



THE ASSAM GAZETTE

অসাধাৰণ

EXTRAORDINARY

প্ৰাপ্ত কৰ্তৃত্বৰ দ্বাৰা প্ৰকাশিত

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GOVERNMENT OF ASSAM

ORDERS BY THE GOVERNOR

INDUSTRIES, COMMERCE AND PUBLIC ENTERPRISE DEPARTMENT

NOTIFICATION

The 26th November, 2025

No. E-727244 /34.- The Governor of Assam is pleased to notify the “**Maintenance, Repair & Overhaul (MRO) Policy of Assam 2025**”. The Policy shall come into effect from the date of this notification and shall remain in force for 5 (five) years.

J. B. EKKA,

Additional Chief Secretary to the Government of Assam,
Industries, Commerce and Public Enterprise Department.

1. Introduction & Background

- 1.1. Assam, the gateway to Northeast India, occupies a position of immense geo-strategic significance. Bordered by six of India's northeastern states and sharing international boundaries with Bhutan and Bangladesh, the state serves as India's principal land bridge to Myanmar and Southeast Asia through the Act East Policy. Its seven operational airports—including Guwahati, Dibrugarh, Silchar, Jorhat, Tezpur, Rupsi and Lilabari; make Assam the air connectivity hub of the entire region, handling the bulk of civilian and defense aviation movements in Northeast India.
- 1.2. Over the last decade, Assam has emerged as a critical node in India's aerospace and defence ecosystem. The state already hosts Indian Air Force bases, Army aviation squadrons. With the Tata Group's ₹27,000 crore semiconductor and electronics facility in Jagiroad, Assam is positioning itself as a new industrial frontier for high-tech manufacturing, further boosting the demand for aviation and logistics sector. The Government of Assam has also notified the Aerospace and Defence Manufacturing Policy (2025) to attract anchor investments and integrate the state into the national defence supply chain.
- 1.3. From a strategic perspective, the Northeast's terrain and location make reliable and rapid maintenance services indispensable for both civil aviation and defense operations. Aircraft, helicopters and UAVs operating in high-stress, high-humidity environments require frequent and specialized maintenance. Today, most MRO services are carried out outside the region, leading to high costs, downtime and foreign exchange outflow. Establishing world-class MRO capacity in Assam would not only reduce this dependency but also strengthen India's operational readiness along its eastern frontiers.
- 1.4. **Operational models of MRO:** In India, the Maintenance, Repair and Overhaul (MRO) sector functions through a mixed ecosystem involving airport operators, airlines, and independent private entities. Airport operators such as the Airports Authority of India (AAI) and major private concessionaires including DIAL, MIAL and GMR primarily serve as infrastructure facilitators by providing hangars, workshop space, and associated facilities within airport premises. These assets are leased to certified MRO operators through long-term concession agreements. Airlines such as Air India and IndiGo maintain in-house MRO units for servicing their own fleets, while several independent private operators — such as Air Works, Indamer Aviation, Taneja Aerospace, and GMR Aero Technic — provide third-party MRO services across both civil and defence aviation segments. All civil MRO operations in India are regulated and licensed under the DGCA Civil Aviation Requirements (CAR) 145 framework, while defence-related MROs operate under approvals from DRDO, DGQA, and CEMILAC. Increasingly, public-private partnership (PPP) models are being adopted, wherein airport operators and state governments provide land, connectivity, and enabling infrastructure, while private investors establish and operate MRO facilities. This aligns with India's national vision of becoming a global hub for MRO services, reducing foreign exchange outflow and strengthening domestic aviation readiness.
- 1.5. Assam's MRO Policy aims to harness the state's strategic location and growing infrastructure to become a regional hub for maintenance, repair and overhaul services.

India is on course to be the world's third-largest aviation market by 2024, with the domestic MRO industry projected to grow from about \$1.7 billion (2021) to \$4.0 billion by 2031. Developing local MRO capacity can capture this demand, reduce foreign exchange outflow and create high-skill jobs. For Assam – a gateway to Southeast Asia with seven airports (Guwahati, Dibrugarh, Jorhat, Lilabari, Rupsi, Silchar, Tezpur) – this policy will stimulate aerospace, defense, aviation logistics industries, diversify the economy and improve regional connectivity. The Assam MRO Policy 2025 complements the Government of India's vision of positioning India as a global MRO hub and aims to serve not only Northeast India but also neighbouring ASEAN and BIMSTEC markets.

