Jet Airways staff seek Prez, PM’s intervention

New Delhi, April 20: Employees of Jet Airways have written to President Ram Nath Kovind and Prime Minister Narendra Modi, seeking their intervention to recover outstanding dues as well as to expedite the process of emergency funds for the airline, which has closed its operations temporarily.

Cash-starved Jet Airways, which has around 23,000 employees, has delayed payment of salaries to the employees, including pilots.

Amid uncertainty over the future course of the carrier, two employees’ unions have now written to the President and the Prime Minister.

In separate but similarly-worded letters this week, the Society for Welfare of Indian Pilots (SWIP) and Jet Aircraft Maintenance Engineers Welfare Association (JAMEWA) have requested help in clearing their outstanding salary dues.

“We request you to consider the situation with the urgency it deserves and direct the management of Jet Airways (India) Ltd to expeditiously disburse all outstanding dues to affected employees. We also urge you to expedite the process of emergency funding as every minute and every decision is very critical in these testing times,” one of the letters said.

After months of uncertainty, Jet Airways announced temporary suspension of its operations on April 17 as it failed to receive emergency funds from lenders.

The unions highlighted that a section of employees have not been paid their salaries on time for the last seven months and that the distressing situation was also brought to the notice of the ministry of labour and employment in March.

“The management of Jet Airways has gone back on its salary arrears payment schedule conveyed by mail dated December 7, 2018. The outstanding amount for pilots and engineers as of now is three months’ salary (full salaries for the months of January, February, and March) while for all other staff it is one month’s salary,” the letter said.

Noting that employees did their best to keep up the highest standards of safety and professionalism in these trying times, the grouping said non-payment of salaries is causing extreme hardships for employees.

SWIP has around 1,200 members while JAMEWA represents more than 500 employees. “We have also realised that with the Jet Airways sinking, not only will the 23,000 employees be affected directly, a number of people who are running business or are associated with us in some way or the other will be affected.”
DGCA conducts safety audit of IndiGo

NEW DELHI, April 17: India’s civil aviation regulator has conducted an audit of private carrier IndiGo due to recurring glitches and non-reporting of incidents with its A320 Neo fleet.

The Directorate General of Civil Aviation (DGCA) has ordered a special safety audit of IndiGo after several lapses of non-reporting and irregular reporting of IndiGo A320 Neo incidents came to light.

The last such lapse was reported by IANS on April 12, when IndiGo’s Delhi-Mumbai flight had to perform a mid-air “turn back” manoeuvre on April 10.

That time, sources had told IANS that the manoeuvre was performed after excessive vibration was noticed from aircraft’s engine number two.

However, an airline official said the aircraft suffered a bird strike en route from Delhi to Mumbai. Sources said the DGCA has also sent show-cause notices to IndiGo’s COO and Head of Engineering.

“Currently, airworthiness and air safety teams of the DGCA are conducting complete review of engineering and maintenance processes,” a source told IANS.

The three-day audit started on Monday.

Later in a statement, DGCA said: “We do detailed audit of all airlines at least once in a year. IndiGo’s is in this month. Every audit involves some actions.”

The DGCA further said that “in such audits, current safety issues remain quite a focus.”

On its part, IndiGo confirmed that an ongoing DGCA audit is being conducted combined with the annual main base audit.

“IndiGo has received a limited number of show-cause notices. IndiGo has responded accordingly and we can only comment on this matter after we have a discussion with the DGCA,” the airline said in a statement.

More than 18 cases of mid-air engine failures or problems have been reported in the A320 Neos operated by IndiGo and GoAir since January, industry sources said.

Excessive vibration resulting in mid-air “turn backs” has emerged as the most common and serious safety issue with the P&W engine-powered Neos. – IANS
जेटली से मिले जेट एयरवेज के सीईओ, एक महीने के वेतन के लिए मांगे 170 करोड़

नई दिल्ली। आर्थिक तंगी के चलते अस्थायी तौर पर अपना संचालन बंद कर चुकी जेट एयरवेज के सीईओ विनय दुबे ने शासित बनी वित्त मंत्री अरुण जेटली से मुलाकात की। उन्होंने अंतर्राष्ट्रीय रहत के तौर पर कम से कम एक महीने के वेतन के लिए नकदी उपलब्ध कराने का अनुरोध किया। वित्त मंत्री ने उन्हें जेट के मामले को देखने का आश्वासन दिया है।

परिस्थितिए अभाव, उद्योग सचिव प्रदीप सिंह खोराला, एयरलाइन के मुख्य वित्त अधिकारी अमित अग्रवाल, पाल्टो, इंजीनियरिंग, क्रेजिंग, और ग्राउंड स्टाफ यूनियनों के प्रतिनिधि भी शामिल थे।

उन्होंने बताया कि प्रतिनिधिमंडल ने तक्ताल मदद पहुंचाने के लिए दखल देने का आश्वासन किया है। जेट एयरवेज ने बुधवार के अपनी सभी अंतरराष्ट्रीय और घरेलू उड्डान संचालन को बंद कर दी।

सीईओ ने बताया, कर्मचारियों को एक महीने का वेतन देने के लिए हमें 170 करोड़ रुपये की जरूरत है। जेट एयरक्राफ्ट इंजीनियरिंग वेलफेर एसोसिएशन ने पत्र सौंपा, जिसमें कहा गया है कि फंड की कमी से एयरलाइन प्रवासी जा रही है और 23000 लोगों की आज्ञानिक को संकट में आ खड़ा हुआ है।
India's oldest private airline, Naresh Goyal-controlled Jet Airways, in the middle of a severe crisis with banks refusing to lend more, suspended all its flights since Wednesday night
जेटली से मिले जेट एयरवेज़ के सीईओ, एक माह के वेतन के लिए मांगे 170 करोड़, रिलायंस समूह भी हिस्सेदारी खरीदने का इच्छुक

एथिडाह की अभी जेट एयरवेज़ में 24 प्रतिशत की हिस्सेदारी है।

रिलायंस एयरवेज़ के निदेशक एक समाप्ति की अपस्थापना के लिए 170 करोड़ की मांग की है। जेटली के कर्मचारियों के दम पर समाज कोडविंड और प्राधिकरण न्यून्न मदद को बेचने और बकाबू का भुगतान करने में हस्तक्षेप करने की अपील करते हुए दिखाई दिये हैं। इस कारण, एक रिलायंस नेटवर्क के मुताबिक मुख्यालय अंबानी का रिलायंस समूह जेट एयरवेज़ में हिस्सेदारी खरीदने का इच्छुक है।

जेटली की अभी जेट एयरवेज़ में 24 प्रतिशत की हिस्सेदारी है। संकट की मूलभूत से वह इसे 49 प्रतिशत तक कर सकता है। रिलायंस बेचने की हिस्सेदारी के लिए मुद्दा की पोस्टल में दिलचस्पी रखता है। हालांकि रिलायंस इंडस्ट्रीज़ के प्रवक्ता ने कहा, 'एथिडाह प्रतिबद्ध, यह खाली है। वह निचले-सम्पत्ति अतकर्षित और अनुधिवासी पर हिम्मत नहीं करता है। हालांकि कंपनी मिलते हैं आराम करने पर हिम्मत अनुदान करता है। हम जब और जब जहाँ होगा इस संबंध में जानकारी देंगे।'

मजबूत रहते हैं वे अपने मजबूत बनने के लिए नकदी स्थापना करने की मांग की। बाद में दुबे ने कहा कि इसे मजबूत बनाने की कार्यक्रम की अनुभूति से अपमान करा दिया। साथ ही कंपनी के हिस्सेदारी बेरोज़ की प्रतिकूल पूरी हो जाने तक कंपनियों को अंतिम राहत देने के लिए एक माह के वेतन का व्यवस्था करने की मांग की। जेलोन ने निर्देशों द्वारा कार्यरत के लिए 170 करोड़ की जरूरत है। पत्रकारों को सबसे तीन महीने से ही अंदाजियों को तीन महीने से बताने की मदद मिलती है।
Govt tells airlines to keep fares at affordable levels

Annapurna Singh

NEW DELHI, DHNS: A day after embattled Jet Airlines was grounded, Civil Aviation Secretary Pradeep Singh Kharola asked airlines to keep fares at affordable levels and not indulge in predatory pricing.

During a meeting with representatives of airlines on Thursday, Kharola also said that 440 slots vacated by Jet Airways at Delhi and Mumbai airports would be allocated to other airlines on an interim basis.

Aviation regulator DGCA said it would ask the airline for a “concrete and credible” revival plan and extend help within the regulatory framework.

Employees protest

Hundreds of Jet's retrenched employees protested at different locations in the country, demanding immediate government intervention to end the crisis.

As rival airlines benefited from the fall of Jet, some of its staffers protesting at Janatar Mantar along with their families demanded to know who was benefiting from the crisis. “Whose gain is it finally? The airlines? The employees? The government? We want to know is it a sin to work for private sector. What are we going to tell our children,” asked employees.

