



BUSINESS AIRCRAFT OPERATORS ASSOCIATION

Ref. No. BAOA/AERA/01/2026-27

April 01, 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 of BAOA India on Consultation Paper No. 08/2025-26 - Determination of Aeronautical Tariff for Navi Mumbai International Airport (NMIA)

1. Introduction

1.1 BAOA India respectfully submits its comments on the Consultation Paper for determination of aeronautical tariff for NMIA for the First Control Period (2025–2030).

1.2 BAOA represents operators across the GA/BA spectrum, including business jets, corporate aircraft, charter, and air ambulance operations.

1.3 These submissions are made in a constructive spirit to support the Authority in ensuring transparent, balanced, and forward-looking regulatory outcomes, particularly in the context of a greenfield metro airport within a dual-airport system.

2. Recognition of GA/BA as Core Aeronautical Segment

2.1 GA/BA operations involve continuous utilisation of core aeronautical infrastructure, including airside access, parking, apron usage, and associated facilities.

2.2 It is noted that certain GA/BA-related facilities (including terminals, hangars, and associated services) are presently envisaged within broader non-aeronautical frameworks.

2.3 BAOA submits that core GA/BA infrastructure – particularly parking, apron usage, and hangarage – should be recognised as aeronautical in nature, and accordingly brought within a principles-based regulatory framework under AERA.

3. Dedicated GA/BA Infrastructure - Implementation Commitment

3.1 NMIA's planning framework provides for phased infrastructure development.

3.2 BAOA submits that identified GA/BA infrastructure (including parking, hangars, and support facilities) should be:

- (a) implemented in a time-bound manner;
- (b) protected within planning frameworks without post-COD deferment; and
- (c) scaled in line with demand growth.

3.3 This is essential to avoid the recurring industry concern of GA/BA infrastructure being deprioritised post-commissioning.



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4. Dual-Airport Coordination - NMIA & CSMIA

- 4.1 The Consultation Paper recognises NMIA's role in addressing capacity constraints in the Mumbai region.
- 4.2 In view of common ownership, BAOA submits that:
 - (a) GA/BA operations should be strategically distributed across NMIA and CSMIA;
 - (b) infrastructure planning should be complementary and coordinated; and
 - (c) a framework should enable operational flexibility across both airports.
- 4.3 This is critical given Mumbai's position as a primary hub for corporate aviation.

5. Long-Term/ Upfront Parking Framework (MYTP-Aligned)

- 5.1 BAOA proposes the introduction of an optional long-term parking framework (up to five years) aligned with the MYTP structure.
- 5.2 Such a framework may include:
 - (a) upfront parking charges;
 - (b) assured allocation; and
 - (c) transparent categorisation.
- 5.3 This would enhance predictability in fleet basing decisions and align with long-term planning under the tariff framework.

6. Regulation of Third-Party / Concessionaire-Based GA/BA Charges

- 6.1 The Consultation Paper envisages reliance on concessionaire and outsourced service models, including for GA/BA-related facilities.
- 6.2 BAOA submits that, where certain GA/BA terminal or facilitation services are classified as non-aeronautical, the associated charges must be strictly optional, unbundled, and usage-based, and should not form part of any mandatory charge structure.

Given the heterogeneity of GA/BA operations—including premium/VIP movements and cost-sensitive charter and air ambulance services—it is essential to preserve user choice and cost flexibility.

Accordingly, BAOA recommends that AERA may consider prescribing, as part of the Multi-Year Tariff Plan (MYTP), an approved optional services framework for GA/BA, under which:

- (a) value-added or premium terminal services are offered on an opt-in basis; and
- (b) access to essential aeronautical facilities remains available without mandatory linkage to such services.

This would ensure transparency, non-discrimination, and cost proportionality, while enabling appropriate service differentiation within the GA/BA segment.

- 6.3 BAOA further submits that all concessionaire-based arrangements must remain subject to clear regulatory oversight, ensuring that charges are transparent, non-discriminatory, and appropriately linked to underlying services.



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7. Principles-Based but Justified Tariff Differentiation

- 7.1 BAOA supports a principles-based tariff framework, allowing differentiation where justified by:
- infrastructure or service levels;
 - congestion or capacity considerations; and
 - approval within the MYTP framework.
- 7.2 This approach avoids both arbitrary pricing and artificial uniformity.

