**Fourth Control Period: Stakeholder Consultation**

CSMIA, Mumbai

25th March 2025
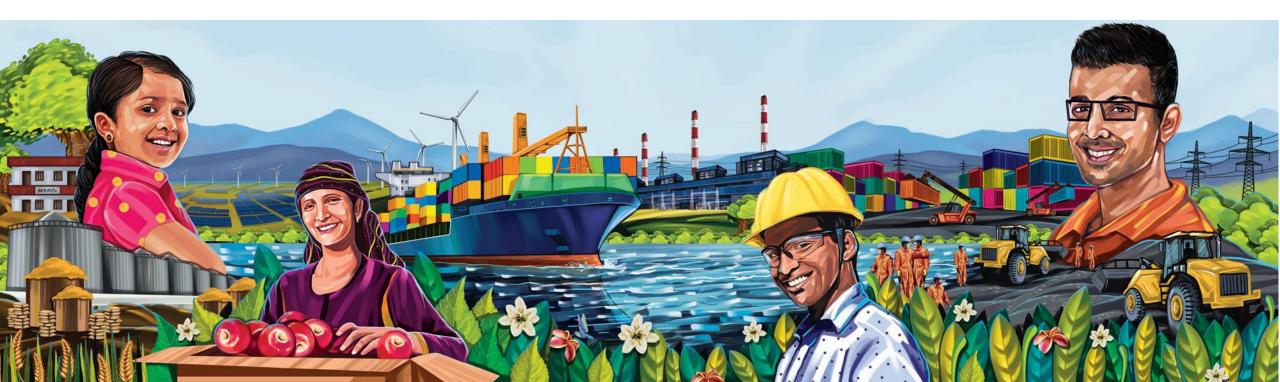
# Agenda

| | |
|---|---|
| **1** | Adani Airport Strategy & Aviation Outlook |
| **2** | Background |
| **3** | CSMIA Overview |
| **4** | Projects Undertaken |
| **5** | Achieving Sustainability |
| **6** | Master Plan |
| **7** | Current Progress of the project |
| **8** | Capex proposed by AERA |
| **9** | Proposed Rate Card |
| **10** | Important points on CP as proposed by Authority |

# 1 | Adani Airport Strategy & Aviation Sector Outlook

# Adani Airports Strategic Initiatives

## Welcome to the universe of Adani Airport Holdings Limited

The Adani Group forayed into civil aviation with a vision to leverage its rich experience of building stellar infrastructure in transforming Indian airports.

Jaipur International Airport

Chaudhary Charan Singh Airport, Lucknow

Sardar Vallabhbhai Patel International Airport, Ahmedabad

**Chhatrapati Shivaji Maharaj International Airport, Mumbai**

Navi Mumbai International Airport

Lokpriya Gopinath Bordoloi International Airport, Guwahati

Thiruvananthapuram International Airport

Mangaluru International Airport

Note: Map is for representation purpose only, not true to scale

## Your Gateway to Goodness

### Adani Group Vision

To be a world class leader in businesses that enrich lives and contribute to nations in building infrastructure through sustainable value creation.
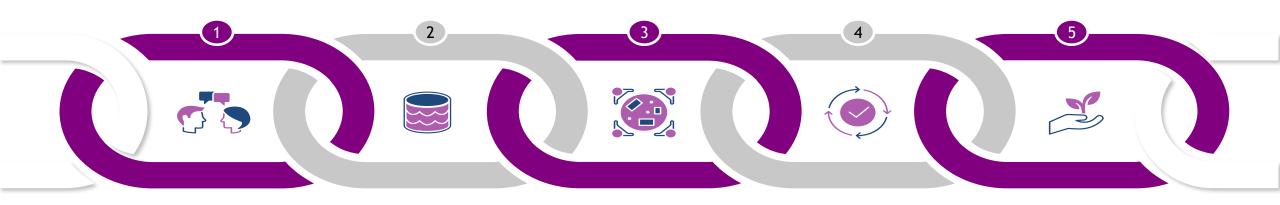
### Adani Airports Purpose

We will be the most admired trendsetting Airport enterprise creating lifestyle destinations for communities to experience the world, while delivering sustainable value for stakeholders

### Our Aspiration

- Nation Building – Being India Proud with Cultural Connect
- Customer Centricity
- Airport 4.0 – Technology & Innovation for the Good
- Commitment to Environment and Sustainability Goals

5

# Adani Airports Strategic Initiatives

**1** | **2** | **3** | **4** | **5**

| Customer Service | Building Capacity | Stakeholder Partnering | Safety & Security | Sustainability |
|---|---|---|---|---|
| Customer centric initiative for Convenience | We design our airports to service peak of peak load | We effectively leverage relationships and partnerships | Our focus is to continually improve our safety and security standards | We drive sustainability initiatives as a core principle than a mere enabler. |
| Leverage on digital tools and technology for enhancing experience | Accordingly, we plan our phase-wise CAPEX and eliminate non-compliances | | | Our goal is to become operational net zero by 2029 |

6

# Global Context: Asia Pacific Region to Drive Aviation Growth

|  | India | Asia Pacific | Middle East | North America | Latin America | Africa | Europe |
|---|---|---|---|---|---|---|---|
| Jobs Created | 7.5 Mn | 30.2 Mn | 2.4 Mn | 7.3 Mn | 7.2 Mn | 6.2 Mn | 12.2 Mn |
| GDP Impact | USD 72 Bn | USD 684 Bn | USD 130 Bn | USD 844 Bn | USD 156 Bn | USD 55.8 Bn | USD 823 Bn |
| CAGR for PAX Traffic[1] | 6.1% | 5.3% | 4.6% | 3.1% | 3.8% | 4.3% | 3.3% |
| CAGR for freight Traffic[1] | 7.5% | 3.9% | 5.4% | 2.6% | 1.6% | 3.9% | 2.5% |
| Value created for every Aviation Dollar spent)[2] | USD 5.5 | USD 4.6 | USD 3.9 | USD 2.9 | USD 4.7 | USD 5.4 | USD 4.3 |
| Opportunities | • Continued Improvement in ease of doing Business<br>• Increased Tourism Potential | • Liberalization<br>• Support from Tourism and Trade<br>• Booming Middle Class | • Strategic geographic position for airlines<br>• Fastest growing cargo hub | • Highly mature market<br>• Larger domestic market than International<br>• Manufacturing powerhouse | • Increasing airline competition<br>• Multiple policy initiatives to speed up aviation growth | • Highest Growth Potential<br>• Booming population | • Emerging economies in eastern Europe are driving growth |

1. According to ICAO 2040 Forecast
2. According to the International Air Transport Association Aviation in India is the fastest-growing aviation market in the world, The government's UDAN is driving the growth of infrastructure in India.