2. Vision and Objectives

The Assam MRO Policy, 2025 is aligned with India's National Civil Aviation Policy and Defence Production Policy, with a focus on self-reliance, cost efficiency, technology adoption, and global competitiveness. The policy seeks to strengthen Assam's position as the gateway for aviation and defence MRO services in Northeast India and the Act East corridor, reducing dependence on external facilities and capturing the fast-growing aviation market.

2.1. Policy Vision

To develop Assam as the leading MRO hub of Northeast India by 2030, characterised by:

- By 2030, Assam aims to establish at least three fully operational MRO facilities with global certification standards, generate 1,000 skilled jobs, and attract cumulative investments of ₹1,500 crore
- Establishment of world-class civil and defence MRO facilities for aircraft, engines, avionics, UAVs, and components.
- Creation of globally certified, technology-enabled and sustainable infrastructure at Assam's airports and industrial zones.
- Integration of skilled manpower development and R&D ecosystems to support the aviation value chain.
- Reduction of turnaround time, cost of maintenance, and foreign exchange outflow by strengthening domestic capacity.
- Leveraging Assam's strategic location and Act East Policy to attract global MRO operators, OEM partnerships, and cross-border aviation service markets.

3. Policy Highlights

- 3.1. The policy envisions to establish Assam as a high-quality MRO hub for Northeast India and South Asia, leveraging its seven airports and strong growth in civil and defense aviation. The policy also envisions positioning Assam as a high-quality **Maintenance, Repair & Overhaul (MRO) hub for the extended ASEAN–BIMSTEC region**, capitalising on its strategic location and growing aviation ecosystem.

- 3.2. Strategic Goal of the policy is to support national objectives by building end-to-end MRO capabilities. Key outcomes include reducing imports of MRO services, saving foreign exchange, enhancing supply chain resilience and generating employment. Government studies emphasize that a robust domestic MRO industry yields greater employment opportunities, augmented domestic MRO capability and reduced foreign exchange outflow, as well as lower maintenance costs and turnaround times for operators. The policy further seeks to:
- Position Assam as the leading regional centre for **civil, defence, and unmanned aerial systems (UAS/drone) MRO services** by 2030.
 - Align Assam's aviation growth with the **National Civil Aviation Policy** and **Defence Production Policy**, supporting India's ambition of becoming a global MRO hub.
- 3.3. Prioritise aviation MRO (commercial aircraft, engines, avionics and defense platforms) as an anchor sector, while also promoting MRO clusters for defence industries.
- 3.4. Establish an MRO facilitation cell in the Transport Department to coordinate all approvals (land, environment, DGCA aviation certifications, etc.) and address investor queries. The implementation of this policy shall be overseen by an **Empowered Committee**, chaired by the Hon'ble Minister of Industries, Commerce & Public Enterprises (IC&PE), Government of Assam, which shall conduct **quarterly reviews** to monitor progress, address bottlenecks, and suggest policy adjustments.

4. Potential MRO Nodes at Assam Airports

- 4.1. Assam will leverage its seven operational airports and existing industrial zones to create MRO clusters:
- (i) **Guwahati (LGBI International Airport):** As Assam's largest airport and international gateway, Guwahati is ideal for major aircraft/engine MRO facilities.
 - (ii) **Silchar (Kumbhirgram):** The Silchar airport in southern Assam offers space for airframe/engine service, serving traffic to Southeast Asia.
 - (iii) **Tezpur (Salonibari):** With an IAF base nearby, Tezpur can support defense and rotary-wing MRO (helicopters, light aircraft).
 - (iv) **Jorhat (Rowriah):** A civil airport connected by NH37 and rail, Jorhat can host light aircraft and component repair services.
 - (v) **Dibrugarh (Mohanbari):** In Upper Assam, Dibrugarh airport connectivity (NH37, rail) makes it suitable for turboprop/engine overhauls and truck/rail MRO for tea and oil industries.
 - (vi) **Lilabari (North Lakhimpur):** Can serve as maintenance and repair hub for Advanced Landing Ground (ALG) and Helipads of Arunachal Pradesh
 - (vii) **Rupsi (Dhubri):** Newly revamped (near Bhutan and Bangladesh border), Rupsi can offer land for an MRO park targeting cross-border operators and civil aviation.