A similar protest was held at Jet Airways’ headquarters in Mumbai, where Kiran Pawaskar, leader of Jet Airways’ Officers & Staff Association, sought to know why the State Bank of India was dragging its feet after it had offered to lend Rs 1,500 crore on the condition that founder-promoter Naresh Goyal would resign.
लिमोजिन से ग्राहक को नहीं घुमाया न्यूयौर्क, एयर इंडिया पर जुर्माना

सुशील गंगोरे • नई दिल्ली

अपने नियमित उपभोक्ता को बाद के सुविधाका न्यूयौर्क में लिमोजिन का सपना ना कराना एयर इंडिया को भारी पड़ गया। एयर इंडिया की इस नाबालिगी पर उपभोक्ता फॉर्म 10 हजार रुपये का जुर्माना लगाया है। पाँच दिनों के बाद उपभोक्ता को ध्यान देना होता था। फिर भी उन्हें 30 दिन तक लेट जाना था, लेकिन बाद में नहीं पहुंचा बाहर।

फ्लाइट में सामान चोरी होने के मामले में एयरलाइंस को देना होगा 50 हजार जुर्माना

जारी, नई दिल्ली: फ्लाइट से अलग सामान चोरी होने पर फॉर्मेस ने एयरलाइंस पर 50 हजार का जुर्माना लगाया है। जांगपुरा एक्स्टेंशन मिसारी संस्था मुंबई 28 जून 2011 को गो एयर के फ्लाइट में मुंबई से दिल्ली आया था। दिल्ली एयरपोर्ट पर जब उन्होंने अपना वैज्ञानिक दिखाया तो पाया कि उसका तलाशा दुरुस्त हुआ था और अंदर से बेल्ट शीर दूरी हुई थी। एयरलाइंस में अवसरों की अंदर वैज्ञानिकों का रात्रि करने पर पाया कि कोई किसी चुरे और पेन गालत था। एयरलाइंस ने जांगपुरा का जुर्माना मांगा गया, लेकिन लंबी समय जुगनने के बाद भी मुआवजा नहीं हो गया तो बहुत पहले।

फ्लाइट में होने वाली सामान चोरी के मामले में एयरलाइंस को देना होगा 50 हजार जुर्माना
जेट एयरवेज के कर्मचारियों ने राष्ट्रपति से हस्तक्षेप की मांग की

जेटिली ने संकट पर ध्यान देने का वादा किया

जेटिली: जेट एयरवेज के कर्मचारियों की छायाचित्री असर जेटिली से मुलाकात की।

प्रवर्धन पर कर्मचारियों को अंदरुन में स्थान मिलने का आरोप

नई दिल्ली: जेट एयरवेज के कर्मचारियों की छायाचित्री असर जेटिली से मुलाकात की।

एयर इंडिया को-पायलट को प्राधिकारिता दे

चेन्नई: एयर इंडिया के एक प्रमुख पायलट यूनियन इंडियन पायलट्स गिल्ड (आईपीएम) के सहित, एयर इंडिया के प्रवर्धन पर कर्मचारियों को सहायता की दी जा रही है।
Turbulence Ahead

The temporary grounding of Jet Airways is just the most visible sign of distress in India’s aviation industry.

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Airlifts in India have been appealing, in vain, to the government for a decade for a reduction in taxes on fuel. Jet fuel is 35%-40% more expensive in India than in the rest of the world—because of relatively high tax rates.

Jet Airways, which cancelled all flights, has at least ₹15,000 crores in dues and leaves more than 15,000 unpaid staff in the lurch. Jet is the most critical case in the industry but by no means its only one.

Indian govt. made efforts to help in times of distress. India’s govt. wants to ensure that aviation remains a vital sector for the country’s growth. The govt. has taken several measures to support aviation industry, including tax cuts and loan guarantees.

**Government Apathy**

Airlifts in India have been appealing, in vain, to the government for a decade for a reduction in taxes on fuel. Jet fuel is 35%-40% more expensive in India than in the rest of the world, because of relatively high tax rates.

**The fundamentals of the industry have not been addressed by the government.** India is a price-sensitive market. If the fuel price is high, airlines can make money even at current cost levels, but higher cost of aviation, it will not be able to support.

**The task of aviation ministry and the regulator has been also badly handled by the authorities.** For example, India was one of the last nations to deregulate 737 Max planes, even after US regulators cleared it.

**The government can also reduce some non-essential regulations like those that result in overly cautious aviation policies with non-essential demands such as on-airlighting or extra-engine certification.** The current 737 MAX’s clearance by the US regulators was a mere formality. The govt. has cleared the 737 MAX certification, forcing airlines to operate it.

**Airports are not capable of handling high traffic.** The govt. has cleared the 737 MAX certification, forcing airlines to operate it. But the govt. has not cleared the 737 MAX certification, forcing airlines to operate it. The govt. has cleared the 737 MAX certification, forcing airlines to operate it. The govt. has cleared the 737 MAX certification, forcing airlines to operate it. The govt. has cleared the 737 MAX certification, forcing airlines to operate it.

**Reduced in-flight meals, cut in-flight entertainment, and other service cuts have not been reduced.** The govt. has cleared the 737 MAX certification, forcing airlines to operate it. The govt. has cleared the 737 MAX certification, forcing airlines to operate it. The govt. has cleared the 737 MAX certification, forcing airlines to operate it. The govt. has cleared the 737 MAX certification, forcing airlines to operate it. The govt. has cleared the 737 MAX certification, forcing airlines to operate it.

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Jet Management Seeks FM Jaitley’s Help

Jet Airways’ CEO Vinay Dube, its finance chief Amit Agarwal and other employees, along with Maharashtra Finance Minister Sudhir Mungantiwar, Saturday met Union Finance Minister Arun Jaitley to seek government support for the distressed airline.

India’s oldest private airline suspended all operations temporarily on Wednesday as it had run out of money to continue operations and after banks had refused to give it any more money. This has left more than 15,000 employees in the lurch.

“Arun Jaitley assured the Jet executives that the government will do whatever it can to protect the future of these employees. He said he will talk to banks and ask them if they can release some funds to even partly clear the pending salaries of employees,” said a person in the know. ET couldn’t immediately confirm these assurances from Jaitley’s office.

Jet’s lenders, led by State Bank of India, will Monday start a due diligence process for qualified bidders interested in submitting bids to invest in the airline.

Meanwhile, a PTI report said employees of Jet have written to President Ram Nath Kovind and Prime Minister Narendra Modi seeking their intervention to recover dues and to expedite the process of getting emergency funds for the airline.

—Anirban Chowdhury/Mumbai

TruJet Hires 100 Jet Employees

Hyderabad: Turbo Megha Airways, which operates the Hyderabad-headquartered regional carrier TruJet, has hired over 100 staffers of Jet Airways, including 20 pilots, a source told ET. TruJet, which operates five aircraft on 17 routes, is going to add three more aircraft over the next quarter.

TruJet plans to expand its operations, including starting a Ahmedabad-Kandla flight and linking Kolhapur, Jalgaon and Belgaum.

—Our Bureau
एयरलाइंस निर्माण कारोबार

वहेड़ी के दृष्टि में नम्बर की एयरलाइंस जेट एयरलाइंस का अनावरण वंद होना साफ़ करता है। साथ ही तुरंत सब काम के एयरलाइंस के अपराध होना उत्कृष्ट नाम का, जिसके लिए वेबसाइट के रेटिंग वीडियो में रखा जाता की वीडियो देखी गई है। इस दृष्टि के साथ-साथ एयरलाइंस निर्माण का वास्तव में साफ़ करता है, जब वह अटल जॉर्ज दे स्टेटी एयरलाइंस निर्माण का कारोबार नहीं।

प्रमोट जोसी

हेडिंग के जारी नजर की एयरलाइंस जेट एयरलाइंस का अनावरण वंद होना साफ़ करता है। साथ ही तुरंत सब काम के एयरलाइंस के अपराध होना उत्तम नाम का, जिसके लिए वेबसाइट के रेटिंग वीडियो में रखा जाता की वीडियो देखी गई है। इस दृष्टि के साथ-साथ एयरलाइंस निर्माण का वास्तव में साफ़ करता है, जब वह अटल जॉर्ज दे स्टेटी एयरलाइंस निर्माण का कारोबार नहीं।

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वेतन को जेट कर्मियों ने केंद्र सरकार की शरण ली

नई दिल्ली | एजेंटी

जेट एयरवेज के कर्मचारियों ने वेतन और अन्य बकायों के भुगतान समेत एयरलाइन की वित्तीय मदद उपलब्ध कराने के लिए राष्ट्रपति रामनाथ कोविंद और प्रधानमंत्री नरेंद्र मोदी से हस्तक्षेप करने का अनुरोध किया है।

दक्षिणी संकट से जुड़ा रहे जेट एयरवेज के पायलटों सहित करीब 23,000 कर्मचारियों के वेतन भुगतान में देरी हुई है। एयरलाइन ने परिचालन के लिए पर्याप्त धन नहीं होने की वजह से अपनी सेवाओं को अस्थायी तौर पर निलंबित कर दिया है। एयरलाइन के भविष्य को लेकर अनिश्चितताओं के बीच कर्मचारियों की दो युविनों ने राष्ट्रपति और प्रधानमंत्री को पत्र लिखा है। सोसायटी फॉर वेलफेयर ऑफ इडियन पॉवरलस (एमडब्ल्यूआईपी) और जेट एयरक्रॉफ्ट मेटेन्स इंजीनियर्स वेलफेयर एसोसिएशन (जेएसईडब्ल्यूए) ने दो अलग-अलग पत्र लिखकर अपने वकाया वेतन के भुगतान में मदद का भी अनुरोध किया है।
Jet Air employees seek President & PM’s help

Two employees’ unions have now written to President and Prime Minister

PRESS TRUST OF INDIA
NEW DELHI, 20 APRIL

Employees of Jet Airways have written to President Ram Nath Kovind and Prime Minister Narendra Modi seeking their intervention to recover outstanding dues as well as to expedite the process of emergency funds for the airline, which has shuttered its operations temporarily.

Cash-starved Jet Airways, which has around 23,000 employees, has delayed payment of salaries to the employees, including pilots.

Amid uncertainty over the future course of the carrier, two employees’ unions have now written to the President and the Prime Minister.

