



**Bangalore International Airport Limited  
Stakeholders Consultation Meeting for 4<sup>th</sup> Control period ( 1<sup>st</sup> April  
2026 – 31<sup>st</sup> March 2031)**

**Presented on 29<sup>th</sup> June 2026**

# Our Vision

Enabling journeys,  
Creating experiences  
and  
Touching lives  
as the  
New gateway to India.

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**Introduction to BIAL**

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# Overview of BIAL

Name of the airport : Kempegowda International Airport, Bengaluru

ICAO Code: VOBL ; IATA Code: BLR

Concession period: 30+30 years (Extended till 2068)

Model: PPP- DBFOT (Design build finance operate and transfer)

## Important dates

23<sup>rd</sup> Jan 2002



Shareholders agreement

5<sup>th</sup> Jul 2004



Concession agreement with GoI

20<sup>th</sup> Jan 2005

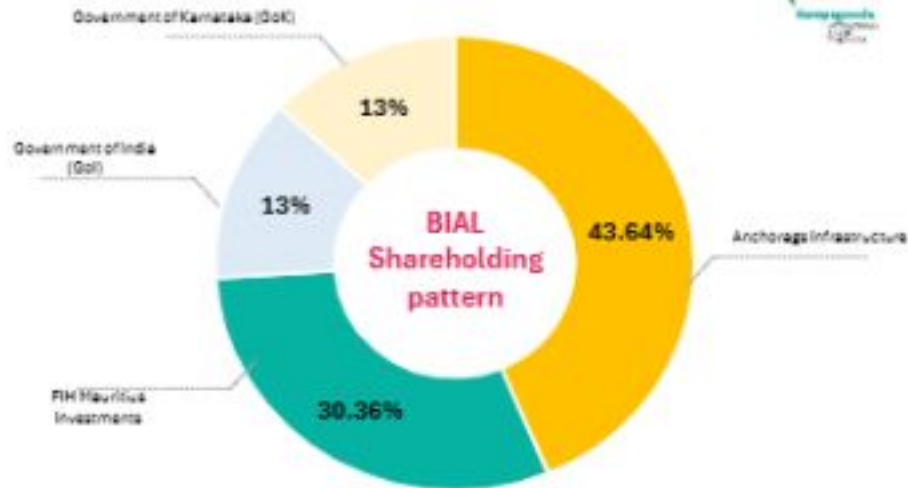


State support agreement with GoK and Land lease agreement with KSII DC

24<sup>th</sup> May 2008



Airport opening date



## Key Highlights

- KIAB (BLR airport) is amongst India's first greenfield airport based on PPP model
- As per the Shareholders Agreement, the Chairperson of BIAL Board will always be the Chief Secretary of Karnataka ( a unique aspect among airports awarded through PPP model)

# Board composition and governance



**Dr. Shatini Rajneesh IAS**, Chief Secretary to Government of Karnataka & Chairperson of BIAL



**Mr. Ritesh Kumar Singh IAS**, Principal Secretary – Department of Finance, Government of Karnataka



**Dr. Vishal R, IAS**, Secretary to Infrastructure Development Department, Ports and Inland Water Transport Department of Government of Karnataka



**Shri S. Radhakrishnan**, Executive Director (Finance) in AAI, Nominee Director representing AAI.



**Mr. Shankesh Mehta, IRE**, Nominee Director representing AAI, is currently on deputation as Director – Domestic Transport at the Ministry of Civil Aviation, New Delhi



**Mr. Chandran Ratnaswami**, Nominee Director representing Fairfax Investment Holdings Mauritius & is the Chief Executive Officer of Fairfax India Holdings Corporation.



**Mr. Sumit Maheshwari**, Nominee Director representing M/s. Anchorage Infrastructure Investments Holdings Limited. He is the MD & CEO of Fairbridge and has also worked with KPMG in their audit and accounting advisory functions.



**Mr. Hari Marar**, MD & CEO of BIAL, Nominee Director representing M/s. Anchorage Infrastructure Investments Holdings Limited



**Mr. Marcel Hungerbuehler**, Nominee Director representing Fairfax Investment Holdings Mauritius. He played a vital role in building, operationalizing and managing the greenfield KIAB.



**Mr. Gopalakrishnan Soundarajan**, Nominee Director representing M/s. Anchorage Infrastructure Investments Holdings Limited.



**Ms. Renu Gud Karnad**, Nominee Director representing M/s. Anchorage Infrastructure Investments Holdings Ltd, Non-Executive Director on the Board of HDFO Bank Limited, Chairperson of GlaxoSmithKline Pharmaceuticals Limited.



**Mr. ISN Prasad, IAS (Retd.)**, Nominee Director representing M/s. Anchorage Infrastructure Investments Holdings Limited.. He was the former Principal Secretary to Chief Minister of GoK and has held senior positions in the petroleum ministry, GoI.



