are running assets. The construction risk is not really there," he said.

"I would call the Indian greenfield assets as not truly greenfield. I would say they are more of a whitefield because in most cases -- except Goa which was an exception -- the existing airport is shutdown," he said. "Our Delhi and Hyderabad (airports) are for sure large assets...we will continue to look at international forays. We will continue to look at domestic assets because that is our home market," he stated.

The Economic Times of India 14/02/2019

Jet Airways founder promoter Naresh Goyal is set to lose control of his beleaguered airline after the board approved a proposal allowing a consortium of banks to become the largest shareholder. The stake of Goyal, who founded the airline in April 1992, could drop to as low as 20% from 51% now while Etihad Airways — along with a partner — may eventually become the biggest shareholder.

Banks, led by State Bank of India, will convert a portion of their debt into equity, making them the largest shareholders, a statement from Jet said on Thursday.

The bank-led resolution plan (BLRP) is "to meet a funding gap of nearly Rs 8,500 crore which is to be met by an appropriate mix of equity infusion, debt restructuring, sale/sale and leaseback/ refinancing," the statement added.

While clarity is yet to emerge on how the deal will be ultimately structured, it is clear that Goyal is set to lose control.



Jet also announced its fourth straight quarterly loss, underlining the criticality of the resolution plan. The plan will have to be approved at the Jet shareholders' meet on February 21.

Banks will convert the debt at a price of Rs 1 in accordance with the Reserve Bank circular, which stipulates this price for companies whose book value is negative.

The shareholders' meet will also increase Jet's authorised capital. The airline said banks will be allotted 114 million shares. It didn't specify how much debt would be converted to equity or how fresh funds would be raised.

The airline aims to increase authorised share capital to Rs 2,200 crore. This would include Rs 680 crore of equity capital and Rs 1,520 crore of preference share capital.

**People in the know have said debt to-equity conversion is the first stage. In the second stage, Etihad, possibly along with a local partner, will subscribe to fresh shares issued by Jet and increase its stake to 45%.**

**Analysts said the debt conversion and the consequent increase in share capital may lead to a share price dilution of more than 20%, bringing it to around Rs 150 — the price at which Etihad wants to invest in Jet.**

Jet shares ended at Rs 225.80 on Thursday, up 1% from the last close. The resolution plan was notified to stock exchanges after trading ended.

**"Naresh Goyal's share will come down to 25.5%, Etihad to 12% and lenders will have a majority stake of 50.1%.** While this will effectively transfer control of the airline to lenders, the press release is silent on how much of the debt will be converted under the exercise, which remains a key unknown for now, and also who is to bring in potential equity funding that is required to sustain operations and deliver a turnaround," said Santosh Hiredesai of SBI Caps in a note.

**"Jet is saved. The government is really working to ensure the airline survives and 23,000 jobs are protected,"** said an independent consultant.

However, it is still early days. Several approvals including nods from the Securities and Exchange Board of India and the ministry of civil aviation are required for the restructuring plan to be rolled out.

"I cannot comment on the final equity structure and control," said a senior Jet executive, adding that it could change depending on regulatory approvals.

The airline, facing its worst financial crisis, has defaulted on loan payments and lease rentals. It has delayed salaries, grounded planes, pruned operations and laid off staff.

The resolution plan has been drawn up by a consortium of lenders led by SBI.

Jet has been in talks with Etihad, which currently owns close to a quarter of it, for additional funding.

The airline reported a net loss of Rs 732 crore for the quarter, against a net profit of Rs 186 crore for the same period last year on weak operating performance. Revenue remained flat at Rs 6,411 crore despite unprecedented traffic growth.

Revenue per seat per kilometer rose 2.6%, but the cost equivalent rose 29%

The Economic Times of India 15/02/2019

**New Delhi: Retired technocrat Ashwani Lohani took charge as the chairman and managing director (CMD) of Air India on Friday. He took the charge in presence of recently appointed Civil Aviation Secretary Pradeep Singh Kharola and senior officials of the national carrier.**

**This is Lohani's second tenure as Air India chief.**

The Appointments Committee of the Cabinet on February 13 cleared Lohani's re-induction on a contract basis for a one-year tenure.

Lohani is a 1980-batch IRSME (Indian Railway Service Mechanical Engineering) officer hailing from Madhya Pradesh.

He had headed the national carrier from August 2017 to September 2017 before being moved to the Railway Board as the chairman, from where he retired in December, 2018.

It was during his tenure that Air India made its first operating profit of Rs 105 crore in the 2017 financial year, since the merger of Indian Airlines and Air India in 2007.

**Kharola was the chief of Air India till February 6, when he was transferred to the position of civil aviation secretary.**

The Economic Times of India 15/02/2019

**IndiGo on Friday said scheduled cancellations of 30 flights every day would continue till March 31 and denied that 130 flights were being cancelled on Friday.**

IndiGo's statement came a day after media reports said the airline would cancel 130 flights on Friday. The carrier also said that out of the listed 130 flights, it was operating 120 flights, "as scheduled, with more than 20,000 travelling passengers".

In a statement, IndiGo said it was maintaining its position "regarding scheduled cancellations of 30 flights per day until March 31, 2019".

However, it said these cancellations do not include NOTAMs (Notice to Airmen) which are issued by various airports due to operational reasons.

Generally, NOTAMs are issued to airline operations to inform them about airspace restrictions.

On Thursday, when asked whether the airline was cancelling 130 flights on Friday, an IndiGo spokesperson said it has not cancelled any additional flights other than the schedule cancellations. However, no formal statement was issued to this effect.

"As stated earlier, the anticipated cancellations are 30 flights per day. The operations will be completely normalised by the start of the summer schedule from March 31."

"Additionally, a NOTAM in Bangalore started effective today (February 14), which caused additional 40 flight cancellations, rescheduling for which had been completed a month back and passengers were informed and reaccomodated accordingly," the airline said in a statement on Thursday.

The Economic times of India 15/02/2019

New Delhi: India's biggest private sector airport operator, GMR Group, and infrastructure major Adani have bid for the six airports- Lucknow, Jaipur, Ahmedabad, Guwahati, Mangaluru and Thiruvananthapuram- that the government plans to run public-private way like the mega hubs at Delhi and Mumbai.

Jaipur and Ahmedabad airports have got seven bids each. Lucknow and Guwahati have got six bids each. Mangalore and Thiruvananthapuram have got three bids each.

The Airports Authority of India (AAI) had in mid-December issued request for proposal (RFP) for these airports. The technical bids were opened on Saturday that showed GMR - which runs Delhi and Hyderabad airports - and Adani Group have submitted bids for all the six airports. The Cochin International Airport Pvt Ltd (CIAL) has bid for one airport, Mangalore. In all, AAI has got 32 bids for the six airports from 10 bidders. Apart from GMR, Adani and CIAL, the other bidders are: AMP Capital Investors (UK) Ltd and PNC Infra (bid for four airports each); Autostrade, NIIF and I Investments Ltd (three airports each) and KSIDC and Sanna Enterprise (one airport each).

"The technical bids have been opened as of now. The financial bids will be opened on February 25," said a senior AAI official. Since every airport has elicited good response, AAI is hopeful that it may be able to hand over operations, management and development of these six growing airports to private players for 50 years as planned. According to the RFP, the letter of award has to be issued to the winning bidder on February 28 and the validity of the bids is till July 31, 2019.

This is the second big round of privatising airports after Delhi and Mumbai were handed out to private players, GMR and GVK, over a decade back. But the revenue share model is different this time.

AAI has had several disagreements with the private airport operators in Delhi and Mumbai over the amount of revenue to be shared. There have been allegations in the past that the private airport operators formed subsidiaries to hive off certain non-aero operations at these airports in a bid to avoid revenue share with AAI as per the privatisation pact.

To avoid such disputes, the authority has now opted for a new model of revenue generation from these six airports' prospective bidders. **"The concessionaire shall pay to the Authority, on a monthly-basis, a fee (the 'per-passenger fee') in respect of each passenger (both domestic and**

**international) handled at the airport in accordance with the concession agreement... the concessionaire shall be entitled to collect charges from users of the airport in accordance with the concession agreement," the RFP document says.**

17/02/19 Saurabh Sinha/Times of India

A total of 10 entities have submitted bids for six AAI-owned airports for privatisation. Among the bidders, **GMR Airports and Adani Enterprise are offering to operate all the six aerodromes.**

Others bidders are **Autostrade from Italy, AMP Capital Investors (UK), Mauritius-based I Investments, Cochin International Airport (CIAL), Kerala State Industrial Development Corporation (KSIDC), National Investment and Infrastructure Fund (NIIF), PNC Infrastructure and Sanna Enterprises.**

**Six airports — Jaipur, Ahmedabad, Lucknow, Mangalore, Guwahati and Trivandrum — were put on the block by state-owned Airports Authority of India on December 14, 2018. The bidder quoting the highest per-passenger fee for domestic travellers will be awarded the rights to operate, manage and develop the six non-metro airports.**

The winning bids will be announced on February 28.

Experts believe that liberal bid conditions have generated this interest.

"This is a positive response from bidders considering what happened in Mopa (Goa) and Navi Mumbai airports where there was not much interest," Satyan Nayar, secretary general, Association of Private Airport Operators (APAO) said while adding that more bidders would have applied if the tender schedule was relaxed.

While the **GMR** operates Delhi and Hyderabad airports, **Adani Enterprise** has been vying to enter the airport sector for some time now.

**Fairfax India, which operates Bengaluru airport, and GVK, which handles Mumbai, did not submit a bid.** All these airports are profit making facilities for the AAI and handle between 2.27 to 9.17 million passengers annually.

17/02/19 Arun Nayal/Financial Express

A total of 32 technical bids have been received from 10 companies to operate six airports that are currently under AAI's management, senior officials said Saturday.

As part of an open international competitive bidding process, the Airports Authority of India (AAI) had sought bidders for carrying out operations, management and development of the six airports -- Guwahati, Thiruvananthapuram, Lucknow, Mangaluru, Ahmedabad and Jaipur.

**"AAI has received 32 technical bids from total 10 companies for six airports," senior government officials said.**

**"Ahmedabad and Jaipur airports have received seven bids each. Lucknow and Guwahati have received six bids each. And Mangaluru and Thiruvananthapuram have received three bids each,"** they added.



The last date to submit technical bids was February 14.

**AAI will open the financial bids on February 25. The winning bids will be announced on February 28.**

17/02/19 PTI/Business Today

New Delhi: Loss-making Jet Airways is likely to receive fund infusion worth over Rs 3,000 crore post debt-rejig and investments by Etihad Airways as well as National Investment and Infrastructure Fund (NIIF) while founder Naresh Goyal might remain the promoter with less than half of the existing majority stake of 51 per cent, according to sources.

While the final contours of debt-restructuring and consequent changes are being worked out, an analyst said that Etihad Airways should come as the main driver for Jet Airways as lenders and shareholders would not be able to bring in much value addition.

Abu Dhabi-based Etihad, which currently owns 24 per cent in the full service carrier, is a strategic partner and is expected to pump in around Rs 1,400 crore, sources said.

On February 14, Jet Airways' board approved a Bank-Led Provisional Resolution Plan (BLPRP), whereby lenders would become the largest shareholders in the airline.

After receiving approval from shareholders, during their meeting scheduled for February 21, part of debt would be converted into 11.4 crore shares at a consideration of Re 1 apiece as per RBI norms. Later, appropriate interim credit facilities by domestic lenders would be sanctioned to the airline, as per a regulatory filing made on February 14.

17/02/19 PTI/Economic Times

**A consortium of banks, along with the National Investment and Infrastructure Fund (NIIF) and Etihad, will invest about Rs 3,400 crore in Jet Airways, leading to a much-reduced holding for founder Naresh Goyal, a change in management control and lenders with the biggest stake. Following the infusion, which will be in phases, the consortium of banks, led by State Bank of India, will own 32% of the airline and Abu Dhabi-owned Etihad and the NIIF will hold about 24.9% and 19.5%, respectively, said a person with knowledge of the matter.**

Goyal's stake will drop to 20% from 51%, stripping him of board membership and management control, the person said. He will, however, retain his status as promoter. Etihad reported on Friday that Goyal's stake was likely to drop to this level.

"Both NIIF and Etihad funds will be converted into equity at a rate of Rs 150 per share," said the person. A waiver from the Securities and Exchange Board of India for a subsequent public offer won't be required because Etihad's stake won't increase beyond 25% even after the equity infusion. The banks will get their stake in the company at Rs 1 per share.

Jet Airways ended at Rs 232.55 on the BSE Friday, up 3%. The carrier didn't respond to queries.

On the Jet Airways earnings conference call Friday, the management declined to say who would be promoter after the change in ownership structure. "Jet Airways will continue the structure of a professionally run management reporting to the board of directors," CEO Vinay Dube said.

The person cited above pointed out that the Abu Dhabi Investment Authority (ADIA) has contributed a big chunk of the NIIF, which is anchored by the government of India. **Etihad has reportedly told the banks that it wants Goyal out of the board and that its share of infusion be converted into shares at Rs 150 a piece.**

**The carrier's total debt amounts to about Rs 8,400 crore. As part of the deal, about Rs 6,000 crore of what it owes will be converted into long-term debt by the banks to be repaid over a period of 10 years. A substantial part of the infusion will be used to repay debt and meet other operational costs including salaries.**

16/02/19 Mihir Mishra/Economic Times

On Thursday, Jet Airways approved a bailout plan after reporting consecutive losses in the last three quarters.

**This Bank-led Provisional Resolution Plan (BLPRP) will allow lenders to convert loans they gave Jet to equity and become shareholders of the airline.**

The approved bailout plan will be funnelling Rs 8,500 crore into Jet with a mix of equity infusion, debt restructuring, refinancing of aircraft, and others, says the company in an official press release.

**The Jet Airways board has agreed to give its lenders, namely SBI, a 50.1% ownership stake in the bailout plan. Under this deal, SBI will be allotted 11.4 crore shares at a value of Re 1, and it will have the power to nominate members for a seat on the Board of Directors.**

The plan also allows a sanctioning of interim credit facilities on terms that are in agreement with government requirements. **"The BLPRP envisages the company receiving the requisite approvals from shareholders at their meeting scheduled on February 21," says Jet.**

Other shareholders' equity will be diluted in the process: Chairman Naresh Goyal will own 25% and Etihad Airways will own 12%. Both have reduced their ownership stake by half.

Jet Airways CEO Vinay Dube said, **"Jet Airways continues to make steady progress on its operational and financial turnaround, and with today's approval of the BLPRP by its Board of Directors, we remain confident of delivering a more strategic, efficient, and financially viable airline."**

Like its contemporaries, Jet Airways became another Indian airline trying to keep its head above the water amidst heavy financial troubles. The airline defaulted on debt repayment and reported a net loss of Rs 732 crore in the third quarter.

Last August, Jet vocalised concerns about its funding and cut employee salaries by 25%. Then, in September, the airline only managed to pay 84% of its employees.

16/02/19 Rhea Arora/Qrius

New Delhi: Aviation regulator, the Directorate General of Civil Aviation (DGCA), will, in the next few days, conduct a safety audit of Jet Airways on several criteria that will likely include "delays in meeting payroll."

India's second-largest carrier by market share is running two-and-a-quarter months behind salary obligations to most employees.

A top official at the DGCA confirmed Jet's audit. While audits happen for all airlines, they are more

frequent for those with issues, the official added.

Jet said the audit has nothing to do with salaries. **“The DGCA is planning a main base inspection, which is carried forward from the previous year. This is a scheduled audit and not a special one as suggested by you,”** a spokesman said, adding: **“Your assumption of linking it to salary is incorrect.”**

ET has seen DGCA’s checklist for such audits and one of its points is delay in paying salary.

ET, on January 15, reported about the **DGCA expressing caution over delayed salary payment at Jet, saying that could pose security risks.**

Meanwhile, the airline’s pilots have met twice in Delhi and Mumbai this month and told the management they would “take action” if all salary arrears weren’t cleared by March.

16/02/19 Anirban Chowdhury/Mihir Mishra/Economic Times

It's been six months but Air India has still not been able to ascertain the main source of bedbugs that left several passengers 'red' on AI's 144 Newark-Mumbai flight in July 2018. The Ministry of Civil Aviation (MoCA) said that no particular source could be established. AI has carried out extensive fumigation on its aircraft to eliminate the bedbugs.

Several passengers sitting in the business class section of the Newark-Mumbai flight had posted pictures and messages of bedbug bites on social media. After the incident, AI had even grounded two aircraft on the Mumbai-Newark route for fumigation. Saumya Shetty, who was bitten by bedbugs on the flight and had sought refund said, "I cannot believe AI could not establish the source. I think the aircraft that fly on the Mumbai-Newark route are old and not maintained, the reason they have bedbugs."

The issue was raised in Parliament last week during which the MoCA said: "Bedbugs were reported by passengers on Air India Flight No.144 (Newark- Mumbai). After passenger complaints, thorough investigation was carried out. Bedbugs were found on some seats of the aircraft."

The **MoCA** further said, **"AI carried out extensive fumigation/bedbug treatment on all its aircraft. No particular source could be established for the bedbug on Air India aircraft. On arrival of the aircraft in Mumbai, bedbug treatment (intensive spraying of Chlorophosphide, Protex & Ektara) was carried out on the aircraft before further flight."**

16/02/19 Mehul R Thakkar/DNA

**Mumbai: One of the perks of being a pilot or a flight attendant would be getting a chance to be around VVIPs and celebrities when they're on board your flight.** But a number of celebrities don't like to be bothered, especially on flights, because there is nowhere to retreat to. So if a cabin crew or a pilot comes around requesting a selfie or worse, wanting to discuss the latest going-ons in their field of expertise, the VVIP might get cross and complain.

In an office order issued last week, Air India director (operations) has laid out the dos and don'ts for crew when dealing with important passengers on board. "It has come to our knowledge that whenever VVIP/VIP are travelling on our flights, crew is/are intruding into their personal periphery and disturbing them by requesting for selfie/photo clicks, etc, and getting into unwarranted discussions," said the order.