In separate but similarly-worded letters this week, the Society for Welfare of Indian Pilots (SWIP) and Jet Aircraft Maintenance Engineers Welfare Association (JAMEWA) have requested help in clearing their outstanding salary dues.

“We request you to consider

the situation with the urgency it deserves and direct the management of Jet Airways (India) Ltd to expeditiously disburse all outstanding dues to affected employees,” one of the letters said.

After months of uncertainty, Jet Airways announced temporary suspension of its operations on 17 April as it failed to receive emergency funds from lenders.

The unions highlighted that a section of employees have not been paid their salaries on time for the last seven months and that the distressing situation was also brought to the notice of the ministry of labour and employment in March.

“The management of Jet Airways has gone back on its salary arrears payment schedule conveyed by mail dated 7 December 2018. The outstanding amount for pilots and engineers as of now is three months salary (full salaries for the months of January, February and March), and for all other staff is one month’s salary,” the letter said.

Noting that employees did their best to keep up the highest standards of safety and professionalism in these trying times, the grouping said non-payment of salaries is causing extreme hardships to employees.

“...even after all our efforts, we are not seeing any ray of hope and so it is our humble plea to take this matter under your guidance for an immediate action for the revival of the entire system,” the letter said.

SWIP has around 1,200 members while JAMEWA represents more than 500 employees. “We have also realised that along with our Jet Airways sinking, we are not only 23,000 employees who will be affected directly but a number of people who are running business or are associated with us some way or the other,” they said.
Drill to overcome Jet lag

New Delhi: The government on Thursday asked airlines not to resort to predatory pricing after the grounding of Jet Airways’ planes led to a spike in ticket prices.

Civil aviation secretary Pradeep Singh Kharola said the movement of airfares was being closely monitored by aviation regulator DGCA.

Spot fare data showed fares have hiked substantially in key sectors. Balu Ramachandran, head of air and distribution of Cleartrip, said, “For the first half of April, fares have been higher by 15 per cent compared with the same time last year. For last-minute bookings, fares are higher by 18 per cent on an average.

“Unless there is capacity induction, airfares for the busy summer travel season are expected to increase further,” he added.

Kharola said Air India has come out with special rescue fares for stranded passengers on 19 routes and asked other airlines to do the same.

Kharola’s assurance comes on a day the International Air Transport Association suspended Jet’s membership from its clearing house system with immediate effect, a move that is likely to impact the refund process to passengers.

Regulator assurance

The directorate-general of civil aviation (DGCA) has said it would seek a “concrete and credible” revival plan from Jet Airways as well as do its best within the regulatory framework to help the airline resume its operations.

Lenders hopeful

The lenders to the ailing carrier on Thursday hinted that they were cautiously optimistic on finding a buyer for Jet Airways.

In an early morning statement ahead of market hours, the banks said they were “reasonably hopeful” that the bid process was likely to be successful.

While four bidders have submitted their expressions of interest, the process is expected to conclude on May 10.

The banks had earlier conveyed to Jet Airways that the bid documents had solicited plans for a quick revival of the company.

Meanwhile, the Bombay high court on Thursday refused to intervene in the Jet crisis, saying it cannot direct the government and the Reserve Bank of India to rescue a “sick company”.

Employees of Jet Airways stage a demonstration at Jantar Mantar in New Delhi on Thursday. Picture by Prem Singh
Naresh Goyal: Competition kills one more crony

SWAMINOMICS

SWAMINATHAN’S ANKLESARIA AIYAR

Leftist critics say economic liberalisation after 1991 led to the rise of crony capitalists blessed with political favours rather than business skills. The downfall of Naresh Goyal of Jet Airways tells a very different tale. He joins a growing list of failed, near-bankrupt cronies. Economic reforms since 1991 are very incomplete, yet have created enough competition to kill many politically powerful but incompetent cronies.

Of the many private sector airlines launched in the 1990s, Jet Airways alone survived. It benefited repeatedly from policy changes, and few believed this was just a coincidence. He started with the benefit of foreign partners with deep pockets — Gulf Air and Kuwait Airways. Then the Tata group proposed to compete with a new airline in collaboration with Singapore Airlines. Civil aviation policy suddenly changed, prohibiting foreign airlines from owning any equity in Indian carriers. This not only sank the Tata proposal but also meant Goyal’s foreign partners had to sell their holdings to him for a song. By 2003, Jet Airways had acquired substantial market share in India and wanted to fly abroad, a privilege restricted to Air India. Civil aviation policy duly changed to allow Indian private airlines to fly abroad, but the detailed rules were such that only Jet qualified.

In 2005, another famed crony, liquor baron Vijay Mallya, entered the sector with Kingfisher Airlines. This never made money even in the best years. Still, public sector banks happily bankrolled him, and even accepted the brand name of his losing airline as collateral for a big loan. The financial crisis of 2008 and the sharp rise in oil prices after 2011 plunged both Kingfisher and Jet into the red. Magically, government policy changed again to help them. Foreign airlines were suddenly allowed to invest in Indian carriers. This proved insufficient to save Kingfisher, but Jet was saved by an equity infusion from Etihad Airways. By another “coincidence”, the government gave Etihad additional flying rights on lucrative routes between India and the Gulf.

Yet the game was up. New no-frills airlines like IndiGo, SpiceJet and GoAir had entered the business and cut prices. In a price-sensitive market like India, full service airlines like Kingfisher and Jet found it difficult to compete. Kingfisher finally went bust after repeated rescues by public sector banks. Jet is now following suit. The political connections of Mallya and Goyal won them policy changes and bank loans galore, but ultimately competition in a liberalised market killed them.

This would never have happened in the pre-1991 licence-permit raj, which had no competitive markets. The government strictly licensed entry into any business, and many areas were reserved for the public sector. Every industrial licence was a quasi-monopoly gift. Any company getting an industrial licence automatically got bank funding, and even the worst performing companies were bailed out perpetually with loan write-offs. No businessperson lost his company no matter how often he defaulted on loans. The old saying was that India had many sick industries but no sick industrialists.

The licence-permit raj was almost 100% crony capitalism. Free competition did not exist. Every industrial licence, import licence, foreign exchange allocation and foreign collaboration permit was a favour from politicians to businessmen, in return for financial and other favours. This was crony capitalism with a capital C. When Rahul Gandhi complains about crony capitalism today, somebody should remind him of his family’s contribution to it.

Reforms after 1991 increased competition, bit by bit, in sector after sector. Industrial licences were abolished. So were once-rationed import licences, foreign exchange permits and collaboration permits. Many controls remained, as is clear from this column’s account of how civil aviation policy evolved. But for the first time, new competition sank many of the biggest old names — Hindustan Motors, Premier Automobiles, JK Synthetics, DCM.

The recent Insolvency and Bankruptcy Code has hastened the demise of other big industrial behemoths — Essar Steel, Jaypee, Videocon, Bhushan Steel and the Amtek group. In the 2000s, many new cronies roared into giant infrastructure projects. Today many of those projects are bust and their owners cut to size — Jaypee, Lanco, GMR, GVK, IVRCL and Nagarjuna Construction. One of the most celebrated cronies, Anil Ambani, is in dire financial straits and escaped a jail sentence only because his elder brother paid his legal dues of over Rs 600 crore at the last minute.

Cronyism has by no means ended. But it has been downsized. In many other countries, cronyism means getting a monopoly to exploit forever. In India, it means temporary favours but no permanent monopolies, and so competition can ultimately kill the biggest cronies. That is progress.
AI, SpiceJet to fly Jet planes from next week

Jet team calls on Jaitley, holds 1-hr talks

New Delhi: Some of Jet Airways' grounded planes will start flying by next week, possibly as early as Tuesday itself. Highly placed sources say SpiceJet will take anywhere between 30 and 40 of Jet's Boeing 737s while Air India will take five of the wide body Boeing 777s. The Maharaja may take some B737s for its budget arm, AI Express.

"Almost 40 to 45 planes will be operational within the next 10 days. This will help provide gainful employment with pay to some employees of Jet as the aircraft will be wet leased (meaning hired with crew to operate them). The additional flights will mean the runaway fares will hopefully stabilise, at least on domestic routes to begin with. Once AI starts using the B777s on international routes like London, Dubai and Singapore, fares to those places should also return to sane levels," said a source.

Depending on whether Jet's ongoing bidding process is successful, the aircraft may return to the airline.

Aviation secretary P S Kharola had earlier this week said 75 planes used on domestic routes have gone out of the system (mainly due to Jet grounding) while other Indian carriers have bought in 58 planes in last five months. The drop in capacity currently is 17 planes. "Other airlines have told us they will induct 31 more planes in May, June and July as per normal induction plans and they may get lease over 20 more. We have requested all airlines to expedite induction of aircraft as summer demand for travel is very strong," aviation secretary P S Kharola had said on Thursday.

If 30 to 45 Jet planes start flying with AI and SpiceJet, at least the gap on domestic and nearby international (like Gulf) front could be filled and help bring down fares. Jet's suspension of flights has suddenly freed up 280 and 160 slots at the completely choked Mumbai and Delhi airports, respectively. The government will now allot these slots for three months to other Indian carriers.