**Mr. D N Narasimha Raju, I.A.S (Retd)** is an Independent Director on the Board of BIAL. Former Additional Chief Secretary / Principal Secretary to Chief Minister, Government of Karnataka, Former Joint Secretary in Ministry of Petroleum & Natural Gas, Government of India.



**Mr. N S Kannan** is an Independent Director. Former ED, ICICI Pru Life Insurance and Former CFO of ICICI Bank, Former ED, ICICI Bank and MD & CEO, ICICI Pru Life Insurance. Member of RBI Advisory Committee for Bank Licenses

## Our Vision

**Enabling journeys,  
creating experiences  
and  
touching lives  
as the  
new gateway to India.**

**Journey So Far & Key Principles  
underpinning BIAL' approach to  
business**

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# BLR AIRPORT: INDIA'S 3<sup>RD</sup> BUSIEST AIRPORT IN TERMS OF OVERALL TRAFFIC AND 2<sup>ND</sup> BUSIEST AIRPORT IN TERMS OF DOM TRAFFIC

## CONNECTING

32 INTERNATIONAL DESTINATIONS


80 DOMESTIC DESTINATIONS

## AIRLINE PARTNERS

39 PASSENGER AIRLINES

16 FREIGHTERS

 PASSENGER DESTINATIONS

 FREIGHTER DESTINATIONS



\*As on 31<sup>st</sup> March 2025

# BIAL: Infrastructure Highlights



**Largest passenger handling capacity** in South India

**Only airport in South India** with 2 independent parallel runways

**Largest cargo handling capacity** in South India

**Demand:** 44.5 Mn in FY26  
**Current Capacity:** 51.5 Mn

**Peak Demand:** 44/hr  
**Current Capacity:** 60/hr

**Demand:** 532,000 MT in FY26  
**Current Capacity:** 750,000+ MT



# Our Vision

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## Key pillars underpinning BIAL's approach to Business



### Building Great Infrastructure in a timely manner

- Continuous reinvestment into the asset
- All infrastructure is taken up only after AUCC / user consultation

### Operational Excellence

- Focus on operational efficiency, technology interventions while maintaining high standards of safety, security, and accessibility

### Developing BLR as a Hub

- Strengthen airline relationships
- Work with them to enhance presence (domestic and international operations) and develop BIAL as a Hub in line with MoCA guidance

### Financial prudence

- Demonstrate prudence in achieving the best financial terms
- Optimizing capital costs with an aim of lowering charges

**“Quality infrastructure is the foundation of a developed India”**

**- Hon'ble Prime Minister Shri Narendra Modi**

**“American roads are not good because America is rich;  
America is rich because American roads are good.”**

**- John F Kennedy**

# BIAL has deployed over ₹14,000 crores post-AoD to drive capacity expansion and support growth

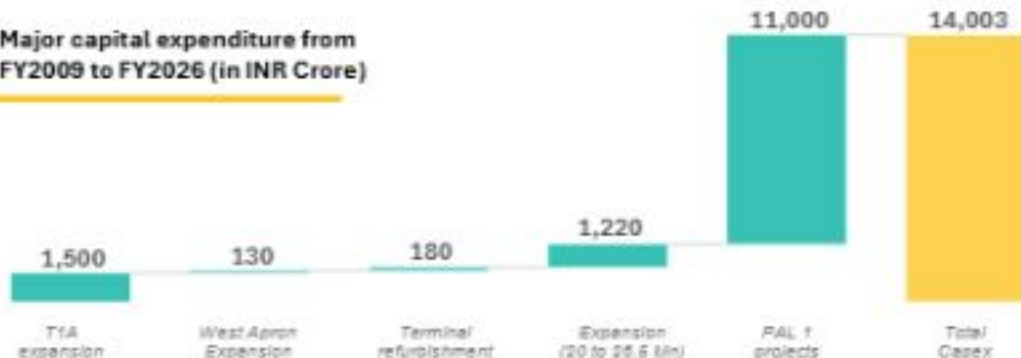


South runway



Terminal 2

## Major capital expenditure from FY2009 to FY2026 (in INR Crore)



- **98%** of BIAL's internal accruals (retained profits available to the Shareholders & generated from AoD) have been **ploughed back into the business to fund the above-mentioned capital expenditure requirements.**
- Only **2%** of the internal accruals have been distributed to the shareholders (May 2008 – March 2026).

## Strengthening airline relations to drive traffic growth and build BLR as a Hub has been a key focus area



Connected to  
**80**  
Destinations



BLR is emerging as a hub for several carriers

IndiGo AIR INDIA

Carriers that have chosen BLR as their first base of operations

AIR INDIA express Akasa Air

BLR is the most connected Airport in South India.

