



भारतीय विमानपत्तन प्राधिकरण  
AIRPORTS AUTHORITY OF INDIA

## Corporate Communications Directorate

THE TRIBUNE

DELHI

18 FEBRUARY 2025

### Thieves target AAI officials at Delhi 5-star hotel

**UJWAL JALALI**  
TRAINING NEWS SERVICE

NEW DELHI, FEBRUARY 17

The belongings of several officials of the Airport Authority of India (AAI) were stolen at a 5-star hotel in New Delhi during a Ministry of Civil Aviation event.

The theft occurred on February 14 at the Taj Mahal Hotel, where AAI had organised an

event attended by Minister of State for Civil Aviation Murlidhar Mohol and senior officials from the Ministry.

Delhi Police, acting on complaints from AAI officials, have registered an FIR and begun an investigation. According to the FIR, the theft took place around 2 pm in the Man Singh-1 banquet area dur-

ing the AAI workshop, as per CCTV footage provided by the hotel.

The stolen items included laptops, cash, mobile phones, ID cards, credit cards and other personal belongings. The FIR also noted that hotel management should have been more vigilant, especially with VVIP guests present,

including the Civil Aviation Minister and senior ministry officials.

AAI officials have accused the hotel of negligence in ensuring adequate security, which not only led to the theft but also harmed the reputation of both the Ministry of Civil Aviation and the Airports Authority of India.



# Corporate Communications Directorate

DAINIK BHASKAR

JAIPUR

19 FEBRUARY 2025

## **अजमेर : किशनगढ़ एयरपोर्ट पर 10 यात्रियों को फ्लाइट से उतरने को कहा, हंगामा**

मदनगंज-किशनगढ़ (अजमेर) | किशनगढ़ से लखनऊ के लिए जाने वाली स्टार एयरलाइंस में सवार होने वाले यात्रियों ने मंगलवार को एयरपोर्ट के टर्मिनल में हंगामा किया। 72 सीटर विमान की यात्री क्षमता पूरी होने पर एयरलाइंस कंपनी ने आखिरी समय में 10 यात्रियों को उतरने के लिए कह दिया। यात्रियों ने विरोध किया तो एयरलाइंस के प्रतिनिधियों ने यात्रियों से उनका सामान विमान में नहीं रखने की बात कही। इस पर यात्री विरोध करने लगे। एयरलाइंस कर्मियों ने साफ कह दिया कि सामान विमान में नहीं ले जा सकते। काफी देर तक विवाद के बाद मजबूर होकर यात्री सामान छोड़कर लखनऊ जाने के लिए सहमत हुए। तब जाकर 2.30 बजे विमान ने लखनऊ के लिए उड़ान भरी।

**PLANE TRUTHS** | City registers over 100 flights from a meagre 16 a day... thanks to Maha Kumbh!

## Prayagraj: After faith, new leap of fortune



**Biswajeet Banerjee**

**PRAYAGRAJ**

Prayagraj Airport has undergone a remarkable transformation, now handling more than 100 flights per day, a significant increase from just 16 flights daily before Maha Kumbh 2025. This surge in air traffic has set new records, with the airport managing 20,297 passengers on February 16, marking the highest single-day footfall in its history. On the same day, Prayagraj Airport recorded 120 scheduled flights, breaking the previous day's record of 119,822 passengers, when the airport also handled 120 flights. According to airport officials, this spike in air traffic is primarily due to the massive influx of pilgrims arriving for the grand religious gathering. Data from February 16 shows that 10,152 passengers arrived on 60 flights, while 10,145 passengers departed on another 60. A similar pattern was observed on February 15, with

### 'Misusing Mahakumbh funds'

Even as UP's budget session commenced on Monday on a stormy note as the Samajwadi Party (SP) leader Shivpal Singh Yadav accused the BJP government of exploiting people's faith in the name of Mahakumbh-2025. Accusing the government of financial mismanagement, Yadav said that public funds were being misused for public relations rather than for actual improvements at the Mahakumbh site. "There is complete chaos in the arrangements. The government should resign for such misgovernance," he said.

### NGT reviews pollution reports

The National Green Tribunal (NGT) was apprised of water contamination concerns in Prayagraj during the ongoing Mahakumbh, as per a report submitted by the Central Pollution Control Board (CPCB). The findings indicated that several monitoring points failed to meet the required water quality standards for bathing, particularly in terms of faecal coliform levels.