Airfares on both domestic and international routes have shot up due to the sudden demand-supply mismatch ahead of the peak summer travel season.
जेट के अचानक परिचालन बंद करने से पर्यटन उद्योग चिंतित

एडिनहॉर्म ट्यूर अपार एयर एयरलाइन्स का खुलासा है कि जेट के अचानक परिचालन बंद करने से पर्यटन उद्योग चिंतित है। जेट यूजर्स ने सारे संयुक्त राज्य अमरीका के विमानन के जरिए हाई अनुच्छेद देखा है। इसलिए हाई अनुच्छेद का प्रयोग नहीं किया जा सकता।
स्पाइजेट ने जेट के 100 पायलटों समेत 500 कर्मियों को नौकरी दी

एजेंटी ने मुंबई

सरती विमान यात्रा मुहैया करने वाली एयरलाइन स्पाइजेट ने कहा है कि उसने पहले ही जेट एयरवेज के 100 पायलट सहित 500 से अधिक कर्मचारियों को नौकरी पर रख लिया है। कंपनी ने कहा है कि वह आगे और भी कर्मचारियों को शामिल करने के लिए तैयार है। कंपनी ने बताया कि उन्होंने अपने बेड़े में 27 और विमानों (22 बोइंग 737 और पांच टार्बोप्रॉप बोम्बार्डियर क्रू/400ईएस) को शामिल करने की घोषणा की है। कंपनी ने कहा है कि जेट एयरवेज द्वारा अस्थाई रूप से अपने धर्मों और अंतर्राष्ट्रीय सेवाओं को बंद करने से पूर्व हुई क्षमता की कमी को दूर करने के लिए यह किया गया है। स्पाइजेट के अध्यक्ष और प्रबंधन निदेशक
लैंड होने वाला था तभी एयरपोर्ट को दिखा कुछ ऐसा कि चक्कर काटने लगा प्लेन
इंदीरा एयरपोर्ट पर अचानक टालना पड़ी विमान की लैंडिंग

हरिभूमि न्यूज इंदीरा

नागपुर से आ रहे विमान के यात्रियों की जान उस बक्त सांसत में आ गई जब शुक्रवार सुबह एयरपोर्ट पर भुग ए देख पायलट ने विमान रनवे के 300 फीट के ऊपर तक आने के बावजूद अचानक लैंडिंग टाल दी। करीब दस मिनट चक्कर काटने के बाद विमान उतरा। दरअसल, एयरपोर्ट से लगे खेत में नरवाई जलाई गई थी, जिसका भुग ए पायलट को नजर आया।

घटना सुविधा करीब साँधू ने बजे की की है। इंडीरा का यह विमान (सिक्स ई 509) यहां लैंड करने की तैयारी में था। एयर ट्रैफिक कंट्रोल (एटीसी) ने पायलट को उतारने की अनुमति भी दी थी। विमान में सुवार यात्री सुमित शर्मा ने बताया कि पायलट ने लैंडिंग की घोषणा भी कर दी थी, तभी अचानक विमान बाप्स ऊपर जाने लगा। हमें बताया गया कि तकनीकी कारणों से विमान की लैंडिंग नहीं हो पा रही है। लैंडिंग के बाद जब हम विमान से बाहर आए तो फायर निगेंट हमारे दीवार के पास पानी डाल करी थी। इंदीरा, एयरपोर्ट सूचना ने बताया कि एयरपोर्ट की सीमा से लगे एक खेत में किसान ने शावक नरवाई जलाई दी थी।

यहां गए ये हम

विमान के अल्प यात्रियों के बताया कि जैसे ही विमान में लैंड नहीं करने की घोषणा हुई, हम घर पर गए। उस समय केशव कुमार ने कुछ नहीं बताया। बाद में धीरे से हमें जानकारी नहीं आ गई। कुछ समय के लिए हम दुल्हन के साथ वापस शहर जाते हैं। जब विमान रहा तो तरीके से लैंड हो गया। तब हमारी जान में जान आई।

जिला प्रशासन की है रोक

प्रशासन ने खेतों की नरवाई जलाने पर रोक लगा रखी है। ऐसा करने पर यात्रा से 15 हजार रुपए तक जुर्माना है। इसके बाद भी किसान नहीं मानते हैं और नरवाई को नहीं तरीके से जल्द करने के बजाय उसमें आग लगा देते हैं। एक रिपोर्ट के मुताबिक एक हेडेटेयर खेत में नरवाई जलने से 18.82 किलो वायमीजन, 7.24 किलो फास्फोस और 63.48 किलोजैम घोटाल होता है।
जेवर एयरपोर्ट का काम तेज

ग्रेटर नोएडा। जेवर एयरपोर्ट को लेकर काम तेज हो गया है। जिला प्रशासन सीमावर्ती से मुआवजा बांटने की तैयारी में है। वहीं निवाल निर्माण के लिए निवाल निर्माण की प्रक्रिया को अंतिम रूप देने में जुटा है। निर्माण को लेकर प्रोजेक्ट मॉनिटरिंग एंड इंप्लीमेंटेशन कमेटी और निवाल के बीच कई दौर की वार्ता हो चुकी है। निवाल निकालने से पहले जरूरत पड़ी तो चुनाव आयोग से भी मंजूरी ली जा सकती है।
GVK ने हवाई अड्डा इकाई की 49 प्रतिशत हिस्सेदारी बेचने का किया करार

हैदराबाद। जीवीके पार्क एंड इंफ्रास्ट्रक्चर लिमिटेड ने बृहस्पतिवार को कहा कि वह जीवीके एयरपोर्ट होल्डिंग्स लिमिटेड की 49 प्रतिशत हिस्सेदारी की अबुधाबी इंवेस्टमेंट अथॉरिटी (एडीआईए) और राष्ट्रीय निवेश एवं बुनियादी संरचना कोष (एनआईआईएफ) के पक्ष में पेशकश करने पर सहमत हो गई है। कंपनी ने बीएसई से कहा की हमारी अनुमंगियों जीवीके एयरपोर्ट डेवलपर लिमिटेड और जीवीके एयरपोर्ट होल्डिंग्स लिमिटेड ने 49 प्रतिशत हिस्सेदारी के बराबर नये शेयरों में निवेश के लिए अबुधाबी इंवेस्टमेंट अथॉरिटी और राष्ट्रीय निवेश एवं बुनियादी संरचना कोष के साथ विशेष करार किया है। हालांकि, अभी सौदे की राशि की जानकारी नहीं दी गयी है। जीवीके एयरपोर्ट होल्डिंग्स लिमिटेड की मुंबई इंटरनेशनल एयरपोर्ट लिमिटेड में 74 प्रतिशत हिस्सेदारी है।
बेंगलुरू हवाईअड्डा ने उपयोगकर्ता शुल्क बढ़ोतरी की

मामले में यह 1,226 रुपये होगा जो पहले 558 रुपये था।” नई देरें मंगलवार से प्रभावी होंगी। व्यवहार में कहा गया है कि घरेलू और अंतरराष्ट्रीय यात्रा के लिये नये शुल्क में क्रमश: 120 प्रतिशत और 119 प्रतिशत की बढ़ोतरी की गयी है। संशोधित शुल्क 16 अप्रैल से 15 अगस्त के बीच खरीदें गये टिकट पर लागू होगा। बढ़ा हुआ शुल्क 16 अगस्त से वापस लेने लिया जाएगा। कुल 13,000 करोड़ रुपये की विस्तार प्रक्रिया के दृष्टिकोण में नये टर्मिनल का निर्माण, दूसरा रनवे, सड़क तक पहुंच और मल्टी-मॉडल ट्रांสपोर्ट केंड्र का निर्माण शामिल है। इन कारोबारों को मार्च 2021 तक पूरा किया जाएगा।
GVK inks pact to offer 49% in airport arm

PRESS TRUST OF INDIA
HYDERABAD, 18 APRIL

GVK Power and Infrastructure Ltd today said it has agreed to offer 49 per cent stake in GVK Airport Holdings Ltd in favour of Abu Dhabi Investment Authority (ADIA) and the National Investment and Infrastructure Fund (NIIF).

In a filing with the Bombay Stock Exchange, the city-based infra major said the transaction is subject to conclusion of confirmatory due diligence by ADIA and NIIF, agreement on definitive documents and satisfaction of customary closing conditions, including regulatory and third party approvals and lenders' consent.

"GVKAIRPORTS Developer Ltd (GVKADL) and GVK Airport Holdings Ltd (GVKAHL), subsidiaries of our company, have signed a term sheet and exclusivity agreement with the Abu Dhabi Investment Authority and the National Investment and Infrastructure Fund for an investment in new shares in GVKAHL equating to a 49 per cent stake," the filing said. However, the deal value was not disclosed.

GVKAHL holds 74 per cent equity stake in Mumbai International Airport Limited (MIAL). The MIAL has been awarded a greenfield airport project at Navi Mumbai.

"GVK had initiated a process to identify and select preferred investors to raise capital to reduce debt obligations of up to Rs 5,750 crore. ADIA and NIIF were selected as the preferred partners by GVK. All proceeds from the proposed transaction will be used by GVK towards retiring debt obligations," it said.
GVK inks pact with ADIA, NIIF for airport investment

The agreement is for an investment in new shares in GVK Airport Holdings, equating to a 49% stake. GVK was looking to reduce its debt by Rs 5,750 crore.

Group founder and chairman G V K Reddy said, “We are delighted to sign these agreements with ADIA and NIIF. The funds brought in through this proposed transaction will help us de-leverage as we continue with our endeavours to create the infrastructure for a strong aviation hub in India that will provide the impetus for growth and development for the entire country. Our future focus will be on delivering Navi Mumbai International Airport, successfully monetising Mumbai airport’s real estate and building a strong airport business at GVK.”

New Delhi: GVK Airport Developers (GVKADL) and GVK Airport Holdings (GVKAHL) have signed a term sheet and exclusivity agreement with the Abu Dhabi Investment Authority (ADIA) and the National Investment and Infrastructure Fund (NIIF) for an investment in new shares in GVKAHL equating to a 49% stake.

Infra group GVK was looking for investors to reduce or refinance its debt by Rs 5,750 crore.