8. Performance-Linked Incentive Framework

- 8.1 NMIA has committed to service quality benchmarks.
- 8.2 BAOA submits that AERA may consider introducing performance-linked incentives and disincentives within the tariff framework.
- 8.3 This would strengthen accountability and service outcomes within a cost-plus regime.

9. Transparency and Standardisation

- 9.1 BAOA submits that AERA may consider mandating:
- clear classification of GA/BA services;
 - disclosure of all applicable charges; and
 - elimination of non-standard or indirect charges.
- 9.2 This is particularly relevant in the context of multi-layered concessionaire structures and evolving service delivery models.

10. Conclusion

NMIA presents a significant opportunity to establish a structured and forward-looking regulatory framework for GA/BA.

The above submissions are intended to support AERA in:

- strengthening transparency;
- ensuring fair and predictable tariff outcomes; and
- enabling sustainable growth of GA/BA in India.

BAOA would be privileged to engage further with the Authority on these submissions.

For **Business Aircraft Operators Association**

Gp. Capt. Rajesh K. Bali (retd.)
Managing Director

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BUSINESS AIRCRAFT OPERATORS ASSOCIATION

Ref. No. BAOA/AERA/02/2026-27

April 06, 2026

Director (P&S, Tariff)

Airports Economic Regulatory Authority of India (AERA),

3 rd Floor, Udaan Bhawan,

Safdarjung Airport, New Delhi - 110003, India

Subject: Additional Submission - Unauthorized Overstay Charges & Parking Framework in NMIAL Tariff Proposal (CP 08/2024-25)

Sir,

Further to our submission dated 01 April 2026 and the subsequent discussions during the stakeholder consultation meeting held on 02 April 2026, we submit the following additional comments on the tariff proposal for Navi Mumbai International Airport (NMIAL).

At the outset, we submit that aircraft parking is a core aeronautical service, and therefore its pricing, allocation, and regulatory framework must strictly conform to the principles of transparency, non-discrimination, and regulatory oversight as envisaged under the AERA Act and the applicable concession framework.

In this context, the proposed “Unauthorized Overstay Charges” merit reconsideration.

It is submitted that:

- The concept of such charges has no uniform regulatory basis and was selectively introduced at Mumbai (CSMIA), which itself is currently under judicial challenge before the Hon’ble Supreme Court, and hence lacks finality.
- The proposed framework at NMIAL attempts to replicate a contested and non-standard mechanism, without establishing regulatory justification or policy rationale.

More fundamentally, the proposal reflects a mischaracterisation of parking as a penalised activity, rather than as a regulated aeronautical service requiring structured allocation and pricing.

The categorisation of aircraft as “not having NMIA as usual station” further lacks clarity and regulatory backing:

- There is no defined framework under the AERA Act or concession agreements governing such classification.
- The basis, authority, and process for designating a “usual station” remain unclear and non-transparent.



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In our respectful submission, the determination of “usual parking base” should not be left to discretionary or undefined mechanisms, but must be:

- Formally regulated under AERA’s tariff framework, and
- Aligned with the broader principles embedded in the concession agreement (OMDA) and aeronautical service obligations.

Regulatory Principle Note

It is respectfully submitted that under the AERA framework, aeronautical tariffs must reflect cost-based, transparent, and non-discriminatory principles, and cannot incorporate punitive or deterrent elements unrelated to the provision of service. Parking charges, being integral to aeronautical infrastructure usage, must therefore be structured as a function of time, capacity utilization, and cost recovery, and not as discretionary or penal instruments. Any deviation from these principles risks distorting market access, undermining regulatory consistency, and creating unintended barriers for legitimate operators, particularly in the non-scheduled and general aviation segment.

Constructive Framework Proposal

In order to ensure a balanced, transparent, and commercially viable approach, we reiterate our support for a structured parking allocation mechanism, including:

- An option for operators to secure designated parking status at NMIAL through upfront payment of parking charges for a defined period (e.g., 3–5 years);
- Such a framework to be clearly determined and approved by AERA, including:
- Quantum of upfront charges
- Corresponding duration of assured parking rights
- Number of parking positions available under such arrangements
- Transparent and equitable allocation methodology

This approach would:

- Provide certainty to operators,
- Enable efficient capacity planning by the airport operator, and
- Ensure fair and non-discriminatory access to aeronautical infrastructure.