5. Title, Commencement, Duration & Applicability

- 5.1. This policy shall be known as the "The Maintenance, Repair & Overhaul (MRO) Policy 2025".
- 5.2. This policy shall come into force from the date of its notification.
- 5.3. This policy shall remain in force for a period of 5 (five) years from the date of its notification.
- 5.4. Any project commissioned on or after the date of notification of this Policy shall be eligible to avail incentives under its provisions, subject to compliance with the eligibility criteria and conditions.
- 5.5. This policy covers MRO services across Aerospace & Defence sectors including Aircraft (fixed-wing and rotary) servicing (airframes, engines, avionics), helicopter and unmanned aerial vehicle overhaul, defence equipment repair and related components.
- 5.6. The policy excludes greenfield manufacturing of new products outside of maintenance functions. It focuses on after-market, aftermarket and upkeep operations – for example, refurbishing existing assets, rebuilding used engines, or recertifying components – not on original equipment production.
- 5.7. The Assam Aerospace and Defence Manufacturing Policy 2025 notified on 23rd February 2025 shall not extend fiscal or non-fiscal incentives specifically towards Maintenance, Repair & Overhaul (MRO) activities. Such incentives and facilitation measures shall be exclusively governed by this 'Maintenance, Repair & Overhaul (MRO) Policy of Assam 2025'. This delineation is intended to ensure sectoral clarity and avoid overlap, the Assam Aerospace and Defence Manufacturing Policy 2025 focusing primarily on advanced manufacturing, R&D, testing and allied aerospace & defence activities.

6. Definition and Eligibility

- 6.1. The Maintenance, Repair & Overhaul (MRO) Policy, Assam is applicable exclusively to enterprises engaged in aviation MRO services, both in the civil and defence domains.

6.1.1. Civil Aviation MROs

- Civil Aviation MRO means a facility approved by the Directorate General of Civil Aviation (DGCA) to perform maintenance, repair, inspection, testing, modification, or overhaul of aircraft, engines, components, or parts in accordance with approved procedures and standards to maintain airworthiness.
- Companies/entities registered in India engaged in airframe, engine, component, avionics, or line/base maintenance of commercial aircraft and helicopters.
- Third-party MRO service providers, airline-owned MRO units, or joint ventures with domestic/foreign OEMs.
- Independent component repair shops, engine testing/overhaul units and avionics calibration labs.

6.1.2. Defence Aviation MROs

- Defence Aviation MRO means the process of maintaining, repairing, upgrading, or overhauling aircraft, weapon systems, or other defence platforms to ensure operational readiness and serviceability throughout their lifecycle.
- Defence Public Sector Undertakings (DPSUs), private Indian companies, or joint ventures approved by the Ministry of Defence engaged in overhaul/maintenance of military aircraft, helicopters, UAVs, or associated subsystems.
- Companies empanelled/approved by the Directorate General of Aeronautical Quality Assurance (DGAQA), Centre for Military Airworthiness and Certification (CEMILAC), or equivalent defence regulators.

6.1.3. MRO–Aviation Engineering Integration Framework

- MRO companies coming along with aviation engineering colleges shall also be eligible for these incentives, with such colleges treated as part of the project cost.

6.1.4. Consortia and Foreign Collaborations

Indian companies entering into consortia, joint ventures, or technology partnerships with foreign OEMs/MRO firms are eligible, subject to compliance with:

- Foreign Direct Investment (FDI) limits and security clearances prescribed by the Government of India.
- DGCA/DGAQA/CEMILAC approvals as applicable.
- Such collaborations are encouraged to bring advanced technologies, global best practices and international certification standards into Assam's MRO ecosystem.

