

सौ एकड़ बढ़ाया जाएगा एयरपोर्ट टर्मिनल

चकेरी एयरपोर्ट के विस्तार के लिए जमीन की गई चिह्नित, 450 करोड़ का भेजा प्रस्ताव

रहुल शुक्ल • जागरण

कानपुर : शहर से हवाई सफर को नई ऊंचाई देने की दिशा में सौ एकड़ में चकेरी एयरपोर्ट टर्मिनल का विस्तार किया जाएगा। इसके लिए 450 करोड़ रुपये का प्रस्ताव शासन को भेजा गया है। विस्तार से न केवल चकेरी एयरपोर्ट टर्मिनल का आकार बड़ा होगा, बल्कि सुविधाएं भी बढ़ेंगी। शासन से मंजूरी मिलते ही यह परियोजना कानपुर के विकास की नई उड़ान साबित हो सकती है।

एयरपोर्ट विस्तार के लिए जाजमऊ के मवइया और शेखपुर गांव में 100 एकड़ जमीन चिह्नित की गई है। अभी चकेरी एयरपोर्ट 50 एकड़ में संचालित हो रहा है। विस्तार के तहत जमीन अधिग्रहण के साथ नगर निगम, केडीए, पीडब्ल्यूडी, सिंचाई विभाग, जलकल और केस्को ने जनसुविधाओं को व्यवस्थित रूप से शिफ्ट करने के लिए प्रस्ताव तैयार किए हैं। केडीए के मास्टर प्लान 2031 को सैद्धांतिक मंजूरी मिलने के बाद इन क्षेत्रों की जमीन कृषि से आवासीय और व्यावसायिक उपयोग में बदलेगी। नए टर्मिनल में अत्याधुनिक शापिंग एरिया, आरामदायक लाउंज, विस्तृत वॉर्किंग

• जन सुविधाओं की शिफ्टिंग और जमीन अधिग्रहण करने में खर्च होगी मिली धनराशि

• अभी 50 एकड़ में संचालित हो रहा एयरपोर्ट, केवल चार शहरों के लिए हैं उड़ानें



चकेरी हवाई अड्डा • जागरण आर्काइव

यह है व्यवस्था

6243 वर्गमीटर में वने नए टर्मिनल का क्षेत्रफल 50 एकड़ का है

400 यात्रियों की एक साथ आवाजाही हो सकती

दृष्टिबाधित यात्रियों के लिए स्पर्श पथ प्रविधान भी है

850 वर्ग मीटर में फैले कंसेशियर एरिया में यात्रियों के लिए खरीदारी और भोजन की विविध रेंज।

200 यात्री वाले बड़े विमान भी यहां आ सकते

अभी नए टर्मिनल पर मिल रही हैं ये सुविधाएं

• 150 करोड़ से बने नए टर्मिनल पर एक साथ तीन हवाई जहाज खड़े होने की व्यवस्था है।

• डिपार्वर साइड में 300 व एराइवल साइड में 150 यात्रियों के बैठने की क्षमता है।

• टर्मिनल पर 150 चार पहिया वाहनों के लिए पार्किंग की व्यवस्था की गई है।

• कम दृश्यता में उड़ान के लिए आइएलएस-2 लगा है।

एयरपोर्ट टर्मिनल विस्तार के लिए सौ एकड़ जमीन का प्रस्ताव दिया गया है। छह विभागों के अधिकारियों के साथ ही स्थलीय निरीक्षण कर लिया गया है। यूटिलिटी शिफ्टिंग और जमीन अधिग्रहण का प्रस्ताव शासन को भेजा गया है। स्वीकृति मिलने के बाद आगे की कार्रवाई की जाएगी।

संतोष कुमार राय, अपर जिलाधिकारी भूमि अध्यापित

स्पेस और यात्री सुविधाएं विकसित की जाएंगी। वर्तमान में चकेरी एयरपोर्ट से हैदराबाद, बेंगलुरु, दिल्ली

और मुंबई के लिए सीमित उड़ानें हैं। विस्तार के बाद नए शहरों के लिए उड़ानें शुरू होने की संभावना है।

एयरपोर्ट के पास केडीए की 1257 एकड़ में प्रस्तावित एयरो सिटी योजना विकास को और गति दे सकती है।



Corporate Communications Directorate

THE FINANCIAL EXPRESS

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Udan: New flight, but old headwinds persist

NITIN KUMAR
& AKBAR MERCHANT
New Delhi/Mumbai, April 12

WHEN THE UDE Desh ka Aam Nagrik (Udan) scheme was launched in 2016, it aimed to widen access to air travel by connecting smaller towns through subsidised routes.