“Citigroup Global Markets India Pvt is the financial adviser to GVK for the transaction. ADIA and NIIF were selected as the preferred partners by GVK following this process. All proceeds from the proposed transaction will be used by GVK towards retiring debt obligations,” GVK said.
प्रभु ने विमानन क्षेत्र की स्थिति का जायजा लिया

नई दिल्ली। नागरिक उड़ान मंत्री सुरेश प्रभु ने जेट का परिचालन बंद होने के बाद शनिवार को विमानन क्षेत्र की स्थिति का जायजा लिया।

प्रभु ने यहां नागर विमानन सचिव प्रदीप सिंह खरेला के साथ एक बैठक की। इसके बाद उन्होंने ट्वीट कर बताया कि इस बैठक में विमानन क्षेत्र के हलाल पर चर्चा हुई। सूत्रों का कहना है कि इस बैठक में मुख्य रूप से जेट का परिचालन बंद होने के बाद विमानन क्षेत्र में क्षमता की कमी, बढ़ते किराये और इनसे निपटने के उपायों पर चर्चा हुई। जेट ने 17 अप्रैल को अपनी घरेलू तथा अंतरराष्ट्रीय सेवाएं अस्थायी तौर पर बंद करने की घोषणा की। विमान पट्टे पर देने वाली कंपनियों ने पहले ही जेट से विमानों को वापस ले ली थी।

(एजेंसी)
HC dismisses plea seeking directions to govt to provide Jet interim funding

HT Correspondent

Mumbai: The Bombay high court on Thursday dismissed a petition seeking directions to the government to provide interim funding to Jet Airways. Meanwhile, Kiran Pawaskar of Jet Airways' Officers & Staff Association said around 22,000 employees are without a job after Jet Airways, once India's largest private airline, suspended operations on Wednesday.

On Thursday, the division bench of Chief Justice Pradeep Nandrajog and Justice NM Jandark heard a petition by advocate Mathews Nedumpara and three others, pleading the court to direct the government to give Jet Airways "minimum funds" to continue operations until the cash-strapped airlines is sold.

The petition said the airline had been forced to suspend services because the State Bank of India (SBI) and a consortium of lenders had refused to provide critical interim funding.

However, the bench said that it had no jurisdiction to interfere and directed the petitioner to take the matter to the National Company Law Tribunal (NCLT) before dismissing the petition.

Meanwhile, more than 200 ground staff gathered outside Jet Airways' office on Thursday afternoon. Many said they have gone without pay for two to four months. Pawaskar said, "Around 22,000 people are jobless since the announcement of temporary shutdown. This is a huge number and the government should work on this. I have written to the prime minister's office," he said.

Captain Asim Vallani, vice president of the National Aviator's Guild, said, "I've been with Jet for 23 years and am shattered today," he said, adding the guild would take the airline to court to seek unpaid wages. Approximately 400 pilots have moved to other airlines, leaving Jet with about 1,300 pilots, said a senior Jet pilot. About 40 engineers have also left, a senior engineer said.

For some, like 63-year-old baggage handler Bhoja Poojari, finding new jobs is a daunting prospect.

He has not been paid in nearly two months and may be forced to sell his house. "I feel like my hands are tied and I can't sleep at night," said Poojari.

LAST FLIGHT AN EMOTIONAL MOMENT FOR SOME

HT Correspondent

Mumbai: Wednesday night's flight from Amritsar to Mumbai was a historic one: it was the last Jet Airways flight before the airline announced a "temporary suspension" of services.

Flying with a crew of eight, the Boeing 737-800 aircraft was reportedly 40% full. It landed in Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA) at 12.22 am on Thursday. The passengers were informed by an on-flight announcement that they were on the airline's last flight. For some on board, it was an emotional journey. Shareef Abdulla, an hotelier from Amritsar, said, "I used to frequently take this flight. It was painful for me to learn this was the last flight for the airline." Frequent flyer Amarjeet Singh was hopeful. "I am sure the airline will be back again," he said.

Outside the airport, there was much confusion as many passengers learnt at the airport that Jet Airways had suspended services.

Sajeswa Darshana, an architect from Sri Lanka, said, "My colleague and I had to fly to Amritsar at 2.40am, but we just learnt that our flight is cancelled as the security personnel did not allow us in to the terminal."

Around 22,000 people are jobless since the announcement of temporary shutdown. This is a huge number and the government should work on this.

KIRAN PAWASKAR, Jet Airways' Officers & Staff Association
Jet Airways staff want Jaitley to intervene

Plead for at least a month’s salary

SPECIAL CORRESPONDENT
MUMBAI

Employees of Jet Airways on Saturday met Union Finance Minister Arun Jaitley in New Delhi with an appeal that the airline be saved from permanent closure.

Accompanied by Maharashtra Finance Minister Sudhir Mungantiwar, Jet Airways CEO Vinay Dube and CFO Amit Agarwal, the employees, comprising pilots, cabin crew, engineers and ground staff, handed over a letter highlighting the plight of employees in the wake of the airline temporarily suspending flight operations.

It was learnt that the employees appealed to Mr. Jaitley to ensure that at least a month’s salary is paid since many had EMIs to pay and families to support.

Mr. Jaitley is said to have assured the employees that the bidding process would be carried out in a transparent and fair manner.

Jet had suspended all operations temporarily on Wednesday with no money to fly and banks refusing to lend any more. This had left over 16,000 employees in the lurch.
Panel to review approval of Boeing 737 MAX flight controls

ASSOCIATED PRESS
CHICAGO, APRIL 20

A GLOBAL team of experts next week will begin reviewing how the Boeing 737 MAX's flight control system was approved by the US Federal Aviation Administration.

The FAA says experts from nine international civil aviation authorities have confirmed participation in a technical review promised by the agency.

Former National Transportation Safety Board Chairman Chris Hart will lead the group, which also will have experts from the FAA and NASA. They will look at the plane's automated system including the way it interacts with pilots. The group will meet Tuesday and is expected to finish in 90 days.

The Boeing jetliner has been grounded around the world since mid-March after two crashes killed 346 people. Investigators are focusing on anti-stall software that pushed the planes' noses down based on erroneous sensor readings.

In a statement Friday, the FAA said aviation authorities from Australia, Brazil, Canada, China, the European Union, Japan, Indonesia, Singapore and the United Arab Emirates have agreed to help with the work, called a Joint Authorities Technical Review.

The group will evaluate the automated flight control design and determine whether it complies with regulations. It also will decide if changes need to be made in the FAA’s approval process.

Chicago-based Boeing is working on a software fix to the planes' anti-stall system, known by its acronym, MCAS.
संकट और समाधान

पिछले कई दिनों से ऐसे संकेत से मिल ही रहे थे कि जेट एअरवेज अब बंद होने के कारण पर है। हालांकि, आपके अनुकूल रूप से कंपनी अभी बंद नहीं हुई है, लेकिन जिस तरह से दो हिन्द फर्जी विमान परिचालन पुरी तरह बंद कर दिया गया, उससे स्पष्ट स्वीकार सामने आ गई है। हैरानी की बात तो यह है कि आज जेट एअरवेज जिस संस्थान में फंस कर शुरू की है, उसका समाधान किसी को नहीं आ रहा। सरकार के पास समय का कोई हल नहीं है, नागरिक उड़ान उड़ान दिशालय (ढॉरसीए) कुछ कर नहीं पा रहा। प्रावधानी की कार्रवाई तक इस मुद्दे पर बैठक बुला बूझा है, लेकिन हल कुछ नहीं निकला।

कंपनी प्रबंधन की नागारी पहले ही ज्ञापनात्मक हो चुकी है। और बच्चे-चुंबित उम्रांदें तब और खुश हो गई जब सभी लोगों ने भी अपने खेल लिए, तो नीचे बस कर आए आज जगहीं थी। फिर जले हसे ऐसे संकेत आए थे कि जेट एअरवेज की बंदी के लिए भारतीय रेस्ट बैंक के नेटवर्क में बैंकों का समूह आगे आ सकता है। तरीक़े बैंकों ने भी इटका दे दिया। इसके बाद भी कंपनी ने विमान परिचालन बंद कर दिया। आखिर है, बैंकों ने हालात को पंजर कर ही मदद नहीं देने की फैसला किया होगा। बैंक पहले ही विदेश मालिका को कंपनी किंग्सफिफर के मामले में ठान जाना बैठे है।

जेट एअरवेज का इस तरह बंद होने का प्रचार भी मानिंदे कंपनी का विवाह है। यह देश में विमानन क्षेत्र की कंपनियों को संकट बनाने के बारे में निर्देशक का हाल कहता है। ढॉरसीए, नागरिक उड़ान उड़ान, देश को उड़ान देने वाले बैंक, उसके भागीदार और सभी बंद कंपनी का बुखार कर प्रवृत्त, सब मिल कर ही ऐसे परिस्थितियों के लिए विमान कर रहे हैं। स्मार्त है कि आगर विमानन क्षेत्र को प्रतिभागी बनने वाले कंपनियों के लिए निजी क्षेत्र की कंपनियों को बढ़ावा देने की नीति है। तथा विमानन कंपनियों के चार मंच चलती है। और कॉल बंद हो जाते है। इसका ही होना चाहिए? अनुमति 2012 में किंग्सफिफर बंद हुई थी, फिर जुलाई 2016 में पेगासस बंद हुई, फरवरी 2017 में एअर कॉन्सर्ट बंद हुई, इससे दो महीने बाद ही एअर कानिनिकल पर ताले लग गए, पिछले साल जुलाई में यूएस एयरलाइन लिमिटेड गई। पिछले वर्ष साल पर प्रति बंद हुए तो हाल एक विमान कंपनी बंद होती गई।

जेट एअरवेज के आई मामले में विमान ड्राइवर्स के साथ हाल हो अंधेरे नहीं है। आखिर इसके लिए किसकी विमान दूर करना जरूर चाहिए?