BLR Airport has two major hub carriers; IndiGo (~200+ deps/daily\*), Air India Group (~110+ deps/daily\*), Akasa (~25+ deps/daily\*) \*as on MAR26

28 cities are within 75mins flying time, with daily 120+ dep\*, which will help airlines to leverage feeder traffic. \*as on MAR26

# Key International Routes started from BLR in the last few years

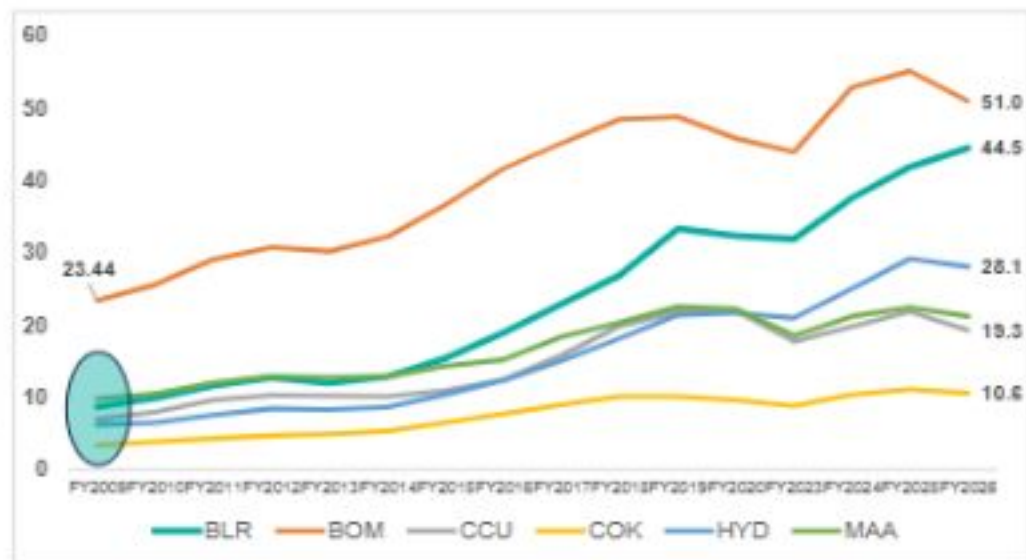


12 Destinations added out of 34 added in last 5 years

## ...helping BIAL emerge as the fastest growing airport



Major airports in Southern part of India were handling traffic within a narrow range



Over the years, we have managed to get some things right.

Of course, a large part of the credit is due to the sheer entrepreneurial spirit of Bengaluru.

# BIAL: Operational Performance comparable to global hubs



**Best Airport – ACI ASQ**



**Director General's Roll for consistent ACI ASQ scores**



**Director General's Roll for consistent ACI ASQ scores**



**4.98 vs 4.97**  
ASQ '25  
departures



**82% vs 74%** OTP  
average on-time  
performance (departures)



**11 & 20 min**  
average first &  
last bag  
delivery (domestic)



**5 vs 4.98**  
ASQ '25  
arrivals



**10 & 33 min**  
average first &  
last bag  
delivery (international)



**22 sec**  
processing time -  
self-bag drop



**1st in India & South Asia**  
to own Disabled Aircraft  
Recovery Equipment.



**Rosenbauer Crash Fire  
Tender driving simulator**  
– 1st of its kind in India

# BIAL has undertaken significant investment to enhance operational efficiency and safety across the airport environment



## Creating value through state-of-the-art Airport operations control centre (AOCC)

### Operational Predictability

- ✓ 99% Stand Allocation Stability
- ✓ 99% Gate Allocation Stability
- ✓ 99% Arrival Belt Allocation Stability
- ✓ Zero Stand Misallocations Across 1M+ Aircraft Movements

### Airline Outcome

- ✓ 98% Flights Without Pushback Delays
- ✓ 85% TOBT Predictability
- ✓ Optimized Taxi Times

### Passenger Outcome

- ✓ 84% On-Time Departures
- ✓ 117,930 Flights
- ✓ 22 Million Dpax

### Business outcomes

- ✓ Better Aircraft Utilization
- ✓ Lower Fuel Burn
- ✓ Reduced Operating Cost
- ✓ Improved Passenger Experience
- ✓ Higher Infrastructure Productivity
- ✓ Greater Operational Resilience

## DigiYatra

BIAL: A Pioneer in seamless, paperless travel experience



## Way finder KIOSK

Wayfinding kiosks enable passengers to find locations and seamlessly continue navigation on mobile using QR-based route transfer through BLR pulse app.



## Biometric Self Baggage Drop (SBD)

Biometric SBD Deployed and Operational at Terminal 1. Enables faster, secure, and contactless baggage processing for passengers.