Nearly a decade later, the government has unveiled Modified Udan with an outlay of ₹ 28,840 crore, extending viability gap funding (VGF) and targeting 100 new airports and 200 helipads over the next decade.

The expanded allocation marks a shift in approach. Unlike the first phase, which focused largely on route-based subsidies and fare caps, the modified scheme allocates 42% towards airport development, 35% to VGF, and introduces dedicated support for airport operations and maintenance, helipads and indigenous aircraft acquisition, according to Crisil Intelligence. The redesign signals a move from

CAUGHT IN AN AIR POCKET



It is targeting **100** new airports and 200 helipads over the next decade

■ The Ude Desh ka Aam Nagrik (Udan) scheme was launched in 2016

■ Nearly a decade later, the government has unveiled Modified Udan with an outlay of **₹ 28,840 cr**

■ The number of operational airports rose to 163 in FY26 from 77 in FY16, with Udan airports accounting for 58% of the total

a connectivity scheme to a broader aviation infrastructure programme.

The first phase did deliver measurable expansion. The number of operational airports rose to 163 in FY26 from 77 in FY16, with Udan airports accounting for 58% of the total, up from 21% a decade ago, according to

Crisil. Connectivity improved across the North-East, hill states and parts of eastern India, bringing several remote locations onto the aviation map.

However, this expansion has not translated into proportional traffic or route sustainability.

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Udan: New flight, but old...

UDAN AIRPORTS ACCOUNT for only 2-3% of domestic passenger traffic, with the share moderating to 2.3% in FY25 after peaking during the pandemic, as per Crisil data. Of the 663 routes launched since 2017, 327 have already been discontinued, according to data presented in Parliament.

A review by the Comptroller and Auditor General of India had earlier found that only 7-10% of routes remained viable once subsidies ended.

The gap between infrastructure creation and sustained operations is also visible at the airport level. Of 95 airports revived under the scheme, at least 15 are currently non-operational. While physical connectivity has expanded, operational continuity remains uneven.

Industry experts attribute this to weak demand anchors and route selection. "There is no scientific study conducted before selecting routes. Strong economic activity and a careful assessment of alternative transport modes are essential, because for short distances with good rail and road connectivity, regional flights often become redundant," Mark D Martin, CEO, Martin Consulting, said.

At the same time, the cost economics of regional aviation remain challenging. Smaller aircraft deployed on these routes have higher per-seat costs and limited tolerance for low load factors. There is also no binding obligation on airlines to continue services on unviable routes. "There should also be accountability for airlines to maintain operations for the full ten years of the scheme," Martin added.

The experience of Udan 1.0 suggests that traffic growth alone does not ensure viability. While several regional airports have recorded strong post-pandemic growth—with Agra, Hindon and Tezpur reporting 7-10 times increase in traffic between FY20 and FY25, and others such as Jalgaon, Bhuj and Diu growing 3-5 times—this has come on a low base and remains dependent on capacity deployment and subsidies, according to Crisil.

Only a few airports, such as Hindon and Kannur, have crossed the one million annual passenger mark, largely due to their larger catchment areas and higher airline capacity, according to Crisil. Most Udan airports continue to see limited flight frequency and low utilisation.

Modified Udan attempts to address some of these constraints by funding airport operations, with assistance of up to ₹ 3.06 crore per airport. However, industry participants say the allocation may be insufficient to sustain continuous operations. "Airport maintenance is a regular, ongoing activity that cannot be neglected. Continuous upkeep and support for other essential services are critical, and the current allocations may not fully cover these needs," an airline executive said.

Participation trends also remain uneven. While airlines such as IndiGo, SpiceJet and Alliance Air have operated Udan routes, the absence of Air India, Air India Express and Akasa Air in recent rounds has limited competition and network depth.

Analysts say the redesigned scheme addresses infrastructure gaps but does not fully resolve demand-side and cost challenges. Without stronger alignment between regional economic activity, airline economics and route planning, airlines are likely to continue focusing on commercially viable sectors while exiting weaker routes once subsidies taper off.