साल पर पहले तक देश की नेता-एक कंपनी कंपनी की तरफ़ लिए जेट एअरवेज का संदर्भ पिछले साल अराध्या में सामान्य आया था। संकट उन्नाचल तब हुआ जब कंपनी ने अपने असाध्य फंड से ज्यादा कंपनियों की उस महीने का वेतन नहीं दे पाई थी। इसके में जताता था कि कंपनी व्यवस्थापन और उड़ान मांग तकलीफ बैठक करके कोई समाधान निकलता। तब आज जैसे हालत से बचना ही सकता था। आज कंपनी के बीस हजार से ज्यादा कंपनियों की नीटी खर्च में है। बैंकों के आई हाल लगातार से ज्यादा के कर्ज के अंतर्गत जेट के लिए जेट की लोज पर लगे विमानन और वाहनों की रिपॉर्ट दान जटाता है। जो अब तक नहीं हालत बेहतर है। इसे में अब जब भी जेट की खतरें, उसके साथ गंभीर चुनौतियों होगी। इस मामले की पता चलना कि कंपनी का उद्देश्य करने की हिमात की जरूरत है। किंग्सफिफर सहित दूसरी बंद हो चुकी कंपनियों और अब जेट के हालत हमारी बीमार विमान नीती की दुर्लभ शाखा कर रहे हैं।
GoAir डोमेस्टिक प्लाइट पर दे रहा है बंपर ऑफर

नई दिल्ली, एजेंसी। 
विमानन कंपनी गो एयर ने लिमिटेड पीरियड सेल के अंतर्गत घरेलू रूट पर 1,375 रुपये में हवाई सफर करवाने की पेशकश की है। यह जानकारी विमानन कंपनी की आधिकारिक वेबसाइट goair.in पर दर्ज है। इस सेल के अंतर्गत आपको 25 अप्रैल 2019 तक टिकट बुक करनी होगी और इस अवधि तक बुक कराई गई टिकिट्स पर आप 31 अगस्त 2019 तक यात्रा कर सकते हैं। विमानन कंपनी ने यह जानकारी भी अपनी वेबसाइट पर दर्ज कर दी है।

हालांकि डेस्टिनेशन के आधार पर ट्रीवेल डेट अलग अलग होगी। इस ऑफर के अंतर्गत एयरलाइन की ओर से ऑफर किया गया सबसे सस्ता किराया बढ़ाना और गुवाहाटी रूट के लिए है, जहां पर आप जून 2019 तक यात्रा कर सकते हैं। वहीं अहमदाबाद से जयपुर रूट के लिए आपको 1,499 रुपये खर्च करने होंगे और इस रूट पर आप 3 जुलाई 2019 से 9 जुलाई 2019 तक यात्रा कर सकते हैं। इसके अलावा एक अलग ऑफर में गो एयर कनेक्टिंग प्लाइट टिकट 2,765 रुपये में उपलब्ध करवाने रही है। इस ऑफर के तहत 24 अप्रैल तक टिकट बुक कराई जा सकती है।

इसी बीच गो एयर की प्रतिस्पर्धी कंपनी स्मैसेजेट ने अपने घरेलू नेटवर्क में 24 नई प्लाइट्स को जोड़ा है।
AI wants to fly Jet’s grounded planes

Air India CMD Ashwani Lohani writes to SBI; wants to fly them on popular routes

The Air India Chief Managing Director Ashwani Lohani has written to the State Bank of India chairperson Rajnish Kumar stating that they are exploring the possibility of using five of Jet Airways’ grounded B777s on highly popular routes.

The letter states that subject to the approvals and financial viability, Air India can examine the possibility on taking five B777 on wet or dry lease from SBI, the terms for which can be mutually thrashed out. Lohani has asked his Executive Director (Commercial) Meenakshi Lekhi to negotiate with the SBI. Lohani, however, did not comment on the matter.

AI has also issued a circular stating that as a gesture of goodwill and to mitigate the hardship of Jet’s stranded passengers at international stations, it will be offering special fares. Passengers holding confirmed RT tickets on Jet Airways will be allowed to avail a ‘special stranded’ passenger fare from the destinations common with AI. Fares will be available for Economy Class travel only and only on direct flights. The E-tickets should be rubber stamped by Jet office to be eligible for availing the fare.

Meanwhile, the International Air Transport Association (IATA) on Thursday suspended membership of the grounded Jet Airways of its clearing house system, a move that is likely to impact the refund process to passengers. The suspension of membership is with immediate effect, IATA said in a circular.

— With Agencies
Mumbai residents Mohit Kumar and Pratik Khairmode, who piloted Jet Airways’s last flight on Wednesday night, reveal the crew remained inside the aircraft long after passengers had trickled out.

**We made a pact: No goodbyes, just ‘see you soon’**

Flight S2 3502 took off from Amritsar and landed in Mumbai at 12.22 am yesterday amid emotional scenes.

Some Jet employees have pledged ornaments of their wives, some have sold off their vehicles, and many others have defaulted on monthly payments. But Captain Mohit Kumar will be remembered as the one who made that dreaded in-flight announcement saying he was piloting the airline’s last flight, when he took off from Amritsar with 80 passengers on board at 10.30 am Wednesday. The flight, S2 3502, landed in Mumbai at 12.22 am yesterday.

Continued on Page 10.

Thirty-one-year-old Kumar, a Mumbai resident, joined the airline in 2009. His last announcement said that Jet Airways would be honoured as much as a prayer as a reassurance. “I had a great ride with Jet,” he told Mirror, “I joined as first officer ten years ago and now to become captain. I was choking during the announcement. I had to send out the message to our patrons that we’ll surely be back.”

Kumar’s co-pilot Pratik Khairmode, a Mahim resident who’s been with Jet for five years and who was training to take over as captain, spoke about a “sinking feeling” when Flight S2 3502 touched the runway at Mumbai Airport. “I just prayed that the airline survives. There are lives at stake,” he said in a trembling voice.

As passengers trickled out of the plane, many of whom were Jet regulars, the crew remained inside the aircraft that was parked in Mumbai Airport’s Bay 23. “No-one knew what’s going to happen. On my way home, it hit me that I’ll not be going to work the next day,” Kumar said.

Khairmode said that the crew made a pact then and there: “We didn’t say goodbye, we said, ‘see you soon’.

Jet Airways would have completed 26 years of services next month. With substantial number of employees having been with the airline for 20 years and beyond, getting another job is not easy considering the age factor and the job market situation, the crew members pointed out. “Even at the Amritsar airport, passengers were worried whether we will fly one last time to Mumbai,” a crew member said.

Jet Airways announced on Wednesday that it was grounding operations temporarily after its lenders declared its 400-crore lifeline, putting at stake 20,000 jobs and thousands of crores of rupees in passenger refunds, dues to vendors and over Rs 8,500 crore to banks.

Before its last flight from Amritsar to Mumbai, Jet’s fleet had diminished to five aircraft and 37 flights from 123 planes and around 650 daily flights till December last. Mumbai resident Shafi Abdullah, who was on board Jet’s last flight, said it pains him to see the faces of the crew. “A few crew members were on the verge of a breakdown. I have been a patron of the airline since 1999 and being its last flight was very-inconceivable. It is sad to see an airline which had such a good record, going belly up,” he said.

The pilots and a few crew members on this newspaper spoke to, said the employees have decided to stay strong.

“We don’t want to be dependent. We want to convey that the Jet’s sun will rise again,” first officer Rohinton Darmala, who was travelling on Jet’s last flight as passenger, said.

Jet’s last hope now is the bid finalisation process by the lenders. Earlier this month, SBI Caps, on behalf of the lenders, had invited bids for selling between 33.1 percent and up to 75 percent stake in the airline and the bids were opened from April 8-2 after a two-day extension. The airlines said the expressions of interest were in and bid documents were issued to the eligible recipients. The banks identified four bidders—Emirates, the national investment fund NIIF, private player TPG and another fund house Indigo Partners—as eligible bidders who have till May 30 to submit the final bids. JetPrivilege, the company that handles Jet’s loyalty programme, issued a statement: “We would like to assure our members that the value of their JPMiles remain intact as members have the choice to redeem their JPMiles to fly free across more airlines and destinations anywhere.”
Jet halts operations after emergency funds rejected

Mumbai: Jet Airways on Wednesday suspended operations after creditors declined to throw it an emergency lifeline, closing the curtain on one chapter in the history of the carrier that broke into a sector that had been a state monopoly and at one point became India’s largest private airline. Jet flew its last flight on Wednesday night — 9W2352 from Amritsar to Mumbai — after announcing the suspension. If the airline ever returns to the skies, it will be under a new ownership structure.

“Late last night, Jet Airways was informed by the State Bank of India (SBI), on behalf of the consortium of Indian lenders, that they are unable to consider its request for critical interim funding,” Jet Airways said in a statement on Wednesday. “Since no emergency funding from the lenders or any other source is forthcoming, the airline will not be able to pay for fuel or other critical services to keep the operations going.”

The airline said it will await the bid finalisation process by the lenders, which is likely to bring in fresh equity by the end of May.

If the process of inducting a new investor fails, it will mark the end of the airline that started operations on May 5, 1993, and then went on to become the first Indian airline outside government control to fly to overseas destinations.

The suspension of operations also marks the end of a year-long effort by the airline and its lenders to save it from being grounded.

Trouble for IndiGo

DGCA has ordered an audit of IndiGo amid a series of snags involving engines that power its Airbus A320 Neo planes.