6.1.5. Conditions for Eligibility

- **Registration:** The applicant entity must be incorporated/registered in India under the Companies Act, 2013, or as an LLP/Partnership firm, with proof of DGCA/DGAQA/CEMILAC approvals (as applicable).
- **Aircraft MRO unit** (excluding an MRO in the joint sector or public sector, where the share capital of the Government or a Government undertaking is 50% or higher) owned by any entity constituted as a company, partnership firm including a LLP, Society, Trust, Industrial Cooperative Society or Proprietary concern engaged or to be engaged in the maintenance, repair and overhaul activities of aircraft, components, engines, and airframe and set up as a new or expansion project set up in the State of Assam.
- **Operations Timeline:** Projects must achieve commercial operations within a defined period i.e. 3 years (36 months) from approval to avail benefits.
- **Compliance:** Entities must comply with all national regulations (DGCA CARs for civil MROs, MoD guidelines for defence MROs, labour/environmental laws) and maintain valid certifications throughout the incentive period.

6.2. Exclusions

- Non-aviation MRO services (e.g. automotive, electronics, industrial equipment) are not covered under this policy.
- Trading or distribution of spare parts without in-house maintenance activity does not qualify.
- Pure training institutes (without an operational MRO facility) will not be eligible for incentives, though they may be supported under skill development schemes separately.

7. Incentive Framework & Support Mechanisms

7.1. Fiscal Incentives under Assam MRO Policy

7.1.1. Capital Investment Subsidy (CIS)

- A Capital Subsidy of **25% of the eligible Fixed Capital Investment (FCI)** shall be available to eligible MRO units in Assam, subject to a maximum limit of **₹100 (one hundred) crore** of subsidy. The subsidy amount shall be disbursed in **five (5) equal annual instalments** commencing from the date of commencement of commercial operations of the project.
- **Eligible Expenditure:** The subsidy shall apply **only to actual capital expenditure incurred by the MRO unit**. For the purpose of calculating eligible Fixed Capital Investment (FCI):
 - Where the MRO unit undertakes capital expenditure on hangars, plant & machinery, and tools, such expenditure shall be fully considered for subsidy.
 - Where the hangar is obtained on lease, only the capital expenditure on plant & machinery and tools shall be considered for subsidy, however, the unit shall remain **separately eligible for lease rental reimbursement** as provided under this Policy.
- **Phase-wise Investment:** Capital subsidy shall also be admissible on a **phase-wise basis**, provided that the minimum eligible investment in any single phase is **not less than ₹50 crore**.

7.1.2. Fixed Capital Investment (FCI)

- Fixed Capital Investment (FCI) shall mean and include investment made in plant and machinery, tools, hangar, and other assets of capital nature directly associated with MRO facilities and services. The specific inclusions and exclusions for the purpose of calculating FCI shall be prescribed in the detailed guidelines of the policy.

7.1.3. Reimbursement of Lease Rentals

Up to **75%** of the lease rentals payable to the Airports Authority of India (AAI) or any other airport operator for land and/or hanger allotted for MRO facilities at airports in Assam shall be reimbursed for a period of 3 (three) years from the date of commencement of commercial operations, subject to a maximum limit of ₹12 (twelve) crore per annum commencing from the date of commencement of commercial operations.

7.1.4. Employment Incentives

- A one-time Employment Incentive shall be provided for the direct employment of Assam domicile workers at the rate of **₹50,000 (Rupees fifty thousand only)** for each female or transgender worker and **₹30,000 (Rupees thirty thousand only)** for each male worker.
- The incentive shall be reimbursed only upon submission of proof of continuous employment of the concerned worker(s) for a minimum period of one (1) year.

7.1.5. Skill Development Incentive

- Each MRO unit will receive skill development incentives of upto ₹1.5 Lakh per candidate which will include training, boarding and lodging costs for maximum of 50 local youths of domicile of Assam.

7.1.6. Certification Support

- 100% reimbursement of fees paid towards EASA/FAA/DGCA certification of MRO facilities, up to a limit of ₹1.5 crore per unit.
- Reimbursement only against proof of payment within 1 year of certification.

7.1.7. Stamp Duty Reimbursement

- 100% reimbursement on stamp duty for land/buildings leased or purchased for setting up MRO units in Assam subject to a monetary ceiling of ₹25 (twenty-five) lakhs.

7.1.8. Interest Subsidy on Working Capital Loan

- 2% on the outstanding working capital loan for 5 (five) years subject to a ceiling of ₹50 (fifty) lakhs per annum and not exceeding 100% of investment in plant and machinery. Interest subsidy shall be available only on outstanding working capital loan availed from Bank/Financial Institution.