Source: IATA, ICAO, ACI, CANSO, ICCAIA, 2019

# Key Highlights of Indian Aviation Market

Chhatrapati Shivaji Maharaj
INTERNATIONAL AIRPORT
MUMBAI

## Current & near future

- 7th largest aviation market & set to become **3rd largest by 2026** (IATA)

- As per ICAO, India's aviation safety global ranking jumps from 102 to **48**

- Indian aviation has grown at **CAGR of 16%** from FY 15 to FY 19

- India set to become world's **2nd largest** consumer market by 2030, comprising of 40% middle class

- **Additional 25 Airports** are expected to be privatized over the next 3 years

## Outlook in next 5 years & beyond

- **400 million Pax p.a.** by 2027 & ~**1.1 bn pax p.a.** by 2040

- Airline to **add 15%** fleet capacity y.o.y to reach 1200 aircraft by 2027

- **220** operational airports by 2027 from current ~140 & 31 cities to **have 2 airports** by 2040

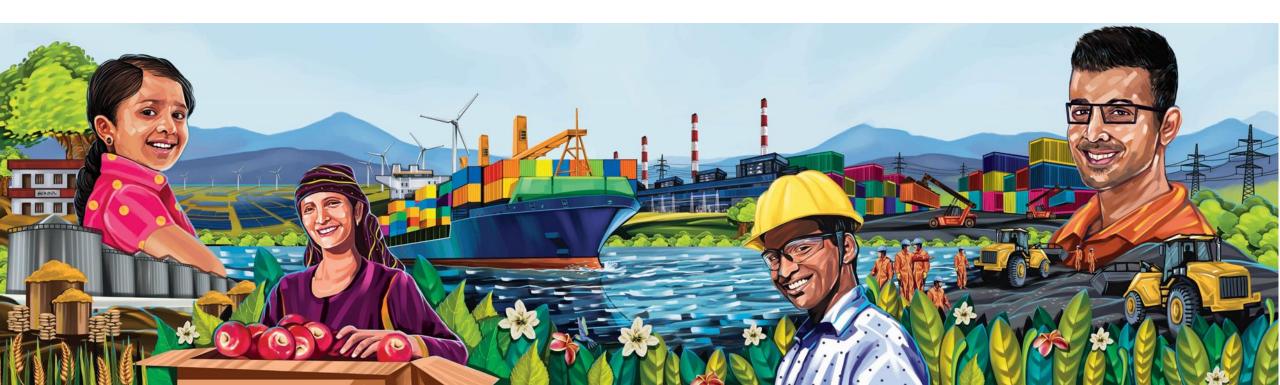- Airports to go for a **digital makeover** by unleashing the power of technology

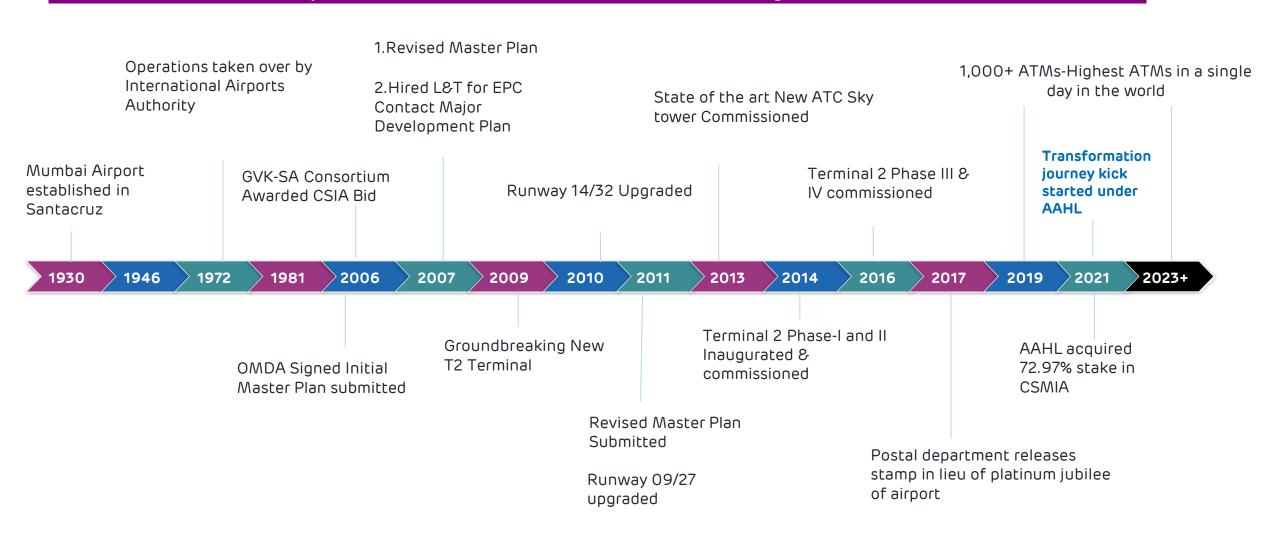- India will witness an investment of Rs **98,000 crore** in airports by 2026

Source: IATA, ICAO, HMCA's press release, FICCI's aviation summit report 2019

# 2 | Background

# CSMIA has been an enabler for Mumbai's economy since the 1930s…

Chhatrapati Shivaji Maharaj INTERNATIONAL AIRPORT MUMBAI

## 90+ years of track record of serving consumers

1.Revised Master Plan

Operations taken over by International Airports Authority

2.Hired L&T for EPC Contact Major Development Plan

State of the art New ATC Sky tower Commissioned

1,000+ ATMs-Highest ATMs in a single day in the world

Mumbai Airport established in Santacruz

GVK-SA Consortium Awarded CSIA Bid

Runway 14/32 Upgraded

Terminal 2 Phase III & IV commissioned

**Transformation journey kick started under AAHL**

| 1930 | 1946 | 1972 | 1981 | 2006 | 2007 | 2009 | 2010 | 2011 | 2013 | 2014 | 2016 | 2017 | 2019 | 2021 | 2023+ |

OMDA Signed Initial Master Plan submitted

Groundbreaking New T2 Terminal

Terminal 2 Phase-I and II Inaugurated & commissioned

AAHL acquired 72.97% stake in CSMIA

Revised Master Plan Submitted

Runway 09/27 upgraded

Postal department releases stamp in lieu of platinum jubilee of airport

# Achieving new milestones with every passing year...

**India's second busiest** airport

**54.8 Mn pax in CY 2024**

Average daily
**~900+ ATMs**
**~150K** passengers



Mumbai International Airport declared '**Best Airport over 40 million passengers**' in Asia Pacific by Airports Council International (ACI) in March 2025



Received **"Best Sustainable Airport"** by ASSOCHAM 14th International Conference and Awards for Civil Aviation in January 2023



Mumbai airport was awarded the **Innovation Champion Award** at Wings India Awards January 2024

# CSMIA Awards, Accolades & Certifications



**ACI level 5 Accreditation certificate** was issued by ACI to CSMIA in **Customer Experience** dated 18th December 2024.



Received '**Outstanding Achievement – Diamond Rating**' in Emission Reduction from the Global Energy and Environment Foundation dated February 12, 2025.