This not only hampers their smooth and peaceful travel but also disturbs other passengers seated in executive class/first class, it said. **"All cockpit and cabin crew are hereby instructed not to intrude into the personal space of VVIP/VIP, whenever they are travelling on our fleet,"** stated the order,

**warning that "any disregard to the instructions will be viewed seriously and appropriate disciplinary action will be taken against the said crew".**

16/02/19 Manju V/Times of India

The state's domestic air passengers have often found it tough as they are made to schedule their journey according to the timings of the circular services, which connect with overseas destinations or cities outside Kerala. It is set to change with Kannur having added to the aviation map. Two airlines have come forward, offering inter-city services inside the state, much to the passengers' convenience. The move will force airlines to offer competitive rates as well.

**Trivandrum International Airport Director C V Ravindran said Go Air will start its operations from the city to Kannur on March 1 while Indigo will begin Trivandrum-Kochi-Kannur daily service from March 31.**

**Indigo, for instance, is eyeing office goers and business community. Its flight will depart Kochi at 9.05 am and reach Thiruvananthapuram at 9.50 am while another one, which leaves Kochi at 6.30 pm, will reach the capital at 7.15 pm.**

**In return direction, a flight will leave Thiruvananthapuram at 7.35 pm and reach Kochi at 8.20 pm. The airline company is offering a similar flight from Kannur to Kochi and the capital city in the peak hours, although Kozhikode is absent from their services.**

**The Air India Express was one of the segment leaders so far in the state, with its aircraft heading to overseas destinations connecting cities like Kochi and Kozhikode, and Trivandrum and Kozhikode.**

More than the domestic service offered to the city passengers, aircraft were more less used as feeder service by picking passengers from two different cities to the overseas destinations and vice-versa.

Sources said, daily intra-state services have an average load factor of 40-50 passengers. Further, Air India and Indigo have been offering daily services from Kochi to Trivandrum and vice-versa. The only thing is Kozhikode is yet to figure in the schedule of domestic airlines, which look forward to cash in on the state's burgeoning middle class.

16/02/19 Dhinesh Kallungal/New Indian Express

Mumbai: Low-cost carrier IndiGo cancelled at least 60 flights on Saturday over pilot shortage even as Directorate General of Civil Aviation (DGCA) and ministry of civil aviation were silent. In the past one week, IndiGo cancelled a few hundred flights, forcing thousands to change travel plans.

On Wednesday, IndiGo stated that due to weather problems and temporary runway closures, it would cancel 30 flights per day in February and March. These account for 2% of their operations, it said. On Thursday, IndiGo said the 30 cancellations per day don't include those on account of runway closures. That is, if there were more than 30 cancellations, it was due to runway closures. But such runway closures are planned months in advance, with adequate notice to airlines. On Friday, the airline acknowledged it was facing a pilot shortage.

Capt Mohan Ranganathan, an air safety expert, said, "An airline cannot cancel a scheduled flight like this. They have cancelled scheduled flights for two months, and there is no guarantee this will not continue. Those slots should be released for other operators and the aircraft procurement schedule of IndiGo should be permitted only if they prove that they have adequate crew."

**The DGCA norm states that an airline "shall have an adequate setup for crew scheduling and also**

**have a computerised system to maintain their flying record and monitor compliance of flight duty time limitation (FDTL)..."** FDTL is the work/rest rules for pilots as laid down by DGCA.

16/02/19 Times of India

**Trichy: Trichy international airport has climbed to the second spot in customer satisfaction index (CSI) among non-metro airports across the country. Trichy, which scored 4.82 points lost the top spot to Raipur (4.86) by just 0.04 points owing to poor performance in immigration and customs departments, officials from Trichy airport said.**

The ranking is based on 52 airports, under the Airports Authority of India (AAI), surveyed across the country in the latest round-II report of the CSI survey conducted by AAI for the period from July to December, 2018. Trichy was followed by Udaipur, Vadodara and Gaya airports which scored 4.80, 4.78, and 4.75 respectively.

Even though Trichy airport's overall index points enhanced to 4.82 from 4.72, poor performance of the Immigration and Customs department has cost the airport the first place, as indicated by the survey.

Compared to the last evaluation round (January-June, 2018), the immigration department lost 0.03 points for waiting time at passport / personal ID inspection and courtesy and helpfulness of inspection staff. Another 0.01 points was lost for speed of baggage delivery service by the customs department. Apart from this, Raipur airport has fared way better over Trichy airport on ground transportation, parking facility and efficiency of check-in staff.

16/02/19 D Vincent Arockiaraj/Times of India

**New Delhi: For all their glitz, the hotels in Mahipalpur lack proper safety arrangements. And uncontrolled construction poses an additional hazard.**

**Located opposite the airport, this southwest Delhi village was once a hub for cargo companies that had their warehouses here. But gradually, the warehouses gave way to hotels.**

"Initially, the hotels were running on the main road, but as people saw the business booming, they built them on lanes inside where two people can barely walk together. Today, there are over 300 hotels in the village," said real estate businessman Rajender Sehrawat.

Locals say the village falls under the lal dora line.

Sehrawat said that the majority of the hotels are operated by big companies, which take these on rent from property owners and pay lakhs of rupees every month. The hotels mostly cater to people coming from the airport but do not run rooftop restaurants or bars.

The warehouses were converted into hotels, and temporary partitions were made to create rooms using plastic and other material. While the big hotels are using central air conditioning, others who do not have the means are still using window or split air conditioners with their ducts almost touching the electrical wires hanging outside. Many of the buildings do not have any emergency exits and have other commercial activities running from basements for which pick-up trucks and cabs are parked on the roadside.

Except for hotels located on NH-8, there is no parking space inside and only small four-wheelers can go to a certain distance within the village. In an emergency situation, this could lead to loss of crucial

time in which lives could be saved.

16/02/19 Times of India

**Budget carrier SpiceJet is likely to add 20 aircraft to its fleet in 2019 with the majority of them being Boeing 737 Max. The Boeing Max will allow the airline to fly to countries that are up to eight hours away from India.** “This opens up new markets in China and countries in the Commonwealth of Independent States,” Ajay Singh, chairman and managing director, SpiceJet, said on the sidelines of the CAPA India summit. The Gurgaon-based carrier recently added Jeddah in Saudi Arabia as its ninth international destination.

**In the third quarter of FY19, the low-cost airline added 12 new planes — nine Boeing 737 Max aircraft and three Q400s — taking the fleet size to 74 aircraft. In the first two quarters of FY19, the airline had added just one.**

Analysts expect SpiceJet to accelerate the capacity growth to 20-25% during Q4FY19 on the back of the Max addition. “With all the additional aircraft being B-737 Max with 15-20% greater fuel efficiency than existing aircraft, SJ (SpiceJet) will also start benefiting of lower fuel costs,” brokerage firm Edelweiss noted.

Yields at SpiceJet improved 4% year-on-year in Q3FY19 due to higher pricing power on routes to tier-2 cities which comprise 70% of its routes. The focus on yields led to a 4% y-o-y fall in passenger load factor (PLF) during the quarter. “Contrary to market fears, PLF has proven less elastic to yields than anticipated,” analysts at Edelweiss added.

16/02/19 Arun Nayal/Financial Express

**Born into a family of fighter pilots, Sugandha Sukrutaraj grew up with a deep interest in aviation. As it happened, she would go on to become the face of India's first ever Aero Show, Avia India, back in 1993. Fellow enthusiast, former PM Rajiv Gandhi, had always dreamed of an international air show, which was then conceptualised by his Doon school classmate, Anand K. Sethi. Sugandha recalls the iconic journey and the pioneers who helped make it happen.**

Perhaps it was something to do with the fact that he was a pilot himself, but the late **Prime Minister Rajiv Gandhi was said to be always keen on holding an international aero show in India** and he got his wish in 1993 when Avia India, the country's first aero show was conceptualised by his Doon School batchmate, Anand K Sethi, the managing director of Conventions and Expositions (CONVEX). “It was Rajiv's dream to organise a spectacular international show and exposition on aerospace and aviation in India and Anand stuck his neck out to make it happen. It took a lot of courage to do what he did,” says Mrs Sugandha Sukrutaraj, who, as the then regional manager of CONVEX, became fully involved in organising India's first international aerospace and aviation exposition.

**From a family of fighter pilots, the event was right up her sleeve. “My father, husband and son are pilots. Aviation is in my genes,” she says proudly.**

Recalling how accessible the former chief of the Indian Air Force (IAF), Air Chief Marshal N C Suri, was in the run-up to the aero show that was soon to make a history, she adds, “Air Chief Marshal Suri not just organised the venue for the aero show, but went with us to meetings with the Chief Minister and Chief Secretary to the Karnataka government to help us get just about everything we needed for

Avia India '93. Air headquarters was always just a phone call away.”  
16/02/19 Aksheev Thakur/Deccan Chronicle

The Light Combat Helicopter (LCH) is at striking distance from being inducted into the armed forces. The designers and test crew at Hindustan Aeronautics Ltd (LTD) vouch for the LCH's might, with four prototypes having completed the pre-induction trials as mandated by the users—the Indian Air Force (IAF) and Indian Army.

During a recent visit to the Rotary Wing Research and Design Centre (RWRDC) of HAL, Onmanorama was briefed by the officials about the future flightpath of the combat helicopter programme.

The Defence Acquisition Council (DAC) had cleared the proposal to induct an initial batch of 15 LCHs. Notwithstanding the final orders to formally come, HAL had gone ahead and began the process of manufacturing the limited series production (LSP) platforms.

Of the 15 LSPs, 10 are for the IAF and the remaining five for the Indian Army. There's an additional projection of 65 LCHs for the IAF and 97 for the Indian Army. The LSP of LCHs was launched in August 2017 by Arun Jaitley, when he was holding the additional portfolio of defence.

Post-completion of all trials, HAL officials now say that they are confident of the LCH becoming one of the most resourceful and potent helicopters for high-altitude missions. The programme has already got initial operational clearance (IOC).

16/02/19 Anantha Krishnan M/The Week

Boeing will showcase a range of platforms, support and training capabilities at Aero India 2019, including the F/A-18 Super Hornet, KC-46A Pegasus tanker, AH-64E Apache, CH-47F Chinook, and P-8. Featured at the show will be two U.S. Navy F/A-18E Super Hornets and the P-8A, and the U.S. Air Force's C-17 Globemaster III. Boeing will showcase an AH-64E Apache Heavy Attack Demonstrator (HAD) Cockpit Simulator to highlight training capabilities. On display will be the models of the latest Boeing

commercial airplanes, including 737 MAX, 777X and the 787 Dreamliner. “Boeing has been closely supporting the modernisation and mission-readiness of the Indian armed forces with advanced products and services, and we look forward to continued discussions on their future requirements. Boeing's advanced capabilities for India include the Make in India F/A-18 Super Hornet fighter, KC-46 aerial refuelling tanker, AH-64E Apache attack helicopter, P-8 long-range maritime surveillance, and services,” said Michael Koch, vice president, Boeing Defense, Space & Security in India.

**“The Indian economy is projected to grow by nearly 350 per cent over the next two decades to become the third largest economy in the world, which will fuel the continuous growth of India's commercial aviation market – resulting in the need for 2,300 new airplanes for India. Boeing's new, fuel efficient airplanes like the 737 MAX, 777X and the 787 Dreamliner will bring innovation to the market and unbeatable fuel efficiencies, aiding airlines in India to prosper,”** Dinesh Keskar, senior vice president, Asia Pacific and India Sales, Boeing Commercial Airplanes.

16/02/19 Bangalore Mirror

India and Singapore will sign an agreement for skilling Indian youths in the aviation sector at the Aero India Show next week.

**Academies will be set up in Bengaluru and other places in India that will act as regional hubs for the training of Indian youths for domestic and overseas jobs in these sectors.**

**National Skill Development Corporation of India's (NSDC) Aerospace and Aviation Sector Skill Council in collaboration with Singapore Polytechnic and a Singapore-based private sector firm will signing a Memorandum of Understanding (MoU) on February 22 to establish skill development centers.**

Aero India show 2019 will be held in Bengaluru from February 20-24. It will provide a significant platform in bolstering business opportunities in International aviation sector.

**These 'Centers of Excellence in Advance Skilling' will provide training and certification drawing from Singapore curriculum and standards in sectors such as aerospace and aviation, emerging technologies, automotive and logistics.**

**"These are all priority sectors under 'Skill India' and 'Make in India' programmes, which require large workforce with advanced technical skills,"** India's High Commissioner in Singapore Jawed Ashraf said here on February 15.

He said that these sectors also provide more productive and remunerative employment opportunities.

Singapore is a leader in aviation services including maintenance, repair, overhaul services as well as skill development across various sectors, Ashraf said.

[16/02/19 PTI/moneycontrol.com](http://16/02/19 PTI/moneycontrol.com)

**Bengaluru: CCB police of the city have arrested seven Rohingya Muslims, including two women, who were about to fly to Malaysia via Kempegowda International airport in the city on duplicate passports.**

The seven arrested accused, who were extradited from Myanmar, were living illegally in Hyderabad since many years. Recently, they acquired Indian passport using duplicate documents saying that they are citizens of India. They also got visa on the basis of their passports.

Acting on definite information from the central intelligence squad, the special CCB team and immigration officials took the seven people in custody. On interrogation it was confirmed that they got duplicate passports and visa to travel to Malaysia. They were immediately arrested at the airport itself.

[16/02/19 daijiworld](http://16/02/19 daijiworld)

**The Air Intelligence Unit (AIU) officials have seized 585.64 grams of gold on Saturday here at Rajiv Gandhi International airport in Shamshabad.**

The gold foils were seized from a passenger who concealed inside the layer of a cardboard box containing sweets and chocolates. **The gold worth is said to be of Rs 19.5 lakh.**

Officials caught the passenger after he scanned the bag at the airport. An investigation is underway.

[16/02/19 Roja Mayabrahma/Hans India](http://16/02/19 Roja Mayabrahma/Hans India)



Has your next flight on IndiGo been cancelled? You may want to check. The no-frills carrier is scrapping around 30 flights every day till the end of March, reportedly because there isn't enough crew available for duty. The flight cancellations began last week and have affected flyers at all major airports including Delhi, Mumbai, Bengaluru, Kolkata, Hyderabad, Chennai, Guwahati and Nagpur.

How many IndiGo flights have been cancelled?

**IndiGo's official statement says it is chopping approximately 30 flights per day till 30 March 2019, when the winter schedule ends. However, the number of flights cancelled per day will vary. On Tuesday, for example, the airline cancelled 30 flights across the network, but on Wednesday, 49 flights were scrapped, and on Thursday, 70 flights were cancelled, including those due to Bengaluru airport shutdown. Overall, nearly 1,350 flights are likely to be cancelled over the next six weeks.**

How to check if your IndiGo flight has been cancelled?

Unfortunately, there is no way to be fully sure.

The airline has put up this page to check the list of airports affected "due to weather".

And this page lists the flights cancelled. (However, this currently lists no cancellations for Friday; ergo, it may or may not be reliable.)

There's also this page where you can check the status of flights for up to two days later.

Do note that:

At the moment, the pages only list flights and airports affected for the day. They're no help if you're flying early tomorrow or a few days later. And that is because...

The airline is likely to chop and change its cancellation list based on crew requirements and weather. And though IndiGo says it is reaching out to flyers proactively, you may be intimidated as late as one or two days before the flight.

And so, your only real option is to keep an eye out for an SMS, call or email from the airline (check that spam folder). But, more wisely, ring up the airline closer to departure (and then hope they don't cancel after).

So what happens if your flight is cancelled?

**IndiGo says it is reaching out to passengers to let them know if their flight has been cancelled and is trying to accommodate them on "flights at a similar time as booked".**

**If your flight has been cancelled, or brought forward by more than an hour or delayed beyond two hours, head here to pick an alternative flight for no extra charge.**

[15/02/19 Salil Deshpande/Conde Nast Traveller](#)

National carrier Air India has resumed flights to Iraq after a 30-year gap. On Thursday an Air India plane flew Shiite pilgrims to the city of Najaf. The plane started its journey from Lucknow and upon landing the crew and pilgrims were welcomed by Iraqi officials.

**"This is the first time in the last 30 years"** that a plane has come from India to Iraq, said Pradeep Singh Rajpurohit, India's ambassador to Iraq, at the international airport that serves the Shiite holy

city.

**The five-and-a-half-hour flight from Lucknow to Najaf will operate on Mondays and Thursdays.**

The flight AI414 was flagged off at Lucknow airport by Home Minister Rajnath Singh in the presence of Uttar Pradesh Deputy Chief Minister Dinesh Sharma and eminent personalities of the Shia community.

15/02/19 Business Standard

New Delhi: Beware the next time you board a flight as 84 pilots have skipped the mandatory breath analyser test in the past five years.

Exclusive data accessed by India Today TV, through an RTI, has revealed that on an average, 14 pilots skip the pre-flight alcohol test every year. The norms of Director General of Civil Aviation (DGCA) are very clear.

**There is zero-tolerance for pre-flight drinking. Blood alcohol levels should be zero. Aircraft rules state that crew members are not allowed to consume alcohol 12 hours before the commencement of a flight.**

**While first-time offenders are debarred from flying an aircraft for three months, a third offence gets the pilot's flying licence revoked permanently.**

However, in response to an RTI filed with the **DGCA**, dated 6.1.2019 by India Today TV, a response was received that stated that **between 2013 and 2018, 84 pilots operated flights without undergoing the mandatory breath analyser test.**

While 2016 recorded the highest number of such cases at 20, 17 pilots did not take the test in 2017. In 2014 and 2018, 14 pilots each missed the test, while 10 pilots skipped the test in 2013. In 2015, 9 pilots skipped the test.

15/02/19 Ashok Kumar Upadhyay/India Today

**Bengaluru: Flight Lieutenant Hina Jaiswal has created history by becoming the first Indian Woman Flight Engineer. She achieved the feat after completing the prestigious Flight Engineers' course 112 Helicopter Unit, Air Force Station, Yelahanka.**

Commissioned on January 15 in the engineering branch of the IAF, she has served as Chief of firing team and battery commander in a frontline Surface to Air Missile squadron, before being selected for the prestigious **Flight Engineers' Course**.

She successfully completed the course and earned her Flight Engineer's wing on Friday. During the course of six months of grueling training, she trained shoulder to shoulder with her male counterparts, and displayed unflinching commitment, dedication and perseverance, said a press release from the Ministry of Defence said.