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On Overstay / Parking Charges

In contrast, the currently proposed Unauthorized Overstay Charges are penal in nature, arbitrary in structure, and unsupported by a uniform regulatory framework, and therefore:

- Should be withdrawn in their present form.
- Any parking beyond allocated or free duration, if chargeable, should be governed through graded, time-based slab structures (24 hrs, 48 hrs, 72 hrs, etc.), as followed at other major airports in India.

Conclusion

With the development of dual airport infrastructure in the Mumbai Metropolitan Region, it is imperative to move towards:

- Harmonized, predictable, and regulator-driven frameworks,
- Efficient and optimal utilization of parking infrastructure, and
- Elimination of ad-hoc or legacy practices lacking regulatory consistency.

We respectfully request AERA to reframe the parking and overstay regime at NMIAL in line with the above principles, ensuring that it reflects the true nature of parking as a regulated aeronautical service, not a penal construct.

For **Business Aircraft Operators Association**



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Managing Director

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Ref. No. BAOA/AERA/03/2026-27

April 16, 2026

Shri Ram Krishan

Director (P&S, Tariff)

Airports Economic Regulatory Authority of India (AERA),

3 rd Floor, Udaan Bhawan,

Safdarjung Airport, New Delhi - 110003, India

Subject: Supplementary comments on Navi Mumbai Airport Consultation Paper (CP No. 8/2024-25) - regulation of GA/BA parking, GAT charges and service transparency

Sir,

With reference to the tariff consultation for Navi Mumbai International Airport and our submissions made earlier vide Ref. No. BAOA/AERA/01/2026-27, dt. 01 April 2026 and Ref. No. BAOA/AERA/02/2026-27, dt. 06 April 2026, including our participation in the stakeholder consultation held on 02 April 2026, we respectfully place the following supplementary comments for consideration and appropriate reflection in the final tariff order.

At the outset, it is respectfully submitted that aircraft parking / apron space for General and Business Aviation (GA/BA) is an essential and inseparable part of aeronautical services at any public airport and squarely falls within the statutory regulatory ambit of AERA under Sections 13 and 14 of the AERA Act. Accordingly, all charges relating to aircraft parking, apron use, stand allocation and open-space usage within aeronautical areas at Navi Mumbai Airport must necessarily be subject to prior determination, approval and oversight by AERA through the tariff order framework.

Such charges must be determined on the basis of transparent cost disclosure, cost causation, proportionality, reasonableness, non-discrimination and efficient infrastructure utilization. Any attempt to impose such charges outside the approved tariff structure would amount to private monetization of core aeronautical infrastructure without statutory scrutiny.

In this regard, we invite AERA's attention to the communication recently issued by Navi Mumbai International Airport Limited / Adani Airport Holdings Limited (*attached*) to GA/BA operators, proposing substantial open-space parking charges and advance payment arrangements for access to non-exclusive and non-demarked apron areas. Such arrangements, if permitted outside AERA's tariff framework, would effectively create a parallel charging regime for essential airport infrastructure, contrary to the statutory scheme and principles of economic regulation.

AERA is therefore respectfully requested to:

- expressly examine and determine all GA/BA parking / apron / stand charges at Navi Mumbai Airport through the tariff order;
- require full cost justification and stakeholder disclosure for such charges; and
- specifically prohibit any coercive or indirect commercial arrangements requiring pre-payment, subscription, deposits or separate contractual commitments for access to aeronautical infrastructure outside the approved tariff framework.

Further, unlike scheduled airlines, non-scheduled GA/BA operators are generally dependent on airport operators or their authorized agencies for ground handling, aircraft servicing, security coordination and



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passenger facilitation. This makes clarity on service scope, access conditions and applicable charges especially important.

Accordingly, General Aviation Terminal (GAT) services should be clearly segregated between:

- (a) essential aeronautical services necessary for aircraft handling, safety, security and passenger processing; and
- (b) premium / optional / hospitality-related services.