Won six prestigious awards at **28th BMC Garden Competition** across various categories. In Feb 2025.
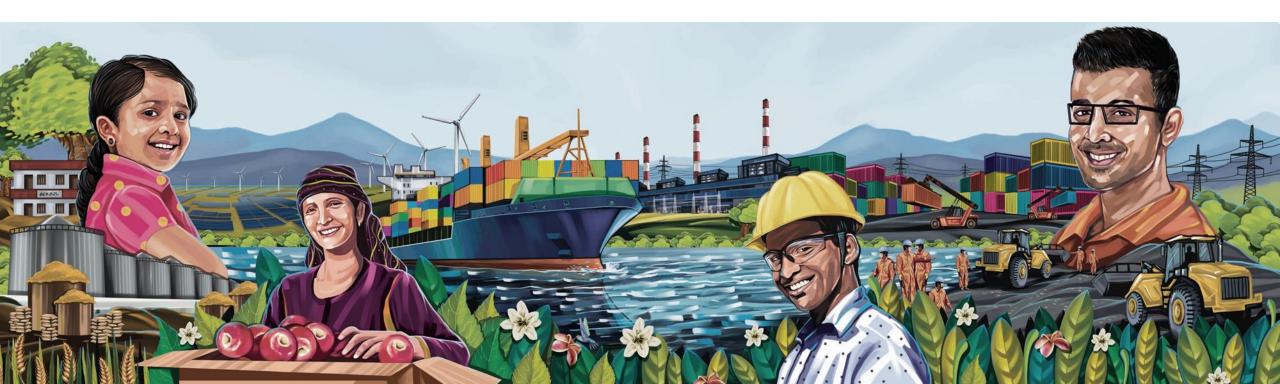


**CII 25th National Award** for Excellence in Energy Management in September 2024.
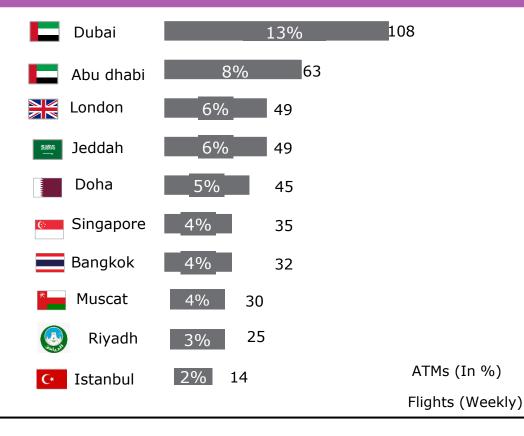
# 3 | CSMIA Overview

# CSMIA: Top destinations

Chhatrapati Shivaji Maharaj INTERNATIONAL AIRPORT MUMBAI

## Top 10 Destinations: Domestic

| Destination | ATMs (In %) | Flights (Weekly) |
|---|---|---|
| Delhi | 17% | 394 |
| Bangalore | 9% | 201 |
| Goa | 6% | 144 |
| Hyderabad | 6% | 136 |
| Ahmedabad | 6% | 130 |
| Kolkata | 5% | 119 |
| Chennai | 5% | 105 |
| Jaipur | 3% | 70 |
| Cochin | 3% | 69 |
| Prayagraj | 2% | 62 |
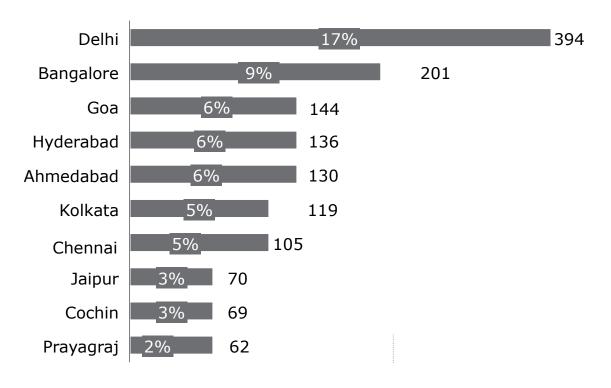
ATMs (In %)  Flights (Weekly)

**66 domestic destinations**

## Top 10 Destinations: International

| Destination | ATMs (In %) | Flights (Weekly) |
|---|---|---|
| Dubai | 13% | 108 |
| Abu dhabi | 8% | 63 |
| London | 6% | 49 |
| Jeddah | 6% | 49 |
| Doha | 5% | 45 |
| Singapore | 4% | 35 |
| Bangkok | 4% | 32 |
| Muscat | 4% | 30 |
| Riyadh | 3% | 25 |
| Istanbul | 2% | 14 |

ATMs (In %)

Flights (Weekly)

**52 International destinations**

Based on February 2025

Chhatrapati Shivaji Maharaj International Airport (CSMIA), Mumbai

# CSMIA: Connecting India and the world

Chhatrapati Shivaji Maharaj
INTERNATIONAL AIRPORT
MUMBAI

## Top destinations
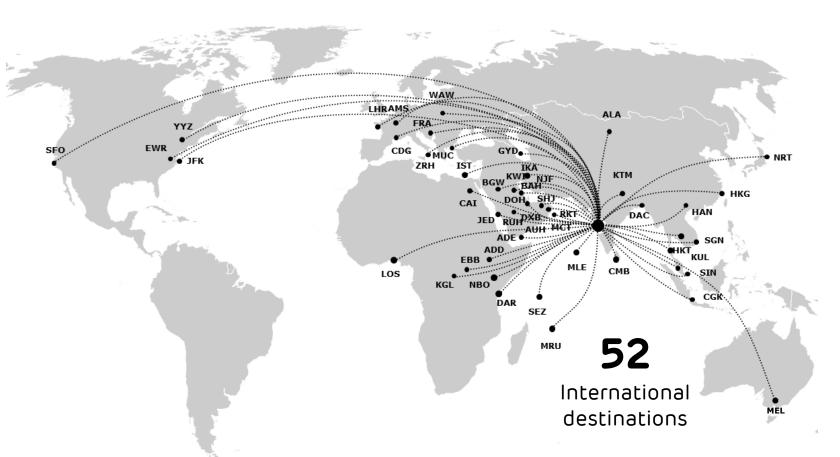
Dubai    Abu Dhabi    London
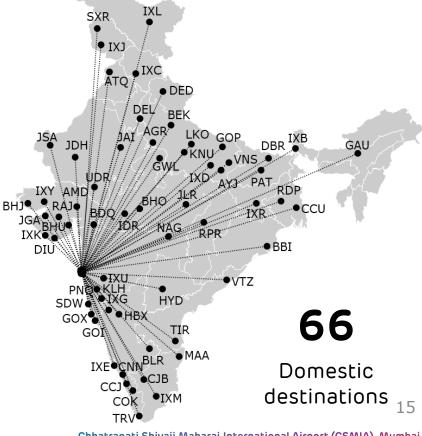
## Top destinations