7.1.9. Subsidy on Generating set:

- Subsidy on Generating set @ 50% of the cost subject to a limit of ₹20 (twenty) lakhs on cost of generating set, taxes and transportation only. However, the capacity of the DG set should be equivalent to the power sanction to the unit by the competent authority.

7.1.10. **Subsidy on Power**

- Reimbursement of **power subsidy** shall be available to eligible MRO units at the rate of **₹ 2.00 (two rupees) per unit** of electricity consumed for a period of **5 (five) years** from date of commencement of commercial operations of the unit. Such power subsidy in any given year shall not exceed **₹ 50 (fifty) lakh**.

7.1.11. **Export Promotion**

- Eligible MRO units shall be entitled to an incentive at the rate of **2% of export revenue** for a period of **five (5) years** from the date of commencement of commercial operation, subject to a ceiling of **₹5 (five) crore incentive per annum**.

7.2. **Customized Incentive**

- MRO unit with an Eligible FCI of ₹300 crore or more shall be considered for special/customized incentive packages on a case-to-case basis.
- Such package may include additional fiscal or non-fiscal incentives over and above those provided under this policy, depending on the project's scale, strategic importance, employment generation potential, and technology spillovers.
- The structuring of such customized incentive packages shall be undertaken by the Empowered Committee. The recommendations of EC shall be placed before the State Cabinet for final approval.

7.3. **Non-Fiscal Facilitation**

- A dedicated MRO cell will coordinate approvals (land allotment, environment clearance, building permits, DGCA certifications, labour rules, etc.) through a dedicated portal. It will act as a nodal point for grievances and clarifications also.
- Support tie-ups with institutions via MoUs; facilitate industry internships.
- Sub-Leasing Flexibility: Sub-leasing of MRO facilities shall be permitted to subsidiaries or JVs, subject to AAI norms and clearances. However, the incentives will be available only to primary investor.

8. Institutional Framework & Governance

- 8.1. **Licensing and Standards:** All aerospace MRO units must comply with DGCA regulations for maintenance organizations and obtain necessary approvals (e.g. Part-145 certification). Defense MRO will coordinate with Ministry of Defence procurement rules and Controller of Quality Assurance (CQA) as needed. Other sectors must follow relevant standards (e.g. BIS/ISO for electronic repairs, factory norms for heavy equipment).
- 8.2. **Nodal MRO Facilitation Cell:** An MRO cell will be constituted in the Civil Aviation wing of Transport Department, GoA for the development of the Aviation Sector in Assam.
- 8.3. **Alignment with Other Policies:** This MRO policy is designed to align with Assam's Aerospace & Defence policy and the Industrial Investment Policy of Assam, avoiding

duplication. Projects qualifying under this policy shall not be eligible to claim any other incentive under other policies/schemes.

- 8.4. **Empowered Committee:** The Empowered Committee, chaired by the Hon'ble Minister, Industries, Commerce & Public Enterprises (IC&PE), Government of Assam, shall act as the **apex recommending authority** under this Policy.

Composition the Empowered Committee:

- (i) Hon'ble Minister, Industries, Commerce & Public Enterprises, Govt. of Assam – Chairman
- (ii) Chief Secretary, Govt. of Assam – Vice Chairman
- (iii) Sr. most Secretary to the Govt. of Assam, Finance Department – Member
- (iv) Sr. most Secretary to the Govt. of Assam, Transport Department – Member
- (v) Sr. most Secretary to the Govt. of Assam, Power Department – Member
- (vi) Sr. most Secretary to the Govt. of Assam, Revenue & Disaster Management Department – Member
- (vii) Sr. most Secretary to the Govt. of Assam, Environment & Forest Department – Member
- (viii) Commissioner, Industries & Commerce, Govt. of Assam – Member
- (ix) Sr. most Secretary to the Govt. of Assam, IC&PE Department – Member Secretary

Its key functions shall include:

- I. **Policy Oversight:** Examine policy-related matters connected to the MRO sector and recommend suitable amendments or measures for approval of the State Cabinet.
- II. **Customized Incentives:** Examine and recommend special incentive packages for MRO projects with an investment of ₹300 Crores or above, or for projects of strategic importance, for consideration and approval of the State Cabinet.
- III. **Strategic Direction:** Provide overall strategic guidance for positioning Assam as a regional MRO hub and ensure alignment with national aviation and defence priorities.
- IV. **Coordination & Facilitation:** Resolve inter-departmental issues and direct concerned departments to take time-bound actions on land, power, environmental clearances, and certifications.
- V. **Monitoring & Review:** Periodically review sanctioned projects, assess outcomes in terms of investment, jobs, and technology, and recommend mid-course corrections where necessary.