CLOSE CALLS

Excessive vibration resulting in mid-air “turnbacks” has emerged as the most common and serious safety issue with the Pratt & Whitney engine-powered Neos.

April 10: IndiGo’s Delhi-Mumbai flight was forced to perform a mid-air “turnback” after excessive vibration was noticed.

January 1: An IndiGo flight from Delhi to Ahmedabad made priority landing after the crew noticed “unusual smell” from the engine.

Dec 11, 2018: A Jaipur-Kolkata flight made an emergency landing after smoke entered the cockpit.

12 in-flight shutdowns (IFSd) of Neo engines occurred since March 2016.

FAILING ON GLOBAL STANDARDS

In January, IFSdS on account of Neo engines in India averaged 0.02 per 1,000 engine flight hours. This is considerably lower than global benchmark of 0.05 IFSd rates per 1,000 engine flight hours.

The airline had already halted international flights. It operated about 40 flights using five aircraft on Tuesday and Wednesday.

“A decision like this is never easy to make, but without the interim funding, which we have been repeatedly requesting for, we are simply unable to conduct flight operations in a manner that delivers to the very reasonable expectations of our guests, employees, partners and service providers,” Jet Airways chief executive officer (CEO) Vinay Dube said in a mail to airline employees, adding the company was working to ensure the bid process leads to a viable solution.

The developments on Wednesday are similar to the events that led to the grounding of Vijay Mallya’s Kingfisher Airlines Ltd about seven years ago. Kingfisher was grounded temporarily when the aviation regulator suspended its flying license but the airline could never take to the skies again. Kingfisher Airlines shut down its operations on October 20, 2012.

CONTINUED ON P 10

SORRY FOR JET AIRWAYS

SAYS VISHWANATH MALLYA, P D
मंत्री बोले- जेट कर्मियों को मिल जाएगी नौकरी

एनबीटी ऑनलाइन, नई दिल्ली

जेट एयरवेज संकट के कारण इसके हजारों कर्मचारियों की नौकरियों पर महंगाएँ खरीदने के मुद्दे पर राष्ट्रिय नागरिक आयुक्त जयंत सिन्हा ने कहा है कि सरकार चाहती है कि कंपनी के दायित्व सत्संग और काबिल कर्मचारियों को राजी ठहरे हो सके नौकरी मिल जाए। निजी क्षेत्र की विमानन सेवा प्रदाता कंपनी जेट एयरवेज ने पैसे के किल्ले के कारण अपना परिचालन अस्तित्व से बंद कर दिया है, जिसके कारण कंपनी के 20 हजार से अधिक कर्मचारियों की नौकरियां खारे में पड़ गई है। सिन्हा ने कहा कि विमानन उद्योग तेजी से विकसित हो रहा है और अनेक वाले मध्यमों में इस क्षेत्र में काम करने वाले लोगों की भारी मांग आने वाली है। उन्होंने कहा कि वह इस बात से आश्वास्त है कि तमाम सत्संग और काबिल लोगों को जेट एयरवेज में या किसी और कंपनी में नौकरी मिल जाए।

राष्ट्रपति और प्रधानमंत्री से लगाई गुहार

पीटीआई, नई दिल्ली: जेट एयरवेज के संचालन तप होने के बाद राजस्थान संकट का समाप्त कर रहे जेट एयरवेज के कर्मचारियों ने अब राष्ट्रपति रामनाथ कोविंद और प्रधानमंत्री नरेंद्र मोदी से गुहार लगाई है। कर्मचारियों ने राष्ट्रपति और प्रधानमंत्री को लेटर लिखकर बकाया वेतन भुगतान कराने और विमानन कंपनी को इमर्जेंसी फंड दिलाने की मांग की है।
दोहरी मार

महीनों पहले जेट की टिकटें खरीदी थीं, अब दूसरी एयरलाइंस से कई गुना महंगी यात्रा करनी होगी

उड़ानें ठप होने से पहले जेट ने बेचे 3500 करोड़ के टिकट, अब यात्रियों को कैसे मिलेगा रिफंड?

[Image of article content]

कर्मचारियों ने लगाई मदद की गुहार

नकदी संकट से जुड़ी रही जेट एयरवेज़ के कर्मचारियों ने अपनी चूलसे बकाया लेकि कंपनी को फौरी मदद देने के लिए राजस्थानी समाज को किया। अनामी यात्रा के लिए उन्हें अब दूसरी एयरलाइंस से कई गुना महंगे में दर्ज किया। नकदी संकट से जुड़ी रही जेट एयरवेज़ के कर्मचारियों ने अपनी चूलसे बकाया लेकि कंपनी को फौरी मदद देने के लिए राजस्थानी समाज को किया। अनामी यात्रा के लिए उन्हें अब दूसरी एयरलाइंस से कई गुना महंगे में दर्ज किया।

[Image of article content, including text box with additional information]

एसा हुआ तभी पैसा मिलेगा

- अगर कंपनी फिर चल निकलती है तो यात्रियों को उनका पैसा मिल सकता है
- बैंक कंपनी की संपत्ति बेचकर रेस्यों के आधार पर यात्रियों को रिफंड दे सकते हैं

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[Image of article content, including text box with additional information]

जानकार बताते हैं कि जिस दिन उड़ानें ठप होने से उन मुसीबियों की भी दोहरी मार हुई, उस समय जोनल जेट 3,500 करोड़ रुपये के टिकट बुक कर चुके थे। इन यात्रियों को रिफंड के लिए लंबे इंतजामरान रहना पड़ा।

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INDIAN EXPRESS IS NOT AN INDUSTRY. IT IS A MISSION.
— Rammuth Goenka

A PLAN TO SAVE OUR AILING AIRLINES

The shutting down of Jet Airways, one of Asia's largest airlines is symptomatic of a larger disease bedevilling India's skies. Most, if not all, of India's airlines will be reporting losses for the financial year 2018-19, partly because of high taxes imposed on jet fuel and partly because a blistering competition has kept airline ticket prices down for much of the past few years, bleeding airlines even as it has filled seats.

Aviation consultancy CAPA estimates airline industry-wide losses in India were around $1.7 billion in 2018-19 and could be between $1.1-2.0 billion in the current year. With crude prices rising, these losses may rise. Aviation turbine or jet fuel is arguably costlier in India than in most countries, mainly because of high taxes—11 per cent central excise and an average state value added tax between 20-30 per cent. Globally, fuel costs account for an average 22.4 per cent of the total costs. In India it varies between 35-40 per cent of income.

A simple exercise in reducing the tax burden on the aviation sector will allow the 'Golden Goose' to fly better. Unlike many nations, India does not subsidise its airlines. American carriers benefit from general revenues that flow into the airport and airway trust fund, and avoid ticket taxes on billions of dollars in revenues by labelling part of the ticket price as ancillary fees and carrier-imposed charges.

Reports similarly claim that Chinese airlines receive state subsidies from municipal governments including Beijing, Shanghai, and Guangzhou which accounts for most of China's international flights. In a true free market economy, subsidies to a particular sector are abhorrent. Many argue that aviation is a 'special sector' and its health is tied up with public good and national interests, hence subsidies are in reality for the greater good. India of course is a revenue deficit nation where most people still consider flying a luxury and subsidies may well be out of place in such a milieu. However, a plan to save our ailing airlines by slashing taxes may not only not be out of place, but perhaps the need of the hour.
Jet Airways में हिस्सेदारी खरीद सकते हैं मुकेश अंबानी!

मुम्बई, 20 अप्रैल (एजेंसी): मुकेश अंबानी की रिलायंस इंडस्ट्री लिमिटेड ने अस्थायी रूप से बंद हो चुकी जेट एयरवेज और घाटे में चल रही एयर इंडिया के शेयर का हिस्सेदार बनने में रुचि दिखाई है।

सूत्रों के अनुसार रिलायंस इंडस्ट्री यू.ए.आई. की एतिहाद एयरवेज के साथ जेट एयरवेज के शेयर भी खरीद सकती है।

जेट एयरवेज के शेयर खरीदने के लिए एतिहाद एयरवेज पहले ही एक्सप्रेसन आफ इंडस्ट्री (ई.ओ.आई.) सम्बन्धित कर चुकी है। हालांकि रिलायंस ने अभी तक कोई ई.ओ.आई. जुमा नहीं किया है।

सूत्रों के अनुसार रिलायंस इंडस्ट्री लिमिटेड के एक वक्ता ने इस बारे में कुछ भी साफ तौर पर कहने से इंकार कर दिया है।
Jet staffers seek PM's help to recover dues

Prez intervention also sought to expedite process of emergency funds for airline

PTI • NEW DELHI

Employees of Jet Airways have written to President Ram Nath Kovind and Prime Minister Narendra Modi seeking their intervention to recover outstanding dues as well as to expedite the process of emergency funds for the airline, which has shuttered its operations temporarily.

Cash-starved Jet Airways, which has around 23,000 employees, has delayed payment of salaries to the employees, including pilots. Amid uncertainty over the future course of the carrier, two employees' unions have now written to the President and the Prime Minister.

In separate but similarly-worded letters this week, the Society for Welfare of Indian Pilots (SWIP) and Jet Aircraft Maintenance Engineers Welfare Association (JAMEWA) have requested help in clearing their outstanding salary dues.

"We request you to consider the situation with the urgency it deserves and direct the management of Jet Airways (India) Ltd to expeditiously disburse all outstanding dues to affected employees. "We also urge you to expedite the process of emergency funding, as every minute and every decision is very critical in these testing times," one of the letters said.

After months of uncertainty, Jet Airways announced temporary suspension of its operations on April 17 as it failed to receive emergency funds from lenders.