10,900 passengers landing and 9,522 departing.

The airport's growth has been impressive since its inauguration in 2018. Between February 1 and 16, 2025, Prayagraj Airport handled 214,563 passengers across 1,288 scheduled flights, averaging 13,412 passengers daily. On February 13, the airport saw 16,310 passengers on 66 flights, surpassing this record just days later on February 15 and 16. On the opening day of Mahakumbh-2025, January

13, the airport managed 33 flights carrying 4,262 passengers, and by January 28, traffic had nearly doubled to 8,378 passengers on 36 flights. From Jan 13 to Feb 16, the airport accommodated 312,536 passengers on 1,974 flights over 35 days, averaging 8,929 passengers on 57 flights daily.

The airport's ability to manage this surge in traffic has been bolstered by significant infrastructure upgrades. In preparation for Maha Kumbh-2025, authorities expanded

the terminal area from 6,700 square metres to 25,500 square metres, increasing peak-hour capacity from 540 to 1,080 passengers.

Mukesh Chandra Upadhyay, Director of Prayagraj Airport, commented, "The major revamp undertaken at Prayagraj Airport has significantly improved our ability to handle the surge in flights." Meanwhile, Maha Kumbh will not be extended said Prayagraj District Magistrate.



# Corporate Communications Directorate

THE PIONEER

DELHI

19 FEBRUARY 2025

## Prayagraj airport handles over 100 flights daily amid Mahakumbh surge

**BISWAJEET BANERJEE** ■  
PRAYAGRAJ

Prayagraj Airport has undergone a remarkable transformation, handling over 100 flights daily—a sevenfold increase from its previous 16 flights per day before Mahakumbh-2025.

This surge in air traffic has resulted in new records for the airport, with February 16 marking the highest single-day footfall in its history, as it managed 20,297 passengers. This broke the previous record set on February 15, when the airport handled the same number of flights but with 19,822 passengers, according to airport officials.

The spike in air traffic is attributed to the massive influx of pilgrims arriving for the grand religious gathering. Official data reveals that on February 16, 10,152 passengers arrived on 60 flights, while 10,145 departed on another 60 flights. On February 15, 10,300 passengers landed, and 9,522 passengers took off.



Devotees arrive at Sangam amid a rush during the ongoing Mahakumbh Mela 2025, in Prayagraj

PTI

Since its inauguration by Prime Minister Narendra Modi on December 16, 2018, and the launch of flight operations in January 2019, the airport has rapidly expanded its capacity. Between February 1 and 16, 2025, the airport handled 214,593 passengers across 1,288

flights, averaging 13,412 passengers daily and 81 flights per day. On February 13, the airport set a record of 16,310 passengers on 96 flights, before surpassing it with 20,297 passengers on February 16. On January 13, the opening day of Mahakumbh-2025, the airport

managed 33 flights carrying 4,252 passengers, and by January 28, traffic had nearly doubled to 8,378 passengers on 56 flights. From January 13 to February 16, the airport accommodated 312,536 passengers on 1,974 flights, averaging 8,929 passengers and 57

flights daily.

To meet the surge in demand, Prayagraj Airport has undergone significant infrastructure upgrades. The terminal area was expanded from 6,700 square meters to 25,500 square meters, allowing the airport to handle 1,080 passengers during peak hours.

A new terminal building was added to accommodate an additional 1,620 passengers. Connectivity has also improved, with flights now linking Prayagraj to 17 cities, up from just eight in December 2024. In January 2025, more than 60 new flights were introduced, significantly improving accessibility. Parking capacity was tripled from 200 to 600 vehicles, and check-in counters expanded from 8 to 42.

Passenger convenience has been a top priority, with the airport now offering upgraded lounges, a childcare room, and more boarding bridges-up from 2 to 6. Food and beverage options have expanded, including the addition of the budget-friendly UDAN Yatri Cafe.



## Corporate Communications Directorate

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THE TIMES OF INDIA

HYDERABAD

19 FEBRUARY 2025

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### Snag-hit cargo plane makes emergency landing at RGIA

TIMES NEWS NETWORK

**Hyderabad:** A cargo aircraft made an emergency landing at RGIA on Monday night due to a technical snag. The Blue Dart Aviation cargo aircraft, which was flying from Chennai to Hyderabad, experienced a malfunction in its landing gear during the flight, prompting the crew to declare an emergency situation.

