

Dated: 9.11.2012

Hon'ble Shri Ajit Singh
Minister for Civil Aviation,
Government of India,
New Delhi

Hon'ble Sir,

We are deeply obliged for giving us an opportunity to place our submissions before you for your kind consideration which are enclosed herewith.

We may mention that Agra has got its most significant place in the global tourism map and is also the shoe capital. A large number of foreign tourists visit Agra, which is one of the best places to showcase our art & cultural heritage. Unfortunately, Agra has been most neglected in the field of Civil Aviation. With you becoming the Minister of Civil Aviation, we all have become hopeful of getting what is the long overdue.

We all earnestly hope and trust that you would give a serious consideration to our above humble suggestions and would issue suitable directions in regard thereto at the earliest.

With our best wishes,

For Agra Development Foundation

I. Certification of Instrumental Landing System (ILS)

- Airport Authority of India (AAI) has installed ILS about a year back incurring a cost of about Rs. 4 crores.
- The ILS, so installed, is to be certified by DG (Civil Aviation) and AAI for being made functional but the same has not been done so far.
- Normally, the visibility upto 3700 mtr. is necessary for landing an aircraft without ILS, while with ILS (Category-I), a flight can land if visibility is upto 1500 mtrs.
- For want of such 'certification' of the ILS, the airlines do not plan their flights for Agra as it is uncertain to them whether their flights would be able to land there or not.
- Total number of charter flights come into Agra every year are from 600-700, each bringing 80-100 foreign tourists. However, because of poor visibility and lack of ILS, the flights are to overfly or cancelled, bringing much inconvenience to the tourists (a news report attached).
- Notably, most recently, even the flight of the Governor of UP, Hon'ble Shri B.L. Joshi could not land at Agra and he could not participate in the convocation function of Dr. B.R. Ambedkar University. In last 15 days, about 15 flights had to be diverted from Agra for the want of proper visibility.
- The monthly expenditure of the AAI for the maintenance and staff for Agra airport is about 65 lacs *i.e.* 7.8 crore, which is a loss to the AAI as no private planes are landing for want of ILS.
- The principal reason for the private airlines, not planning to land at Agra, is want of the facility of ILS.
- Significantly, the Air Force, which is operating the Air Traffic Control (ATC), is using the above ILS installed by AAI for the landing of their own aircrafts, clearly evidencing that the ILS is properly functional.
- In the above backdrop, our request is:
 - The report of the Air Force about the proper functionality of the ILS be accepted by the AAI.
 - Or in the alternative, a direction be given to the DG (CA) and AAI to certify the ILS, so that the airlines can depend on the ILS for the landing of their aircrafts.

II. Domestic Flights from Khajuraho /Varanasi /Jaipur /Lucknow

- Agra needs to be well connected with other tourist destinations like Khajuraho, Varanasi, Jaipur, Lucknow and Delhi etc.
- Significantly, Jaipur has got 37-40 flights, Khajuraho has got 6-8 flights, Varanasi has got 50-60 flights and Lucknow has got 10-15 flights per day.
- Agra has got about 70 lacs tourists per year and the figure is soaring rapidly. Despite that, Agra has miserably got no air-connectivity.
- The itenery of the foreign tourists is being planned well in advance, and which is presently being planned for the year 2014-15.
- We need to have ILS at the earliest, which would be instrumental for the private airliners to have air-connectivity with Agra.
- Air India should also be directed to have its flight to Agra.

III. Separate Civil Terminal

- The present AAI's Civil Terminal is located within the Air Force area without a separate corridor for the entry /exit or for the parking of the private aircrafts.
- The lack of the separate entry /exit corridor creates a hurdle to the passengers, private airlines as the Air Force people discourages the movements of the private aircrafts and the private passengers.
- AAI has identified 55-56 acres of the land of village Dhanoli (Near Airforce Gate No. 3 and adjoining to State Highway No. 39) which is owned by the State of UP and private persons. Upon such land, a separate corridor and civil terminal can conveniently operate. It is only 100 mtr. away from the present runway.

We, therefore, request that the above identified land of 55-56 acres may be taken and a separate civil terminal be constructed by the AAI. The request to the State of UP may also be made to transfer the land and the private land may be acquired through negotiations. It may kindly be done in a time bound manner.

IV. International Airport

- Taj Mahal, the Seventeenth Century Marvel, is the most visited ASI monument of the country. Besides this World Heritage Monument, Agra Fort and Fatehpur Sikri are the two other World Heritage Monuments, attracting the crowd of the tourists to visit them.
- Agra needs an International Airport to reap the benefit of its vast tourism potential.
- The Collector, Agra has identified a proposed location of the International Airport near Etmadpur, NH-2.

We request that an International Green Airfield at Agra be constructed on the PPP model to provide a much broader base for the growth of the tourism and industrial sectors of Agra and its adjoining areas.