Delhi    Bangalore    Goa



**52**
International
destinations



**66**
Domestic
destinations

Chhatrapati Shivaji Maharaj International Airport (CSMIA), Mumbai
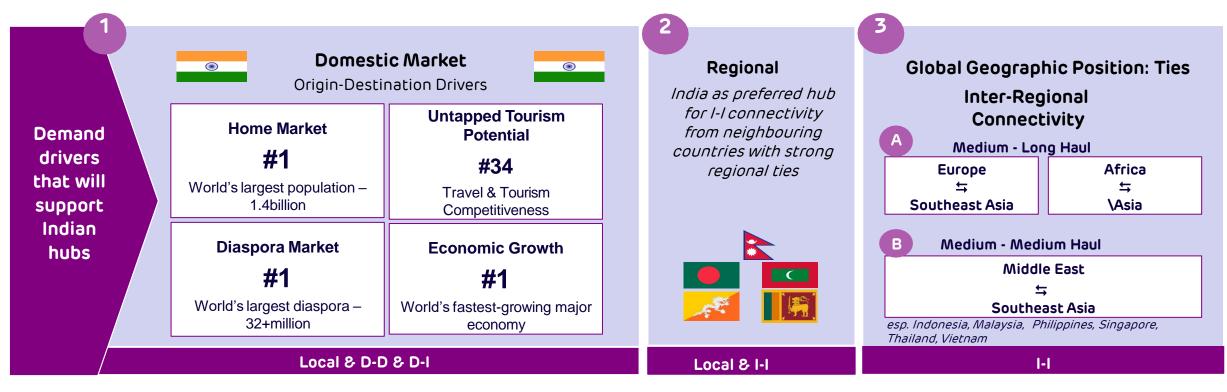
# India: The next aviation hub

## 1 — Demand drivers that will support Indian hubs

### Domestic Market
#### Origin-Destination Drivers

**Home Market**
### #1
World's largest population – 1.4billion

**Untapped Tourism Potential**
### #34
Travel & Tourism Competitiveness

**Diaspora Market**
### #1
World's largest diaspora – 32+million

**Economic Growth**
### #1
World's fastest-growing major economy

**Local & D-D & D-I**

## 2 — Regional

*India as preferred hub for I-I connectivity from neighbouring countries with strong regional ties*

**Local & I-I**

## 3 — Global Geographic Position: Ties

### Inter-Regional Connectivity

**A — Medium - Long Haul**

Europe ⇆ Southeast Asia

Africa ⇆ \Asia

**B — Medium - Medium Haul**

Middle East ⇆ Southeast Asia

*esp. Indonesia, Malaysia, Philippines, Singapore, Thailand, Vietnam*

**I-I**

---

**84% of long-haul pax using hub outside India
25% of short & medium-haul pax using hub outside India**

**1,000+ Aircrafts**
Order book

**Government Support**
Policies to enhance India's hub strategy and transform India aviation ecosystem
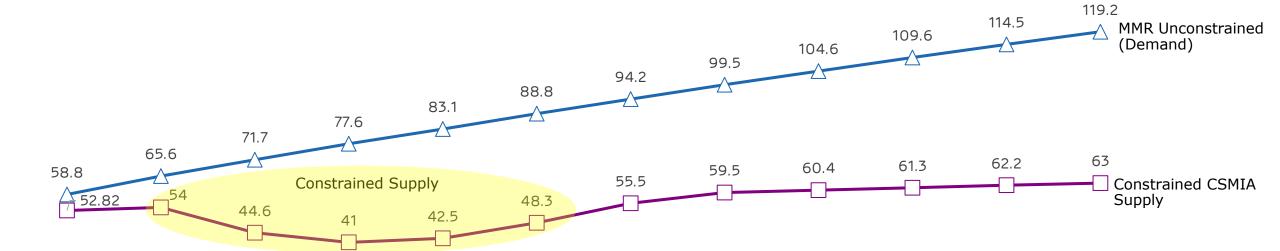
Source: MOCA STEERCO

# Traffic Forecast

## Actual till date and Projected Traffic (in Mn)

Passengers (In Mn)



**MMR Unconstrained (Demand)** values: 58.8, 65.6, 71.7, 77.6, 83.1, 88.8, 94.2, 99.5, 104.6, 109.6, 114.5, 119.2

**Constrained CSMIA Supply** values: 52.82, 54, 44.6, 41, 42.5, 48.3, 55.5, 59.5, 60.4, 61.3, 62.2, 63

Constrained Supply
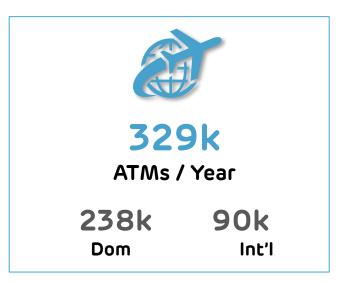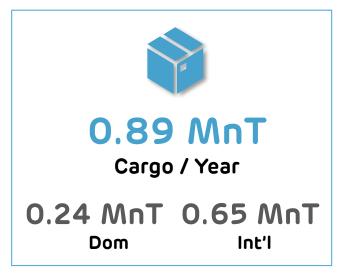
| FY24 | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | FY33 | FY34 | FY35 |

*MMR Unconstrained Demand based on December 2023 study*

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# CSMIA In numbers

**54 Mn**
Passengers / Year

| 39 Mn | 15 Mn |
|---|---|
| Dom | Int'l |

**329k**
ATMs / Year

| 238k | 90k |
|---|---|
| Dom | Int'l |

**0.89 MnT**
Cargo / Year

| 0.24 MnT | 0.65 MnT |
|---|---|
| Dom | Int'l |

**59**
Airlines

| 7 | 52 |
|---|---|
| Dom | Int'l |

**Delivered via High Intensity Runway Operations**

**90%** | Stand Utilization

**65**sec | Between two aircraft movements

**8 min** | End to end security processing time
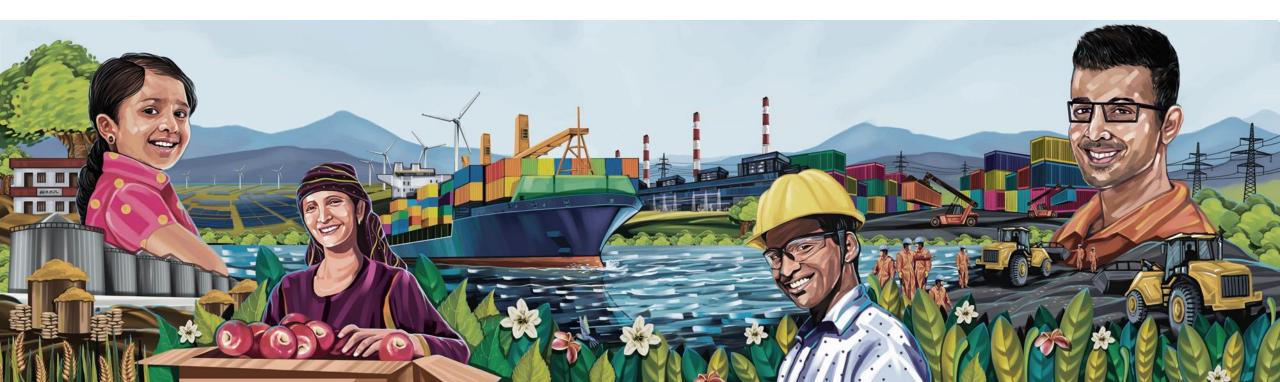
**93%** | Runway availability

*Data expected for FY 25*

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# 4 | Projects Undertaken

## Taxiway Zulu



### Dual Use Taxiway

operates as taxiway during daytime and as a stand at night

Resulted in significant improvement in **on-time performance** by reducing aircraft holding time