**Jaiswal, hails from Chandigarh and has completed her Bachelor of Engineering degree from Panjab University.** Hina describes her achievement as a "dream come true". Since childhood, she had aspired to don the soldier's uniform and take on the skies as an aviator. Finally, her dreams have manifested into reality after successfully graduating from the alma mater of Heli-lift.

15/02/19 Akshatha M/Economic Times

**Mangaluru: V V Rao, director of Mangaluru International airport has given a clarification with regards to the alleged issue of tearing of the passport of Rubeena, native of Kerala, who travelled to Dubai from the Mangaluru International Airport on February 3.**

The statement given by V V Rao says that they have received a complaint sent by M Rajamurugan, counsellor (Consular), Embassy of India, Abu Dhabi in connection to the torn passport of Rubeena.

The statement further says, "On receiving the complaint, the office of the airport director sent the complaint to the respective agencies to inquire into the incident and submit the report. Accordingly DC, CISF, security in-charge and AI SATS submitted the report after conducting thorough investigation of the incident and also viewing the CCTV footage.

"As per security in-charge report, the said passenger entered the departure entry gate. The security personnel at the departure gate checked the ID proof and flight ticket as per the BCAS guidelines and the passenger entered the terminal building and stood in the queue for X-ray screening of her check in luggage. So it is evident that the security personnel was very polite while checking ID proof and flight ticket validity of Rubeena and no misbehavior is noticed. It is also established that security personnel did not ask her to bring the baby stroller as alleged by the complainant. From the CCTV footage it is very clear that she has not collected the baby stroller till she reached the check-in counter to collect her boarding pass. On reaching the check-in counter it was found that passport pages are detached from the main bio-data page," says the statement of the airport director.

In addition to the statement of the airport director, Amith Shetty, operations manager of passenger service SATS said, "With reference to the complaint, the said passenger reported to the check-in counter with one passport in already torn condition. Check-in counter staff politely denied, as we cannot accept passenger with improper documents. Passport check will be finally done by the immigration department. So counter staff cross-checked with the immigration department. The Immigration department stated that they can be accepted on passenger's risk and also requested the passenger to change the passport next time. If there are any deportation charges, it should be borne by the passenger. Later, the passenger was accepted for travel."

14/02/19 Daijiworld

**Jaish-e-Mohammed (JeM) was formed in March 2000 with the express aim of 'freeing Kashmir from India'. Its founder — the Pakistan-born Maulana Masood Azhar — had been released from prison just three months ago by India, after the Kandahar hijacking episode.**

The 'What ifs' over the hijacking of IC-814 in December 1999 will perhaps never cease. Had India not released Masood Azhar in that winter of 1999, would the situation today have been different? With the lives of 178 passengers along with the crew at stake, and the hijacked plane on foreign soil — it went from Pakistan to Dubai to Kandahar in Afghanistan — how many options did the government have?

Here's what happened over those seven days in December 1999.

On December 24, 1999, IC-814 was flying to Delhi from Kathmandu. Within half an hour of take-off, it was taken over by five Pakistani hijackers, who asked the pilot, Captain Devi Sharan, to fly to Lahore. Pakistan denied the plane permission to land.

The captain managed to persuade the hijackers to let him land in Amritsar, saying the plane was critically low on fuel — with the hijacked flight in Indian territory, this should have been the best opportunity for us to take back control of the situation.

However, the response was abysmal.

Conflicting accounts exist of what happened over those few critical hours in Amritsar.

New Delhi sources claim the Amritsar airport authorities were asked to not let the plane fly away at any cost, physically puncturing the wheels, if necessary.

An NSG team dispatched from Delhi could not reach Amritsar in time — reasons given vary from 'they could not find a chopper to fly them' to 'they were stuck in traffic'.

Punjab police and airport authorities say the only instruction they got was to delay fuel to the plane till New Delhi worked things out, which they did — till the time they started 'hearing screams from inside the plane'.

Finally, a fuel truck was asked to drive towards the plane, in a way as to block its flight. However, the truck driver apparently stopped abruptly, making the hijackers suspicious. They forced the captain to fly off without refueling, narrowly missing colliding with the truck during take-off.

Once the plane flew out of India, chances of saving the situation became grim.

India desperately requested Pakistan to allow the plane to land — low of fuel, it could crash any time — and to try and prevent its exit. Pakistan let the plane land and refuel — but made no attempts to stop it.

The plane next landed in Dubai, where 27 passengers, and the body of Rupen Katyal, whom the hijackers had stabbed, were off-loaded. Rupen, 25 years old, had been married three weeks ago and was returning with his 20-year-old wife from their honeymoon in Nepal.

At this point, India requested the UAE, and even the US to help, asking them to hold the plane at the airport till a team of Indian commandos could reach there.

But no help was forthcoming.

The plane finally landed at Kandahar. Afghanistan was then under the control of the Taliban. India initially thought the Taliban was willing to help us, but soon realised the huge mistake. Taliban fighters surrounded the plane, apparently in a bid to 'protect passengers'. But what they were doing was to make sure Indian commandos could not storm the flight.

According to reports, the hijackers wanted the release of 36 militants as well as a huge amount of cash. A team of negotiators flew to Kandahar.

Meanwhile, at home, pressure was mounting, with the relatives of the flight passengers staging protests. According to reports, Deputy PM LK Advani was not in favour of giving in to their demands. Even Kashmir CM Farooq Abdullah was violently opposed to this. The media was flooded with

reports of the family members' distress and the mood was rapidly darkening.

AS Dulat, then the head of R&AW, wrote in his book that Abdullah apparently called then-foreign minister Jaswant Singh and gave him “an earful: “Aap jo bhi kar rahe hain, galat kar rahe hain.” He called up others in Delhi. He kept banging the phone down... “I will not let this Kashmiri fellow (Zargar) go, he’s a killer. He will not be released.”

However, finally, concern for the safety of the passengers and crew members overtook everything else.

India agreed to release Masood Azhar, Ahmed Omar Saeed Sheikh (who in 2002 was behind the killing of journalist Daniel Pearl) and Mushtaq Zargar.

To calm the public mood, Jaswant Singh personally flew to Kandahar to ensure the handover of the terrorists — a move that was later much criticised.

15/02/19 Daily O

Kochi: As part of efforts to promote tourists from Israel to Kerala , a new flight will be started in a few months from Tel Aviv to the state.

“**A new direct flight will be launched this September from Tel Aviv to Kochi by Arkia Israeli Airlines, which will be a major boost to tourism in India in general and Kerala in particular,**” said Kerala tourism minister Kadakampally Surendran. There is a direct flight from Tel Aviv, the second most populous city in Israel, to Delhi and Mumbai.

For the first time in its history, Kerala tourism department participated in the International Mediterranean Tourism Market (IMTM) in Tel Aviv, foraying into the largely untapped Israeli market in a bid to substantially increase footfalls from the Middle East country.

Tourism director P Bala Kiran led the state delegation at the two-day IMTM 2019, the largest annual professional tourism fair of its kind in the eastern Mediterranean, which concluded yesterday.

On the occasion, Kerala Tourism launched a coffee table book which featured the odyssey of the jews who decided to make Kerala their home before several of the diasporic community going back to Israel, their fatherland.

15/02/19 Krishna Kumar/Economic Times

New Delhi: For the first time since its inception, the Cochin International Airport expects to see domestic passengers outnumber international ones this year. ACK Nair, Airport Director, Cochin International Airport Ltd, explains the trend reversal. Excerpts:

Do you expect domestic passengers to out number international ones this year?

Yes, we had more international passengers till last year. **This year onwards, the domestic traffic seems to be outgrowing international traffic. Last year, it was nearly 50-50. Now there are services to many domestic destinations which were not connected with Cochin earlier. This year, Nagpur and Lucknow have been connected. Vijaywada, Kolkata, Guwahati and Bhubaneshwar have direct flights. Tirupati is going to be connected. Jaipur and Ahmedabad have added more connections.**

All this has helped increase traffic in the domestic sector. The trend that we have noticed is that the

average Indian loves travelling. People from Kerala are travelling to the north and those from the north are travelling to Kerala.

Which airline is leading the domestic influx?

**IndiGo the most.** Now it has 45 departures a day which is likely to increase to 60 by the summer schedule. **Jet has reduced operations;** it has stopped all international operations and only operates two or three departures. **SpiceJet is also adding flights,** but not like IndiGo. **Air India is steady.**

You also mentioned having more connections from Europe. What exactly do you have in mind?

We have not targeted anybody (airports) but we want to have discussions with European destinations like **Birmingham** (because we do not want to go to Heathrow), maybe Istanbul also. We will support an airline which operates from Kochi to these destinations.

15/02/19 Ashwini Phadnis/Business Line

Kolhapur: Soon, night landing will be possible at Kolhapur Airport. Work is being undertaken to make this possible, officials from the airport and district collector's office said on Wednesday. The deadline for completion of this work is March 31.

Resident deputy collector of Kolhapur Sanjay Shinde said a survey has already been conducted. Funds will be allocated from those available with the District Planning Committee.

**"Work for starting flight services for Tirupati and Mumbai are also on the cards, and that makes the night landing facility that much more important, an official explained. At present, Kolhapur Airport operates flight services on the Bengaluru and Hyderabad routes. Air Alliance, which started its operations on the Hyderabad and Bengaluru routes from December 9, has received a great response so far, and over 5,000 passengers have travelled these routes since they were launched.**

14/02/19 Times of India

While the practice session was a bit subdued on the first day a C-17 Globemaster III heavy lift transport aircraft was seen landing and so was a C-130J Super Hercules.

The Sarang helicopter display team also landed at the venue of the Air show which will be held between February 20 and 24.

The three Rafale jets which landed on Wednesday did not take part in the session.

The partial airspace closure for commercial flight operations at the Kempegowda International Airport came into effect to facilitate the practice.

The sessions will go on till February 17 and there after which the full dress rehearsals will commence.

The Hindustan Aeronautics Limited (HAL) which has for this edition of the Aero India taken a lead role in organising the air show will have the largest presence.

The PSU said that HAL's indigenous products Light Combat Aircraft (LCA) Tejas, HTT-40 (Basic Trainer Aircraft), first indigenously upgraded Hawk Mk132, named as Hawk-i, Civil Do-228, Advanced Light Helicopter (Rudra), Light Utility Helicopter (LUH), Light Combat Helicopter (LCH) will fly during Aero India 2019.

On static display, HAL is showcasing Light Utility Helicopter (PT-1), Light Combat Helicopter (TD-2),

Advanced Light Helicopter (Rudra) and ALH MICU (Medical Intensive Care Unit).  
15/02/19 Bangalore Mirror

Lucknow: UP Deputy CM Keshav Prasad Maurya's helicopter on Thursday made an emergency landing in Lucknow after experiencing a **technical glitch mid-air**.

The helicopter experienced the glitch as soon as it took off from Lucknow.

Keshav Prasad Maurya was on his way to a tour of Azamgarh.

**However, the pilot managed to land the helicopter safely back in Lucknow.**  
14/02/19 Kumar Abhishek/India Today

**Embattled liquor baron Vijay Mallya, wanted in India on alleged fraud and money laundering charges amounting to an estimated Rs 9,000 crores, has filed his application in the UK High Court, seeking permission to appeal against an extradition order signed by the British Home Secretary.**

The 63-year-old businessman, who remains on bail on an extradition warrant in the UK, made the application in the Administrative Court division of the High Court on Thursday, 10 days after Home Secretary Sajid Javid signed off on the order triggering a 14-day window for his appeal application.

The application has been sent for a judge on papers decision, which is expected any time between two to four weeks, a UK court representative said. A judge on papers decision will involve a High Court judge determining the merits of the application and if it is accepted, the case will proceed to a substantive hearing in the next few months' time.

In the event that Mallya's application is rejected at this stage, he will have the option to submit a renewal form. The renewal process will lead to a 30-minute oral hearing during which Mallya's legal team and the Crown Prosecution Service (CPS) - on behalf of the Indian government - will renew their respective claims for and against an appeal for a judge to determine if it can proceed to a full hearing.

The process, to be heard in the Royal Courts of Justice in London, could take months as the listing of a hearing will depend on the availability of judges and other factors.

Following the outcome at the High Court level, both sides could apply for the right to appeal to the Supreme Court, which would involve at least another six weeks. However, that process is more complex as the UK High Court must certify that the appeal involves a point of law of general public importance, and either the High Court or the Supreme Court gives leave for the appeal to be made.

Mallya and his legal team have not made a renewed comment in relation to the appeal but soon after the UK home secretary had signed off on the Westminster Magistrates' Court order in favour of extradition on February 4, the businessman had taken to social media to confirm his plans to seek an appeal.

15/02/19 PTI/DNA

Mangaluru: The officers of customs, Mangaluru International Airport seized gold from a passenger on February 13.

The passenger had arrived from Dubai.

The officials, confiscated **232 grams of gold worth Rs 7.70 lakhs**, concealed as six rhodium coated buttons stitched onto denim jacket, from the passenger who arrived by SpiceJet flight SG60.

15/02/19 Daijiworld

**Spanish conglomerate Ferrovial, sovereign wealth fund Abu Dhabi Investment Authority (ADIA) and Canadian pension fund PSP have submitted final bids for investing in GVK Power and Infra’s airport holding company**, said several people with knowledge of the matter. The holdco, GVK Airport Developers, has a near majority stake in the consortium that’s running Mumbai airport and is building a second one in Navi Mumbai for about Rs 16,000 crore.

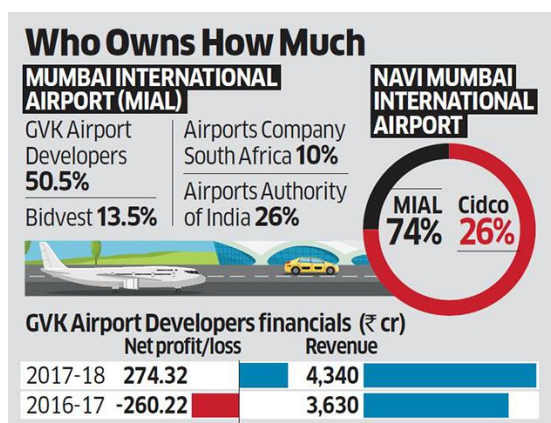
“Ferrovial and PSP had been shortlisted in November. But after due diligence, all three (including ADIA) have submitted final bids,” said one of the people.

Some of the bidders — it’s not clear which ones — are also suitors for stakes held by South African firms Bidvest and Airports Company South Africa (ACSA) in the consortium Mumbai International Airport (MIAL). Both want to exit the consortium, according to people aware of the matter.

**GVK Airport Developers owns 50.5% of MIAL, Bidvest holds 13.5% and ACSA owns 10%. The Airports Authority of India (AAI) owns the remaining 26%.**

MIAL, in turn, owns 74% of the planned Navi Mumbai International Airport Ltd, while the rest is held by local nodal body City and Industrial Development Corp (Cidco).

“While it is public knowledge that GVK is planning to divest a minority stake in the airport holding company, regret we will not comment on any speculative queries please,” said a GVK spokesman.



PSP declined to comment “on speculation”. ADIA declined to comment. Ferrovial didn’t reply to questions and neither did ACSA.

One of the people cited above said GVK values its airport company at Rs 11,200 crore though it isn’t clear how much stake it wants to sell. It aims to use the funds to retire part of its over Rs 12,000-crore debt. GVK exited Bengaluru airport in 2017, selling its stake to Canadian investor Fairfax Holdings in two tranches for close to Rs 3,500 crore.



Bidvest wants potential investors to value MIAL at over Rs 9,250 crore, thus raising at least Rs 1,249 crore for its stake, according to a letter reviewed by ET. An investor picking up the stakes of all three — GVK, Bidvest and ACSA — will likely end up owning a considerable portion of India's second-busiest airport as well as its most ambitious airport project yet.

Ferrovial's airport projects include four in the UK at Heathrow, Glasgow, Southampton and Aberdeen, according to its website. It has in the past shown interest in other airport projects including Navi Mumbai with Tata Sons.

PSP last year acquired a stake in Aerostar Airport Holdings, the concessionaire of San Juan Airport in Puerto Rico, the largest airport in the Caribbean, according to its latest annual report. It acquired 100% of Hochtief Airport, Germany, in 2013.

ADIA has a minority stake in London's Gatwick airport and has in the past been in talks with GVK's rival GMR Infra to invest in its airport holdco or specific assets such as the Hyderabad airport. ADIA has committed an investment of \$1 billion in India's National Investment and Infrastructure Fund (NIIF), which is said to be planning an investment in Jet Airways to help bail out the carrier

**Mumbai handled almost 49 million passengers in the year ended March 2018. It also holds the record for being the world's busiest single runway airport. The much-delayed Navi Mumbai airport is seen as a critical alternative to the existing congested facility.** The government has announced a deadline of 2020-21 for the first commercial flight to take off from the new airport. Given the rapid increase in aviation demand, the builders of the airport have enhanced the size of the project, doubling its initial yearly passenger handling capacity to 20 million, and increasing the final capacity by 50% to 90 million. The airport project is yet to get some environmental clearances needed to begin full-fledged construction.

**MIAL has to share 38.70% revenue with AAI for the Mumbai airport and 12% with Cidco for the Navi Mumbai airport project.**

The Economic Times of India 19/02/2019

Two aircraft of IAF's aerobatic team Surya Kiran crashed after grazing each other mid-air near here Tuesday, killing a pilot and injuring two who ejected to safety during a rehearsal for the Aero India show.

Video clips of the incident showed the two jets crashing to the ground and bursting into flames near Yelahanka airbase after brushing against each other mid air, a day ahead of the five day event.

Thick black plumes of smoke were seen billowing from the mishap site moments later, with a man in the video yelling "Oh my God, oh my God."

**The Hawk jets were performing a manoeuvre when one was flying inverted carrying a pilot and the other below it with two pilots moments before they hit each other and spun out of control,** according to police and eye witnesses.

Both aircraft then came crashing down in a bushy area in a residential layout, but none of the local population was injured, police said.

**"There were three pilots, one has died, two are safe with injuries,"** DGP Fire Services M N Reddi, who rushed to the mishap site, told PTI.

The incident occurred at around 1150 hrs while practising for the air show, the Defence PRO office here said in a statement.

One of the three aircrew of the aircraft, Wg Cdr V T Shelke and Sqn Ldr T J Singh ejected. However Wg Cdr Sahil Gandhi sustained fatal injuries, it said.