# BIAL: Transforming Passenger Experience Through Technology & Innovation



**XOVIS & Trolley Inventory Management**



**Pre secure feature for faster security clearance**



**Braille tactile orientation map**



**Dedicated zone for seamless transfer**



**Baby strollers**

**Numerous initiatives to enhance customer experience**

# BIAL: A leader in Sustainability



USGBC & IGBC certified Platinum rating for Terminal 2.

Signatory to UN global compact (Environment, Labour, Anti-corruption, Human rights).

Solid Waste treatment plant commissioned. Leading to just 3% Waste to Landfill

>160 Million kWh renewable electricity (100% of Airport Consumption per annum).

Zero Scope 2 emissions.

Scope 3 emissions reduction: >88% utilization of BME – FEGP.

Sustainable Mobility: Phased Implementation of E vehicles.

Water Positive : We replenish more water than our consumption. Water Positivity Index 2.36.  
2 MLD potable water recovery from rainwater harvesting.

LED powered runway

Energy Efficient operations.

Level 5 Highest Airports Council International (ACI) Carbon Accreditation. Net Zero GHG Emissions (Scope 1&2)

Green Landscape  
Reflects the ethos of the Garden city with lush green landscaped gardens

# BLR: Investment in our communities

## NAMMA SHIKSHANA- BUILDING STRONG EDUCATION THROUGH HOLISTIC LEARNING

### Infrastructure Interventions

#### BROWNFIELD INTERVENTIONS

1 school in rural Bijapur



500+ children

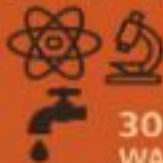


9+ villages

- Fully equipped STEM labs
- WASH interventions

#### GREENFIELD INTERVENTIONS

1 school in urban Bangalore



300+ children  
WASH intervention

### Programmatic Interventions

Nutrition  
Enhancement

01

3000+ breakfast served  
everyday

Quality Education

02

2750+ children are receiving  
formal education  
55+ teachers appointed  
1500+ tabs Distributed  
6 schools equipped with  
computer labs

Scholastic  
Activities

04

44+ activities : Music,  
Karate, Scouts, NSS and  
others

STEM  
Enhancement

05

Introduced Math on  
Wheels and Introducing AI  
with Advanced STEM from  
grade 5 and above

Learning Materials

03

School bags, books,  
stationeries, shoes and  
uniforms are provided.



# BLR: Investment in our communities

## NAMMA AROGYA

### Health On Wheels: Mobile Clinic Impact

137 Mobile Clinics

Bringing healthcare closer to underserved communities

5,880 Patients

Treated for various medical conditions

Gender Distribution

Equal male and female patients served

### Community Awareness & Training

01 NCD Awareness

02 Mental Health Awareness

03 Eye Care

04 Oral Health

Metric	Impact
Awareness Session Conducted	162
Community members reached	2686
Training Programs delivered	1
Health workers trained	60

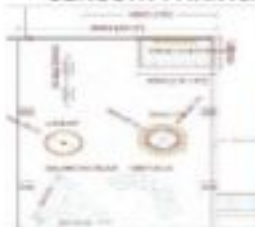
### Tertiary Care

214

Referrals made  
for tertiary care

Referrals made for:  
Cardiovascular Diseases (CVD),  
ENT, Cataract,  
Hyper Tension

### SENSORY PARK for Children/ People with Disability



Need of Children's sensory play area under process.



# BLR: Investment in our communities

## MAKKALADHAMA

Holistic Care for 180+ Children *Emotional, educational, nutritional & cultural support in a secure environment*

### Nourishment & Wellness

- Balanced South Indian meals + festive foods for belonging
- Health care support: first aid, OPD visits, 3 emergency hospitalizations
- Regular counselling for 100+ children to overcome trauma

01

### Education & Academic Support

- Daily tuition (6:00–8:15 PM) with level-based learning groups
- Special support packages for 10th-grade students

02

### Literacy & Library Programs

Twice-weekly reading sessions using GROVBY color-coded levels

03

### Arts, Music & Culture

Group singing, cultural performances & creative activities

04

### Student Stipend Program

- Leadership roles for girls 13+ (mentoring, library, art support)
- Monthly stipends deposited in bank accounts for future security

05

# BIAL: Key Rewards and Recognitions



**BLR AIRPORT**  
IS FIRST IN  
**ASIA TO ACHIEVE ACI'S  
LEVEL 5 ACCREDITATION**  
Sustainability and Carbon Accreditation

A green legacy,  
4 years strong!

With Green Energy Certification with  
**GREEN AIRPORT  
RECOGNITION  
2023**

Using 100% Renewable  
Sustainable energy at airport

**WORLD AIRPORT  
AWARDS 2024**

BLR AIRPORT NAMED  
**BEST REGIONAL AIRPORT  
IN INDIA AND SOUTH ASIA**  
AT THE 2024 WORLD AIRPORT  
AWARDS FOR THE THIRD  
CONSECUTIVE YEAR

We are glad to share this news with you!  
We have also climbed the global ranking from 48<sup>th</sup> to 4<sup>th</sup> position,  
securing our place among the world's top 50 airports.