The pilots immediately alerted airport officials about the situation and sought permission for an emergency landing. There were around six crew members on board.



# Corporate Communications Directorate

AMAR UJALA

DELHI

20 FEBRUARY 2025

## विमानन सुरक्षा मानकों में सुधार की मांग, हाईकोर्ट में याचिका

नई दिल्ली। देश में विमान से यात्रा करने वाले लोगों की सुरक्षा के मानकों में सुधार को लेकर दिल्ली हाईकोर्ट में एक याचिका दायर की गई है। इसमें नागरिक उड्डयन मंत्रालय और नागरिक उड्डयन महानिदेशालय को सुरक्षा मानकों में अंतर को दूर करने के लिए उचित उपाय करने का निर्देश देने का अनुरोध किया गया है।

याचिका में कहा गया है कि मौजूदा नागरिक उड्डयन आवश्यकताएं अंतरराष्ट्रीय नागरिक उड्डयन संगठन की ओर से स्थापित मानकों और विनियमों का अनुपालन करने में विफल रही हैं। यह गैर-अनुपालन हवाई यात्रा के दौरान यात्रियों और चालक दल के सदस्यों के सामने आने वाले खतरों का पता लगाने और उन्हें कम करने में महत्वपूर्ण जोखिम पैदा करता है। मौजूदा नियामक तंत्र खतरनाक सामान के प्रबंधन में व्यापक प्रशिक्षण सुनिश्चित नहीं करते हैं, अगर सख्त उपायों को लागू नहीं किया जाता है तो आतंकवादी हमलों सहित घटनाओं की संभावना बढ़ जाती है। व्यूरो

## 1 घंटे पहले ही दिल्ली के लिए उड़ी फ्लाइट, 6 यात्री छूट गए

भास्कर न्यूज़ | जगदलपुर

शहर के मां दंतेश्वरी एयरपोर्ट पर उस समय यात्रियों और एलायंस एयर प्रबंधन के बीच हंगामे की स्थिति बन गई, जब एलायंस एयर के विमान ने यात्रियों को छोड़ दिया और समय से पहले टेकऑफ कर लिया। दरअसल बुधवार को जगदलपुर से दिल्ली वाया जबलपुर जाने वाली एलायंस एयर की फ्लाइट अपने तय समय से 1 घंटे पहले ही जगदलपुर से टेकऑफ कर गई।

मालूम हो कि जगदलपुर से दिल्ली जाने वाली फ्लाइट दोपहर 12.55 बजे टेकऑफ करती है, लेकिन बुधवार को यही फ्लाइट 11.55 को टेकऑफ हो गई। ऐसे में करीब 25 मिनट पहले पहुंचे 6 यात्री एयरपोर्ट पर ही रह गए, जिन्हें टर्मिनल भवन में दाखिल भी नहीं होने दिया गया। इसके बाद यात्रियों ने जमकर हंगामा मचाया और अपने टिकट के पैसे रिफंड मांगे। इस पर एलायंस एयर प्रबंधन ने वेबसाइट के जरिए ही इसके लिए अप्लाई करने कहा। दरअसल तकनीकी कारणों से एलायंस एयर ने अपनी फ्लाइट को जगदलपुर से तय शेड्यूल से 1 घंटे पहले ही टेकऑफ कर दिया।



### महाकुंभ जाने प्रयागराज के लिए स्पेशल फ्लाइट, बुकिंग आज से

बिलासपुर | महाकुंभ का पूरा समय निकल चुका है और अब प्रयागराज के लिए स्पेशल फ्लाइट चलाने की तैयारी हो रही है। यह स्पेशल फ्लाइट 22, 24 और 25 को उड़ान भरेगी। किस समय उड़ेगी अभी इसका खुलासा नहीं हुआ है। बुकिंग गुरुवार से शुरू होगी। वर्तमान में बिलासपुर एयरपोर्ट से प्रयागराज के लिए चलने वाली नियमित फ्लाइट फूल चल रही है। बिलासा देवी चकरभाठा एयरपोर्ट के डायरेक्टर बीरिन सिंह ने बताया कि हमने स्पेशल फ्लाइट के स्लॉट के लिए निवेदन किया है इस बार उम्मीद है कि स्पेशल फ्लाइट का शेड्यूल गुरुवार को जारी हो जाएगा।