**Helped airlines reduce fuel consumption:** 360 tons of Aviation Turbine Fuel (ATF) annually [$ 7 Mn in fuel savings for airlines / Year]
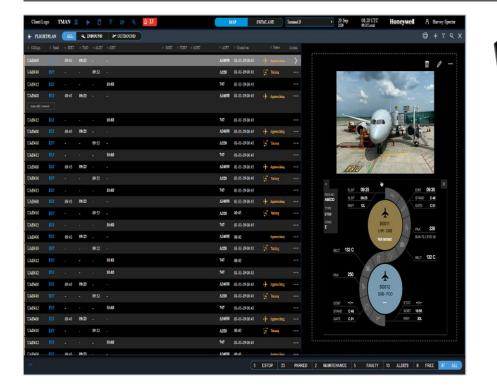
**Carbon emission reduction** (~720 tCO2 emissions / Year)

Wings India 2024 Award Winner "Best Innovation"

WINGS INDIA
AWARDS 2024

Chhatrapati Shivaji Maharaj INTERNATIONAL AIRPORT MUMBAI

## Smart Apron
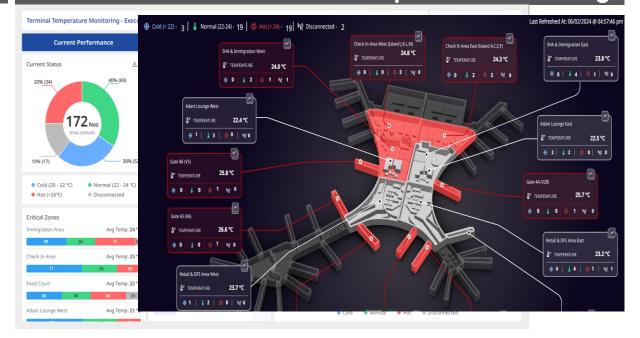


## Thermosense: IoT based temperature Sensing



**REAL TIME MONITORING**

**RESOURCE OPTIMIZATION**

**SAFETY & COMPLIANCE**

**LOWER CO2 EMISSIONS**
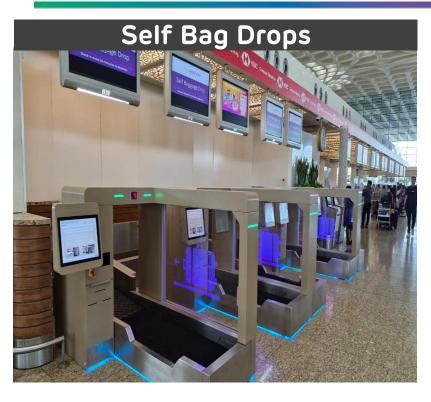
Real-time temperature monitoring solution

Curated using **~200 IoT devices** across passenger zones

Operate a **greener, healthier** and more **energy efficient** terminal

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Chhatrapati Shivaji Maharaj INTERNATIONAL AIRPORT MUMBAI

## Self Bag Drops



## Digital Gateway + Digi Yatra



## D2D transfer



# 25
new Self-Bag Drops installed at T2

- Self Service
- Reduced wait times at check-in
- Cost Savings for airlines

# 241
eGates across both Terminals

**Largest Number of eGates in the country**

- 100% increase in entry points at T2
- Reduced wait time at terminal entry

# 540 Pax/hr
(East & West Side)

- <25 Min MCT enabling efficient operations for airlines
- Grants direct access to domestic departure concourse, ensuring swift passenger connections
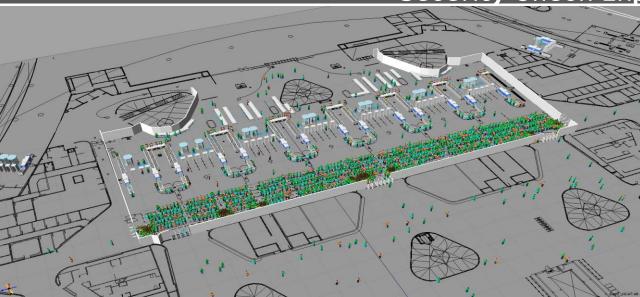
22

Chhatrapati Shivaji Maharaj International Airport (CSMIA), Mumbai

## Security Check Expansion at T2

**BEFORE**

**AFTER**
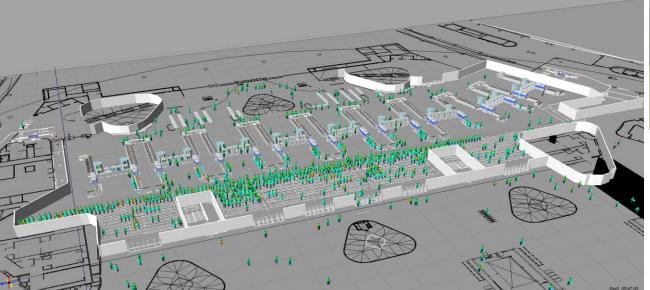


**103% increase** in queuing area

**16% increase** in processing capacity

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# T2 New domestic transfer facility (I2D)





## Infrastructure Created
- 3 X-bis Machines
- 5 DFMD
- 3 –e-gates

## 480 Pax/hr

## Benefits
- ~20 mins of walking time saved
- Main PESC decongestion
- Enhancement of T2 security check processing capacity

# Fast Track Immigration - Trusted Traveller Programme

Implementation of Government-led **Fast Track Immigration-Trusted Traveller Programme**



**Streamlining immigration for Indian passport holders and OCI cardholders**

| Faster clearance | Reduced congestion | Enhancing passenger convenience |

# Commissioned Disabled Aircraft Recovery Kit (DARK) to recover aircrafts

## CSMIA becomes the first airport in Asia to have commissioned a DARK facility with High Pressure lifting bags



Full Range Multisling



Debogging Kit



R2S – High Pressure Bags



Low Pressure Bags



Flat Tyre Dolly



Trailor – Fuselage



Trailor – Wing transition
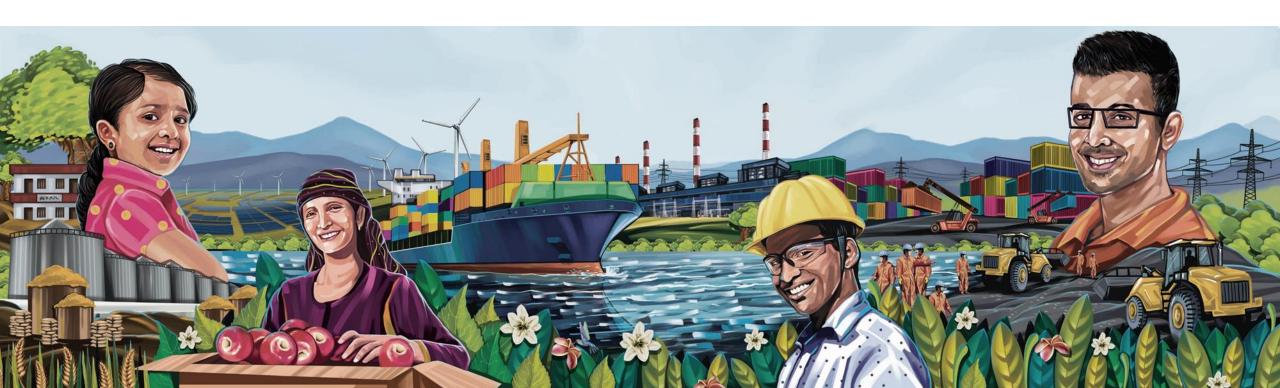
- With a maximum weight of 390 Metric Tons, **DARK can swiftly recover large commercial and transport aircrafts**, including the Boeing 777-300ER