The two aircrew have been airlifted to air force command hospital, Bengaluru, it said.

A Court of Inquiry will investigate the cause of the accident, the statement said.

"I'm aware of it (incident)," Defence Minister Nirmala Sitharaman said, but did not elaborate further when asked about the accident on the sidelines of an event here.

Sitharaman is slated to inaugurate the five-day biennial event organised by the Ministry of Defence at the Yalahanka air base, north of Bengaluru.

Soon after the mishap, Bengaluru Commissioner of Police T Suneel Kumar said the crash occurred at the ISRO layout and that 'minor damage' has been caused to a house nearby that had no inmates.

Both the aircraft were reduced to a mangled heap.

"We were watching the manoeuvre. The aircraft took off and after some time, they brushed against each other while performing a manoeuvre and crashed. We heard a loud noise," Chetan, an eyewitness, said.

He said soon after the crash, about 100-150 people rushed to the site and tried to help the injured pilots.

"I held the hand of a pilot and tried to comfort him. He was calm. He was conscious and was responding," Chetan said, adding, that the injured pilots were thereafter shifted to hospital by authorities.

**The tragedy, just a day before Asia's premier air show is to commence, comes about three weeks after a Mirage-2000 trainer aircraft of the IAF crashed at the Hindustan Aeronautics Limited Airport here on February 1, killing both pilots.**

**A Jaguar aircraft had crashed on January 28 at Kushinagar in Uttar Pradesh and the pilot had ejected safely.**

'Surya Kiran' (ray of the Sun), with its breathtaking manoeuvres and formations, is always a major attraction in Aero India shows.

The aerobatic team was formed in 1996 as part of the 52nd Squadron of the IAF.

The team initially used Kiran Mark II (HJT-16) built by HAL before switching over to Hawks.

Also known as "The Sharks", the Surya Kiran team, which has performed in air shows across the world, is based at Bidar in north Karnataka.

Bengaluru, Feb 19 (PTI)

Today morning around 1150 hrs, **two Hawk aircraft of Surya Kiran Aerobatic Team crashed close to Yalahanka Air Force base.** These aircraft were carrying out practice for the forthcoming Aero India 2019 air show. Out of the three aircrew of the aircraft, WgCdr VT Shelke and SqnLdr TJ Singh ejected. However, Wg Cdr Sahil Gandhi sustained fatal injuries. The two aircrew have been airlifted to Air Force Command Hospital, Bengaluru. **A Court of Inquiry has been ordered to investigate the accident.**

Ministry of Defence 19/02/2019

**France will have the strongest foreign showing by numbers of exhibiting companies, with 49 companies as well as other companies who will put up individual stands, where all sectors will be represented – civil and military aerospace, defence and space.**

Ambassador of France to India Alexandre Ziegler, and Lieutenant-General Thierry Carlier, Director for International Development of the Defence Procurement Agency (DGA), representing the Minister for the Armed Forces, will be visiting the show for official meetings with the Indian authorities.

“They will make a point of exchanging views with the SME stand personnel on the French Pavilion,” according to the embassy of France in New Delhi. Meetings have been scheduled all week long between the French manufacturers and Indian companies, prime contractors as well as MSMEs.

The French Pavilion which is being coordinated by French Aerospace Industries Association (GIFAS) will showcase 36 companies at the Aero India in Bangalore from next week from Feb 20-24.

Exhibitors including ABC – Aérocampus Aquitaine – Aerometals & Alloys – Air Liquide – ASB Group – Aubert & Duval – Axon’Cable – Cimulec – Daher – Dassault Aviation – Dassault Systèmes – Draka Fileca – First Schwittech – Gaches Chimie – Hexcel – Interface Concept – Lauak – LGM – Mach Aéro – Novae Aerospace – NSE – Paris Saint-Denis Aéro – Pinette Emidecau Industries (PEI) – Precicast – Rafale International – Rafaut – Reaero – Roxel – Safran – Saft – Satys – Secan – Sonovision Aetos – Sopra Steria – Thales – Weare Group, will be present.

Companies who will be present individually include: Airbus – Liebherr Aerospace -MBDA – Nicomatic India Electronics – Staubli Faverges – Zodiac Data Systems, and those exhibiting under the Indian flag (Alkan / Nucon Aerospace Pvt Ltd – Alten – Assystem – Bolloré Logistics – Lisi Aerospace / Ankit – Radiall – Titeflex).

Also, Rafale aircraft manufactured by Dassault Aviation and deployed by the French Air Force, a Dassault Falcon 2000S, an Airbus A330-900, an Airbus C295 and Airbus H135 and H145 helicopters will be presented.

**Around fifteen GIFAS member groups and companies have set up industrial sites in India or have opened sales offices since GIFAS led an outward mission to India in April 2018 to strengthen Franco-Indian aerospace cooperation.**

**GIFAS created in 1908, is an industry body that brings together some 400 companies ranging from the main prime contractors and system suppliers to SMEs.**

The Financial Express 11/02/2019

**The more that things seem to change, the more they remain the same. The bailout of Jet Airways by its lenders finalised last week and approved by shareholders on February 21 is reminiscent of a bailout seven years ago of another high-profile airline that fell into bad times.**

In an attempt to rescue Kingfisher Airlines, a consortium of lenders led by State Bank of India (yes, the same SBI which is now leading the effort to keep Jet Airways flying) decided to convert a part of its loans into equity. Thus, in April 2011, a sum of ₹1,303 crore, representing a third of the airline’s total dues of ₹4,263 crore to banks, was converted into equity.

The scandal, though, was the fact that the conversion happened at a premium of 61% to the then prevailing market price of the Kingfisher Airlines share. The SBI-led consortium agreed to convert its debt into equity at a price of ₹64.48 a share against the market price of ₹39.90!

Cut to the present. Banks have eased themselves into the pilot’s seat of Jet Airways, converting their dues into equity in the airline. Jet, which is reeling under losses for the last four consecutive quarters, has a debt overload of ₹8,414 crore (as of March 31, 2018) which includes terms loans from banks and dues to lessors for aircraft lease.

The airline and banks announced the bailout with much fanfare, but the crucial details have not been disclosed. How much of the banks’ dues have been converted into equity? As per the last audited balance sheet as on March 31, 2018, Jet owed ₹3,007 crore (₹2,797 crore term loan plus ₹210 crore loan repayable on demand) as secured loans to banks.

In addition, a sum of ₹2,121 crore has been grouped under current liabilities in the balance sheet under the head of “current maturities of long-term debt”. These are probably the overdues on loan repayment.

So, how much of this outstanding debt of ₹5,128 crore (₹3,007 crore plus ₹2,121 crore) has been converted into equity? And at what price? The answers to these questions will help us understand how harmful the bailout is for the lenders.

A small, back-of-the-envelope calculation will be useful here.

The banks have been issued 11.40 crore shares for a total consideration of ₹1, giving them a majority stake in the airline. Jet Airways' share capital before the bailout was ₹113.60 crore divided into 11.36 crore shares of ₹10 each.

On February 15, the day the bailout was finalised, Jet's share closed at ₹232.55. This would put the total value of the 11.40 crore shares issued by Jet to the lenders at ₹2,651 crore. This sum has a close resemblance to the overdue amount of ₹2,121 crore grouped under current liabilities in the balance sheet. It is also pretty close to the outstanding term loans of ₹2,797 crore from banks. So, **have banks converted their entire overdues into equity? With neither the airline nor banks disclosing details, we can only speculate here.**

24/03/19 Raghuvir Srinivasan/The Hindu

**New Delhi: The Adani group, which straddles the businesses of power, ports, real estate, agriculture and defence, among others, is moving into airports.**

A few days ago, the group made an aggressive entry by bidding for all the six airports put up for privatisation by the Airports Authority of India, locking horns with big boys in the airport infrastructure business (the GMR group has thrown its hat into the ring for all the airports).

The airports are Ahmedabad, Jaipur, Lucknow, Guwahati, Thiruvanthapuram and Mangaluru.

**In its airport venture, it is looking at both options — bidding for airports being offered under privatisation within the country and acquiring stakes in existing joint-venture airport companies.**

The Adanis' tryst with airports began some years ago when they set up Mundra airport, which has now become an important commercial city in Gujarat.

It has cobbled up a plan to invest Rs 1,500 crore to upgrade the airport strip and convert it into a full-fledged commercial airport with integrated cargo and aerospace operations to cater to the growing demand from the expats of Gujarat.

It is reported to be in the race to pick 23.5 per cent in GVK-controlled Mumbai International Airport Ltd (MIAL) by acquiring the equity of Airports Company of South Africa (Acsa) and Bidvest, which want to pull out. GVK has the first right of refusal to buy the stake, but the group, which is facing a cash shortage, could find it difficult to get the cash. A spokesperson for Adani, however, responding to the possible deal, said it was "speculation".

**Airport players say they are expecting the Adanis to make aggressive bids for the six airports, especially for Ahmedabad and Jaipur. "We won't be surprised if they win two to three of these airports, though we will know only at the end of this month, when the bids are opened. Unlike us, who are bidding based on the economic viability of the airports, they are bidding for strategic entry into a new area of infrastructure. So the strategy would be different," says a top executive of one of the key bidders for the airports.**

23/02/18 Surajeet Das Gupta/Business Standard

**Mumbai: After Air India and Jet Airways, now Directorate General of Civil Aviation (DGCA) has been delaying its pilots' salaries. The last salary DGCA paid its flight operations inspectors was over two months ago for November.** Since then, neither have the inspectors received any word from DGCA on when the December and January salaries will be paid, nor have they been told about the reason for delay.

**DGCA Flight Standard Directorate has around 75 pilots on contract, as flight operations inspectors (FOI).** During the recent US government shutdown, non-payment of salaries to Transportation Safety Administration officials and air traffic controllers had raised concerns of air safety. "It's not that bad.

But morale is very low. Office talk often veers towards unpaid EMIs, breaking fixed deposits, etc," a source said. Other DGCA staff, who are central government employees, have been receiving salaries on time.

**FOIs carry out flight inspections, airline/charter operator certifications and various authorisations. They include pilots with valid flying licences, who were flying with airlines, aviation companies before they took up the temporary job posting with DGCA and retired pilots. The salary they draw from the government regulator are in tune with what they would earn in the aviation industry. "FOI salaries range from Rs 4-9 lakh per month. As of date, DGCA owes each FOI Rs 15-25 lakh,"** said a source.

Director-general of civil aviation B S Bhullar said, "Salary payments, in general, not only in DGCA are linked to budget approvals, particularly in the last quarter of the financial year. In DGCA, probably they are clearing salaries today. It is our in-house organisational matter which we are continually discuss among ourselves."

20/02/19 Manju V/Times of India

The day hadn't ended well for Ayesha, a pilot at one of India's low-cost airlines. Her final flight of the day was delayed by three hours, and embarrassed, she hadn't even waited to say bye to passengers, something that the 26-year-old liked to do. Ayesha was waiting at the tarmac when she was told that her taxi was not coming, and she would have to take the bus along with passengers to the terminal. Avoiding eye contacts with fliers - lest someone asked her about the delay - Ayesha waited impatiently for the bus to reach the terminal. The flight had landed past midnight, and it was now nearly 1 am. Ayesha just wanted to get back home and crash.

Then her phone rang.

"Report for the 6 am flight," said the manager who handled pilot rostering. Ayesha refused flat out. But he insisted, saying that there was a shortage of pilots. "Please don't make me fly," Ayesha was now pleading. "I have been flying for six days, and it's my off tomorrow. I need to sort things at home," the pilot was almost begging now, unaware of all the eyes in the bus were on her.

The manager was unrelenting. Ayesha pleaded, again and again. But it's of no use. She hung up. And as she stepped out of the bus, she heard the dreaded notification on her phone. She was on the 6am flight.

This was not the dream job that the junior flight officer had signed up for three years ago.

Miles away, Pratik, de air a captain with a major Indian airline, was having problem managing his finances. Yes, he was paid well. Very well, in fact. Captains take home about Rs 8 lakh a month. But it is of little use if the salary is delayed, or is not paid in full.

It had been months since he got a full salary at a time, and that was showing in his bank balance. "I'm now forced to dip into my savings, to pay the EMI on my home loan," he says. He and his family live in Mumbai's Powai, in a posh colony where flats sell for Rs 5 crore upwards. He declined to say how much the EMI was, but says it runs into lakhs.

19/02/19 Prince Mathews Thomas/moneycontrol.com

**Curtains came down on Sunday on the five-day Aero India 2019, Asia's premier show, which saw the indigenously developed light combat aircraft Tejas being given the Final Operational Clearance. The mega event began on a sombre note on February 20 as a mid-air collision between two Surya Kiran jets of the IAF aerobatic team during rehearsals, left one pilot dead and two injured.**

Following the mishap, the team was taken off the air show on the inaugural day. However, the Surya Kiran team took to the skies on Saturday, drawing cheers from visitors as they flew in an incomplete diamond formation, known as "The Missing Man" (aerial salute), as a mark of respect to Wing

Commander Sahil Gandhi, who died in the accident.

The Rafale team also paid tributes to the pilot by flying at low speed during the air display. The event was hit by yet another tragedy after a fire erupted at the parking lot of Yelahanka Air Base on Saturday, gutting about 300 vehicles. However, the show went on as per schedule after a brief delay. Defence Minister Nirmala Sitharaman visited the site and took stock of the situation this morning.

**On the inaugural day, the Minister had invited investors to capitalise on the ecosystem prevailing in the aero space and other sectors and pitched for joint venture partnerships, saying that it offered a big market in Defence manufacturing.**

**During the five-day event, ace India shuttler P V Sindhu created history by becoming the first woman to fly the Tejas.** Army Chief General Bipin Rawat also flew a sortie on the Tejas. The aero show witnessed the handing over of the FOC certificate and Release to Service Document (RSD) relating to Tejas Dhanoa on the opening day.

FOC involves addition of key capabilities to the Initial Operational Clearance (IOC) aircraft which are Beyond Visual Range Missile capabilities, Air-to-Air Refuelling, Air-to-Ground FOC earmarked weapons and general flight envelope expansion.

24/02/19 Afternoon Voice

**The Indian Institute of Management (IIM) Bangalore or IIMB, in collaboration with Toulouse Business School (TBS), France, today hosted the international conference on Future of Aviation and Aerospace 2019, a premier event in the presence of industry experts and aerospace management professionals.**

Organized by IIM Bangalore for the second consecutive year, this edition of the conference, timed during 'Aero India', the premier aviation event in the country, saw participation from aviation experts from across the world, executives from major airline companies, alumni of the General Management Programme for Aerospace Executives (GMAE) at IIMB and the present batch of students of the program.

The conference was inaugurated Ajay Mehra, Bombardier- Commercial Aircraft; Professor Francois Bonvalet, Dean - TBS France; Dr Raghunath S, Professor from the Strategy area GMAE Director at IIMB and Conference Chair, and Dr. Christophe Benaroya, from TBS France.

At the inauguration, IIMB Director Prof. G Raghuram, who sent his video message, highlighted the need to study the aviation value chain.

In his key note address, Ajay Mehra, Bombardier-Commercial Aircraft, said the sector faced the challenge of protectionism.

Professor Francois Bonvalet, Dean - TBS France, highlighted the **collaboration between IIMB and TBS.**

Prof. S. Raghunath, from IIMB, observed that the remarkable relationship between IIMB and TBS has contributed to professionalizing managerial talent in Indian aerospace and commercial aviation sector through their management education programme.

23/02/19 NDTV

Bengaluru: Scripting a new chapter in the history of Aero India, **five female parajumpers descended from an Mi-17 helicopter flying around 5,000 feet over the Yelahanka Air Force Station and landed in eight minutes.**

**This is the first time that a team of women parajumpers participated in the show, which observed**

**Women's Day on Saturday.** The team named Air Devils and led by Wing Commander Asha Jyotirmai included Wing Commander Sangita Paulraj, Squadron Leader Seema Sheoran, Squadron Leader Isha Gill and Flying Officer Tuhina Gaur.

"I can still feel butterflies in my stomach," said Paulraj, adding: "It's been a memorable experience. As a Bengalurean, I am proud to be flown here in an all-woman team. There are ample opportunities in skydiving and women should not hesitate to enter the field. When I started in 2009, there were apprehensions, but till now I have taken part in about 307 free-fall jumps," she added.

Jyotirmai said her passion for skydiving drove her to join the Directorate of Air Force Adventure School. She began in 1999 and has 864 jumps to her credit, the highest for any woman skydiver in India. She also holds the record for being the first woman officer to skydive from a Microlight aircraft in 2001. **"Gender is no barrier for parachuters. Presence of mind and physical and mental fitness are vital, and women have shown that they can excel at everything,"** she added.

Wg Cmdr Vishal Lakesh, school director, said over 30 women officers have been trained as parachuters over the past decade. "Things are changing. In fact, **there is rising interest among women officers to take part in IAF's adventure activities.** It's good that apprehension about jumping from planes is fading."

24/02/19 Christin Mathew Philip/Times of India

Bengaluru: Hours after a massive blaze gutted about 300 cars at the AeroIndia show, Karnataka chief secretary TM Vijay Bhaskar termed the incident unfortunate and said that the state government along with the Central government will take steps to ascertain the cause of the fire and will expedite the insurance claims. The blaze started around 12:00 pm in the parking lot (P4) near Gate 5 and quickly engulfed the surrounding area.

**"The blaze is likely to have been caused due to dry grass catching fire aided by high-velocity winds,"** Director General of Police for Fire and Emergency Services MN Reddi told IANS.

In a statement released by the Karnataka government, the chief secretary said the fire department is investigating the cause of the incident and thanked the fire tenders and firemen who battled for two hours to get the fire under control.

Around 25 fire tenders and 150 firemen were present at the spot to tackle the fire.

"Fortunately there was no human casualty. Additional BMTC buses were deployed to ferry those persons whose cars were burnt and were stranded at the venue," the statement read.

The state government will deploy a special team of surveyors to assess the damage and to process the insurance claims expeditiously. Apart from this, the state transport department through its offices will facilitate the issue of duplicate RCs and DLs to those who have lost them in the fire.

23/02/19 Times Now News

**At least 300 vehicles - including cars and two-wheelers - were charred in a massive fire that broke out in the parking space just outside the Aero India Show 2019 venue at Yelahanka Air Base in Bengaluru on Saturday.** While there were no injuries reported, the gloomy site of vehicles completely burnt painted a dreary picture.