### Lufthansa partners with Infy for a GCC in B'luru

**BENGALURU, DHNS:** Global aviation giant Lufthansa Group is setting up a global capability centre (GCC) in Bengaluru in partnership with Infosys, the IT firm informed on Tuesday. The centre will focus on delivering methods for future-ready and sustainable IT products and data driven solutions. This is aimed at improving aviation safety, efficiency, customer experience, and competitiveness while aiding the German airline to manage volatile demand.

The GCC will also look into the software and product development as well as increase support for Lufthansa's IT provider Lufthansa Systems GmbH (LSY) and products for the external airline market customers. "The aviation



industry is facing unprecedented challenges, from volatile fuel prices and increasing operational complexities to global political uncertainties. This collaboration will be instrumental in optimising our operations, enhancing passenger experiences, increasing the productivity and stability of our operational process-

es - for sustainable growth," said Thomas Rückert, Chief Innovation Officer, Lufthansa Group.

However, this isn't the software giant's first stint in the aerospace sector. Infosys and Rolls-Royce had worked on a joint aerospace engineering and digital innovation centre in Bengaluru in 2022.

{ TORONTO PLANE CRASH } 21 PEOPLE INJURED

# Investigators recover black boxes for further analysis

Reuters

letters@hindustantimes.com

**TORONTO:** Canadian investigators said on Tuesday they sent black boxes for lab analysis from a Delta Air Lines regional jet that flipped upside down upon landing in Toronto a day earlier, as they probe causes of the crash that injured 21 people.

Following initial impact on the runway at Toronto's Pearson Airport, parts of the CRJ900 aircraft separated and a fire ensued, Transportation Safety Board of Canada Senior Investigator Ken Webster said in a video.

The team of over 20 Canadian investigators are leading the probe into the jet operated by Delta's Endeavor Air subsidiary and are getting assistance from the US National Transportation



The Delta Air Lines plane lies upside down at Toronto Pearson Airport on Tuesday.

AP

Safety Board and regulators Transport Canada and the US Federal Aviation Administration.

Webster echoed other aviation safety officials in saying it was too early to tell what happened to Flight 4819 from Minneapolis-St. Paul International

Airport, which had 80 people on board including crew.

Air crashes are usually caused by multiple factors.

The reported weather conditions at the time of the crash indicated a "gusting crosswind and blowing snow", flight tracking website FlightRadar24 said.



# Corporate Communications Directorate

MINT

DELHI

20 FEBRUARY 2025

## This new Airbus jet is bad news for Boeing

Benjamin Katz  
feedback@livemint.com

Airbus has a new jet that's winning over some of Boeing's best customers. It also raises the specter of more trouble ahead for the U.S. plane maker.

The European company started delivering the new aircraft—the A321XLR—late last year against a backdrop of manufacturing upheaval and financial strain at its American rival. So far the XLR has racked up more than 500 orders, including across the Atlantic—airlines looking to replace older Boeing planes.

The jet's success is one of the starkest signs yet of the diverging fortunes of the two companies, with Boeing's troubles leading to gaps in its product lineup that are now being exploited by Airbus. It is also a warning of a bigger threat looming: While Boeing is strapped for cash, Airbus is increasingly investing in an entirely new generation of aircraft that could shape the duopoly for decades to come. American Airlines and United Airlines have chosen

Airbus's XLR to replace their aging Boeing 757 fleets. Other airlines including Australia's Qantas have also purchased the XLR—the first time that carrier has ordered one of Airbus's smaller, narrow-body jets.

Central to the XLR's appeal is a giant fuel tank behind the wings that means the aircraft can carry up to 220 passengers on trips as long as 11 hours. That is far longer than typical narrow-body jets, allowing airlines to open up new direct routes—including across the Atlantic—without needing to sell as many tickets as they would with a bigger, wide-body plane.

The new model—the latest in its A320 family of aircraft—has another advantage: It doesn't have much competition. Boeing discontinued the 757 in 2004 and shelved plans to build a new aircraft that would have competed directly with the XLR in 2020. The U.S. company's main rival aircraft—the 737 MAX 10—is years behind schedule, awaiting signoff from the Federal Aviation Administration.

