



Ref No:YIAPL-2026-114

13-03-2026

To,

The Chairperson,
Airports Economic Regulatory Authority of India,
AERA Building, New Administrative Block,
Safdarjung Airport,
New Delhi- 110003

Sub: Submission of the Annual Tariff Proposal (Tariff Rate Card) for Yamuna International Airport Private Limited (YIAPL) for First Control Period

Reference: Consultation Paper no 07/2025-26 dated 6th March'2026

Dear Sir,

This is with reference consultation paper issued by the Authority in the matter of determination of aeronautical tariffs for Yamuna International Airport Pvt Ltd (YIAPL) for the First Control Period (FCP).

To begin with, YIAPL would like to express our gratitude to the authority for the hard work put in while conducting the due diligence of MYTP submitted by YIAPL and releasing the consultation paper.

As part of the stakeholder consultation Process, YIAPL will be submitting detailed responses with respect to the proposals put forth by authority in the consultation paper. We request the authority to finalize the aggregate revenue requirement (ARR), only after taking into consideration our submissions, and provide YIAPL an opportunity to revise/refine the Annual Tariff Proposal (ATP) along with VTP, based on the final decision of the authority, prior to the issuance of tariff order.

The Authority in the consultation paper has directed YIAPL to submit the Annual Tariff Proposal (ATP) in line with the ARR and yield considered in the consultation paper within 7 days. We hereby submit our ATP for the first control period in accordance with the consultation paper issued by the Authority, as Annexure A.

We would also like to mention that being a greenfield airport, development of the catchment within a dual airport setup poses significant challenges for Noida International Airport. Striking an optimal balance between the User Development Fee (UDF) and landing/parking charges is crucial for establishing traffic flow and maximizing revenue potential. Considering the above challenge, NIA has submitted the tariff mix of UDF and Landing/Parking charges and we request authority to consider the desired mix of airport charges as it is crucial for greenfield airport to build catchment in initial years of operations.

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If you require any further information regarding our submission, we are happy to assist you.

Sincerely,

Christoph Schnellmann



Chief Executive Officer

Nitu Samra



Chief Financial Officer

Encl. Annexure A -Tariff Proposal for YIAPL

Annexure A - Tariff Proposal for YIAPL for 1st Control Period

A. Landing Charges

Landing Charges: Domestic flights (in Indian Rupees)

Weight of an aircraft	FY27 01.04.2026 - 31.03.2027	FY28 01.04.2027 - 31.03.2028	FY29 01.04.2028 - 31.03.2029	FY30 01.04.2029 - 31.03.2030	FY31 01.04.2030 - 31.03.2031
< 100 MT	INR 760 per MT	INR 791 per MT	INR 822 per MT	INR 855 per MT	INR 889 per MT
> 100 MT	INR 76,000+INR 1005 per MT in excess of 100 MT	INR 79,100+INR 1044 per MT in excess of 100 MT	INR 82,200+INR 1085 per MT in excess of 100 MT	INR 85,500+INR 1128 per MT in excess of 100 MT	INR 88,900+INR 1173 per MT in excess of 100 MT

Landing Charges: International flights (in Indian Rupees)

Weight of an aircraft	FY27 01.04.2026 - 31.03.2027	FY28 01.04.2027 - 31.03.2028	FY29 01.04.2028 - 31.03.2029	FY30 01.04.2029 - 31.03.2030	FY31 01.04.2030 - 31.03.2031
< 100 MT	INR 870 per MT	INR 905 per MT	INR 941 per MT	INR 979 per MT	INR 1018 per MT
> 100 MT	INR 87,000 + INR 1131 per MT in excess of 100 MT	INR 90,500 + INR 1176 per MT in excess of 100 MT	INR 94,100 + INR 1223 per MT in excess of 100 MT	INR 97,900 + INR 1272 per MT in excess of 100 MT	INR 1,01,800 + INR 1323 per MT in excess of 100 MT

Notes:

1. Weight of an aircraft means Maximum Take-Off Weight (MTOW) in MT (i.e., 1,000 kgs) as indicated in the Certificate of Airworthiness (CoA) issued by competent authority.
2. Landing Charges shall be calculated on the basis of next rounded of MT (i.e., 1,000 kgs).
3. All domestic legs of international routes flown by Scheduled Indian Airline Operators will be treated as domestic flights as far as landing charges are concerned, irrespective of the flight numbers assigned to such flights.
4. Domestic leg of international routes of foreign carriers shall be treated as international flights.
5. No landing charges shall be payable in respect of:
 - a. Aircrafts with a maximum certified passenger capacity of less than 80 seats, being operated by domestic scheduled operators at the airport

- b. Helicopters of all types (not applicable to non-schedule operators)
 - c. Training flights operated by DGCA approved flying schools/ flying training institutes
 - d. Military Aircraft (Government of India) including para-military forces such as BSF, Coast Guard etc.
6. A minimum fee of INR 8,000/- shall be charged per single landing for non-scheduled flights.

B. Parking charges for all aircraft

Parking charges for all aircraft – Domestic and International (First two hours after free parking period)

FY27 01.04.2026 - 31.03.2027	FY28 01.04.2027 - 31.03.2028	FY29 01.04.2028 - 31.03.2029	FY30 01.04.2029 - 31.03.2030	FY31 01.04.2030 - 31.03.2031
INR 25 per hour per MT	INR 25 per hour per MT	INR 25 per hour per MT	INR 25 per hour per MT	INR 25 per hour per MT

Parking charges for all aircraft – Domestic and International (Beyond four hours)

FY27 01.04.2026 - 31.03.2027	FY28 01.04.2027 - 31.03.2028	FY29 01.04.2028 - 31.03.2029	FY30 01.04.2029 - 31.03.2030	FY31 01.04.2030 - 31.03.2031
INR 50 per hour per MT	INR 50 per hour per MT	INR 50 per hour per MT	INR 50 per hour per MT	INR 50 per hour per MT

Notes:

1. Parking time will be calculated based on On-Blocks and Off-Blocks time as recorded by YIAPL.
2. No Parking Charges are levied for the first 2 hours. While calculating the free parking time, standard time of 15 minutes is added on account of time taken between touchdown and actual parking time on the parking stand. Another standard time of 15 minutes is added on account of taxiing time of aircraft from parking stand to take off point and collectively referred as free parking.
3. The charges set forth herein shall be calculated based on the next rounded off MT.
4. For calculating chargeable parking time, any part of an hour shall be rounded off to the next hour.
5. Weight of an aircraft means MTOW in MT (1000 kg) as indicated in the certificate of airworthiness filed with DGCA.
6. The charges set forth herein shall be calculated based on the nearest rounded off MT.
7. For aircraft that exceed their authorized parking time, the parking fee will be charged at 10 times the applicable rate for the duration of the overstay.

8. Allocation and utilization of night parking bay(s) shall be subject to availability of bays(s) and will be governed by YIAPL's policy.
9. To avail one night parking bay, the airlines must operate minimum 6 departures per day for scheduled passenger aircraft operator and minimum 3 departures per week for scheduled freighter aircraft operator.

C. User Development Fee (UDF)

UDF for Domestic Passengers (Rate per passenger in Indian Rupees)

Type of passenger	FY27 01.04.2026 - 31.03.2027	FY28 01.04.2027 - 31.03.2028	FY29 01.04.2028 - 31.03.2029	FY30 01.04.2029 - 31.03.2030	FY31 01.04.2030 - 31.03.2031
Embarking passenger	653	753	809	865	921
Disembarking passenger	282	323	347	371	395

UDF for International Passengers (Rate per passenger in Indian Rupees)

Type of passenger	FY27 01.04.2026 - 31.03.2027	FY28 01.04.2027 - 31.03.2028	FY29 01.04.2028 - 31.03.2029	FY30 01.04.2029 - 31.03.2030	FY31 01.04.2030 - 31.03.2031
Embarking passenger	1200	1400	1512	1624	1736
Disembarking passenger	520	600	648	696	744

Notes:

1. **Collection Charges:** Collection charges shall be applicable as per the policy pertaining to such charges between YIAPL and the airline.
2. No collection charges are payable to non-scheduled operators.
3. UDF (Domestic / International) will be determined and levied based on the ultimate destination in a particular ticket / PNR.
4. For conversion of US\$ to INR, the RBI conversion rate as on the last day of the previous month for tickets issued in the first fortnight and rate as on 15th of the month for tickets issued in the second fortnight shall be adopted.
5. **Exemptions in Payment of User Development Fee (UDF):** In terms of DGCA AIC No. 14/2019 dated 16.05.2019 and AIC No. 20/2019 dated 06.11.2019 (decision of Ministry of Civil Aviation, Govt. of India

vide order no. AV 29012/39/2018-AD dated 30.10.2019) the following categories of persons are exempted from levy and collection of UDF:

- a. Children (under the age of 2 years).
- b. Holders of Diplomatic Passport.
- c. Airlines crew on duty including sky marshals and airline crew on board for the particular flight only (this would not include Dead Head Crew, or ground personnel).
- d. Persons travelling on official duty on aircraft operated by Indian Armed Forces.
- e. Persons travelling on official duty for United Nations Peace Keeping Missions.
- f. Transit/ transfer passengers (this exemption may be granted to all the passengers transiting up to 24 hours. "A passenger is treated in transit only if onward travel journey is within 24 hours from arrival into airport and is part of the same ticket, in case 2 separate tickets are issued it would not be treated as transit passenger").
- g. Passengers departing from the Indian airports due to involuntary re-routing i.e. technical problems or weather conditions.

D. CUTE/ CUSS

Type of passenger	Rate
Charges per Embarking passenger	USD 1

Notes:

1. CUTE/ CUSS charge shall be applicable to the below embarking passengers:
 - a. Passengers on scheduled flights
 - b. Passengers on non-scheduled, charter flights
2. For scheduled passenger flights, the charges shall be billed and collected by the Concessionaire.
3. For adhoc/ non-scheduled passenger flights, the charges shall be billed and collected by YIAPL.
4. For conversion of US\$ to INR, the RBI conversion rate as on the last day of the previous month for tickets issued in the first fortnight and rate as on 15th of the month for tickets issued in the second fortnight shall be adopted.
5. The above CUTE/CUSS charges are applicable on UDF paying passengers.

E. Bridge Mounted Equipment Services :

The Bridge Mounted equipment will be owned by YIAPL and operated by third party. In the above proposed rate card, YIAPL has not proposed any rate card towards BME services.

F. General Conditions :

1. All the charges referred above are collectively called as 'Aeronautical Charges'.

2. Aviation Security Fee (ASF) shall be applicable as prescribed by MoCA from time to time.
3. Flights operating under Regional Connectivity Scheme will be completely exempted from aeronautical charges as per Order No. 20/2016-17 dated March 31, 2017 of the Authority.
4. All the above aeronautical charges are excluding Goods and Services Tax (GST). GST at the applicable tax rates is payable in addition to the above charges.
5. For all the above aeronautical charges, the Airlines will be allowed a credit period in accordance with YIAPL's policy.
6. While operating at DXN, the airlines must follow the Conditions of Use, as circulated by YIAPL.

Variable Tariff Plan

A. VTP for Scheduled Domestic Passenger Flights

Applicable Domestic landing charges

Year		Year 1	Year 2	Year 3
No. of months		12 months	12 months	6 months
No. of departures per day	0 – 10	RR	RR	RR
	11 – 20	80%*RR	90%*RR	RR
	21 – 34	50%*RR	70%*RR	85%*RR
	35 – 50	40%*RR	50%*RR	75%*RR
	50 and above	20%*RR	40%*RR	60%*RR

*RR means Rack Rate

Terms and Conditions:

1. The VTP is meant for scheduled domestic passenger flights only and is applicable to all the Carriers operating on domestic routes, eligible under this VTP.
2. The eligible airline will be offered VTP based on the number of departures per day and VTP as per the respective slab will be applicable. E.g. Airline A operates 36 departures in Year 1, it will be eligible to get VTP as per 4th slab tabulated above.
3. During the tenure of VTP, an airline cannot reduce the frequency year-on-year. If the yearly frequencies are reduced, the VTP will not be applicable.
4. VTP will be governed by the monthly evaluation of the performance of the airlines and actual annual performance will also be considered for eligibility.
5. The payment of landing charges will be done by the airlines in full without any deductions, as per invoicing by DXN. The VTP will be offered after the completion of each year in the form of credit notes
6. Airlines must operate minimum 6 departures per day per requested night parked aircraft. Night parked aircraft would mean the aircraft parked between 2200-0500 hours for a minimum period of 6 hours.
7. An airline should operate a minimum of 42 weeks of continuous scheduled operations each year to avail VTP. In Year 3, the eligibility criteria will be adjusted proportionate to the number of months.
8. The incentive programme will kick-start effective DXN COD and will automatically expire post 2.5 years of DXN COD.
9. No discount over and above the proposed VTP is applicable.

10. DXN reserves the right to change any terms or condition of this VTP, at its own discretion, by way of prior approval of AERA.
11. Detailed terms and conditions will be shared with the airlines who wish to avail the proposed VTP.
12. For availing VTP, the airlines must follow the Conditions of Use, as circulated by YIAPL

B. VTP for Scheduled International Passenger Flights

VTP on International Routes							
Year		Year 1		Year 2		Year 3	
Months		12 months		12 months		12 months	
Distance		>4,500 km	<=4,500 km	>4,500 km	<=4,500 km	>4,500 km	<=4,500 km
Landing charges for international scheduled passenger flights	MTOW <=100MT	0%*RR	0%*RR	0%*RR	25%*RR	0%*RR	50%*RR
	MTOW >100MT	0%*RR	0%*RR	0%*RR	0%*RR	0%*RR	0%*RR
UDF (embarking and disembarking) for international scheduled passenger flights	MTOW <=100MT	0%*RR	0%*RR	0%*RR	25%*RR	0%*RR	50%*RR
	MTOW >100MT	0%*RR	0%*RR	0%*RR	0%*RR	0%*RR	0%*RR

Qualification criteria:

Min dep/week for landing discount			
	Year 1	Year 2	Year 3
Routes>4500 km	-	-	-
Routes<=4500 km	3	5	7

Terms and conditions:

1. The benefit would be offered only on scheduled international, non-stop, direct passenger flight operations by Indian and Foreign Carriers.
2. The proposed VTP is subject to the final approval of AERA.
3. The payment of landing charges will be done by the airlines in full without any deductions, as per invoicing by DXN. The VTP will be offered after the completion of each year in the form of credit notes.
4. The discounted UDF as per the applicable slab will be offered upfront and will not be settled towards the completion of each year. The discounted UDF should get reflected in the air ticket.
5. There will be monthly evaluation of the performance for calculating the applicable incentive eligibility on landing charges.
6. Actual annual performance will also be considered as part of incentive eligibility.
7. In case the airline is unable to meet the qualification criteria for a continuous period of 6 months on a given route, VTP will be discontinued.
8. For routes up to 4,500 km, the VTP shall apply only where the total departures on a given route do not exceed five (5) departures per day from DXN

9. In the scenario that the actual performance meets the eligibility criteria in only 1 year, benefit will be passed to the airline for that particular year only.
10. An airline should operate a minimum of 42 weeks of continuous scheduled operations each year to avail VTP.
11. The VTP is applicable from the date of commencement of such flights. Airlines once enrolled in the incentive schemes will continue benefitting until the expiration of the proposed tenure.
12. The proposed distance is as per the stage length of great circle, also the unit of kilometres refers to air kilometres for calculating the qualifying distance as per great circle path.
13. No discount over and above the proposed VTP is applicable.
14. DXN reserves the right to change any terms or condition of this VTP, at its own discretion, by way of prior approval of AERA.
15. Detailed terms and conditions will be shared with the airlines who wish to avail the proposed VTP.
16. For availing VTP, the airlines must follow the Conditions of Use, as circulated by YIAPL