**SMOOTH LANDINGS &  
BIG WINS**

ACI World Airport Awards  
The Best Airport for Annual Globally

**SELECTED  
BY PASSENGERS**

**ASQ**  
AIRPORT SERVICE QUALITY  
AWARDS  
2023-24

**BLR AIRPORT'S  
TERMINAL 2**

INDIA'S FIRST AND ONLY  
**5-STAR RATED**  
AIRPORT TERMINAL

**5 STAR AIRPORT  
SKYTRAX**

**BUILDING A FUTURE WHERE  
TRAVEL KNOWS  
NO BARRIERS**

**BLR Airport receives  
ACI's Level 3  
Accessibility Enhancement  
Accreditation (AEA)**

A 3rd for Indian Airports,  
the accreditation is a landmark achievement  
in making air travel more inclusive.

# BIAL has consistently demonstrated strong fiscal prudence since inception



## AAA

Rated by reputed credit rating agencies

### CRISIL

An S&P Global Company



### ICRA

A MCDOM'S INVESTORS  
SERVICES COMPANY

### India Ratings & Research

A Fitch Group Company

### Tranche 1 (FY23)

10-year NCD for Rs 1650 crs with a fixed interest rate (for entire 10 years) of **8.35%**, tied up in FY2022/23

### Tranche 2 (FY26)

15-year NCD for Rs 9000 crs with a fixed interest rate (for first 10 years) of **8.15%**, tied up in FY2026

Tranche 2 is India's largest unlisted private placement of NCDs issuance in the Airports Sector

- helps in conservation of cash which will be utilized as equity contribution for PAL 2 capex program
- coupon rate is lower by 1.20% from the prevailing rate leading to savings of Rs. 117 Crs in Year 1 and Rs. 1249 Crs over the 15 year tenure.

The approach to optimizing financial costs have helped BIAL achieve lower borrowing costs compared to our peer airports, thereby benefitting our airline partners and passengers



## **Our Vision**

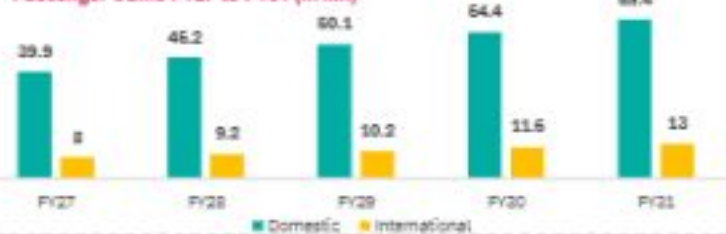
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**Outlook for the next 5 years**

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# BIAL expects to grow steadily over the next 5 years

Passenger traffic FY27 to FY31 (In Mn)



Cargo traffic FY27 to FY31 (In '000 MT)



**#1**  
IN IT'S  
EXPORTS  
\$74.70  
BILION USD

**#1**  
STARTUP  
ECOSYSTEM  
AMONGST  
A THOUSAND  
AND ABOVE

## Largest Aerospace Hub



65%

Bombay, Delhi, Pune,  
Chennai, Hyderabad, etc.

## Largest Biotech Hub



60%

Hyderabad, Bangalore,  
Pune, etc.