Reaching out to its customers who may have lost their vehicles in the massive blaze, Toyota Kirloskar Motors late on Saturday night issued a special contact number - 180042500001 and 08066293001 - for assistance. Customers who may have either completely lost their vehicles to this blaze or have suffered damage of any kind here are being promised on-site assistance from Toyota's insurance arm.

Customers requiring additional facilities related to insurance claim, special towing assistance and similar help will be put on conference call with the concerned Bengaluru dealers' customer relations

for coordination purposes.

24/02/19 ZeeNews

Indian companies are outshining foreign vendors at India's biggest air show with a slew of announcements and large display areas, but when it comes to big domestic orders, the wait seems to be getting longer.

While the government's showcase 'Strategic Partnership' model is limping along – the selection process of only one of the four programmes kicked off last month when tenders were sent for the Naval Utility Helicopter requirement – Indian companies have been working mostly on export orders that have been trickling in.

Several announcements made at Aero India are related to Indian private sector companies bagging international orders – Dynamatic delivered parts for the Airbus 330 while Axiscades declared that it will be supplying full flight simulators to a Slovakian entity – the order book of large players remains dismal.

**The Adani Group – the latest big company to enter the defence and aerospace sector – is showcasing its Hermes 900 UAV at the show**, which is on till Sunday. The plane is being made at its Hyderabad facility but the customer is the Israeli armed forces and an undisclosed Southeast Asian country.

The large order it will pursue, however, is for more than 150 drones required by the Indian armed forces. But despite the requirement being discussed in a request for information in 2017, the selection process has not even started.

23/03/19 Manu Pubby/Economic Times

**Bengaluru: The Adani group has stepped up its presence at Aero India – it has the biggest display area at the show - after its acquisition of Bengaluru based Alpha Design, with senior executives saying that the plan is to buy into more aerospace and defence companies in India.**

**Adani Defence, which kicked off its production facility for UAVs in partnership with Israel's Elbit last year, says that it has a good chance in the ongoing competition to manufacture 111 naval utility helicopters in India and has made a recent pitch to the government for a new range of UAVs for the armed forces.**

"Things are looking positive in the naval utility helicopter program and we are displaying our capabilities from helicopter gears to systems and avionics. Adani is probably the only company that is currently setting up such capabilities," Ashish Rajvanshi, who heads Aerospace and Defence for the Adani Group said.

The company, which has expanded significantly after its acquisition of Alpha Design, moved a proposal last month to the defence ministry, offering its Hermes 900 for an upcoming plan to acquire over 150 Medium Altitude UAVs.

22/02/19 Manu Pubby/Economic Times

**Bengaluru: The HAL Friday delivered the first three Advanced Light Helicopters named Dhruv as part of the 22 ALH MK-III contract to the Indian Army during the ongoing Aero India air show.**

HAL had entered into a contract with the Indian Army for 40 ALH (22 ALH Mk III and 18 Mk IV Rudra) in August 2017.

Of the 22 helicopters, 19 helicopters have already been produced and will be progressively delivered, the defence public sector undertaking said.

**The Advanced Light Helicopter is a multi-role, new generation helicopter in the 5.5-ton weight class, indigenously designed and developed by HAL.**



It provides superlative performance throughout its flight envelope, HAL said.  
22/02/19 PTI/Economic Times

Bengaluru: Poeir Jets on Friday launched what it said is India's first '**Heavy-lift Hybrid Drones**', that are fundamentally unmanned aircraft with fully customisable payload options.

**Following the successful launch of the country's first Microjet Engine series, Poeir moved on to develop India's first Heavy lift Hybrid drones, which was launched at the ongoing Aero India 2019 here, the company said.**

**With the launch, the company aims to establish itself as industry leaders in providing propulsion solutions to UAS (Unmanned Aircraft Systems),** company officials said.

Poeir Jets is a brand promoted by M/s Poeir Jets Pvt Ltd, an R&D subsidiary of Intech DMLS that claims to be India's first private firm that has developed Jet Engines.

The Heavy-lift Drones are suitable for a wide variety of professional applications, from law enforcement to search and rescue operations, Poeir Jets said in a release.  
22/02/19 PTI/Business Line

Bangkok: Indian company Bharat Electronics Limited (BEL) has signed **three partnership agreements, strengthening efforts to expand its profile in domestic and export markets.**

**BEL announced the accords – signed with local companies JSR Dynamics and Bharat Forge and the Indian subsidiary of US communications specialist Hughes Network Systems – at the Aero India 2019 exhibition held in Bangalore on 20–24 February.**

BEL's memorandum of understanding (MOU) with technology firm JSR Dynamics is focused on supporting the **joint development and production of "weapons and lightweight cruise missiles"**. BEL said the two companies will pursue opportunities in both India and export markets.  
21/02/19 Jon Grevatt/Jane's Defence Weekly

Bengaluru: **The next time an aircraft is forced to make an emergency landing at sea, the chances are it could be easily spotted, thanks to a marker that is being manufactured at a fraction of the cost of those currently being used by the armed forces.**

**On requests from Indian Air Force (IAF), Mysuru-based Defence Food Research Laboratory (DFRL) has developed a sea dye marker — a bright green pattern — that spreads over the surface of the water, ensuring the area is located easily.** It is extremely useful in rescue operation. The cost of the marker is a mere **Rs 400**. India currently imports markers at a cost of Rs 4,000 for a 200g packet. It is a part of armed personnel's survivor kit.

"The dye when dissolved in a liquid medium like sea water will fluoresce brilliantly, producing a bright green colour," Dr Anil Dutt Semwal, director of DFRL told TOI. "The fluorescent green increases the likelihood of the area being identified and also enhances chances of rescuing pilot(s) or crew on board."

The marker stays visible for 45 minutes to an hour over a 6sqkm radius. However, the 'patch' could move due to factors like ocean currents, tides and surface winds. It can be seen from the air at an altitude of 3,000m.

23/02/19 Christin Mathew Philip/Times of India

**Bengaluru: For the first time, Aero India will observe 'Women's Day' on Saturday, and as in response, the first woman pilot of the Sarang desi aerobatic helicopter team will perform a few breathtaking sorties. Squadron Leader Sneha Kulkarni, 33, will co-pilot a Dhruv Helicopter-2. This is her second appearance in the show.**

Born into a middle-class family from Jalgaon, Maharashtra, Sneha, is a source of inspiration for many, especially budding women pilots. An accomplished pilot, she volunteered to join the aerobatic team and cleared its stringent selection process. "It is a dream for any helicopter pilot to be part of the Sarang team," Sneha said. "You get a chance to entertain and enthrall the public by performing at extreme levels and with extreme equipment ability."

She said she was inspired by her elder brother, Lieutenant Colonel Mangesh Kulkarni, an NDA officer, to join the forces. "The discipline and lifestyle he inculcated after joining the forces made an impact on me," she said. "I always dreamt of becoming a soldier during my teenage days."

Sneha, a BSc graduate, joined the Indian Air Force in 2005 and was commissioned in 2007. Initially, she was posted in Tezpur, Assam and was part of many disaster relief operations. She has been with the Sarang team for the past four years and made her first appearance at Aero India in 2017. Incidentally, her husband, Squadron Leader Raveesh Kumar, is a Sarang teammate, but he has been deputed as a safety officer this year.

23/02/19 Kiran Parashar/Times of India

**Bengaluru: At the Aero India event here, it is not just military aircraft which are on display but also talent. Headhunters attending the biennial show are busy recruiting for their respective defence and aerospace clients.**

Driving the need for fresh talent is the government according Acceptance of Necessity (AoN) to 164 proposals worth about ₹ 2,79,950 crore across various defence projects. Also, the Make in India scheme and defence offset clause has forced many multinational defence corporations to ramp up their skilled manpower.

Added to the urgency are the 'Buy (Indian-IDDM)', 'Buy (Indian)', 'Buy and Make (Indian)' and 'Make' categories of capital procurement under the Defence Procurement Procedure (DPP). IDDM stands for Indigenously Designed, Developed and Manufactured.

According to Mael Humbert, Head - Engineering and PLM Services at **Sopra Steria**, the **European IT consultancy company plans to increase its headcount from 5,200 to 8,000 over the next two years.** Sopra Steria has taken to Twitter to scout for talent. It has asked prospective candidates to visit its stalls as well as meet its team to know the kind of work the company undertakes.

Anand E Stanley, President and MD of Airbus India and South Asia, said the company will also

leverage the event to acquire talent. "On February 23 and 24, it will offer members of the public the opportunity to explore career prospects with **Airbus India**," he said.

The company is looking at skillsets in **Avionics Software, Aircraft System Simulation and Airframe Structures as well as in API Development, Full Stack Development, Big Data, Cloud and DevOps.**

Another foreign multinational, **Thales's** invite for its Engineering Competence Centre inauguration states that it is hiring and those interested can scan the QR code printed there for job description. It targets to hire **3,000 engineers in the next three-five years along with its partners.**

**Boeing in India has 2,200 employees, and more than 7,000 people who work on dedicated supply chain jobs with Indian suppliers across the manufacturing, engineering and IT sectors. Now, as the company is pitching for orders for F/A-18E Super Hornets, P-8A, C-17 Globemaster III and AH-64E Apache Heavy Attack Demonstrator, it plans to increase its footprint as supply chain, sourcing, engineering and hiring activities continue to grow.**

22/02/19 Anil Urs/Business Line

Aero India 2019: Russia offers MiG-35 and SU 35, 'HAL preferred partner for Make in India'

**Safety concerns too came up after the recent crashes of the Mirage-2000 aircraft. Responding to a specific question about Russia keen on choosing HAL as preferred partner, HAL chairman R Madhavan said, "Once the aircraft is selected, and then we can talk to media about it."**

**The IAF has sent out the request for information (Rfi) for a -billion order to procure 114 fighter aircraft.** Aero India 2019, Air Force Station Yelahanka: If India down selects MiG-35 and SU 35 fighter machines, Russia has decided to work with state owned Hindustan Aeronautics Ltd., as its Strategic Partner (SP) under Make in India Initiative. Both these Russian aircraft from the MiG and Sukhoi series are competing for Indian Air Force huge contract for 114 machines.

Talking to a select group of journalists on the sidelines of Aero-India 2019, Anatoly G Punchuk, the deputy director of the Russian Federal Service for Military Technical Cooperation, said: "Our relationship with HAL has been for several decades. We are in talks with them for the programme of MiG-35, which is state of art fighter jet. "

"It will help India to economise on infrastructure, which is very important. As there is infrastructure present here. And, we have also offered the SU-35. We are not sure which one IAF wants. Both are different aircraft," he added.

According to him both Russian entities are keen on working with **HAL** in producing them in India. **Unfortunately, the state owned company has been in news recently as due to the controversy surrounding the Dassault Aviation's Rafale deal for not being chosen as the Offset partner.**

Safety concerns too came up after the recent crashes of the Mirage-2000 aircraft. Responding to a specific question about Russia keen on choosing HAL as preferred partner, HAL chairman R Madhavan said, "Once the aircraft is selected, and then we can talk to media about it."

The IAF has sent out the request for information (Rfi) for a \$15-billion order to procure 114 fighter aircraft. The RFI, which has a 'Make in India' clause as well as requirement for both single- and twin-engine fighter machines, has been sent to six global vendors including Boeing Company (F-18 Super Hornet) and Lockheed Martin (F-16)(now being offered as F-21) of the US, SAAB (Gripen) of Sweden,

Dassault Aviation (Rafale) of France, the European Consortium (Typhoon) and Mikoyan (MiG-35) of Russia.

21/02/19 Huma Siddiqui/Financial Express

**Bangalore: Russian Helicopters has signed memoranda of understanding (MOUs) with five Indian private companies in a bid to localise production of the Kamov Ka-226T helicopter, it announced at Aero India 2019.**

Director General of Russian Helicopters Holding Company Andrey Boginsky signed MOUs with representatives of Elcom Innovations Private Ltd., Integrated Helicopter Services Private Ltd., Valdel Advanced Technologies Pvt. Ltd., Dynamatic Technologies Ltd., and Bharath Forge Ltd. The MOUs cover assemblies such as fuselage, blades, radio equipment, and landing gear.

**“We have launched a new stage of [the] Ka-226T project: identifying the chain of manufacturers among the Indian companies.** I am positive that the agreements reached today will result in a long-term, mutually beneficial co-operation at a later stage when the production of Ka-226T is transferred to the customer’s territory,” Boginsky said on 20 February.

21/02/19 Caron Natasha Tauro/Jane's Defence Weekly

**Bengaluru: As India tries to establish a toehold in the military aerospace sector, efforts of the domestic private industry are like the ‘first steps’ on the learning curve, the real work of making engines or other critical technologies is still some years away.**

At all military events like the ongoing Aero India here, multiple joint ventures between Indian companies and foreign partners are announced. A close look reveals these largely relate to forging, casting and making structures that are part of the global supply chain of the companies.

**The exception is the tie-up Hindustan Aeronautics Limited had with French Safran in 2005 to make helicopter engines for the Dhruv series of copters.**

At the Aero India here, the Russian MiG team announced “we having been making in India since 1963” (or the time since the first MiG 21 arrived). The reality is licence production of MiGs did not help India in making engines or new and better planes.

Many business opportunities and jobs are opening up, but not in cutting-edge technology sector. Dynamatic Technologies CEO Udayant Malhoutra, speaking at a seminar here, was candid: **“In India, the advantage is the (lesser) labour cost and the engineering talent pool.”**

The Tata-Boeing Aerospace manufactures fuselage (body structure) for the AH-64 Apache copters. Other supply chain partners provide assemblies for aero-structures, wire harness, composites, forgings, avionics mission systems and ground support equipment for Boeing’s commercial and military aircraft out of India.

Boeing India acting president Sunil Velagapuddi says, “We are outsourcing jobs worth a billion US dollars and plan to double it in a decade. **Our new plant outside Bengaluru is largest investment outside the US.”**

21/02/19 Ajay Banerjee/Tribune

**New Delhi: NITI Aayog’s Atal Innovation Mission (AIM) and Drona Aviation, an IIT Bombay start-up, launched the ‘ATL Drone module: Get, Set, Go’ for Atal Tinkering Labs at the ongoing Aero India 2019 in Bengaluru.** The ATL Drone Module was launched by Dr. G Satish Reddy, Chairman, DRDO and Sanjay Jaju, Joint Secretary, Department of Defence Production, along with. Apurva Godbole, CEO, Drona Aviation and representatives of AIM. The idea of flying has always been a fascinating concept for all young as well as old. **“With the ATL Drone Module, young students of India will learn how to create their own drones and use them for solving community problems in India”, said Amitabh**

**Kant, CEO, NITI Aayog.** “In the age of the Fourth industrial revolution, drones are one of the most promising technologies integrating the concepts of physics, maths, chemistry, engineering and sensor technologies creating a tremendous range of innovative solutions that can be developed using them”, said Mr R Ramanan, Mission Director, AIM.Drona Aviation is India’s first developer drone company, with a focus on drone innovation. The ATL Drone Module aims at building this open source community of tinkerers who will learn and build on drone ideas to showcase their many possible applications. “Created with iterations and feedback from hundreds of students and teachers over the last three years, we hope that this module can be the spark and twig to start the fire of drone revolution in our country”, said Mr Godbole. Through the ATL Drone module, sky indeed is the limit for their creativity and innovation. Students will be able to connect this module to their academic subjects, especially physics and mathematics, and enhance their spatial problem-solving skills.

21/02/19 5 Dariya News

**Bengaluru: A barrel roll while zipping over the tarmac, a steep vertical climb followed by a rapid descent, and a formation where machines come dangerously close to each other... Images that are often associated with supersonic fighter jets in air shows of Aero India came alive in their miniature form on Thursday.**

**For the first time, the air show had a display by model aeroplanes and a competition for drones — the Drone Olympics — which saw 17 teams vying for cash prizes totalling ₹36 lakh. In the run-up to Aero India, 57 drones tested their mettle and 17 made it to the finals, held on Thursday.** While the number was lower than what Ministry of Defence officials had expected, they believed it was a “good enough start” to what would hopefully propel the private Unmanned Aerial Vehicle (UAV) industry in the country.

**The drones were tested in various categories — surveillance, which involved fixed vertical takeoff and landing and was judged on flight times and ability to detect human-sized targets; weight drop challenge in which light-weight drones dropped 2-kg package — perhaps medicines or essential supplies — to targets 2 km away; and flying formation.**

UAS-DTU, a team of undergraduate students from Delhi Technological University, won the top honours in flying formations, which included a delicate dance of numerous shapes and forms between multiple drones in the air. Pranjali Shiva, team leader, said that while the hardware was sourced, the algorithm which dictated the movement of drones and autonomous flying was developed by the students. “We worked really hard for the competition, spending ₹2 lakh to ₹3 lakh to come for the competition as well as ₹2 lakh to ₹5 lakh on the drones. But what gave us the edge was that we were a tightly knit team of 22 students passionate about such competitions,” he said.

22/02/19 Mohit M Rao/The Hindu

Aerospace firm Safran will construct a new plant in Hyderabad, India, to make parts for the LEAP turbofan engine.

The LEAP engine is manufactured by CFM International, which is a 50/50 joint venture company between Safran and GE.

To be built by Safran Aircraft Engines, the proposed €36m plant will be located near the company’s electric wiring facility in the special economic zone (SEZ) of GMR.

With construction scheduled to begin in June, the 13,000m<sup>2</sup> plant will include 8,000m<sup>2</sup> of workshops. The first parts are targeted to be produced by early next year.

The plant will initially employ 50 staff to kick-start the operations before additional employees are hired to take the total workforce to 300.

“We want to fully support this dynamic by bolstering our investments and training programmes in the country.”

Safran CEO Philippe Petitcolin said: “We’re delighted to open a new chapter in our long history with the Indian aerospace industry, thus reasserting Safran’s commitment to our ‘Make in India’ strategy.

“Aerospace continues to be a significant driver of India’s growth, and we want to fully support this dynamic by bolstering our investments and training programmes in the country.”

The plant is expected to reach peak production in 2023 when it will have the capacity to manufacture 15,000 parts a year.

Safran noted that CFM’s LEAP engine production for this year is set to be 1,800 units, with output planned to be increased to 2,000 starting in 2020.