AERA has consistently recognized in its regulatory approach and public notices that premium terminal services are optional in nature and cannot be bundled with access to essential aeronautical facilities. The final tariff order should therefore expressly provide that lounge access, concierge services, premium transport, meet-and-assist support and similar value-added amenities at the GAT shall remain strictly optional and chargeable only when specifically requested and actually availed.

In this regard, AERA may also take note of recent instances at Chhatrapati Shivaji Maharaj International Airport and certain other PPP airports, where airport-designated service providers, including AVGROUND Facilities Limited (*attached*), have unilaterally revised charges for ground support, facilitation and allied passenger handling services that are non-aeronautical / value-added in nature. In practice, such charges are being presented as bundled, standardised and effectively non-negotiable service packages linked to airport access, stand allocation or slot operations for GA/BA users. This has the effect of compelling users to pay for premium or discretionary services irrespective of actual requirement or choice, thereby diluting the principle of unbundled access and undermining tariff transparency. In this regard, AERA may kindly also refer to the *attached* communication / revised charge circular for ready reference. Such practices are inconsistent with the regulatory framework under the AERA Act and contrary to AERA's stated position, including its 2024 public notice, that premium terminal / facilitation services must remain optional, transparent and separately chargeable only when specifically availed.

No airport operator, directly or through its designated concessionaires / service providers, should be permitted to bundle premium GAT or facilitation services with mandatory airport access, impose such services as a pre-condition for slot / stand allocation or terminal access, or unilaterally revise or introduce such charges outside the approved regulatory framework.

AERA may also consider prescribing:

- clear service definitions and unbundled tariff heads;
- advance disclosure obligations;
- measurable service standards; and
- an effective grievance redressal mechanism for GA/BA users.

We also respectfully reiterate our earlier submissions regarding overstay / penal parking charges. Such charges were historically justified at Chhatrapati Shivaji Maharaj International Airport in the context of legacy capacity constraints. However, with the commissioning of Navi Mumbai Airport and the resulting augmentation of regional airport capacity, the continued rationale for punitive parking structures requires fresh review.

It is therefore respectfully submitted that:



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- overstay / penal parking charges should not be replicated or introduced at Navi Mumbai Airport; and
- AERA may instead prescribe a rational, transparent and graded slab-based parking framework linked to actual parking duration and operational needs.

AERA may also consider reviewing the continued justification of such penal charges at CSMIA in light of the evolving airport ecosystem and expanded regional capacity.

Lastly, Navi Mumbai Airport presents an important opportunity for AERA to establish a forward-looking benchmark for airport transparency and operational efficiency. We respectfully submit that the final tariff order may also encourage:

- mandatory online slot allocation systems;
- real-time stand / parking availability visibility;
- digital coordination and access protocols; and
- objective access and service standards.

Such measures would improve predictability, reduce subjectivity, promote optimal infrastructure utilization, and align with AERA's broader objectives of transparent and performance-linked airport regulation.

We respectfully request that the above concerns be duly considered and appropriately reflected in the final tariff order in the interest of regulatory certainty, fairness, user confidence and the long-term growth of India's GA/BA ecosystem.

For **Business Aircraft Operators Association**


Gp. Capt. Rajesh K. Bali (retd.)
Managing Director

Email: rkbali@baoa.in

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Enclosed: Open-space parking charges
GH charges - AVGROUND Facilities Limited
AERA Circular -

LETTER OF AWARDRef: **PROC/AAHL/25-26/LOA**Date: **11/11/2025**

To,

Kind Attn:**Subject:** Award of right to use open space for Code C Aircraft at Navi Mumbai International Airport, Navi Mumbai.

Dear Sir,

Reference to our discussion on the captioned subject matter, Adani Airport Holdings Limited (hereinafter referred as "AAHL") is pleased to issue this Letter of Award (LOA) to **Org Name Air** (hereinafter referred to as "**Org Name**" or "**User**") for award rights to use open space on non-exclusive basis appropriate for aircraft, as specified in **Annexure - I** ("**Aircraft**") with no physical demarcation ("**Open Space**"), at Navi Mumbai International Airport, Navi Mumbai ("**Airport**"), subject to the conditions of use as applicable at the Airport and terms and conditions contained herein and in accordance with the definitive agreement once executed ("**Agreement**").

