

प्रेषक,  
एस0के0 रघुवंशी,  
सचिव,  
उत्तर प्रदेश शासन।

सेवा में,  
सचिव,  
भारतीय विमानपत्तन आर्थिक विनियामक प्राधिकरण,  
ऐरा भवन, प्रशासनिक कॉम्प्लैक्स,  
सफदरजंग एयरपोर्ट,  
भारत सरकार, नई दिल्ली।

नागरिक उड्डयन अनुभाग

लखनऊ : दिनांक : 05 मई, 2014

विषय : लखनऊ स्थित अंतर्राष्ट्रीय हवाई अड्डा पर वैमानिकी प्रभार (एयरोनॉटिकल टैरिफ) के निर्धारण के सम्बन्ध में।

महोदय,

उपर्युक्त विषयक अपने अर्द्धशासकीय पत्र संख्या-AERA/20010 /MYTP/AAI/Lucknow/2011-12/5662, दिनांक 21.04.2014 तथा अर्द्धशासकीय पत्र संख्या-AERA /20010/MYTP/AAI/Lucknow/2011-12/5693, दिनांक 24.04.2014 का कृपया संदर्भ ग्रहण करने का कष्ट करें, जो चौ0 चरण सिंह अन्तर्राष्ट्रीय हवाई अड्डा, अमौसी, लखनऊ के लिये प्रथम कन्ट्रोल अवधि दिनांक 01.04.2011 से 31.03.2016 तक के लिये वैमानिकी प्रभार (एयरोनॉटिकल टैरिफ) के निर्धारण के सम्बन्ध में दिनांक 06.05.2014 को अपरान्ह 3.00 बजे आहूत बैठक के सम्बन्ध में राज्य सरकार के विचारों के साथ प्रतिभाग करने की अपेक्षा की गयी है।

2- इस सम्बन्ध में मुझे यह कहने का निदेश हुआ है कि वैमानिकी प्रभार निर्धारण विषयक उक्त बिन्दुओं पर राज्य के समग्र विकास के दृष्टिगत राज्य सरकार के नागरिक उड्डयन विभाग का दृष्टिकोण/अभिमत संलग्न राइट-अप में व्यक्त किया गया है। विषयगत प्रकरण में कृपया राज्य सरकार के नागरिक उड्डयन विभाग के उक्त अभिमत/दृष्टिकोण के परिप्रेक्ष्य में विचार कर निर्णय लेने का कष्ट करें।

3- इस सम्बन्ध में मुझे यह भी अवगत कराना है कि राज्य सरकार के नागरिक उड्डयन विभाग की ओर से नागरिक उड्डयन निदेशालय के प्रबन्धक (परिचालन) को उक्त बैठक दिनांक 06.05.2014 में प्रतिभाग करने हेतु निर्देशित कर दिया गया है।

संलग्नक: यथोक्त।

भवदीय,  
( एस0के0 रघुवंशी )  
सचिव।

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8/5/14

8/5/14

AGM (SD)

06/5/14

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## **Determination of Aeronautical Tariffs in respect of Chaudhary Charan Singh International Airport (CCSIA), Lucknow for the first Control Period (01.04.2011-31.03.2016).**

The Airports Economic Regulatory Authority of India has forwarded a proposal of Airports Authority of India with regard to the Determination of Aeronautical Tariffs in respect of Chaudhary Charan Singh International Airport (CCSIA), Lucknow for the first Control Period (01.04.2011-31.03.2016). This communication was received in State Government on 28.04.2014 and as such, we could not have sufficient time to go through it in details. However, the State Government would like to submit as under :-

- (1). Uttar Pradesh is the largest State in terms of population in the country and is spread over a vast geographical area. The State is in close proximity to the national capital. Its three districts namely Gautam Budha Nagar, Ghaziabad and Meerut are part of the National Capital Region.
- (2). The State has several important tourist/pilgrim destinations like Agra, Varanasi, Ayodhya, Mathura, Chitrakoot, Jhansi and Buddhist Circuit destinations like Sarnath (Shrawasti) Kapilvastu (Kushinagar) and Sankisha.
- (3). As of now, the State is served by air link at Lucknow and Varanasi which are International Airports owned by the Airports Authority of India.
- (4). The State has also 4 Civil Enclaves one each at Agra, Gorakhpur, Kanpur and Allahabad.
- (5). The State owns 16 airstrips at different places. A list of airstrips is enclosed herewith as Annexure-1.