## Highest FDI Inflow in India FY26 Q1



>25%

USD 3.2Bn out of all the  
FDI equity inflows

## Fortune 500 Companies



400

The Unicorn Capital of India,  
Home to 50% of the country's top  
startups

## Young Working Population (Age group of 25-45 yrs.)



67%

20% of India's  
tech talent is in BIR

## Per Capita FY26 (Economic Survey)



~ 5,000 USD

National average \$3,500

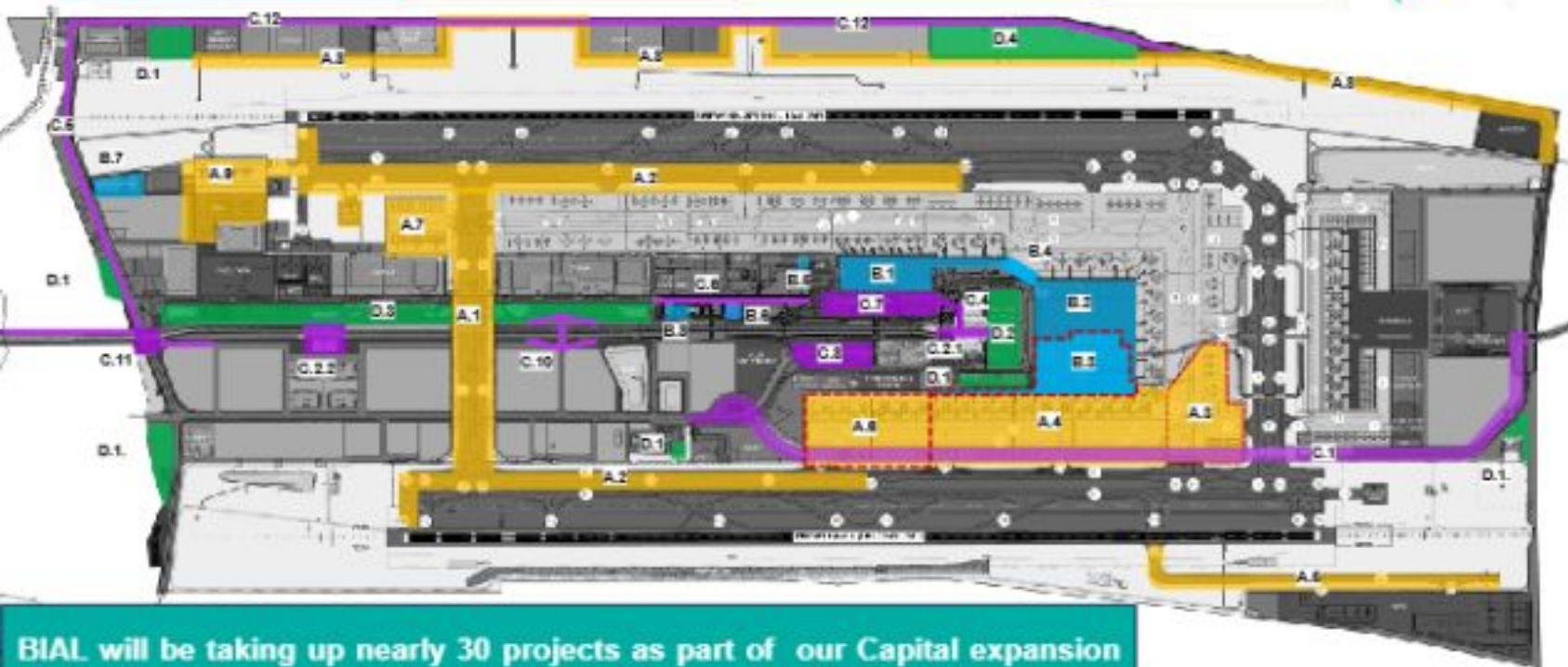
# BIAL: Master Plan – Saturation capacity >105 MPPA



## Total Planned Capacity over 105 Mn

- 1 Existing North Runway 09-27R
- 2 South Parallel Runway 09-27L
- 3 Western Cross-taxiway
- 4 Existing Terminal 1 (26.5 Mn / 35Mn)
- 5 Terminal 2 / Phase 1 (25 Mn)
- 6 Terminal 2 / Phase 2 (20 Mn)
- 7 Terminal 3 (35 Mn)
- 8 Main Access Road
- 9 Eastern Connectivity Tunnel
- 10 Metro Station / MMTH

## Projects to be implemented in 4th Control Period



BIAL will be taking up nearly 30 projects as part of our Capital expansion program (as per the details mentioned in the Consultation Paper)

# West Crossfield Taxiway (WCT)

West Crossfield Taxiway



Overall Physical Progress: 48% | Forecast Completion: 31 March 2027

# Airfield works (Taxiway extension, Isolation bay etc.)

## Airfield works



Overall Physical Progress: 24% | Forecast Completion: 31 December 2027

## T2 Apron (9 + 4 Stands)

T2 Apron (9 +4 Stands)



Overall Physical Progress: 78% | Forecast Completion: 31 October 2026

# Terminal 1 Upgrade

T1 Upgrade



Overall Physical Progress: 69% | Forecast Completion: Phased capitalization by 2027