- 1. Usage Fees:** As per attached Annexure I.
- 2. Period:** 5 (Five) years from the date of notification by AAHL.
- 3. Execution of Agreement:** **Org Name** shall enter into an Agreement **within 30 days** of this LOA.
- 4. Payment Terms:** **Org Name** shall make payment of Rs. 250,000,000 (Twenty Five Crores only) as advance Usage Fees within [•] days of this LOA. For sake of clarity, the advance payment by **Org Name** shall remain interest free during the term. All payments including usage fees, etc. to AAHL through RTGS only, within the timelines as specified herein.
- 5. Taxes and Duties:** The usage fees as provided in Annexure I is exclusive of GST and other taxes or charges which will be paid extra (as applicable) to AAHL.
- 6. Insurances:** All insurances are in scope of **Org Name** related to Open Space.
- 7. Org Name** shall use the Open Space only for its aircraft and shall not allow usage of Open Space by any third party in any circumstances whatsoever. The usage shall be solely for the benefit of **Org Name** and it will be non-exchangeable and non-assignable (including for short or temporary period). **Org Name** shall be required to provide the aircraft fleet tail numbers to AAHL for its sign off, on or before the date of Agreement. **Org Name** shall undertake any repair and maintenance or similar activity of their aircraft at the Open Space only pursuant to approval of AAHL, NMIAL and/ or other relevant authorities. AAHL reserves the right to impose additional charges for such activities.
- 8. Fleet Upgrade-** A onetime fleet upgrade may be effected within a period of two (2) years from the date of execution of this LOA. In the event the aircraft type is upgraded to Code C category, **Org Name** shall be liable to pay the applicable differential charges with effect from date of such change. **Org Name** shall duly notify AAHL in writing of the said changes, whereupon the necessary amendment to this LOA/ Agreement shall be executed to reflect the revised aircraft type and corresponding changes.
- 9. Other Terms and Conditions:** As per attached Annexure I.
- 10. Indemnity:** **Org Name** shall indemnify, defend and hold AAHL harmless, against any and all proceedings, actions and third-party claims arising out of a breach by **Org Name** of

(Authorized Signatory)

Annexure – I

Description and Conditions of use of Open space

Description	Remarks
Aircraft	Code B (Challenger 3500 Aircraft)
Yearly Usage Fees (excluding any taxes & duties as applicable)	Rs. 3,96,00,000 (Indian Rupees Three Crore and Ninety-Six Lacs only)
Term	5 years

Other Terms and Conditions

PART - A

- (a) As per the requirements of Org Name, AAHL shall make available appropriate Open Space for the Aircraft with no physical boundary and without any exclusive right for use by Org Name.
- (b) No ear-marked area or specific location will be assigned at the Open Space.
- (c) Adjacent office area may be offered on sharing basis as required and will be charged as per the rates & norms of NMIAL.
- (d) The advance Usage Fees paid by Org Name shall be adjusted against the annual Usage Fee, including any applicable escalation at the start of each year. If, in any given year, the remaining balance of the advance is insufficient to cover that year's Usage Fee, Org Name shall be required to pay the shortfall within [30] days of receiving a demand from AAHL. Failure by Org Name to make such payment within the stipulated period shall result in automatic termination of the LOA or the Agreement, as case may be, without the need for any further notice. Any remaining balance in the advance Usage Fee shall be treated as payment towards the Usage Fee for the Open Space for the corresponding period, and Org Name shall not be entitled to any refund of such balance.
- (e) The Open Space Usage Fees will have a yearly escalation @ 12% during the Term.
- (f) In case of any breach or misuse of Open Space infrastructure, this LOA or the Agreement (as the case may be) will be terminated with one (1) months' notice period. No amount will be refunded in such circumstances.
- (g) All charges / Usage Fees under this LOA or the Agreement shall become payable at the beginning of the year.
- (h) Any area if required for usage by Org Name beyond Open Space area may be permitted in sole discretion of AAHL and always subject to additional charges to be specified by AAHL.
- (i) No rights are assigned to Org Name for any other accessible open space.
- (j) Org Name shall further be liable for all other applicable aeronautical charges as per norms of NMIAL.

- (k) In case of early termination of the LOA or the Agreement, as the case may be, by AAHL or on account of any breach by AAHL, the balance in the advance Usage Fee shall be refunded to Org Name within [•] days of such termination after adjustment of any unpaid charges or levies.