- The facility comes with a superior durability, requires **minimal manpower,** and provides more **efficient recovery process**, in contrast to conventional low-pressure counterparts

- DARK enables CSMIA to respond **swiftly and efficiently to runway excursions and aircraft incidents**, minimizing operational disruptions

State Of The Art : Airport Operations Control Centre

# 5 | Achieving Sustainability

# Sustainability Roadmap

| | |
|---|---|
| **Net Zero*** | **2029** |
| **Net Zero* with residual offsets** | **Achieved** |
| **ACI Level 4+** | **Achieved** |
| **Transition to 100% use of Green Electricity** | **Achieved** |
| **Zero Waste to Landfill** | **2026** |
| **Water Positive** | **2027** |

**\*Operational Net Zero in Scope 1 and Scope 2 Emissions**

# Sustainability Roadmap - Progress Made so far..

| $CO_2$ emissions | SCOPE 1 Emissions (Direct) | SCOPE 2 Emissions (Indirect) | SCOPE 3 Emissions (Supplemental) |
|---|---|---|---|
| **FY23** | 2,744 | 1,824 | 601,443 |
| **FY24** | 601 | 0 | 488,722 |
| **FY25** | 520 | 0 | 449,424 |
| **Reduction achieved in last two years** | **-81%** | **"Net Zero"** | **-25%** |

CO2 Saving (Tonnes)

3,06,091

*By leveraging BME*

*In Tons of $CO_2$ equivalent*
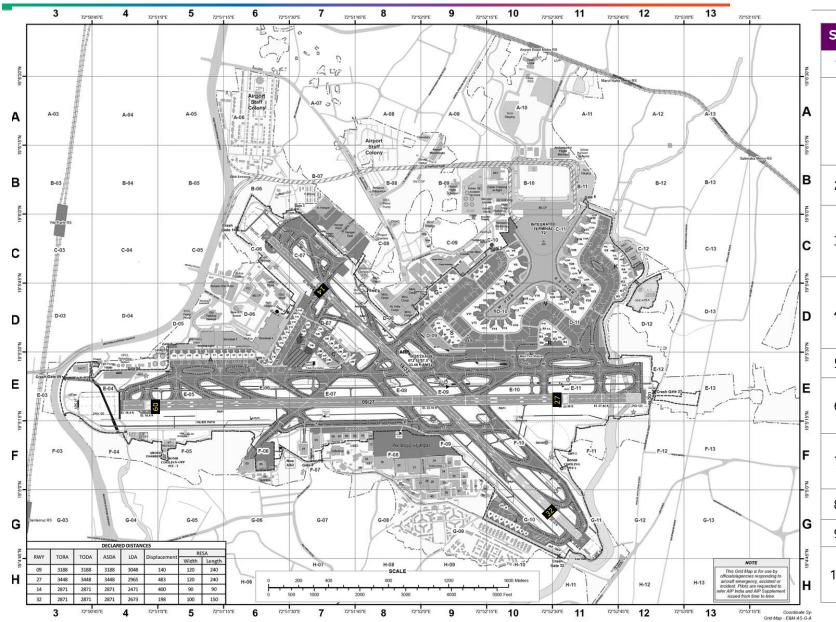
# 6 | Master Plan

# Existing Airport Facilities
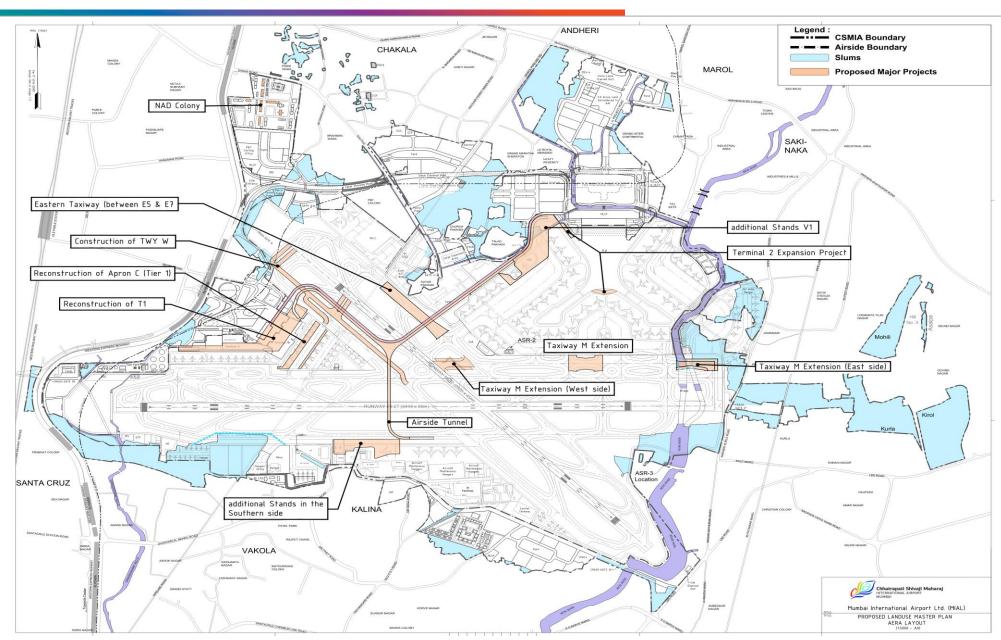


| SN | FACILITY | DETAILS |
|----|----------|---------|
| 1 | **RUNWAY** | 09/27; 14/32 |
| | **RUNWAY DIMENSIONS** | RWY 09/27- 3,448m x 60m (3,188m x 60m with displaced threshold) |
| | | RWY 14/32- 2,871m x 45m |
| 2 | **RUNWAY STRIP** | RWY 09/27- 3,308m x 300m<br>RWY 14/32- 2,991m x 300m |
| 3 | **RESA** | 09: 240m × 120m<br>27: 240m × 120m<br>14: 90m x 90m<br>32: 150m x 100m |
| 4 | **ILS** | RWY 09: CAT I<br>RWY 27: CAT II<br>RWY 14: CAT I<br>RWY 32: Simple Approach |
| 5 | **RUNWAY CAPACITY** | 44 ATMs/hr |
| 6 | **PARKING STANDS** | Total 131 Code C equivalent stands; 17 stands are occupied by obsolete aircraft. |
| 7 | **CONTACT GATES** | Terminal 1: 8<br>Terminal 2: 43 (Level 3- 22, Level 4- 21) |
| 8 | **BUS GATES** | 31; Terminal 1: 23;Terminal 2: 8 |
| 9 | **ARFF** | CAT-10 |
| 10 | **NAVAIDS** | DVOR, ASR, SMR,<br>RWY 09: ILS, RWY 27: ILS;<br>RWY 14: ILS; RWY 32: No ILS |