The unions highlighted that a section of employees have not been paid their salaries on time for the last seven months and that the distressing situation was also brought to the notice of the Ministry of Labour and Employment in March.

"The management of Jet Airways has gone back on its salary arrears payment schedule conveyed by mail dated December 7, 2018. The outstanding amount for pilots and engineers as of now is three months salary (full salaries for the months of January, February and March), and for all other staff is one month's salary," the letter said.

Noting that employees did their best to keep up the highest standards of safety and professionalism in these trying times, the grouping said non-payment of salaries is causing extreme hardships to employees. "Even after all our efforts, we are not seeing any ray of hope and so it is our humble plea to take this matter under your guidance for an immediate action for the revival of the entire system," the letter said.

SWIP has around 1,200 members while JAMEWA represents more than 500 employees.

"We have also realised that along with our Jet Airways sinking, we are not only 23,000 employees who will be affected directly but a number of people who are running business or are associated with us in some way or the other."

"Even the shops at the airports are facing a hell. Such a big airline going down will leave a huge vacuum behind. Passengers are already facing the brunt of it," they said.
विमानन क्षेत्र का संकट

जेट एयरलाइंस जैसी कंपनियों का संकट साफ इशारा कर रहा है कि हमारे विमानन उद्योग अदृश्य और असफलता के पर्याय नष्ट जा रहे हैं। सच तो यह है कि भारत की एक बड़ी विमानन कंपनी अब मुफ़्त में नहीं है। सभी संकट से जूझ रही हैं और कई हैं जो कर्ज के जल्द में फंसी जा रही हैं। जेट एयरलाइंस के संकट की ही बात करने तो यह अचानक नहीं उठा खड़ा हुआ है। यह कंपनी निश्चित कर्म से छोड़ गई है। इसकी स्थिति अब न बिगड़ चुकी है कि इसी शानदार को प्राधनमंत्री कार्यालय को अपने बैंक खाते की बात करनी बाबू लाल सिंह ने। हालात यह है कि कंपनी के चेहरे के साथ-साथ अन्तर्दृष्टि उद्योग के रहे हैं, और इसके ज्यादातर विमान उड़ने के वजन आराम फूड रहे हैं। सभी ज्यादा मुश्किल तो इसके यात्रियों की है। शानदार को परिचालन में केवल यात्रा विमान ही थी। कंपनी न तो यात्रियों के पैसे लौटा पा रही है और न ही कोई वैकल्पिक तय रही है। ऐसे यात्रियों की संख्या काफी ज्यादा है, जिन्होंने कंपनी के विशेष पैकेज के तहत कई महीने पहले ही बुकिंग कर ली थी। लेकिन अब इसका पैसा इसके बादस्थ नहीं मिला पा रहा है। अब इसकी मदद के लिए अन्य विमानन कंपनियों भी तैयार नहीं हैं।

जेट एयरलाइंस आज कंगाली की ऐसी हालत में पहुँच गई है कि अब इसके पास महज टीन-जार दिन के परिचालन का पैसा रह गया है। पिछले महीनों ही इसके यात्रियों और इंजीनियर्स ने बेलन न मिलने को लेकर हड़प्पा की बात कर दी थी। इसके ज्यादातर पायलट अब दूसरी विमानन कंपनियों में नौकरी लेते रहे हैं। यह कंपनी अब करीब साढ़े आठ हजार दरोड़ कर्मचारी के कर्ज में फंसी है। जिन कंपनियों से जेट ने विमान किराए पर ले रखे हैं, उन्हें भी पैसा नहीं चुका पा रही है। कंपनी की फाइनस का अंदाजा इसे बात से लगाया जा सकता है कि एयरटेलिफ्ट में विमान का किराया न चुकाने के बाद में जेट का एक विमान रोक लिया गया था। अब सभी बड़ा संसार तो यह है कि जिस कंपनी की हालत इसी ज्यादा खराब हो चुकी है, वह फिर से फैली संचालन के लिए खड़ी की जा सकती। इस स्थिति में कंपनी को किसी तरह का रास्ता पैकेज देना भी तो बड़ा जोखिम उठाना ही है। यह हालात जेट एयरलाइंस की ही नहीं है बल्कि अब तो एयर इंडिया जैसी सरकारी कंपनियों भी पायलट दरोड़ कर्मचारी के कर्ज में इस बीमार है। दूसरी तरफ विमानन क्षेत्र को नया दंगा देने के लिए किया जा रहा है। भारत के कई पायलट के हवाई मार्ग से जोड़ने की तैयारी की जा रही है। जोहर यह है कि ऐसे संकट का जिम्मेदार कंपनियों को कुप्रभावन तो है ही, साथ ही जिम्मेदार तंत्र भी हैं जिन्हें विमानन क्षेत्र को संचालित करने का जिम्मा सौंप गया है।
Unpaid Jet staff writes to Prime Minister, President

ENS ECONOMIC BUREAU @ New Delhi

EMPLOYEES of grounded airline Jet airways have written to President Ram Nath Kovind and Prime Minister Narendra Modi seeking their intervention in getting their back pay and in infusing emergency funding to revive the airline which shut down earlier this week.

Two employee Unions — Society for Welfare of Indian Pilots (SWIP) and Jet Aircraft Maintenance Engineers Welfare Association (JAMEWA) have separately written to the President and the Prime Minister asking for help. “We request you to consider the situation with the urgency it deserves and direct the management of Jet Airways (India) Ltd to expeditiously disburse all outstanding dues to affected employees. We also urge you to expedite the process of emergency funding, as every minute and every decision is very critical in these testing times,” one of the letters said.

After months of facing severe financial issues, the 26-year old carrier on Wednesday announced temporarily suspension its operations, casting a dark shadow on the fate of over 16,000 direct and 6,000 indirect employees. While many of the senior employees haven't been paid since 3 months, the carrier had delayed the March salaries of junior employees as well. “The management of Jet Airways has gone back on its salary arrears payment schedule conveyed by mail dated December 7, 2018. The outstanding amount for pilots and engineers as of now is three months salary, and for all other staff is one month's salary,” the letter said.
TruJet hires 100 Jet Airways employees

E.N.S ECONOMIC BUREAU@ Hyderabad

Budget carrier TruJet Saturday said it has absorbed 100 employees of the grounded airline Jet Airways. The Hyderabad-based airline also said its new aircraft and new routes will be operational in the next two months.

"Turbo Megha Airways, which operates a regional carrier under the brand TruJet has taken into service 100 employees of Jet Airways, which recently suspended its operations temporarily. These include pilots, engineering another corporate staff," the company said in a statement.

Trained workforce are a crucial asset for an airline. For an airline that has plans to expand operations, ramping up manpower sometimes poses a challenge, particularly pilots who are in short supply. Sources told SS that Jet staff are paid more than the market average, but that's not stopping airlines including SpiceJet from hiring them.

Meanwhile, TruJet said it is planning to induct three more aircraft in next four months. While the first ATR-500 will join the fleet next month, the other two are expected to join by September. "With the new aircraft and additional staff joining, TruJet is planning to expand its operations," it added. It will link Ahmedabad-Kandle route in May-June and plans to link Kolhapur, Jalgaon and Belgaum from the third quarter.
JET LEAVES TRAVEL FIRMS IN A QUANDARY

With a massive number of flights cancelled, tour operators are struggling to find alternative travel options for customers

ARSHAD KHAN @ New Delhi

THE decision of Jet Airways to suspend operations has left not only the passengers, but also tour operators, in the lurch. Several tour operators depend on the full-service carrier to fly clients abroad. Many of them whom we spoke to said such a massive number of flight cancellations is set to impact their business and they are struggling to find alternatives.

According to Indiver Rastogi, president, Global Business Travel, Thomas Cook (India), “withdrawal of Jet flights has had an impact, given that it’s summer, the peak booking season.”

Rastogi added that Thomas Cook’s central control team is in constant touch with customers and is working in close coordination with their airline and tour operators to provide best available options and alternate flights. “Our first priority is to enable them to continue with their holiday plans as scheduled,” he said.

According to Rastogi, Jet’s extensive network played a major role in connecting India’s secondary markets to its main gateways. The airline offered multiple customer benefits for direct non-stop flights to short-haul destinations like Abu Dhabi, Dubai and Singapore, as well as mid-and-long-haul stops in Europe, USA and Australia-New Zealand, via its hub-and-spoke model and interline partnerships.

Others too admit that cancellations have created a tough situation in the industry. “Thousands of Jet seats were booked well in advance by operators, who now have an exposure running into crores of rupees. The worst part is that there is no clarity yet on the refunds,” said Debashish Chatterjee, co-founder of Delhi-based Business Travels. “I expect instances of passengers being at loggerheads with operators over refunds and rescheduling.”

Another major tour planner said they are ascertaining the quantum of impact. “All I can say right now is that even the previously booked tours are likely to become 15-20 per cent more expensive. We are in talks with other airlines to transfer passengers who have booked with us,” said an operator. Airfares on international routes are already up by 30 per cent as airlines have restored dynamic pricing.
Nepal airlines to launch services from Kolkata to Kathmandu

KOLKATA, 18 APRIL

Nepal's airlines company Buddha Air is going to start 72-seater flights from Kolkata to Kathmandu. Marketing director of Buddha Air Rupesh Joshi said that they will operate nonstop and direct flights between Kolkata and Kathmandu from 27 May this year.

He said that the new flight will boost tourism arrivals and strengthen the religious and cultural relationship that India and Nepal share with each other. He said along with flights, their travel subsidiary is offering pilgrimage, trekking, adventure and holiday packages. Buddha Air will be operating three flights weekly every Monday, Wednesday and Friday between Kolkata and Kathmandu.