"Clearly the first priority for Boeing is to resolve its manufacturing problems, which is no small issue," said Nick Cunningham, an analyst at Agency Partners, who has followed the industry for almost 40 years. "But the very next thing they need to address is the product."

### Customer doubts

Airbus usurped Boeing as the world's biggest plane maker in 2019 following the grounding of the 737 MAX after two fatal accidents. It has delivered more jets and booked more net orders each year since.

In 2024, Airbus not only pulled further ahead in narrow-body aircraft but also cut into Boeing's long-held lead in sales of wide-bodies, partly aided by repeated delays to the American company's 777X. With many 777s reaching the end of their lifespans, Airbus says the battle for bigger jets is just starting, including with its first-ever dedicated freighter.

Boeing currently has six passenger jet models available for customers, with four still awaiting signoff from regulators. Airbus has 12 distinct models available.

Benoit de Saint-Exupéry,



So far Airbus's XLR has racked up more than 500 orders, many from airlines looking to replace older Boeing planes. REUTERS

Airbus's head of jet sales, attributed the company's performance to its product lineup, while acknowledging it had also benefited from the situation at Boeing "casting some doubts in the minds of some customers."

It hasn't been all gloom for Boeing. The company in December announced a landmark order for up to 200 MAX 10 jets from Turkey's Pegasus—a carrier that predominantly operates Airbus jets. American Airlines also doubled down on its commitment to the MAX 10 with 85 new orders last March.

And Airbus isn't without its own problems. Supply-chain issues have limited the company's plans to turbocharge production and meet booming demand in the wake of the pandemic. This month, Airbus said it was delaying a long-touted hydrogen-powered jet.

### Lightweight frames and folding wings

Still, Airbus's superior financial position means it can embark on the expensive work of launching an all-new jet—giving it a head start in the battle for future leadership of the industry.

In the five years since 2019,

Airbus has spent some \$12.9 billion on research and development in its commercial-aircraft division. Boeing's plane-making business has spent \$8 billion. Both also invest in other units that develop technology that can later be used in commercial aircraft.

Airbus has been working on lightweight airframes, fuel-efficient engines and even folding wings that could feature on a next-generation aircraft. The company is starting to narrow down the designs for an all-new plane that it expects to launch around 2030 and enter into service seven or eight years later.

Boeing is far behind.

"We spend more time arguing within ourselves than we do thinking about Airbus and how we're gonna beat Airbus to the punch," Boeing Chief Executive Kelly Ortberg told workers at a companywide briefing in November, weeks after the first XLR was delivered.

But Ortberg is clear that Boeing isn't yet in a financial

position to launch a new aircraft.

"We've got to spend a little bit more focus on getting ready, getting the business back to generating cash so that we have the cash to support the new airplane development," Ortberg said. "That is absolutely critical for us."

To focus on getting its delayed models to market, Boeing has shifted some engi-

### Airbus usurped Boeing as world's biggest plane maker in 2019 following 737 MAX's grounding after 2 accidents

neers from a jet development project with NASA—called X-66—that could set the stage for its own next-generation plane. A Boeing spokeswoman referred to comments Ortberg made last month, in which he said the company was still investing in X-66 and that technology from that program could factor in an all-new plane.

Boeing hasn't launched an all-new aircraft for more than two decades. The 787, formally announced in 2004, cost tens of billions of dollars to develop and took seven years to hit the market. The plane maker spent almost as many years fig-

uring out what that aircraft would look like.

### 'The queen on the chessboard'

Executives at both companies have long likened their duopolistic rivalry to a complex and expensive game of chess. Before making a move, each side carefully assesses the other's lineup and games out how they might respond.

They don't always get it right. The annals of aviation history are littered with failed aircraft programs, including Airbus's flagship A380 super-jumbo.

Boeing's hasty development of the 737 MAX, which was delivered to customers with a fatal flaw, came as the company sought to respond to a revamped Airbus jet—the A320neo—that took Boeing by surprise in 2010.

For Airbus, Boeing's woes mean the game has changed, said Christian Scherer, head of the plane maker's commercial-aircraft division. Airbus now has more freedom when making strategic decisions "instead of responding to a threatening move of the queen on the chessboard," he said.

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