# CSMIA Proposed major projects



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MUMBAI

Legend :
— CSMIA Boundary
—·—· Airside Boundary
Slums
Proposed Major Projects

NAD Colony

Eastern Taxiway (between E5 & E7)

Construction of TWY W

Reconstruction of Apron C (Tier 1)

Reconstruction of T1

additional Stands V1

Terminal 2 Expansion Project

Taxiway M Extension

Taxiway M Extension (East side)

Taxiway M Extension (West side)

Airside Tunnel

additional Stands in the Southern side

Mumbai International Airport Ltd. (MIAL)
PROPOSED LANDUSE MASTER PLAN
AERA LAYOUT

# 7 | Current progress of the projects

# ILS RWY 14

**ILS 14 – Frangible Hut**
**This project is completed.**



**ILS 14 – Glide Path Hard Stand**



**ILS 14 – Localizer**
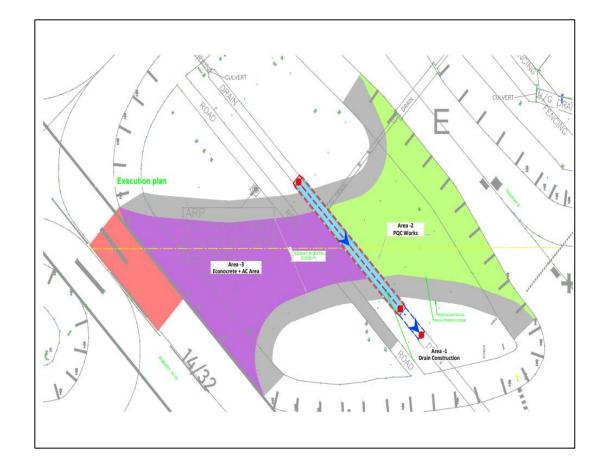
# Taxiway M – West Side

# Perimeter Road

# Perimeter Road

# NAD Colony

# NAD Colony

Block C1 Completed

**Block C1 - Completed**





**Block B3 – Slab 6 pour 2**

**Block B2 – 2nd floor slab WIP**

**Block B1 – 2nd floor slab WIP**

# Hybrid SBDs(Self Baggage Drop)

# Hybrid SBDs(Self Baggage Drop)

## Hybrid Bag Drop – Fixed Desk

### Flexibility and Resiliency in Airport Service Operations

Qantas/SYD Terminal 1

# Main Fire Station

# Main Fire Station

# Main Fire Station

# Approach Road to T2

**8** | Capex proposed by AERA

# Capex proposed by AERA

| | |
|---|---|
| **Airside Projects** | **Rs. 1,325 Crs** |
| **Passenger Terminal Improvement & Associated Works** | **Rs. 3,172 Crs** |
| **Kerbside Improvement Projects** | **Rs. 198 Crs** |
| **Ancillary Building Development Works** | **Rs. 1,214 Crs** |
| **Operational Capex** | **Rs. 1,923 Crs** |

54
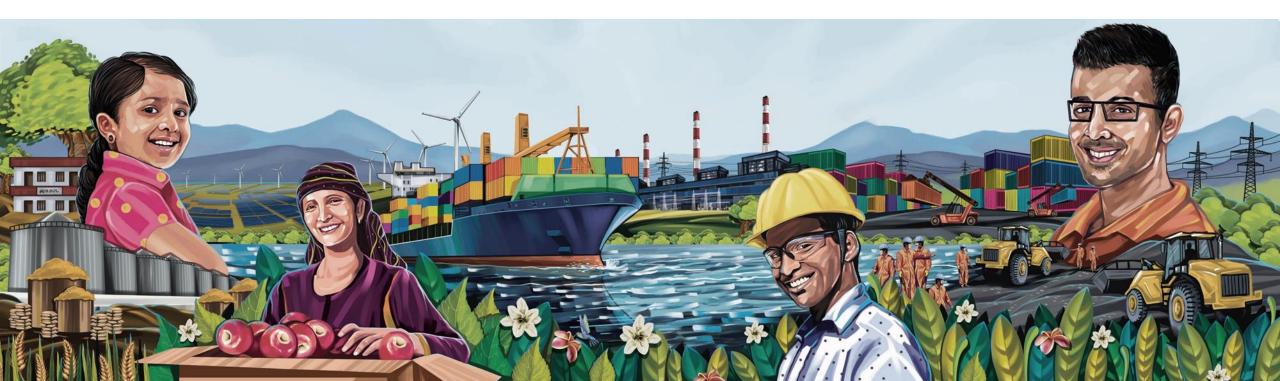
# 9 | Proposed Rate Card

# Proposed Rate Card

- The current Yield Per Passenger (YPP) at CSMIA stands at **INR 285**. The proposal submitted to AERA aims to revise the YPP to approximately **Rs 332, representing an 18% increase**, in line with Consultation Paper.

- MIAL has proposed **approx. 35% decrease in landing & Parking charges and removal of aerobridge charges.**

- MIAL has proposed to introduce UDF on domestic of Rs. 325 per pax and increase UDF on international route to Rs. 650

- **Rebalancing of Aero Charges** in line with industry benchmarks (60% from UDF and 40% from Landing & Parking)

**Landing Charges**

| Flight | Weight of an aircraft/Code | TCP Rate per landing | Proposed Rate per landing |
|---|---|---|---|
| Domestic | UPTO 100 MT | Rs. 655.94 per MT | Rs. 421 per MT |
| | >100 MT | Rs. 65594 + Rs. 879.33 MT | Rs. 42,100 + Rs. 565 above 100 MT |
| International | Min charges on GA aircrafts | Rs. 37,160 | Rs. 37,160 |
| | Code C | Rs. 95,070 | Rs. 61,064 |
| | Code D | Rs. 1,04,580 | Rs. 67,172 |
| | Code E | Rs. 1,90,120 | Rs. 1,22,114 |
| | Code F | Rs. 3,04,210 | Rs. 1,95,394 |