# Airport Terminal Metro Station (ATMS)

ATMS



Overall Physical Progress: 82% | Forecast Completion: 31 March 2027

# Airport West Metro Station(AWMS)

AWMS



Overall Physical Progress: 50% | Forecast Completion: 31 March 2027

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**Annual Tariff Proposal**

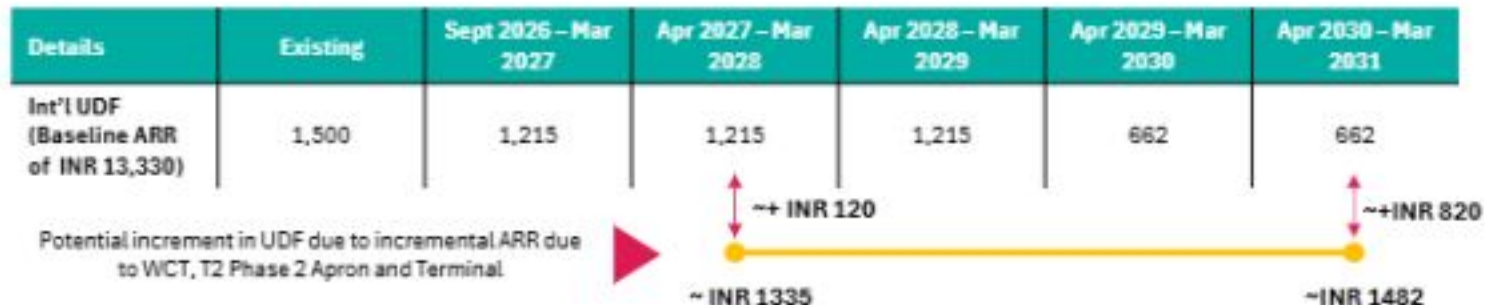
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# Landing charges- Domestic and international flights

Details	Existing	Sept 2026 – Mar 2027	Apr 2027 – Mar 2028	Apr 2028 – Mar 2029	Apr 2029 – Mar 2030	Apr 2030 – Mar 2031
<b>Landing Charges in INR per MTOW</b>						
<b>Domestic</b>						
Up to 100 MT	510	325	341	358	376	395
Above 100 MT	685	390	410	430	451	474
<b>International</b>						
Up to 100 MT	715	455	478	502	527	553
Above 100 MT	855	501	526	552	579	608
Growth in tariff		36% to 41% dip	5% growth YoY	5% growth YoY	5% growth YoY	5% growth YoY

- The rate card proposed is for Base ARR only.

# User development fee



**To compensate for the potential rise in UDF due to incremental ARR, BIAL has proposed rationalization of base ARR UDF in FY30 and FY31**

# Proposed VTP

Category	Scheduled operations on New international route	New international airline* on existing short or long haul route
Short haul (<4500km)	<b>For all types of aircraft:</b> Year 1- 0 X RR (100% discount) Year 2- 0.5 X RR (50% discount) Year 3- 0.75 X RR (25% discount) Year 4- 1X RR (100% discount)	<b>For all types of aircraft:</b> Year 1- 0 X RR (100% discount) Year 2- 0.5 X RR (50% discount) Year 3- 0.75 X RR (25% discount) Year 4- 1X RR (100% discount)
Long haul (>4500km)	<b>For all types of aircraft:</b> Year 1- 0 X RR (100% discount) Year 2- 0 X RR (100% discount) Year 3- 0 X RR (100% discount)	<b>For all types of aircraft:</b> Year 1- 0 X RR (100% discount) Year 2- 0 X RR (100% discount) Year 3- 0 X RR (100% discount)

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## Key Requests to AERA

# Key Requests to AERA post Consultation Paper



1. **Incremental ARR approach:** The Authority has proposed an Incremental ARR approach from the Fourth Control period.

## **BIAL's Request:**

- ❑ The Incremental ARR is major change to the tariff determination process. Given the sizable impact on ARR, BIAL requests the Authority to hold a wider consultation for the incremental ARR approach before the same is included as part of the tariff determination process.
- ❑ If however, post consultation, the Incremental approach is finalized, BIAL proposes that the process outlined for approval of Incremental ARR by the Authority should be shortened
  - Instead of having half yearly reporting windows, respective airport should be required to submit the proposed date of capitalization for **identified projects 3 months ahead of the asset being put to use**
  - Upon asset being commissioned, the Airport should submit a certificate from a chartered accountant certifying completion
  - With the above documentation, we request the Authority to approve incremental ARR within 4 weeks of submission of documentation by the Airport.

# Key Requests to AERA : To consider ECT as part of RAB

## 2. AERA has proposed to Not include the Eastern Connectivity Tunnel as part of Regulatory asset base




Presently, 25-30% of the Airport Traffic originates from the East & South East Bengaluru

The only route available is through NH44 (blue dotted route) which leads to :

- 1) Additional drive time of 20 -30 minutes for travelers
- 2) Longer route by 10 – 12 km which translates to about 300 Rs higher taxi fare
- 3) Adds to traffic congestion, air pollution

Further, the NH 44 being a single access point to BIAL is a key risk from a business continuity perspective

We therefore request AERA to include ECT as part of RAB considering it as an essential project with a direct benefit to passengers

 Passengers originating from Whitefield, Sarjapur, HSR layout in East and South East Bengaluru