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HINDUSTAN TIMES

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एयरपोर्ट के लिए परी चौक से बसें चलेंगी

ग्रेटर नोएडा। नोएडा इंटरनेशनल एयरपोर्ट के लिए परी चौक से हर 30 मिनट में बस सेवा मिलेगी। उड़ान शुरू होने के पहले दिन से सुबह आठ से शाम आठ बजे तक बस मिलने का दावा है।

यमुना इंटरनेशनल एयरपोर्ट लिमिटेड (यापल) ने एयरपोर्ट से बस सेवा शुरू करने के लिए उत्तरप्रदेश के अलावा दिल्ली, हरियाणा और उत्तराखंड परिवहन निगम के साथ समझौता किया है।



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NAVBHARAT TIMES

DELHI

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8 एयरपोर्ट पर बॉडी स्कैनर लगेंगे

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■ नई दिल्ली: आठ एयरपोर्ट पर फुल बॉडी स्कैनर (FBS) लगाने का रास्ता साफ हो गया है। इन एयरपोर्ट में दिल्ली, मुंबई, बेंगलुरु, चेन्नै, कोलकाता, हैदराबाद, कोच्चि और अहमदाबाद शामिल हैं। इसके लिए ब्यूरो ऑफ सिविल एविएशन सिक्योरिटी (BCAS) ने अपनी मंजूरी दी है। अब एयरपोर्ट ऑपरेटर इस सर्विस को ट्रायल पूरा होने के बाद फुल स्केल पर इस्तेमाल कर सकते हैं। इसके लिए एयरपोर्ट पर अलग से 'FBS कॉरिडोर' बनाए जाएंगे। यहां जरूरत के मुताबिक यात्रियों को इन बॉडी स्कैनर की जांच प्रक्रिया से गुजारा जाएगा।



कई बार हुए ट्रायल

अधिकारियों का कहना है कि कई एयरपोर्ट पर इसके ट्रायल किए गए। अभी आधिकारिक रूप से शुरू नहीं हुआ है क्योंकि, बीसीएस की मंजूरी ना मिलने के अलावा इन बॉडी स्कैनर में रेडिएशन का भी खतरा था।

बनेंगे FBS कॉरिडोर

सूत्रों का कहना है कि बॉडी स्कैनरों को एयरपोर्ट पर यात्रियों की हर लाइन में नहीं लगाया जाएगा। इसके लिए हर एयरपोर्ट पर अलग से एफबीएस कॉरिडोर बनाए जाएंगे। ताकि जरूरत के मुताबिक सदिग्ध यात्रियों को इससे गुजारा जा सके।



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THE STATESMAN

KOLKATA

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Adani to develop airport related real-estate assets:

Mumbai: Adani Enterprises Limited informed the stock exchange on Saturday about the incorporation of four new wholly-owned subsidiary companies, namely Adani Mangaluru Airport City Limited (AMACL), Adani Jaipur Airport City Limited (AJACL), Adani Lucknow Airport City Limited (ALACL) and Adani TRV Airport City Limited (ATACL) under its step-down subsidiary called Adani Airport City Limited. These subsidiary companies, which have been incorporated to focus on real estate and construction projects, mark a strategic expansion in the company's airport-linked infrastructure development. Each of the four new companies has been incorporated with a paid-up share capital of Rs 10,00,000, according to the regulatory filing. Adani Enterprises has confirmed that these four subsidiaries, held by Adani Airport City Limited, will specifically focus on the development of airport city projects in Mangalore (Mangaluru), Jaipur, Lucknow and Thiruvananthapuram. Adani TRV Airport City Limited (ATACL) will focus exclusively on developing airport related real estate assets in Thiruvananthapuram, Kerala, according to the company statement.



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THE TIMES OF INDIA

DELHI

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Flight landing on Surat runway hits jackal

Surat: A serious incident was averted at Surat airport on April 8 when an IndiGo flight from Hyderabad ran over a jackal while landing on the runway around 8am, reports **Vishal Patadiya**. The incident came to light on Sunday. Airport officials said the animal's small size prevented any major impact on the aircraft, which safely reached the apron. "We carried out a detailed inspection of the aircraft in accordance with protocol but found no damage," a senior airport official said. The jackal was split into two parts. Its remains were handed over to forest department officials. Forest officers also intensified efforts to trap another jackal suspected to be on the premises.



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FREE PRESS JOURNAL

MUMBAI

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IndiGo gets 500th Airbus delivery

FPJ News Service

MUMBAI

IndiGo received the delivery of its 500th Airbus aircraft, becoming the first airline in the world to reach the milestone. The airline still has around 900 aircraft in its orderbook to be delivered over the next decade.