PART – B

Terms and Conditions for use of Open Space

1. Open Space

- a) User shall not do or permit to be done any act whereby AAHL's right, title or interest in, and upon the Open Space is in any way prejudicially affected, impaired or extinguished.
- b) User undertakes to use the Open Space, with due care and diligence, and in accordance with AAHL's instructions/ directions.
- c) User shall not erect any structure on the Open Space or advertise in any manner on any part of the Open Space or use any other type of advertisement or signboards upon the any part of the Open Space without the prior written permission of AAHL.
- d) User shall not damage the Open Space or any equipment/belongings (including of third party(ies)) or any part of the Airport. If any damage is caused, whether intentionally or otherwise by User (including its employees, personnel, servants, contractors, sub-contractors, agents, invitees or customers) shall repair and make good all such damage or loss to the Open Space and/ or any equipment/belongings (including of third party(ies)) or the Airport. In case of failure of User to do so, AAHL shall be entitled to repair the damage or make requisite replacements and call upon User to forthwith reimburse the entire cost thereof to AAHL.
- e) User shall not do or omit to do anything which might hinder, impede, interrupt or obstruct the free flow of passengers or other users of the Airport (whether through the Open Space or otherwise) or carry on any other business or activities at the Airport, or do or omit to do anything in or around the Airport that in AAHL's sole opinion may be prejudicial, dangerous or offensive. User shall not do anything that may affect AAHL's business or the public image of AAHL or NMIAL or the Airport, in the performance of its obligations.

2. Safety and security

- a) AAHL or NMIAL shall not be held responsible for any theft from or loss or damage of User's aircraft at the Open Space or for any bodily harm or injury to any person in the Open Space due to any reason or due to any natural or unnatural calamities whatsoever.
- b) User shall ensure compliance with standards relating to safety on the airside area including without limitation the NMIAL SMS manual and Safety SOP.
- c) User agrees to provide necessary training to its employees for handling safety, security and emergency procedures, and fire-fighting equipment and procedures provided at the Airport.
- d) User shall comply with all security and safety requirements issued by AAHL, NMIAL, BCAS or/ and any government or regulatory authority or department from time to time.
- e) Pursuant to foregoing, AAHL would be entitled, subject to providing a two (2) days cure notice to User to rectify the breach and on failure of User, to receive as liquidated damages but not in the nature of penalty, a sum of Rupees Twenty Five Thousand Only (Rs.25,000/-) for each day or part thereof for each day of failure by User to perform and complete such obligations.

3. Environment

- a) User shall in relation to disposal of waste and activities at the Open Space comply with all environmental compliances as required by Applicable Laws, the Airport User Manuals and NMIAL's environment management strategy.
- b) Subject to applicable laws, User shall not store or dispose any material, waste products or debris at the Open Space or at the Airport site. User shall submit a proposal for waste disposal plan to AAHL, sufficiently in advance of the date of handover in compliance with applicable Airport User Manuals.
- c) Pursuant to foregoing, AAHL would be entitled to receive subject to providing a Two (2) days cure notice to User to rectify the breach and on failure of User to rectify the breach as liquidated damages but not in the nature of penalty, a sum of Rupees Five Thousand Only (Rs. 5,000/-) for each day or part thereof of default up to Seven (7) days and thereafter Rupees Ten Thousand Only (Rs. 10,000/-) per day, for each day of failure by User to perform and complete such obligations.

4. Compliance with Applicable Laws and regulations

- a) User, its employees, personnel, servants, contractors, sub-contractors and agents shall at all times comply with all Applicable Laws, including without limitation, any rules and regulations made by MOCA, DGCA, BCAS, CISF and other departments of government (including state government bodies) or regulatory authorities and shall, in a timely manner, apply for, obtain and keep in force during the Term all Approvals in relation to its activities at the Open Space and the performance of its obligations pursuant to this Agreement. Notwithstanding any non-usage of the Open Space due to any Approvals (including without limitation, the Airport entry permits specified herein) not being received for any reason, the usage fees shall remain payable. User shall not be entitled to seek any modification of the terms hereof, including the commercial terms in the event any Approvals are not received.
- b) Permits: User shall be solely responsible for obtaining security clearance from BCAS by submitting security programs and employee details and for arranging for appropriate Airport entry permits for all its agents, representatives, employees, servants, etc. at the Airport. User shall be responsible for ensuring that all such persons comply with all regulations and restrictions applicable at the Airport including in the security hold area.

