



## BUSINESS AIRCRAFT OPERATORS ASSOCIATION

Ref. No. BAOA/AERA/05/2025-26  
March 25, 2026

**Director (P&S, Tariff)**  
**Airports Economic Regulatory Authority of India (AERA),**  
**3 rd Floor, Udaan Bhawan,**  
**Safdarjung Airport, New Delhi - 110003, India**

**Subject: Comments on Multi-Year Tariff Proposal (First Control Period (01.04.2026 - 31.03.2031).)**  
**- Noida International Airport, (DXN)**

The Business Aviation Operators Association (BAOA) appreciates the opportunity provided by the Airports Economic Regulatory Authority of India (AERA) to speak during the stakeholders meeting on 23rd March 2026 and to also submit written comments on the Multi-Year Tariff Proposal for the First Control Period of Noida International Airport.

As a major greenfield airport serving the National Capital Region, the project presents a significant opportunity to establish a balanced and future-ready aviation ecosystem, supporting scheduled airline operations alongside the efficient growth of General and Business Aviation (GA/BA). In this context, the following submissions are respectfully made:

### **1. GA/BA Terminal Infrastructure**

The proposal does not clearly articulate provisions for dedicated GA/BA terminal infrastructure.

It is recommended that planning incorporate a dedicated GA/BA terminal or FBO-operated facility with independent landside access, ensuring:

- Operational efficiency for corporate and charter aviation
- Segregation from commercial passenger flows
- Enhanced service quality without burdening core terminal infrastructure

Early-stage provisioning would be aligned with global best practices at emerging hub airports.

### **2. Dedicated Apron and Aircraft Parking**

The current infrastructure framework appears primarily oriented towards passenger and cargo operations.

It is recommended that dedicated apron space and parking stands for business jets and turboprop aircraft be earmarked from the initial phase, to ensure:

- Predictability in capacity allocation
- Efficient aircraft turnaround
- Avoidance of future retrofitting constraints

### 3. Proportionate and Competitive Tariff Structure

Given AERA's mandate to ensure fair, reasonable, and non-discriminatory tariffs, it is important that:

- Aeronautical charges for GA/BA operations remain proportionate to asset utilization
- Weight-based landing and parking charges are structured competitively relative to comparable airports in the NCR region
- Cross-subsidisation from GA/BA users toward large-scale commercial infrastructure is avoided

A balanced tariff framework will ensure that business aviation traffic is not inadvertently disincentivised, particularly in a multi-airport regional system.

### 4. Optional Service Model for GA/BA Users

It is suggested that the airport adopt a hybrid user model for GA/BA operations, enabling:

- Access to premium FBO-style services for high-end users
- Availability of basic terminal handling facilities at reasonable cost for charter and smaller operators

Such an optional structure would ensure user choice, cost efficiency, and service differentiation, consistent with AERA's principles of transparency and user-pay models.

### 5. Optional Long-Term Parking Tariff Framework (Upfront Model)

In exercise of its statutory mandate to determine aeronautical tariffs at PPP airports, AERA may consider introducing an approved optional framework for long-term aircraft parking based on upfront payment. Such a model would enable operators, particularly those with usual base of operations in the NCR, to opt for prepaid multi-year parking entitlements (e.g., 3-5 years), structured on transparent and non-discriminatory terms within the control period. Comparable long-term user fee mechanisms have been successfully implemented in the surface transport sector by the National Highways Authority of India, demonstrating the viability of upfront payment models in infrastructure financing. Adoption of a similar approach in the aviation context would support revenue visibility and capital planning for the airport operator, while ensuring predictability and assured access for users, consistent with AERA's principles of fairness, transparency, and efficient user-pay frameworks.

### 6. Strategic Opportunity for a Corporate Aviation Hub

The development of dedicated GA/BA infrastructure presents a strategic opportunity to position Noida International Airport as a corporate aviation hub for Northern India, by:

- Complementing existing NCR airport capacity constraints
- Attracting high-value business aviation traffic
- Supporting regional economic growth and investment mobility



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### Conclusion

With appropriate provisioning of dedicated GA/BA infrastructure, equitable tariff structures, and flexible service models, Noida International Airport can support the full spectrum of aviation activity while enhancing long-term value for the National Capital Region.

BAOA would welcome continued engagement with the Ministry of Civil Aviation, AERA, and the airport operator to ensure that the development framework remains inclusive, efficient, and aligned with global best practices.

Business aviation represents high-value economic mobility, enabling investment, enterprise, and time-critical connectivity. Its integration at the planning stage will significantly enhance the airport's long-term strategic positioning.

For **Business Aircraft Operators Association**



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