The new-generation LEAP engine entered service in 2016 and is deployed in more than 700 Airbus A320neo and Boeing 737 MAX commercial airliners.

The company expects to complete the LEAP engines harnesses and Rafale fighter electrical wiring interconnections systems manufacturing factory in the SEZ by mid-2019.

Aerospace Technology 21/02/2019

**Safran Aircraft Engines announced the plan to set up a new plant in India to produce parts for the LEAP engine from CFM International. Engines manufacturer sees this step as a significant investment in a rapidly developing Indian aviation.**

According to Safran’s statement, the company is determined to invest **36 million euros in a new facility the construction of which is expected to start already in June 2019 and last until early 2020. The new plant will cover 13,000 square meters, including 8,000 square meters of workshop.**

**With a new building, Safran, which has a great experience in working with the Indian market, as it operates in the country already for 65 years, will contribute to boosting employment rates by creating additional job positions in the aviation sector. Initially it will employ nearly 50 people to run the facility in the end of 2019 and later on it plans to recruit about 300 employees.**

The new-generation LEAP entered service in 2016 and powers **more than 700 Airbus A320neo and Boeing 737 MAX** commercial airliners, including **54 operated by Indian airlines.**

Aviation Voice 20/02/2019

Hyderabad: Safran Aircraft Engines, a part of French aerospace biggie Safran group, will be investing **Euro 36 million in setting up a greenfield facility to manufacture components for LEAP turbofan engines at the aerospace SEZ near Shamshabad airport in Hyderabad.** LEAP engines are being manufactured by CFM International, a joint venture between Safran and GE Aviation, a division of General Electric of US.

Safran Aircraft Engines will be setting up a **1.4 lakh sft facility**, the construction of which is slated to begin in June 2019, and the plant is expected to be commissioned in early 2020, the Telangana government announced after Safran CEO Philippe Petitcolin met top Telangana government officials here on Tuesday.

**The plant, which will kick off with about 50 employees and will eventually have a headcount of around 300, is in addition to the Rs 52 crore being invested by another Safran arm – Safran Electrical & Power – in setting up a facility to manufacture LEAP electric harnesses for narrow-bodied aircraft and Rafale fighter electrical wiring interconnections systems.**

**The electrical harness making facility, for which the MoU was inked in March 2018, is also coming up at the aerospace SEZ at Shamshabad and will employ 250 people once operational in mid-2019.**

Pointing out that aerospace is a focus sector for Telangana, chief minister K Chandrasekhar Rao said: “We are delighted that Safran has selected Hyderabad to establish aircraft engine manufacturing plant, thus joining the league of other global OEMs who are manufacturing and exporting from Telangana.”

Commenting on the development, Safran CEO Philippe Petitcolin said: “We’re delighted to open a new chapter in our long history with the Indian aerospace industry. **Locating this new plant in India reflects our strategy of developing a global supply chain to support the fast-paced ramp-up in LEAP production. It is essential for us to expand our production sources, both in-house and externally, to continue to meet commitments to our customers, the aircraft manufacturers.**”

According to the release, **when the proposed plant hits cruise speed in 2023, it will be able to deliver 15,000 parts per year to support the LEAP’s sustained production rate. “CFM is set to deliver 1,800 engines this year, rising to 2,000 starting in 2020. With more than 17,000 orders and commitments recorded to date, the LEAP is the fastest selling engine in the history of aviation. It already powers more than 700 Airbus A320neo and Boeing 737 MAX commercial airliners, including 54 operated by Indian airlines,”** the release added. **Safran, which has been operating in India for the past 65 years, currently has over 600 employees working at seven companies that provide design, production and support services for aerospace and defence, in addition to a maintenance training center in Hyderabad for CFM engines that opened in 2010 and can train over 500 technicians a year.**

[Times of India 20/02/2019](#)

### **Thales has announced the launch of its Global Engineering Competence Centre (ECC) in Bangalore**

On the eve of Aero India 2019, Thales has announced the launch of its Global Engineering Competence Centre (ECC) in Bangalore. The centre aims to accelerate innovation and digital transformation to serve the needs of both the Indian market, and the Group's global objectives. The choice of Bangalore acknowledges the fact that India trains hundreds of thousands of highly qualified engineers every year.

With the ECC, Thales seeks to play a major role in job creation and skill development in India as it targets to hire 3,000 engineers in the next three-five years along with its partners. The centre will focus on software and hardware capabilities in the areas of civil as well as defence businesses. It will also help to build closer ties to the company's Indian supply chain partners.

**P Satish Menon has been appointed to head this Centre. He brings with him 30 years expertise in the fields of engineering, R&D and programme management.**

**Initially, the ECC will dedicate activities to high value-added systems in the fields of Air Traffic Management, avionics, cockpit, flight management, in-flight entertainment and connectivity systems, radar software, airborne Intelligence Surveillance and Reconnaissance tactical management systems. The ECC will also concentrate on the creation of capabilities in advanced hardware technology such as Radio Frequency/designs for radars and communication equipment, high performance processing units and in airborne digital processing functions.**

On the occasion of Aero India 2019, Thales Executive Board Members will welcome dignitaries from the Indian industry and government bodies at the ECC for an inauguration ceremony on 22nd February.

**“With our plans of hiring over 3000 engineers in the coming years, we look forward to significantly contributing to the 'Skill India' initiative and innovation in the country,”** declared Pascale Sourisse, Senior Executive Vice-President, International Development, Thales.

[Indian Defence News 21/02/2019](#)

### **Aero India 2019 : le Salon s'est ouvert ce matin en présence de nombreuses personnalités, indiennes et étrangères**

Le 12ème Salon Aero India 2019 s'est ouvert ce matin à Bangalore pour cinq jours. Ce salon biennal, qui est le plus important du genre en Asie, a démarré sur la base aérienne de Yelahanka. Le ministre de la défense indienne Nirmala Sitharaman a inauguré l'évènement dans la matinée en présence de nombreuses personnalités indiennes et étrangères et quelque 5 000 personnes ont pu assister au show aérien qui, durant deux heures, a accueilli avions de combat, hélicoptères et avions civils. **L'industrie française est très fortement représentée et ses représentants constituent la représentation étrangère la plus importante sur le Salon, qu'il s'agisse de grands groupes, d'ETI ou de PME, présentes sur le Pavillon France organisé par le GIFAS avec à sa tête Eric Trappier, président du GIFAS**



et PDG de Dassault Aviation. Alexandre Ziegler, ambassadeur de France en Inde, et Thierry Carlier, le Directeur du Développement International de la DGA, devaient, au cours de leur visite officielle, rencontrer plusieurs personnalités indiennes.

[19 Février 19 - Le Figaro - ndtv.com/india-news - deccanchronicle.com - timesnownews.com \(20/02\) - air-cosmos.com - aerobuzz.fr](#)

### **Aero India 2019 : Safran va construire à Hyderabad une usine dédiée au moteur LEAP**

Le groupe Safran va construire à Hyderabad une nouvelle usine Safran Aircraft Engines dédiée à la production de pièces du moteur LEAP de CFM International (CFMI). C'est dans le cadre du Salon Aero India que Philippe Petitcolin, directeur général du groupe, et Shri K. Chandrashekar Rao, chief minister du Telangana, ont dévoilé le projet. Avec le soutien de la région du Telangana, Safran investira 36 millions d'euros pour implanter cette usine de 13 000 m<sup>2</sup>, dont 8 000 m<sup>2</sup> d'ateliers, située dans la Special Economic Zone, à côté de l'aéroport. La construction doit débuter en juin prochain, avec l'objectif de livrer le bâtiment et de produire les premières pièces début 2020. Le site emploiera près de 50 personnes d'ici la fin de l'année et 300 à terme. "Nous sommes ravis d'ouvrir un nouveau chapitre de notre longue histoire commune avec l'industrie aéronautique indienne", a souligné Philippe Petitcolin, réaffirmant ainsi l'engagement de Safran dans sa stratégie "Make in India". A pleine cadence, l'usine pourra livrer jusqu'à 15 000 pièces par an.

[19 Février 19 - journal-aviation.com - usinenouvelle.com - Les Echos](#)

### **Aero India 2019 : Thales lance à Bangalore un centre de compétences en ingénierie**

A quelques heures de l'inauguration du Salon Aero India, Thales a annoncé le lancement de son centre de compétences en ingénierie (Global Engineering Competence Center) à Bangalore. Il sera inauguré le 22 février, pendant le Salon. Ce centre vise à accélérer l'innovation et la transformation numérique pour répondre aux besoins du marché indien et aux objectifs globaux du groupe. Le choix de Bangalore tient compte du fait que l'Inde forme chaque année des centaines de milliers d'ingénieurs hautement qualifiés, explique Pascale Sourisse, directrice générale en charge du Développement international. Avec ce centre, le groupe entend jouer un rôle majeur dans la création d'emplois et le développement de compétences en Inde : il compte d'ailleurs recruter 3 000 ingénieurs d'ici 3 à 5 ans avec ses partenaires. Le centre se concentrera sur les capacités logicielles et matérielles dans les secteurs des affaires civiles et de la défense. Satish Menon est nommé à la tête de ce centre.

[19 Février 19 - aircosmos.com - aircosmosinternational.com - journal-aviation.com - medium.com - newindianexpress.com](#)

### **Aero India 2019 : Dassault Aviation très présent sur le Salon avec trois Rafale et un Falcon 2000S**

Dassault Aviation est particulièrement présent au Salon Aero India 2019 où il présente son savoir-faire dual, militaire et civil. La participation de l'avionneur est d'abord marquée par la présentation de trois Rafale de l'armée de l'Air française, avec démonstration en vol quotidienne et par la présentation d'un Falcon 2000S. Dassault Aviation présente également la première pointe avant de Falcon 2000, produite par Dassault Reliance Aerospace Limited (DRAL) dans son usine de Nagpur. La présence de l'avionneur, et d'Eric Trappier, son PDG, sur le Salon est d'autant plus significative que le groupe livrera les premiers Rafale indiens dans quelques mois et que l'usine de Nagpur monte en puissance pour assurer l'assemblage complet du Falcon 2000 et sa mise en vol.

[19 Février 19 - capital.fr](#)

### **Aero India 2019 : Axon'Cable inaugure sa nouvelle usine de Bangalore**

A l'occasion du Salon Aero India 2019, Axon'Cable a inauguré, lundi, la nouvelle usine de sa filiale indienne, en présence de nombreuses personnalités, dont Alexandre Ziegler, ambassadeur de France en Inde. C'est quelques jours avant, le 14 janvier, que 83 collaborateurs d'Axon'Interconnectors & Wires ont déménagé vers le nouveau site de 4 000 m<sup>2</sup>, installé près de l'aéroport de Bangalore. A la fin de l'année, quelque 100 personnes devraient être installées dans la nouvelle usine, explique l'industriel. Parallèlement à cette inauguration, qui illustre concrètement la politique "Make in India", un séminaire technique et des visites de l'usine sont organisées. Au Salon Aero India, Axon'Cable expose sur le Pavillon France organisé par le GIFAS (voir notre édition d'hier). Le spécialiste est implanté à Bangalore depuis 2010, via sa filiale. Le groupe compte aujourd'hui 2 200 collaborateurs, à travers 18 filiales dans le monde.

[19 Février 19 - aerobuzz.fr](http://19.Février.19-aerobuzz.fr) - [aeronews.tv](http://aeronews.tv) - [aircosmosinternational.com](http://aircosmosinternational.com) - [ndtv.com](http://ndtv.com)

**Making a large foray into the airport sector, Gautam Adani-led Adani Enterprises has won five out of six airports. Sources aware of the development said that Adanis were the highest bidder for Ahmedabad, Jaipur, Mangalore, Trivandrum and Lucknow Airport.**

**The government had put the airports on sale and invited bids from private players to operate them for 50 years.**

That Adanis were very eager for the airports is visible from their aggressive bidding. For instance, for Ahmedabad airport, Adani outbid the GMR group by quoting Rs 177 per passenger against GMR's Rs 85. For Lucknow airport Adani bid Rs 171 per passenger beating AMP capital's quote of Rs 139. The bids were based on the highest monthly fee per passenger.

**"Adani group is the highest bidder for five airports. Since financial criteria was the only eligibility, the group will be awarded the airports as soon as formalities are cleared. After the award of bids, Adanis can take control of the airport," said a senior AAI official. It's very likely that the group will win the Guwahati airport as competition is weak for the project. The bid will for Guwahati airport will be opened tomorrow.**

**Experts say that the entry of a conglomerate like Adani into the airport sector will mark a new era of competition into the sector which till now has been dominated by two companies GMR and GVK group. To break the duopoly, the government had allowed companies without any prior experience to bid for the projects.**

"Hitherto Airports sector in India was predominantly dominated by couple of players, an entry of a private player with deep pockets to manage these operational assets augurs well for the sector and in the days ahead we should see good competition amongst the players," said Jagannarayan Padmanabhan, Director and Practice lead- Transport and Logistics at CRISIL.

Till now, the group which has a large presence in infrastructure had a miniscule presence in aviation. While it has an Air Operators Permit in the name of Karnavati Aviation and owns an airstrip in Mundra (Gujarat), primarily those have been utilised for its internal logistical need.

**However, analysts say the group's interest in airport sector was inevitable considering the growth of civil aviation sector in the country. An analyst of a brokerage firm tracking the company said that that a closer look at the choice of business that the group has entered will show they are also**

**sectors in which the government has put a significant policy thrust.** “They have been very ambitious and aggressive in their expansions and in choosing segments which have demand but need a large capital expenditure and good execution skills, which the group has built on. **Airports are again a long term business, which needs huge capital expenditure, and once again government is the main customer, so it fits in their strategy,”** the analyst said.

**Between financial year 2014 and financial year 2018, the group made an entry into four new business segments- wind energy, solar manufacturing, power distribution, and aerospace and defence.**

Business Standards 25/02/2019

New Delhi: **The Adani Group has emerged as the highest bidder for developing five out of the six airports for which the Airports Authority of India (AAI) has sought bids. The concession period is for 50 years.**

The airports for which the group has emerged the highest bidder—in terms of revenue per passenger to be shared with the government—are **Lucknow, Jaipur, Ahmedabad, Mangalore and Trivandrum.** **Bids for Guwahati airport haven't opened yet.**

An official statement said that **Adani Enterprises Ltd emerged as the highest bidder for the five airports. GMR Airports Ltd, Autostrade Indian Infrastructure development Pvt. Ltd, PNC Infratch Ltd, a consortium of National Investment and Infrastructure Fund and Zurich Airport International AG, Kerala State Industrial Development Corp., and Kochi International Airport Ltd were among the other bidders, said the statement.**

The developer will also get rights for developing real estate projects and conducting retail operations in the premises of the airport that will add to its stream of revenue and help pay for the revenue to be shared with the government.

The government had in November 2018 cleared privatization of the management of the six airports, saying that experience of managing five airports in Delhi, Mumbai, Bengaluru, Kochi and Hyderabad through private participation has been encouraging. Private participation in infrastructure projects brings efficiency in service delivery, expertise and more professionalism.

LiveMint 25/02/2019

**The more that things seem to change, the more they remain the same. The bailout of Jet Airways by its lenders finalised last week and approved by shareholders on February 21 is reminiscent of a bailout seven years ago of another high-profile airline that fell into bad times.**

In an attempt to rescue **Kingfisher Airlines**, a consortium of lenders led by **State Bank of India** (yes, the same SBI which is now leading the effort to keep Jet Airways flying) decided to convert a part of its loans into equity. Thus, in April 2011, a sum of ₹1,303 crore, representing a third of the airline's total dues of ₹4,263 crore to banks, was converted into equity.

**The scandal, though, was the fact that the conversion happened at a premium of 61% to the then prevailing market price of the Kingfisher Airlines share. The SBI-led consortium agreed to convert its debt into equity at a price of ₹64.48 a share against the market price of ₹39.90!**

Cut to the present. Banks have eased themselves into the pilot's seat of Jet Airways, converting their dues into equity in the airline. Jet, which is reeling under losses for the last four consecutive quarters, has a debt overload of ₹8,414 crore (as of March 31, 2018) which includes term loans from banks and dues to lessors for aircraft lease.

**The airline and banks announced the bailout with much fanfare, but the crucial details have not been disclosed.** How much of the banks' dues have been converted into equity? As per the last audited balance sheet as on March 31, 2018, Jet owed ₹3,007 crore (₹2,797 crore term loan plus ₹210 crore loan repayable on demand) as secured loans to banks.

In addition, a sum of ₹2,121 crore has been grouped under current liabilities in the balance sheet under the head of "current maturities of long-term debt". These are probably the overdues on loan repayment.

So, how much of this outstanding debt of ₹5,128 crore (₹3,007 crore plus ₹2,121 crore) has been converted into equity? And at what price? The answers to these questions will help us understand how harmful the bailout is for the lenders.

A small, back-of-the-envelope calculation will be useful here.

The banks have been issued 11.40 crore shares for a total consideration of ₹1, giving them a majority stake in the airline. Jet Airways' share capital before the bailout was ₹113.60 crore divided into 11.36 crore shares of ₹10 each.

On February 15, the day the bailout was finalised, Jet's share closed at ₹232.55. This would put the total value of the 11.40 crore shares issued by Jet to the lenders at ₹2,651 crore. This sum has a close resemblance to the overdue amount of ₹2,121 crore grouped under current liabilities in the balance sheet. It is also pretty close to the outstanding term loans of ₹2,797 crore from banks. **So, have banks converted their entire overdues into equity? With neither the airline nor banks disclosing details, we can only speculate here.**

[24/03/19 Raghuvir Srinivasan/The Hindu](#)

**In a bid to scuttle Adani Group's bid to own a part of the company running the city's airport, the GVK Airport Holdings Ltd (GVKAHL), which holds the highest stake in the Mumbai International Airport Limited (MIAL), has decided to buy partner company Bidvest's 13.5 per cent stake.**

In keeping with SEBI regulations, the GVK group has intimated its decision to the Bombay Stock Exchange. GVKAHL is a subsidiary of GVK Power and Infrastructure Ltd.