5. Personnel

- a) User shall engage personnel (which includes personnel of agents and contractors, sub-contractors of User (if any)) of good character and behavior and shall acquire necessary Airport entry permits/ passes from the BCAS or any other relevant authority/ agency. User shall have the character of all persons engaged by it verified by police before employment. All personnel engaged by User shall wear the name and photo identity card on their person. Upon written request of AAHL or NMIAL or any governmental authority, User shall furnish, all necessary information relating to personnel engaged by it including without limitation police verification certificates, the name, parentage and residence of such persons.
- b) User shall be solely responsible for the supervision and control of its personnel which includes personnel of agents, contractors and sub-contractors of User (if any) and shall be responsible for all their acts, omissions and defaults on the Airport premises. AAHL may at any time request the removal and replacement of any such personnel engaged by User, with reasons therefor, and User agrees to promptly comply with such request.

- c) User shall be solely responsible for employment arrangements, including payment of salaries, statutory dues, employment benefits and compliance with all Applicable Laws in respect of its personnel. Under no circumstances shall there arise any contractual relationship between AAHL or NMIAL and such personnel of User. User shall indemnify, defend and hold AAHL and NMIAL harmless from and against any claims, actions, proceedings, damages, costs, expenses and liabilities arising as a result of the breach of Applicable Laws (including without limitation Contract Labour (Regulation and Abolition) Act, 1970 or any other law relating to contract labour) by User or from any claims against AAHL or NMIAL by such personnel.

AVIGROUND FACILITIES LIMITED

To,

All Non-Scheduled/Scheduled Airlines/Charter flight operations
Business Aviation operators operating Nonscheduled flights at
Chhatrapati Shivaji Maharaj International Airport, IVMumbai
(CSMIA).

**Subject: - Revision in GA Terminal Services Ancillary Service
charges 1st Dec 2025.**

This is to inform you that Nonscheduled flights charges wef 1st Dec
2025, will be as appended below.

GAT service charges for all flight movements		
Sr. No.	Scenarios - Departure & Arrival	Charges without GST
1	0 - 7 passengers	17,000
2	8 - 14 passengers	30,000
3	15 - 21 passengers	60,000
4	22 - 35 passengers	80,000
5	35 - Above passengers Dom Per Pax / Pax	3,500
6	35 - Above passengers Intl Per Pax / Pax	12,000
7	Category C Aircraft and Above Per / Pax	20,000
8	Premium fast forward Services	100,000

- For International Flights there shall be above charges +25%

Facilities maintenance charges will be applicable.		
Category (Aircraft MTOW KG)	Facilities Maintenance Charges INR per turnaround	
	Domestic	International
C90/PL2/E50/C20/AW6/CJ1/BE9/B20	3500	7200
L4S/P24/C5X/L45/H39/C5X/B20/L40	8640	20520
H25/ER3/F2T/CL3/ER3/CL3/GR2/G15/L60	14850	41175
CCJ/ERP/CCJ/F90/E65/ERD/	19375	55625
CCX/F7X/GL4/G45	26250	70625
CCX/GL6/G55/CL5/	30625	89375
CC7/733/GL7/CC7/E90/ANF/ANF/	41400	113965
GL7/221/219/321/Z33/75F/76Y/75F	56925	158125

AVIGROUND FACILITIES LIMITED

Premium Service Package

Service Duration	Domestic Charges	International Charges
04hrs to 12hrs	50,000	1,00,000
12hrs to 24hrs	1,00,000	1,50,000
Above 24hrs per day	1,00,000	1,50,000

Ancillary and other **services**:

Facilities	Charges w/o GST	Remarks
VIP Lounge (Big)	12,500	For 1 hour
VIP Lounge (Small)	10,000	For 1 hour
Premium Lounge (Small)	15,000	For 1 hour
Crew Rest Room charges	10,000	For 4 hours
Conference Room	18,000	For 1 hour
Conference Room	15,000	For 1 hour
Projector	4,000	For 1 hour
Flight Catering Handling Charges**	5,000 - Domestic 10,000 - International	Per Flight
Exclusive Supervision Charges**	10,000- Domestic 15000- International	Per Flight
Additional Baggage Handling Charges	1,000 per piece	01 passenger 02 bags not weighing more than 30 kg
Misuse Of Boarding Pass	5,000 per boarding pass	
Pet Handling Charges Arr / Dep	5,000 - Domestic 10,000 International	per pet