- 8.5. **State Level Committee (SLC):** A State Level Committee, chaired by the Senior-most Secretary, Industries, Commerce & Public Enterprises Department, Government of Assam, shall be constituted under this Policy to scrutinize and approve incentive proposals within the policy limits. Proposals requiring customized incentives shall be referred to the Empowered Committee for further consideration.

A State Level Committee (SLC) shall be constituted under this Policy, with following members:

1.	Senior Most Secretary to the Govt. of Assam, Industries, Commerce & Public Enterprise Department	Chairman
2.	Senior Most Secretary or his representative not less than the rank of Secretary to the Govt. of Assam, Transport Department	Member
3.	Senior Most Secretary or his representative not less than the rank of Secretary to the Govt. of Assam, Finance Department	Member
4.	Senior Most Secretary or his representative not less than the rank of Secretary to the Govt. of Assam, Power Department	Member
5.	Senior Most Secretary or his representative not less than the rank of Secretary to the Govt. of Assam, Revenue & DM Department	Member
6.	Senior Most Secretary or his representative not less than the rank of Secretary to the Govt. of Assam, DoHUA	Member
7.	Regional Director Airport Authority of India	Member
8.	Commissioner of Taxes, Assam	Member
9.	Director of Employment & Craftsmen Training, Assam	Member
10.	Managing Director, AIDC Ltd., Assam	Member
11.	Commissioner of Industries & Commerce, Assam	Member Secretary

Its key functions shall include:

- I. The SLC shall scrutinize project proposals, propose eligible incentives, monitor implementation, and report periodically to the Empowered Committee.
- II. The Committee shall have the discretion to co-opt additional member(s) from relevant departments, agencies, sectors, as deemed appropriate and may also invite individuals as permanent invitees to contribute to its deliberation for ensuring effective and informed decision making.

9. General Terms and Conditions

9.1. Guidelines and Implementation:

- 9.1.1 A detailed operational guideline for availing incentives under this policy shall be issued separately. Investors must submit applications for incentives in prescribed formats, along with required documents, within the time limits notified in the guidelines.
- 9.1.2 The IC&PE Department shall issue explicit operational guidelines detailing the eligibility norms, the claim process and required documentation, the procedure for milestone-based subsidy release, the prohibition of availing dual incentives under other schemes and the audit-trail and reporting requirements necessary for transparent implementation of the Policy.

- 9.1.3 Such operational guidelines shall also provide the detailed mechanism for verification by the State Level Committee (SLC) of the eligible MRO's actual Fixed Capital Investment (FCI), DGCA or Defence certification, employment records including domicile validation, proof of lease payments, actual electricity consumption or export revenue, and the audited financial statements along with Utilization Certificates (UCs), for disbursement of any incentive.

9.2. Review and Amendments

- The Government of Assam reserves the right to review, amend, or withdraw any provision(s) of this policy at any time in public interest or for the development of the aerospace and defence ecosystem.
- Any such amendment shall apply prospectively unless otherwise specified.

9.3. Non-Transferability of Incentives

- Incentives sanctioned under this policy are non-transferable and shall be available only to the approved unit for which they are sanctioned.
- In case of merger, acquisition, or change of ownership, the incentives shall continue only with prior approval of the Government of Assam.

9.4. Compliance and Monitoring

- All eligible units must comply with statutory requirements under applicable laws (labour, environment, aviation safety, security).
- The Government of Assam may conduct periodic inspections or audits of units availing incentives under this policy.
- Any unit found guilty of misrepresentation, fraud, or misuse of incentives shall be liable for recovery of incentives disbursed, along with penalties and debarment from future benefits.

9.5. Dispute Resolution

- Any dispute arising under the implementation of this policy shall be referred to the Empowered Committee as proposed under this policy, whose decision shall be final and binding.

9.6. Overriding Provision

- In case of conflict between provisions of this policy and any other state incentive scheme, the decision of the Government of Assam shall prevail.