**The move comes a day after reports said that Adani Group had made a formal offer to buy the 23.5**

**per cent stakes of South African firms — Bid Services Division (Mauritius) Ltd (Bidvest) and Airports Company South Africa (ACSA) — which are the joint venture partners of GVK in MIAL. The valuation of the deal was pegged at Rs 9,500 crore.**

The development was seen as setting the stage for a protracted battle between Adani and GVK groups for control of MIAL. On Saturday, in a regulatory filing with the BSE, GVK said that it will be buying the 13.5 per cent stake of Bidvest by exercising its “Right of First Refusal” (ROFR).

24/02/19 Satish Nandgaonkar/Mumbai Mirror

**Singapore Airlines is planning to significantly increase its capacity for India. The airlines is hopeful of doubling its flight services from Bangalore soon by introducing 10 weekly flights.**

The airline has already increased the capacity from Delhi by 10 per cent while Mumbai, which has been the top 20 route for the airline, will also witness a capacity enhancement.

David Lim, General Manager India, Singapore Airlines, said told FC that: “**We are expanding our capacity in India by adding more frequency and flight services.** There has been a substantial increase in the number of passengers between India and Singapore. **Singapore is also emerging as a favoured transit hub for Indians travelling to Australia, US and other geographies.”**

25/02/19 Mini Tejaswi/Deccan Chronicle

**Chennai: Officers of the Customs posted at Anna International Airport seized gold worth Rs 67 lakhs in two separate incidents here on Sunday.**

The customs officials said, “**Working on a tip off, we intercepted three pax at exit of arrival hall on suspicion of carrying gold, They had arrived from Dubai by Emirates Airlines flight.**”

All three pax namely Istak Ali Kathim (48), Aslam Khan (31), and Mahadirkur Khan (29) were carrying home theaters as their checked-in luggages.

24/02/19 UNI

**Chennai: Customs officials seized Rs 40.50 lakh worth of Gold and foreign currencies along with arresting five persons hailing from Chennai and Kerala on Sunday at International Airport Chennai.**

Airport sources said customs official got over a doubt with a passenger from Dubai, who has got battery used toy car. When they checked the toy car they found **750 grams gold worth Rs 26 lakhs** and seized it immediately.

Two persons from Kerala were arrested

24/02/19 UNI

**The Navi Mumbai police in Maharashtra has registered an offence against the unidentified caller who had threatened to hijack an Air India aircraft and take it to Pakistan.**

The call had been made to a Navi Mumbai-based call centre which provides service to the national carrier Friday night.

“We have registered a case at Rabale MIDC station under IPC sections 505 (public mischief) and 507 (criminal intimidation by an anonymous communication),” said Deputy Commissioner of Police Sudhakar Pathare on Sunday.

"We are probing the case with the help of Cyber Cell," he added.

**Following the threat call, Chhatrapati Shivaji Maharaj International Airport in Mumbai was put on high alert and the security there was beefed up.**

[24/02/19 PTI/News18.com](#)

Global aerospace major **Airbus on Wednesday opened its training centre for commercial pilots and maintenance engineers at Haryana's Gurugram** in the National Capital Region (NCR)

**"Through the centre, we aim to train 8,000 commercial pilots and 2,000 maintenance engineers over the next 10 years,"** an Airbus spokesperson told IANS at the Aero India air show.

However, the spokesperson did not disclose the investment being made by the company in the training centre.

**The centre includes an A320 simulator for full-flight simulation and programmes on aircraft procedure training, computer-based classroom training and standard pilot transition training,** the company said in a statement.

It also has an **'Upgrade to Command' course to improve the skills of the co-pilots.**

**The facility will complement Airbus India's training centre in Bengaluru which has trained over 4,500 maintenance engineers since its inception in 2007,** the statement said.

[20/02/19 IANS/Economic Times](#)

**Budget carrier IndiGo is planning to induct 120 expatriate pilots by the end of this year to address staff crunch and subsequent flight cancellations.** The move comes amid several senior expat pilots quitting their jobs at IndiGo in the last few months, impelling it to scout for new ones to fill in the vacant posts.

**The issue came into light last week when IndiGo had to cancel around 1,200 flights in the last one and a half months amid severe staff shortage, adverse weather conditions and various ongoing NOTAMS (notices to airmen) apart from partial closedown of the Bengaluru airport due to Aero India 2019 and runway closure at the Mumbai airport on alternate days.**

According to a report in Livemint, **IndiGo's Chief Operating Officer (COO) Wolfgang Prock-Schauer said that the airline will induct 120 expats by June 2019 which will take the total number of expat pilots at IndiGo to 160.** The current strength of the airline is about 3,100 including trainees. **"IndiGo currently maintains a ratio of about 6.65 captains per aircraft, which I think is a good number,"** he said.

Prock-Schauer highlighted the overall pilot crunch the industry is facing but also said that **IndiGo has been able to retain its senior pilots and promoting about 260 first officers to captains every year.**

**"In our case we are in a position to retain (pilots). We are big (in pilot strength) and have enough trainers and simulators available,"** Prock-Schauer said.

Minister of state for civil aviation **Jayant Sinha told parliament last month that amid a total of 324 expat pilots at all commercial airlines, the number of expat pilots at IndiGo stood at 93 as of 15 December, 2018.**

[18/02/19 Business Today](#)

Bengaluru: At the Aero India event here, it is not just military aircraft which are on display but also talent. Headhunters attending the biennial show are busy recruiting for their respective defence and aerospace clients.

**Driving the need for fresh talent is the government according Acceptance of Necessity (AoN) to 164 proposals worth about 2 79 950 crore across various defence projects. Also, the Make in India scheme and defence offset clause has forced many multinational defence corporations to ramp up their skilled manpower.**

Added to the urgency are the 'Buy (Indian-IDDM)', 'Buy (Indian)', 'Buy and Make (Indian)' and 'Make' categories of capital procurement under the Defence Procurement Procedure (DPP). IDDM stands for Indigenously Designed, Developed and Manufactured.

According to Mael Humbert, Head – Engineering and PLM Services at **Sopra Steria, the European IT consultancy company plans to increase its headcount from 5,200 to 8,000 over the next two years.** Sopra Steria has taken to Twitter to scout for talent. It has asked prospective candidates to visit its stalls as well as meet its team to know the kind of work the company undertakes.

**Anand E Stanley, President and MD of Airbus India and South Asia, said the company will also leverage the event to acquire talent.** “On February 23 and 24, it will offer members of the public the opportunity to explore career prospects with Airbus India,” he said.

The company is looking at skillsets in **Avionics Software, Aircraft System Simulation and Airframe Structures as well as in API Development, Full Stack Development, Big Data, Cloud and DevOps.**

**Another foreign multinational, Thales’s invite for its Engineering Competence Centre inauguration states that it is hiring and those interested can scan the QR code printed there for job description. It targets to hire 3,000 engineers in the next three-five years along with its partners.**

**Boeing in India has 2,200 employees, and more than 7,000 people who work on dedicated supply chain jobs with Indian suppliers across the manufacturing, engineering and IT sectors.** Now, as the company is pitching for orders for F/A-18E Super Hornets, P-8A, C-17 Globemaster III and AH-64E Apache Heavy Attack Demonstrator, **it plans to increase its footprint as supply chain, sourcing, engineering and hiring activities continue to grow.**

22/02/19 Anil Urs/Business Line

New Delhi: A lot of people have preconceiveds notion about the lives of cabin crew. They see them flying to different places, enjoying different cuisine in their native places and living a glamorous life.

People think that the air hostesses and the stewards working with each airline are paid big bucks which lead them to live such a luxurious life. There has always been confusion within the Indian population as to what is the salary that the cabin crew of each airline is paid.

A Quora user, Astha Gill, who is also the Aviation Inspector at Airlines is here to clear all our doubts.

Her answer to the Quora question, “What is the average package of the cabin crew in India?” is all that we needed.

She started with explaining what exactly is the job of an air hostess apart from all the glitz and the glamour. She wrote, "A complete package of good money, loads of adventure, challenging situations, a tinge of glamour, Hardcore Professionalism, Multitasking, some sleepless nights and Red Eye flights, irreplaceable responsibility and unforgivable accountability, free Bharat Bhraman! and allowances to take care of monthly expenses Cabin Crew profession has a Biiig Flight Bag!!"

She then compares an air hostess salary account to an auto-rickshaw meter. Astha explains, that **there is a basic salary which will be accounted every month but the final amount that comes into your salary account will depend on the number of hours you will build in flying.** However, there is a maximum amount of hours that you can put on your meter.

She further breaks down the salary annexure into various factors.

- 1. Number of hours**
- 2. The airline that you are flying for**
- 3. Your seniority in the airline**
- 4. And finally, the allowances are different for domestic and international destinations.**

However, in the initial days, **the salary can be somewhere between Rs 35-40k per month but it can go up to 6 figures in no time.**

21/02/19 India Today

Budget carrier **IndiGo, which controls more than 40 per cent of the domestic market in India, is struggling with shortage of pilots.** Though the problem came to light in the past week when the airline cancelled hundreds of flights, in the last one and a half months alone, **as many as 1,200 of its scheduled flights have been cancelled due to crew shortages and pilots reporting sick.** **IndiGo said last week that scheduled cancellations of 30 flights every day would continue till March 31. Its crew addition has lagged its aggressive capacity addition. It plans to hire more than 100 expatriate pilots this year to add to its roster of flight captains.** According to an ET Prime report, one reason behind IndiGo's pilot trouble is inefficient rostering.

It all started around two years ago when the airline brought in expat managers to handle its expanded fleet. **It now has a fleet of 209 aircraft, more than double the 100 it flew in 2015. But planes need pilots to fly.** IndiGo's pilots, according to ET Prime, were flying less than the total number of hours anticipated. **Indian regulations allow pilots to fly 1,000 hours a year.** The expat team decided that pilot productivity needs to go up, since they are an expensive resource. To achieve this target, the new team did many experiments. Millions of dollars were spent on software to optimise crew rostering. It was intended to ensure that the expanded fleet could be run with the same number of pilots.

The new rostering kept pilots away from their home base for long periods affecting their personal lives. While in the earlier flying pattern most pilots would do flight rotation on the same plane, now they had to switch planes.

IndiGo's plans to have extremely high pilot utilisation was also impractical, given that it has flights of only one and a half hour on average. **While utilisation of 900-1,000 hours is quite common on international flights, it's difficult to achieve in short-haul flights with multiple landings and take-offs.**

18/02/19 Economic Times

**Odisha's Biju Patnaik International Airport on Sunday has beefed up security following a security alert issued by the Bureau for Civil Aviation Security (BCAS).**

Suresh Chandr Hota, Director, Biju Patnaik International Airport said, "Security has been tightened at



Biju Patnaik International Airport, Bhubaneswar following a security alert issued by the Bureau for Civil Aviation Security (BCAS)."

On Saturday Air Operation Control Centre (AOCC) Mumbai enhanced its security after receiving a call that threatened to hijack one of its aircraft.

CK Ranga, Deputy Director at Bureau of Civil Aviation Security, "**A telephonic message received by the station duty office AOCC Mumbai stating information regarding a threat to Indian Airlines flight, getting hijacked to Pakistan on February 23.**"

Following the threat, the screening of passengers, staff and visitors has been enhanced, the intensive checking of vehicles entering car parking area and other security measures have been beefed up.

24/02/19 ANI/Business Standard

**A Bangladeshi passenger on a Dubai-bound flight who threatened to blow up the plane and tried to force his way into the cockpit was carrying a toy gun and no explosives, police said on Monday.**

Police are investigating how the man had been able to board the Biman Bangladesh Airlines flight in Dhaka on Sunday in the first place.

**The Boeing 737-800 made an emergency landing in the southern port of Chittagong where commandos stormed the plane and shot the would-be hijacker, officials said. All 148 passengers and crew safely disembarked, police said.**

The hijacker died later of his injuries.

"The pistol with the suspect was a toy pistol and he had no bomb attached to his body," said Kusum Dewan, additional commissioner of Chittagong police.

"He appeared to be mentally imbalanced. We heard he had a personal issue with his wife and demanded to speak to the prime minister. But we are still investigating. We don't want to come to any conclusions right now."

Air Vice Marshal Nayeem Hasan, chairman of the Civil Aviation Authority, said it was a mystery how the man, believed to be in his 20s, had managed to board the plane.

"It was the responsibility of the Civil Aviation Authority to search each passenger before boarding and it was done for this aircraft also, but it is a big question to us that how he boarded with a pistol," he told Reuters.

**"Now we are focusing on two issues – his background and identity and the security aspect that how he boarded with a pistol."**

Biman Bangladesh, launched in 1972, flies to 16 countries.

The Hindustan Times 25/02/2019

**GoAir, the country's fifth largest domestic airline by passenger-share, has grounded eight aircraft over the past 20 days.** While experts said this amounts to approximately 64 flights being rescheduled every day, the airline has denied that this has affected their services.

According to flight tracking site flightradar24, the eight grounded aircraft are registered as VT- WGC (Neo aircraft), VT- WAL, VT- GOL, VT- GOT, VT-GOK, VT-WAH (Neo), VT-WGG (Neo) and VT-WGX (Neo).

On an average, **an Airbus aircraft flies eight trips every day. "With this calculation, around 64 flights would be rescheduled every day owing to grounding of these aircraft,"** said aviation expert Vipul Saxena.

The airline, which has a 9% share in the domestic market, however, did not comment on the number of flights that were rescheduled owing to the grounding of the aircraft. **"None of the GoAir flights have been affected or cancelled owing to non-availability of aircraft. Yes, there are a few aircraft that are undergoing maintenance and by that virtue they are on-ground. GoAir always cares for the safety of its passengers and the maintenance is a manifestation of our safety measures,"** said a GoAir spokesperson.

Aviation safety expert Mohan Ranganathan, however, said that grounding of eight aircraft at once, for such a long period is unusual. **"An aircraft undergoes four types of checks — A, B, C and D. D check is a major one and does not require more than two weeks to be completed. Scheduling of any regular maintenance of an aircraft is mostly done in a way that they are repaired one after the other. It is very unlikely for an airline to ground eight of its aircraft together for a scheduled major check that would require more than two weeks."**

"Neo aircraft are new in the market and hence, they would not require any major checks (like C and D check), which are done after an aircraft has completed certain hours of flying," Ranganathan added.

**Senior airline officials said that any change in flight schedule has to be approved by the aviation regulator- Directorate General of Civil Aviation (DGCA).**

The Hindustan Times 23/02/2019

As many as 11 Delhi-bound flights were diverted to Jaipur and Lucknow airports due to heavy rains in the national capital on Monday, airport officials said here. **"A total of 11 flights have been diverted due to bad weather that has created an air traffic congestion over Delhi airport this evening,"** an airport official said.

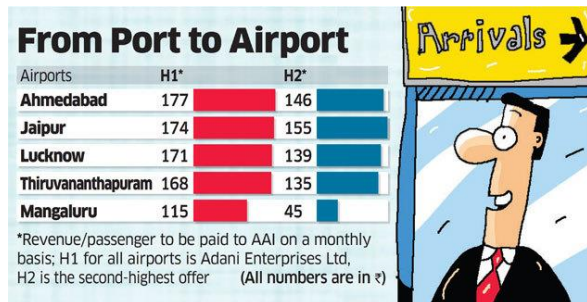
"Nine flights have been diverted to Jaipur airport and two to Lucknow," the official added. Officials said more flights could be diverted.

The Economic times of India 25/02/2019

New Delhi: The ports-to-edible oil Adani Group has emerged the winner in the privatisation of five out of six airports put up by the government, outbidding a slew of national and international competitors including GMR, AMP Capital and the National Investment and Infrastructure Fund (NIIF). **The Ahmedabad-based group won the right to upgrade and operate the airports of Lucknow, Jaipur, Thiruvananthapuram, Mangaluru and Ahmedabad by mounting aggressive bids which offered a higher payment for passenger fee to the Airports Authority of India (AAI). The Adani Group will get to manage these airports for 50 years if its offers are approved by the government.**

**The bids for the Guwahati airport will be opened on Tuesday.**

**Adani Enterprises emerged the highest bidder on the basis of share of revenue offered per passenger.** Bids were also received from established players such as GMR Airports, Autostrade Indian Infrastructure Development Pvt Ltd, PNC Infratech Ltd, NIIF & Zurich Airport International AG, AMP Capital, I-Investment Ltd, KSIDC and Cochin International Airport.



**The revenue per passenger model is different from the revenue share model, which had led to spike in airport charges at airports like Delhi and Mumbai. The government expects this model to keep airport charges under control.**

**This is the central government's first airport privatisation attempt in 13 years after the GMR and GVK groups won the rights to manage Delhi and Mumbai airports under the UPA government in 2006. Greenfield airports like those in Hyderabad and Bengaluru were also awarded during the same time.**

India's airport privatisation progressed in fits and starts with the first attempt of the Modi government to award management contracts of Jaipur and Ahmedabad airports coming a cropper.

**In November last year, the government had cleared a proposal for managing six AAI-run airports on public-private partnership (PPP) basis and received 32 technical bids from 10 companies for these airports. While Ahmedabad and Jaipur airports received seven bids each, Lucknow and Guwahati received six bids each. Mangaluru and Thiruvananthapuram received three bids each.**

**While Adani Enterprises was named the highest bidder for these airports in an official statement, the government sources said that the final announcement on the winners will be made after clearance from the union cabinet.** "The aviation ministry will prepare a cabinet note listing the bids received for these airports. Formal announcement will be made once the cabinet clears it, which should happen soon," said a government official, who did not want to be identified.

Adani Group said in a statement that it would improve infrastructure at these airports. "The Indian aviation industry is a growing sector with the government's continuing focus on creating world-class airports. The airports at Ahmedabad, Jaipur, Lucknow, Trivandrum and Mangalore remain lifelines to their respective states that will enable us to infuse enhanced growth and give wings to the aspirations of the Indian people. We would be aiming to scale up the infrastructure to bring these facilities on par with global standards," it said.

**Analysts said that the entry of Adani Group is a big plus for the aviation sector.**

"With the Adanis emerging the highest bidder for these five airports, the field has opened up further and we should see wider participation in the coming days. **At a time when the government is looking at asset monetisation as an avenue for revenue generation and capital deployment of private sector, the success of the process augurs well for the sector,**" said Jagannarayan Padmanabhan, Director and Practice lead- Transport and Logistics at CRISIL Infrastructure Advisory.