The landmark aircraft, an Airbus A320neo, registered as VT-ION, joined India's largest airline's fleet without much noise earlier this month. This milestone arrives as the Indian aviation sector struggles with the West Asia crisis and rising fuel costs. It also follows a period of major operational trouble for IndiGo in December last year.

While large aircraft leasing companies like ILFC and NAS Aviation have historically managed higher volumes, IndiGo is the first commercial passenger airline to receive 500 units directly from Airbus.

Air India to offer stock options tied to performance

Abhishek Law & Dipal Banka
NEW DELHI & MUMBAI

Air India is set to offer its employees performance-linked stock options in a bid to reward and attract talent, as the airline pursues profitability four years after its takeover by the Tata Group.

Eligible employees, including pilots, engineers and senior management, will have the right to buy shares later, once they have been granted stock options, at a price between the face value of ₹4 a share and the fair market value on the grant date, said a company executive privy to the matter.

The plan was cleared at an extraordinary general meeting held on 13 February. "The objective of PSOP (performance stock option plan) 2026 is to reward the eligible employees of Air India and its subsidiaries, present or future, for their performance and to motivate them to contribute to the growth and profitability of the company," said the resolution at the meeting. "The plan aims to attract, retain and reward talent in the organisation"

About 227.1 million stock options, or 0.25% of Air India's total share capital, would be issued as new shares to eligible employees, per a company dis-



The plan was cleared at an EGM on 13 February.

closure to the corporate affairs ministry on 6 April 2026.

Significantly, Air India, in which Tata owns 73.82%, has also granted pre-emptive rights to Singapore Airlines Ltd (SIA), giving it the right to buy additional shares to maintain its current 25.10% stake in it.

The vesting cliff, or the waiting period before an employee receives the shares, is one to five years, implying Air India is seeking continued service from its employees.

The nomination and remuneration committee of the seven-member board of Air India will decide on the eligible employees, the number of shares and the price, the company's resolution said.

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Air India brings stock options to reward talent

FROM PAGE 1

An email sent to Air India and Singapore Airlines seeking comment on the development went unanswered.

"Today, it's a very, very common ask from senior-level CXOs and employees to expect Esops or some sort of equity in the company and this trend is no longer limited to startups," said Rohit Jain, managing partner at law firm Singhania & Co. "While such moves may still be relatively new for legacy companies like Air India, going forward, I would expect more and more companies to adopt this practice."

India's two listed airlines, IndiGo and SpiceJet, have already announced Esop schemes. Privately-held Akasa Air also has such a scheme in place.

To be sure, Air India had offered nearly 8,000 employees shares as part of the sale agreement when it bought the airline from the government in January 2022. The then Employee's Share Benefit Scheme, under which nearly 1.08% of equity was managed by SBICAP Trustee Co Ltd, was given to employees based on their years of service pre-Tata takeover.

In this new performance-linked share offering, Air India employees could expect to get only half of the shares if the airline performs below 85% of its internal stated goals, a metric that signals the airline's reward for meritocracy.

The scheme also underscores a cultural shift at the airline after Tata took over. When it was the government flag carrier, employees and their families got complimentary tickets. Tatas ended this and are now focused on performance, rather than freebies.

Air India's decision



The vesting cliff is 1 to 5 years. ISTOCKPHOTO

comes amid a leadership change.

On 30 March, chief executive Campbell Wilson resigned, but will remain with the airline until a successor is named. His five-year stint was to end in July 2027. A panel has been set up to scout for Wilson's successor.

On 10 April, Tata Sons chairman N. Chandrasekaran, also Air India chairman, told employees that the group remains committed to the airline, and urged them to focus on execution during these challenging times.

Air India is Tatas' largest loss-making firm.

In FY25, its standalone revenue rose 13% to ₹6,080 crore and losses fell to ₹3,976 crore from ₹5,031 crore.

Low-cost arm Air India Express's revenue rose 26% to ₹6,033 crore, but losses were up fourfold to ₹5,822 crore.

"We also heard the chairman make a statement in the townhall a couple of days back, requesting employees to put in extra effort. So, I think all of this is in line with a broader push to encourage employees to work harder, as the turnaround seems to be becoming more difficult than initially anticipated," said Jain of Singhania & Co.

In FY25, Air India's standalone revenue rose 13% to ₹6,080 cr, and it was able to cut losses to ₹3,976 cr from ₹5,031 cr