AVIGROUND FACILITIES LIMITED

MOT Charges Processing	8,000	Per Service
Revision or Name Change Charges	03hrs prior to flight 5,000 - Domestic e 10,000 International	
Premium Vehicle Charges	20,000 per trip	Per Trip
Vehicle Charges	5000 per trip	Per Trip

Cancellation policy

All above services as applicable will be deemed confirmed once slot of said aircraft is approved by AOCC and cancellation charges as below will be applicable

Cancellation Policy applicable for approved flights.

Timecard	Charges
24 hrs. before Arrival/Departure	No Charges
12-24 hrs. before Arrival/Departure	50% of GA charges
6-12 hrs. before Arrival/Departure	50% GA and FMC
6 hrs. before Arrival/Departure	100% GA and FMC

Note:

- GST is applicable on the above rates.
- All above rates are for arrival B departure within 24 hours.
- For more than 24 hours and up to 48 hours the charges Shall be above rate + 35%.
- Beyond 48 hours, fresh charges as per the above table will be applicable along with additional conditions till actual departure.
- Special flights will be categorized as Code C aircrafts both VT and Non-VT Aircrafts.
- Special flights will not be considered for qualifying as a Turnaround flight.

For Aviground Facilities Ltd

Authorized Signatory



File No. AERA/20010/MoCA-Reference/2018-19/Vol-IV

**भारतीय विमानपत्तन आर्थिक विनियामक प्राधिकरण
Airports Economic Regulatory Authority of India

**तृतीय तल/ 3rd Floor
उड़ान भवन/ Udaan Bhawan
सफदरजंग एयरपोर्ट/ Safdarjung Airport
नई दिल्ली/New Delhi – 110003**

Date: 29th May, 2025

Public Notice No. 04/2025-26

Subject: Unauthorized Levy of Charges for NSOP/Charter Operator/General Aviation Flights, in violation of provisions of AERA Act, 2008-Reg:

In exercise of the powers conferred vide section 15 of the AERA Act, 2008, the AERA has been issuing Public Notices from time to time for information, reference guidance and compliance of all the Stakeholders for ensuring regulatory clarity in respect of determination and imposition of charges for aeronautical services in order to facilitate an efficient and smooth conduct of airport operations.

2. Public Notice no. 19/2023-24 dated 07.11.2023 has already been issued by AERA, wherein it has been explicitly promulgated that mandating the availing of non-aeronautical services as a pre-requisite for providing aeronautical services by the Airport Operator shall be treated as direct violation of provisions of AERA Act, 2008.


3. Off-late, it has come to the notice of the Airports Economic Regulatory Authority of India (AERA) that certain Airport Operators at Major Airports are levying charges under the category of “**Elite Meet and Greet**” services, described as **Airport Special Tariff**, on NSOP/General Aviation (GA) flights operating through GA routes irrespective of the terminal usage at the airport.

4. These services are, by nature, optional and non-essential. However, imposing them as a pre-condition for processing GA movements, constitutes an unauthorized and unethical modification of aeronautical charges without due regulatory approval and is in contravention of the AERA Public Notice no. 19/2023-24 dated 07.11.2023 referred above.

5. AERA takes serious note of such practices, which are in contravention of the provisions of the AERA Act, 2008. The imposition of any charge not approved or determined by AERA is unlawful and undermines the principles of transparency, fairness, and regulatory oversight in airport tariff governance.

6. Accordingly, all airport operators are hereby cautioned to immediately discontinue the levy of such unauthorized charges as a pre-requisite for providing aeronautical services. Any violation or continuation of such practices is liable for initiating punitive actions as deemed fit against such Airport Operators/ Service Providers in accordance to Section 38 and 40 of the AERA Act, 2008.

7. This notice is being issued in the public interest to ensure compliance with the statutory framework governing airport tariff regulation.


**(Suyash Narain)
Secretary, AERA**