**Parking Charges**

| Type of Parking | Weight of the Aircraft | TCP Parking Charges (Rate per MT per hour) | | Proposed Parking Charges (Rate per MT per hour) | |
|---|---|---|---|---|---|
| | | For 2 to 3.5 Hrs | > 3.5 Hrs | For 2 to 3 Hrs | > 3 Hrs |
| Remote | Upto 100 MT | Rs. 12.27 per MT | Rs. 18.41 per MT | Rs. 7.88 per MT | Rs. 11.82 per MT |
| | Above 100 MT | Rs. 1227.17 + Rs. 16.25 per MT | Rs. 1840.75 + Rs. 24.37 per MT | Rs. 788 per MT + Rs. 10.44 per MT | Rs. 1,182 + Rs. 15.65 per MT |
| Contact | Upto 100 MT | Rs. 12.27 per MT | Rs. 36.82 per MT | Rs. 7.88 per MT | Rs. 23.65 per MT |
| | Above 100 MT | Rs. 1227.17 + Rs. 16.25 per MT | Rs. 3681.5 + Rs. 48.75 per MT | Rs. 788 per MT + Rs. 10.44 per MT | Rs. 2,365 + Rs. 31.31 per MT |
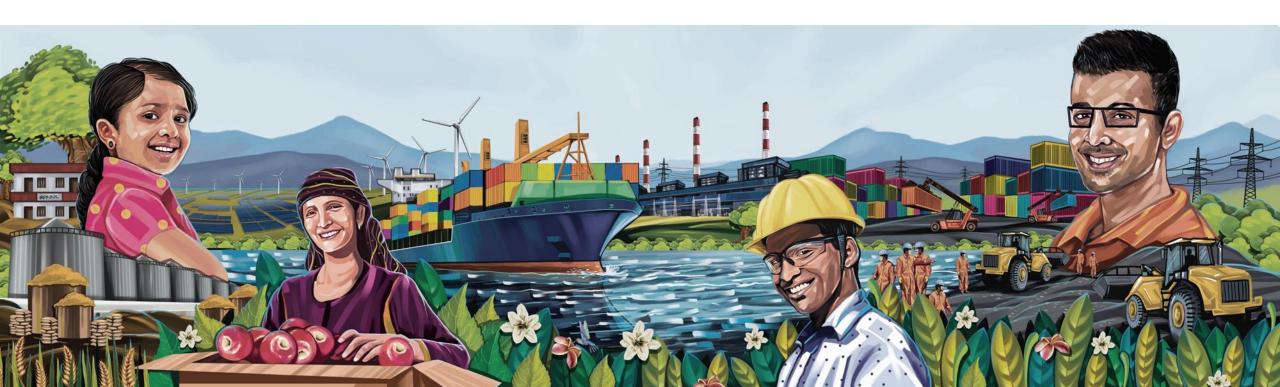
**UDF**

| | Rates as per TCP | Proposed in FoCP | |
|---|---|---|---|
| Type of Passenger | International Flight | Domestic Flight | International Flight |
| Embarking Passenger | 187 | 325 | 650 |

*TCP – Third Control Period ; FoCP – Fourth Control Period

# 10 | Important Points on CP as proposed by the Authority

# Court Matters – Non-Implementation of settled TDSAT orders and Implementation of non-conclusive matters.

## AERA Proposal

- TDSAT judgements for SCP and TCP are not implemented as they are sub-judice at Supreme Court

- Impact for other non conclusive matters is considered, though there is no order from any court.

## MIAL Request

- In absence of any stay order of TDSAT Judgment, MIAL requests Authority to implement the same. Alternatively, it is requested that Authority conducts mid term review of the tariff based on Supreme Court Judgment instead of waiting for true-up in fifth control period.

- Request Authority to follow the above principle in the matter of assets to maintain uniformity (as per SCN received from AIA). Impact should not be considered as same has not reached finality.

# Airside Capacity – Gradual Increase over the control period with the support of AAI

## AERA Observation

- Authority has sought comments on increase in airside capacity

## MIAL Request

- To cater to airside demand, comprehensive road map to gradually increase airside capacity is necessary with the support of AAI.

- MIAL has planned various airside projects which will help in augmenting the airside capacity.

- MIAL will engage with all the stakeholders to keep safety and security as the highest priority.

- NATS has done benchmarking with other global airports with single runway operation like Gatwick (55 ATMs/hr).

**Airfield Infrastructure Enhancements**
- Developing parallel taxiway networks.
- Follow-the-Green lighting system
- Additional taxiways

**Airspace Design & Supporting Procedures with support from AAI**
- Redesigning terminal airspace
- Developing new concepts of operations
- Comprehensive training for personnel

**Technological Interventions**
- Improving on-time performance
- Support the systemization of airspace
- Implementation of Air Traffic Flow Management (ATFM)

**Training and upskilling of ATCOs**
- Achieving standardized, predictable, and consistent air traffic flow at both MIAL and NMIA

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# Demolition and Reconstruction of New Terminal 1

## AERA Observation

- Authority has sought comments on the need of demolition and reconstruction of New Terminal 1 with capacity of 20Mn.

## MIAL Request

- **Safety and Security issues**

  - ➢ T1A and T1B are more than 30 years and 60 years old.

  - ➢ T1C has security concerns due to mixing of pax.

  - ➢ MIAL is very much concerned to avoid any unfortunate event related to safety and security.

- **MMR has substantial unaddressed/latent demand.**

  - ➢ Total MMR demand will reach approx. 95 mn by FY29.

  - ➢ Requirement of new terminal to provide necessary supply to cater increasing demand.

  - ➢ Total combined capacity of MIAL+NMIAL with new Terminal T1 will be 85 mn.

MIA), Mumbai

# Financing Costs for TCP and FoCP

## AERA Proposal

- TCP - Refinancing cost incurred on bridge to bond loan in TCP not allowed.
- TCP - Cost of debt @10.3% (which was the cap provided in the previous tariff order) as against the actual cost of debt,
- FoCP – Capping of cost of debt @10.15% based on 8.65% MCLR and spread of 1.5%

## MIAL Request

| Impact | Considerations |
|---|---|
| TCP Aug-2019 SBI Letter for downgrade of rating effective rate 10.3% p.a. with monthly resets | Reduction in base rate/MCLR from FY20 to FY22 on account of RBI COVID stimulus, but risen sharply to increase above pre-covid levels from year 2023<br><br>Effective Annualized interest is 10.8% p.a.<br><br>Increase in interest rates due to external factors beyond control of MIAL |
| Need for multiple refinancing on account of impact of COVID 2019 severely impacting cashflows and resultant downgrade in credit rating, Impact of non- conclusive matters | Credit Rating of MIAL upgraded with support of AAHL/AEL , availed immediate short-term financing by replacing SBI facility. Subsequently on stabilizing of debt markets, this was converted into long term ECB facility to ensure statutory payments as per OMDA<br><br>MIAL requests Authority to allow cost of debt as per actuals in line with TDSAT Judgment dated 6 October 2023 (SCP and TCP Tariff Order matters) and 13 September 2024 (Development Fees matter)<br><br>In scenario of airport operations getting severely hampered due to depleting cashflows:<br><br>• Impact on Airlines and Passenger is much higher due to supply constraints.<br><br>• Systemic Economic Impact : Aviation sector has huge multiplier effect on economy. Mumbai Airport contributes 3.35% to the GDP of Maharashtra. |

# Follow Consistent Approach and SSA Principles in Tariff Determination

**AERA Proposal**

- Not to consider legal costs as part of O&M expenses in projections for the fourth control period.

**MIAL Request**

- No provisions in OMDA/SSA which disallows the legal costs.

- Legal costs have been allowed by Authority in the tariff determinations of previous three control periods

- Legal costs are part and parcel of airport operations (For e.g., height matters, land dispute/vacation matters, slum dispute, matters pertaining to Aeronautical Charges and AAI Payments).

- Legal costs were allowed in other airports tariff orders which were issued in year 2021 to 2023 (Six AAI Airports privatized, and concession agreement signed in Feb 2020).

- **We request Authority to allow Legal expense consistent with previous control periods.**

*Disclaimer : Points mentioned above are limited and we will send detailed comments in writing.*

# Thank You