The Economic times of india 26/02/2019

**NEW DELHI: Adani Group has emerged as the highest bidder to operate Guwahati airport,** a senior AAI official said Tuesday.

This comes a day after the group emerged as the highest bidder for five other state-owned airports.

"Adani Group has put in the highest bid of Rs 160 as per passenger fee for Guwahati airport. This means that Adani Group has won all six airports that were put up for privatisation," the official at Airports Authority of India (AAI) said.

The bids for five other airports - Ahmedabad, Thiruvananthapuram, Lucknow, Mangaluru and Jaipur - were opened on Monday in which Adani Group emerged as the highest bidder.

**The diversified Adani Group, which has interests in ports, shipping, power and other key infrastructure with USD 11 billion annual revenue, would be entering airport sector bagging a 50-year contract to run the six airports.**

The government had last year put up these six AAI-run airports for privatisation under the public private partnership mode. **AAI selected the winner on the basis of "per-passenger fee" offered. These six airports will be handed over to Adani Group after completion of formalities,** the authority said.

"We are delighted to win the bids (Ahmedabad, Jaipur, Lucknow, Thiruvananthapuram and Mangaluru airports) invited by AAI in December for managing these airports under the PPP model," the Adani Group said in a statement Monday.

**AAI said the group offered per passenger fee of Rs 177, Rs 174, Rs 171, Rs 168 and Rs 115 for Ahmedabad, Jaipur, Lucknow, Thiruvananthapuram and Mangaluru airports,** respectively.

A total of 32 technical bids were received from 10 companies to operate the six airports

The Economic Times of india 26/02/2019

**State Bank of India has called an urgent meeting of lenders with Jet Airways Chairman Naresh Goyal and the domestic carrier's significant shareholder Etihad Airways' CEO Tony Douglas on Wednesday to discuss a way forward for the debt-laden airline,** sources said. The meeting, to be held at SBI's office in Mumbai, assumes **significance amid differences persisting between Goyal, the lenders and Etihad,** which has 24 per cent stake in Jet Airways. SBI is the lead lender of a consortium that has extended loans to Jet Airways.

While there was no official word from the airline, as also from the lenders, officials aware about the development said the meeting has been called by SBI and both Goyal and Douglas would be present.

Earlier on Monday, **Jet and Etihad said in a joint statement they along with key financial stakeholders are working towards finalisation of bank-led provisional resolution plan for the debt-laden domestic airline.**

The two carriers have also expressed **confidence that once the plan is implemented, Jet Airways would "re-emerge as a viable and robust airline to reclaim its rightful place as airline of first choice for its customers".** The joint statement has been issued by Goyal and Douglas.

Jet Airways, which has been in operation for over 25 years, has been grappling with financial woes and is looking to rejig debt as well as raise funds.

Officials said **Goyal is not agreeable to Etihad's demands that he should pledge his shares in the airline as well as in the loyalty programme, Jet Privilege, with lenders to raise funds.** Another bone of contention is that **the Gulf carrier wants Goyal to be the sole promoter of Jet Airways but without board representation and management control,** sources said.

Besides, there are also **differences between the lenders and Etihad, including on the airline's demand it should be exempted from any open offer requirement from Sebi in case its stake in Jet Airways is hiked.**

**Lenders had originally proposed a rights issue of shares worth Rs 4,000 crore, in which SBI and other banks could have infused Rs 600 crore and NIIF Rs 1,400 crore for shares of the airlines. However, Etihad wants a rights issue worth Rs 5,000 crore while expecting SBI-led lenders and NIIF to bring an additional Rs 1,000 crore. Etihad wants to restrict its contribution to Rs 1,400 crore.**

Besides, it does not want to pledge its shares to raise funds and also does not want to be classified as a promoter in the company. On February 14, Jet Airways board had approved a Bank-Led Provisional Resolution Plan (BLPRP), whereby lenders would become the largest shareholders in the airline. Its shareholders have also approved conversion of loan into shares and other proposals during the Extraordinary General Meeting (EGM) last Thursday. On Monday, SBI had also said no decision has been taken on moving the National Company Law Tribunal (NCLT) against Jet Airways.

However, officials associated with the lenders and key shareholders have said **SBI was considering various options, including eventually moving the tribunal seeking insolvency proceedings, if other attempts to recover its loans fail to yield desired results.**

In their joint statement, Goyal and Douglas had said rising oil prices, a depreciating rupee and market saturation, among other things, have combined to critically impact the civil aviation sector as a whole.

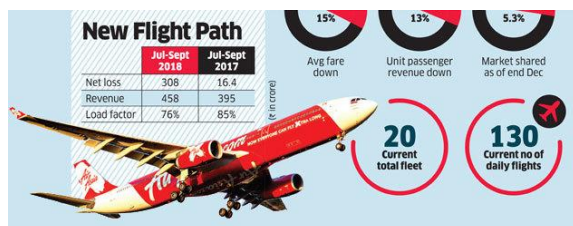
"Some airlines have been hit harder than others; Jet Airways, India's premier full-service airline, being one of them," they said.

The statement further said Jet Airways' network load factor has risen to a high of 87 per cent through December 2018 and January 2019 while flight cancellation rate in December stood at 0.2 percent -- the lowest among Indian carriers.

The Economic Times of india 26/02/2019

**AirAsia India's new management, handpicked by its parent Tata Sons, has presented to its board a fresh expansion plan that says 40% of its capacity will be deployed overseas in the next half decade, even as the airline awaits an approval from the government for overseas flying rights, said two people aware of the matter. The plan, presented to the board earlier this month, presents cost cutting and revenue optimisation measures to bring the airline to profits. It also aims to treble the fleet size of the airline to 60 planes in five years through a mix of owned and leased planes. The airline initially aims to fly to Kuala Lumpur and Bangkok and may subsequently use the locations as hubs for its overseas flights, said one of the people cited above. The plan awaits approval from Tata Sons, the salt-to-software conglomerate that now owns 51% of AirAsia India. The rest is owned by Malaysian low-cost airline AirAsia Berhad.**

**AirAsia India in January had sought the approval of the civil aviation ministry to begin international flights, which ET had reported on January 28.**



The application will be considered by a group of ministers headed by the finance minister. The group was formed on directions from the Prime Minister's Office after the Central Bureau of Investigation (CBI) started probing the relaxation of eligibility norms for flying overseas. The rule which mandates domestic airlines to operate for five years and have 20 aircraft before flying abroad was relaxed in 2016, with only the fleet size norm retained.

**AirAsia India**, which started operations in June 2014, **has a fleet of 20 aircraft** and has **completed four and-a half years of operations in India, making it eligible to fly international — even under the old rules — in less than six months. Vistara, Tata Sons' other airline venture formed with Singapore Airlines, had applied for permission to fly overseas middle of 2018, wanting to start the service at the end of last year, but is still awaiting approval.**

The Economic times of India 26/02/2019

India and Pakistan closed some of their airspace, forcing airlines to cancel or divert some flights, after Pakistan said it shot jets from its neighboring rival that crossed into its territory.

Among global carriers, Singapore Airlines Ltd. is aware of the airspace closure, which may affect some flights, the airline said in an email Wednesday. Singapore Air's Flight 308, headed for London, has changed its course to avoid flying over Pakistan, the FlightRadar24 website shows. Flights around that area by other airlines including Finnair Oyj are taking the path over the Persian Gulf, according to the flight tracker.

**Airports in North India have been shut, according to Airports Authority of India's spokesman J.B. Singh.** IndiGo, India's largest carrier, Vistara, Jet Airways India Ltd., and Go Air separately said their flights have been suspended at several airports.

Bloomberg 27/02/2019

**Tensions escalated after Pakistan claimed to have shot down two Indian aircraft in territory controlled by it and captured an Indian pilot.**

"In response to PAF strikes this morning as released by MoFA, IAF crossed LOC. PAF shot down two Indian aircrafts inside Pakistani airspace. One of the aircraft fell inside AJ&K while other fell inside IOK. One Indian pilot arrested by troops on ground while two in the area," Pakistan military spokesman Asif Ghafoor said in a Twitter post.

**Islamabad/Lahore:** Pakistan has closed its airspace for commercial flights and suspended flight operations across major airports, including in Islamabad, Lahore and Karachi, for an indefinite period in the wake of the escalating tensions with India.

Pakistan's Civil Aviation Authority made the announcement after the director general of Inter-Services Public Relations, the military's media arm, acknowledged the closure of Pakistan's airspace due to the prevailing security situation.

The airport will be used for "military purposes" till it is reopened for commercial activities, an official told DawnNewsTV, adding that a red alert has also been issued.

"All civilian flight operations have been suspended," the official said.

Civil Aviation Authority spokesman Mujtaba Baig said the flight operations in Punjab and Khyber Pakhtunkhwa provinces have been suspended for an indefinite period.

He said the flight operations from and to Lahore, Sialkot, Faisalabad, Multan and Rawalpindi/Islamabad airports have been suspended.

The planes which had left from foreign destinations for these airports have been diverted to the safer airports, he said. *(PTI)*

New Delhi: **The entire airspace north of New Delhi has been vacated**, official sources said on Wednesday.

The skies above New Delhi were vacated as nine airports in Jammu and Kashmir, Himachal Pradesh and Punjab were closed for civilian air traffic on a day of rapidly escalating tensions between India and Pakistan.

National Security Advisor Ajit Doval was holding a high level meeting to assess the security situation in the wake of the developments of the morning, including Pakistan claiming that it had shot down two Indian military jets and arrested two pilots.

India said Pakistan jets intruded into Indian air space in the Rajouri and Poonch sectors. *(PTI)*

Pakistan says it has captured two IAF pilots

**Pakistani news channels have also circulated alleged videos of the captured Indian pilot. According to information from the Pakistan High Commission in New Delhi, the name of one of the captured pilots is Ravi Nandan.**

Jet Airways advised passengers to check their flight status before proceeding to airports. **"As per instructions from Delhi Air Traffic Control regarding airport closure, flight operations to/from Amritsar, Srinagar, Jammu & Leh have been suspended until further notice,"** said the company in a tweet.

**Jammu: The Army and BSF have been put on the highest degree of alertness along the border here after air space violations by the neighbouring country and the night-long heavy firing and shelling by Pakistani troops on forward and civilians areas across the LoC which stopped on Wednesday.**

Authorities have ordered temporary closure of educational institutions in a 5-km radius along the Line of Control (LoC) in Rajouri and Poonch districts on Wednesday amid mounting tensions between the two countries, following the Pulwama terror attack on February 14 and an Indian air strike on Jaish-e-Mohammed camp inside Pakistan on Tuesday.

**All residents of the border areas have been asked to remain inside their homes and not venture outside.**

"There was night long-heavy firing and mortar shelling along the LoC in most of areas in Jammu, Rajouri and Poonch districts. However there was no firing and shelling from across the border on Wednesday," officials said.

No reports of any IAF jet damaged in action by 'India's adversaries', say sources

New Delhi: There are no reports of any IAF jet suffering damage in action by India's adversaries, defence sources said on Wednesday.



They added that they were verifying reports that an F16 Pakistani jet had crashed in Lam Valley across the Line of Control. **Earlier in the day, Pakistan claimed it shot down two Indian military aircraft over Pakistani air space and arrested at least one of the pilots.** (PTI)

China's Foreign Ministry today reiterated its call for India and Pakistan to exercise restraint. Ministry spokesman Lu Kang made the comment at a regular news briefing in Beijing after reports of Pakistan's air intrusion into India.

Kolkata: The West Bengal government has shifted 14 Pakistani prisoners, lodged in two correctional homes here, to separate barracks and "high-security" cells, amid **soaring tension between India and its western neighbour**, a senior official said.

**The state government's move comes days after a 50-year-old Pakistani convict was allegedly killed by fellow inmates in Rajasthan's Jaipur Central jail.**

"Strict instructions have been issued to separate Pakistani inmates from others following the incident in Rajasthan jail. They have been shifted to high-security cells, where heavyweight prisoners, such as those arrested for American Center attack and Maoists have been staying," the official of West Bengal Correctional Services said.

**A three-layered cordon has been set up for the security of the 14 prisoners,** he said. (PTI)

**An IAF aircraft crashed on Wednesday in Budgam district of Jammu and Kashmir, killing two people,** officials said.

Officials in Srinagar described the downed aircraft as a jet, which crashed in an open field near Garend Kalaan village in Budgam at 10.05 am. Other officials in New Delhi said it was an Mi-17 helicopter.

The conflicting reports could not be immediately reconciled.

The Srinagar officials said the aircraft broke into two and caught fire immediately. (PTI)

Stock market reverse gains on reports of Pakistan air intrusion

Indian stock markets and the rupee reversed morning gains on reports that the Pakistani jets had violated Indian air space. According to PTI reports, **a Pakistani jet dropped bombs on its way out of Indian air space. Reuters reported that at least three Pakistan jets crossed the Line of Control in Kashmir.**

Pakistani jets enter Indian airspace in Jammu and Kashmir's Nowshera: Report

**Pakistani jets entered Indian airspace in Kashmir on Wednesday and dropped bombs on their way out, a day after the Indian Air Force carried out air strikes against terrorist training camps in Pakistan controlled territory,** news reports said quoting unnamed officials.

A PTI report also said **India had closed its airspace in Kashmir with civilian air traffic out of Srinagar airport suspended.**

Flights to 7 airports suspended amid border skirmish

Flights to seven airports in the states of Jammu & Kashmir, Punjab, Uttarakhand and Himachal Pradesh have been suspended and airports closed until further notice amid a border skirmish with Pakistan, a government official said.

The airports that are closed are those in **Srinagar, Leh, Amritsar, Pathankot, Chandigarh, Dehradun and Dharamshala,** said the official who spoke on condition of anonymity.

A second official from Srinagar International Airport said that suspension of operations are temporary and that it will be resumed once the Indian Air Force gives clearance.

**Tensions have risen along the border after Indian Air Force on Tuesday morning entering Pakistan airspace to carry out a 'pre-emptive' strike on a terrorist camp. Pakistan had vowed to retaliate to that operation as tension escalated between the two neighbours**

**New Delhi: Shortly after an IAF jet crashed nine airports, including the ones in Srinagar and Jammu, were closed on Wednesday for civilian air traffic amid escalating tension with Pakistan, officials said.**

**Airports at Srinagar, Jammu, Leh, Pathankot, Amritsar, Shimla, Kangra, Kullu Manali, Pithoragarh were among those closed, they said.**

**The move to close the airports comes amid escalation of tension between India and Pakistan after the IAF carried out strikes on terror bases in Pakistan.**

In Srinagar, an official of the Airports Authority of India said, "The civilian air traffic has been suspended temporarily in view of the emergency".

While the official did not specify the nature of the emergency, it is believed the step was taken in view of an IAF jet crashing in Budgam district.

Officials said they received instructions from air traffic controllers that the airports have been shut for civilian flights.

Some of the flights en route to Jammu, Leh and Srinagar airports have been diverted to their origin stations, they added. Airports at Chandigarh, Pathankot, Halwara and Bathinda have been put on high alert.

Guru Ram Dass International Airport Director Manoj Chansoria said the arrival and departure of all civil flights from Amritsar International Airport has been suspended.

Commercial operations from Chandigarh international airport are on. Earlier operations at Chandigarh were halted for sometime. "Commercial operations are on," Chandigarh Airport director Suneel Dutt said.

Vistara Airlines said in a tweet, "Due to airspace restrictions flights to and from Amritsar, Srinagar and Jammu are currently on hold. Chandigarh is now open again for flights".

Jet Airways said that in "line with the instructions received from Delhi ATC regarding airport closure Jet Airways flight operations to and from Amritsar, Jammu, Srinagar and Leh have been suspended until further notice".

Punjab's six border districts of Fazilka, Ferozepur, Tarn Taran, Gurdaspur, Pathankot and Amritsar are on high alert since Tuesday.

**Deputy Commissioners and SSPs of border areas have been asked to put in place all contingency plans to ensure protection and safety of citizens, officials said**

[News18 27/02/2019](#)

**New Delhi: Air travellers will be able to cancel or amend flight tickets without any charges within 24 hours of booking if the travel date is at least a week away, according to the passenger rights charter announced by the government on Wednesday.**

**The final charter, released by civil aviation minister Suresh Prabhu after nine months of consultation with airlines, also mandates carriers to compensate passengers in addition to refunding ticket cost in full or to provide alternate flights acceptable to passengers when they are not intimated about flight cancellations at least a day before.**

The compensation will be in the range of ₹5,000-10,000 depending on the travel time or one-way base fare plus airline fuel charge, whichever is less.

When flight cancellations are intimated to passengers closer to travel date but at least a day before departure, the airline has to offer an alternate flight or refund as per the traveller's preference.

The charter seeks to articulate the rights of passengers and responsibilities of carriers for their mutual benefit, Suresh Prabhu said. "Over a period of time, airlines will realize that making passenger rights a reality will help them," he said.

**The aviation policy framework should address both macro issues of the sector, as well as micro operational matters,** the minister said. Airlines that suffer a high cost burden when oil prices soar or when the rupee depreciates may, however, find that some of the proposals in the charter put an extra burden on their costs.

The charter says airlines have to offer alternate flights or full refund when there is a flight delay of more than six hours. Passengers have to be told about such delays at least 24 hours in advance. Also, free hotel accommodation has to be given when there is a delay of 24 hours or more from the departure time communicated a day ago or when there is a delay of six hours in cases where the scheduled departure was between 8pm and 3am.

The charter also requires airlines to meet transportation expenses when a passenger is to board from or go to a different airport or terminal without a six-hour notice.

The move is likely to improve the performance standards of India's aviation sector, which is projected to be the third largest in the world by 2025 after the US and China.

The charter, a milestone for the aviation industry amid a phenomenal 19% annual growth in the last four years, comes at a time when most airlines are working at 85-90% capacity and the government is working to improve infrastructure to facilitate growth and regional connectivity.

Industry watchers said airlines have been getting ancillary revenue from cancellation charges but the revenue impact on account of free cancellations immediately after booking may not be significant.

“Cancellation of air tickets tend to happen more towards the date of travel rather than immediately after booking. Therefore, the impact on airline revenue may not be much,” said Kinjal Shah, vice-president and co-head (corporate sector ratings) at Icra.

The charter says airlines are not liable to pay compensation if delays or cancellation are on account of factors beyond its control (force majeure).

[Live Mint 28/02/2019](#)