(6). The State Government has taken many a steps to boost aviation in the State. The State has facilitated the aviation industry in following manners :

- (a) The State Government has acquired requisite land for the expansion of International Airport at Lucknow and Varanasi and has given the same to the Airports Authority of India at no cost.
- (b) The State Government has allowed air operators to use airstrips owned by the government for the landing and parking purposes.
- (c) The State Government has allowed private partners to start Flying Training Institutes and Aircraft Maintenance Engineering Institutes so that skilled manpower can be made easily available in the State.
- (d) The State Government has envisaged an International Airport at Agra and for this purpose have appointed a consultant.
- (e) The State Government has decided to expand its Kushinagar airstrip to International Airport through Public Private Partnership (PPP) mode.
- (f) The State Government through its Aeronautical Training Institute at Lucknow is imparting diploma course in Aircraft Maintenance Engineering (Mechanical Stream). This Diploma is approved by the All India Council for Technical Education (AICTE), Govt. of India, Board of Technical Education, Uttar Pradesh and the Director General of Civil Aviation (DGCA), Govt. of India.

- (g) The State Government is also starting diploma in Aircraft Maintenance Engineering (Avionics Stream) from academic year 2011-12.
- (h) The State Government has permitted entrepreneurs to set up Aircraft Maintenance Engineering/ Flying Training institutes through Public Private Participation (PPP) mode at various airstrips owned by the government.
- (i) The State Government is working on a policy of connectivity of various places within the State i.e. intra-state air transport facilities.
- (7). The State Government owns a mixed fleet of aeroplanes and helicopters. They are used for the transportation of high dignatories like HE Governor of Uttar Pradesh, Hon'ble Chief Minister, Central Ministers. They are also used for maintaining law & order problem, rescue management in case of natural calamities. For the purpose, the State has its own organisational set up at Lucknow airport.
- (8). As an acknowledgement of contribution of the State Government, the Airports Authority of India has an understanding not to charge any user charges from the State Government.
- (9). The State Government has signed a Memorandum of Understanding with Airports Authority of India to transfer its airstrips located at Meerut, Moradabad and Faizabad and also to provide additional land free of cost necessitated for development as a regular airport. The State Government has released the funds necessitated for purchase of land.

(10). The State Government has also signed a Memorandum of Understanding to provide land free of cost for construction of civil enclave at Agra, Allahabad, Kanpur and Bareilly. The State Government has released the funds necessitated for purchase of land.

2. The Aeronautical tariffs proposed by Airports Authority of India which are under consideration of Airports Economic Regulatory Authority of India are basically different component of total fare charged by an airline operator from a passenger. More Aeronautical tariff means higher air fare on a route. This Aeronautical tariff is constant for every passenger in respect of the distance supposed to be travelled by him. It means that even for a shorter route, the Aeronautical tariff will remain the same. It further means that for a passenger of business/executive class and for a passenger of economic class, there shall not be any difference so far as the charges of Aeronautical tariff are concerned. As mentioned here-in-above, the State Government is contemplating to start intra-state regional airlines. This Aeronautical tariff will also be applicable to them. Since the distance travelled by the passenger by regional airlines will be very shorter, this Aeronautical tariff will necessarily enhance the air fare and ultimately, the viability of an airline is bound to be adversely affected. As stated here-in-above, the State Government has not been given sufficient time to react on the proposal, we would like to request the Authority to consider the proposal of the Airports Authority of India on different parameters of International, inter-state and intrastate transportation relating with the distance supposed to be travelled by a passenger. Similarly, the charges for business/executive class and for economic class should be different so that a common man can afford to travel by air. The routes connected within the State should either be exempted from the payment of Aeronautical tariffs or

**LIST OF AIRSTRIPS OWNED BY THE GOVT. OF UTTAR PRADESH**

- (1) Akbarpur (Ambedkarnagar)
- (2) Andhau (Ghazipur)
- (3) Amhat (Sultanpur)
- (4) Dhanipur (Aligarh)
- (5) Dr. Bhimrao Ambedkar (Meerut)
- (6) Farrukhabad
- (7) Faizabad
- (8) Kasia airstrip( Kushinagar)
- (9) Myorpur (Sonbhadra)
- (10) Palia airstrip (Khiri)
- (11) Shravasti
- (12) Moradabad
- (13) Saifai airstrip (Etawah)
- (14) Azamgarh
- (15) Jhansi
- (16) Chitrakoot

they should be charged at a negligible rates so that the goal of regional air transportation can be achieved. We would further like to submit that the Lucknow is very well connected with Delhi which is hardly 500 kms. away. Whereas the places like Bangalore, Patna, Kolkata and Mumbai are connected with very few flights. Lucknow needs to be connected with a number of places from India. Similarly, so far International traffic is concerned, Lucknow is only connected with the Sharjah, Dubai and Kathmandu. It needs to be connected with more destinations like Rome, London, New York and far-East. We think that emphasis should be to increase flights from Lucknow so that the generation of Aeronautical tariff/revenue will automatically increase. So we think that the thrust should be to increase the traffic by linking different places both internationally and nationally and within the State so that connectivity of Lucknow should be increased which will result into the enhancement of Aeronautical revenue generation at the Lucknow airport.

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