 Potential route post commissioning of ECT

 Present Route in the absence of ECT

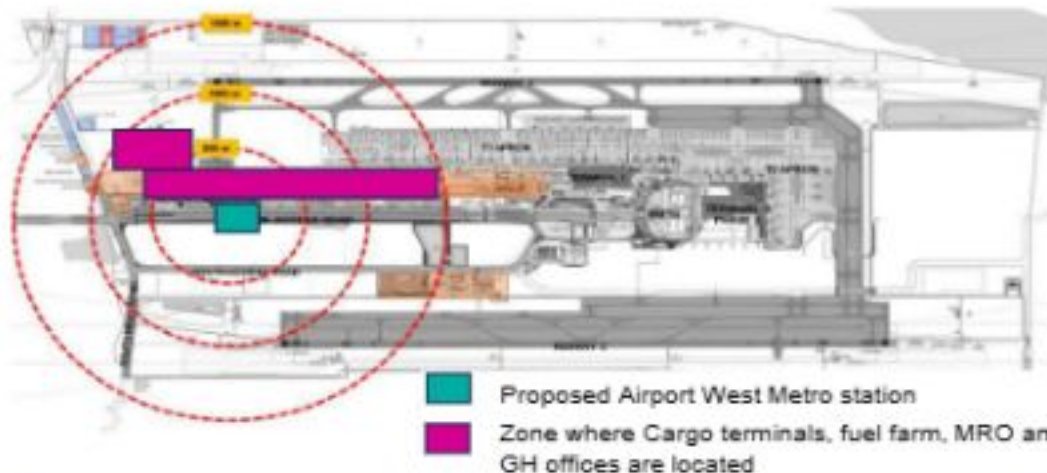
## Key Requests to AERA: Inclusion of AWMS in RAB

### 3. AERA has proposed to Not include the Airport West Metro Station as part of RAB

While the Authority has acknowledged the operational benefit of the AWMS to employees, concessionaires, cargo and MRO personnel and other commercial/support establishments, the same is not included as there is no direct benefit to Airlines/ passengers

Total airport wide personnel working at KIAB (including BIAL, Statutory & Govt agencies and Concessionaires) is approximately 45,000 as of 31<sup>st</sup> Dec 2025

A significant proportion of users are employed at cargo terminal operators, MRO, ground handling agencies & fuel farm



The revenue from Cargo, MRO and Fuel Farm activity has already been factored in as part of ARR determination.

The metro station should therefore be viewed as an enabling cost / measure for all concessionaires and commercial establishments.

## Key Requests to AERA: Reconsider reduction in T2 area



### 4. In the Consultation paper, AERA has proposed a reduction in the area for Terminal 2 Phase 2

BIAL's terminal submission (design and area) was developed together by NACO – a globally renowned master planning agency & SOM – a leading terminal design expert

Terminal 2 Phase 1 at 255,645sqm for 25 MPPA capacity is an efficiently sized terminal.

The area planning for Terminal 2 Phase 2 factors in the requirement to :

- ❑ **Develop dedicated transfer zones** to handle transfer passengers (Domestic and International) which have grown to ~ 16% (Terminal 2 Phase 1 does not have transfer zones)
- ❑ **Increase in proportion of contact bridges vis a vis total terminal capacity**
  - ❑ Phase 1 has 8 MARS (16 Code C equivalent and 3 dedicated Code E stands – The % of aircraft handled on contact bridges at T2 is ~70 % ( % of compatible aircraft)
  - ❑ With growth in overall passenger base, BIAL aims to achieve 80% contact stand ratio requiring addition of 28 code C (14 MARS) contact stands.
- ❑ **Impact of Norms and Circulars issued by BCAS post Terminal 2 Phase 1 Commissioning**
  - ❑ Specific to zones like PESC , Immigration/ Emigration which are manned by CISF/ BOI ( MHA Agencies)
  - ❑ As per circulars issued, the queue space at PESC should be sufficient for 20 min queues ( IATA norm is 5-10 min wait time)
  - ❑ Queue space on Immigration and Emigration zones should be sufficient for 20 -25 min wait time
  - ❑ Further, the need for creation of a pre-designated area to accommodate passengers on-board aircraft affected by weather related delays, technical issues has been mandated post T2P1 completion
  - ❑ The pre-designated area shall be sized so as to screen the passengers before they enter back into SHA

## Key Requests to AERA: Reconsider reduction in T2 area

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4. In the Consultation paper, AERA has proposed a reduction in the area for Terminal 2 Phase 2
- ❑ Based on the finalized design, BIAL had initiated the EPC tender process
  - ❑ Revision in area will require BIAL to redesign the terminal which in turn will delay the EPC process and completion of Terminal 2 Phase 2 by 6 months.
  - ❑ **This will not just delay creation of new capacity but also lead to congestion as both existing terminals (Terminal 1 and Terminal 2 Phase 1) would have hit their design capacity in FY29.**
  - ❑ We therefore request AERA to kindly reconsider its stance of area reduction and permit BIAL to proceed with area as submitted as part of the MYTP.



**THANK YOU**

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