



INFRASTRUCTURE
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Government of India

Report of the Task Force
Financing Plan for Airports

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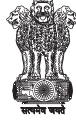
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Secretariat for Committee on Infrastructure

Preface

This Report outlines the financing plan for upgrading and augmenting the airport infrastructure in India. It responds to the direction of the Committee on Infrastructure, chaired by the Prime Minister, to evolve a plan for creating world-class airport infrastructure. The Report was prepared by a Task Force chaired by Shri Anwarul Hoda, Member, Planning Commission, and including experts and representatives from the Ministry of Civil Aviation, the Airports Authority of India, Planning Commission and Ministry of Finance. It was considered and approved by the Committee on Infrastructure in June 2006.

The quality of airport infrastructure contributes directly to a country's international competitiveness and economic growth by facilitating the smooth movement of people and high value cargo, spurring trade and tourism. In the past, airport development has not kept pace with the growth of the Indian economy, especially the quantum jump in passenger and cargo air traffic since 2002. As a result, several major airports are congested and offer inefficient services.

To ensure time-bound creation of world-class facilities, the Report recommends the development of Metro and greenfield airports primarily through Public Private Partnerships (PPPs). Greenfield airports at Bangalore and Hyderabad are already under construction through PPPs. Modernisation of Delhi and Mumbai airports through PPPs has also commenced. The modalities for improving

airport infrastructure to international standards in Chennai and Kolkata are to be finalized after further consultations. In respect of non-Metro airports, the Task Force recommended that city-side development be undertaken by PPPs while the terminal and airside development be assigned to AAI, keeping open the possibility of PPPs in selected airports. The possibility of developing select non-Metro airports through wholly-owned subsidiaries of AAI would also be explored.

An investment of about Rs. 40,000 crore is projected for the development of airports during the period 2006-07 to 2013-14, of which approximately Rs. 31,000 crore is envisaged from PPPs. Implementation of development plans on these lines has already commenced.

(Gajendra Haldea)

Introduction

1.1 In the years 2002-03, 2003-04 and 2004-05, the aircraft movement at the 126 airports managed by AAI increased by 10%, 13.5% and 12.6% respectively; passenger movement by 9.96%, 10.69% and 21.6% respectively; and cargo movement by 15%, 8.75% and 19.9% respectively.

1.2 Passenger traffic trends and forecasts for the Metro Airports at Delhi, Mumbai, Bangalore, Hyderabad, Chennai and Kolkata are indicated at Annex-I. These airports are being/ to be developed through Public Private Partnerships (PPPs). In addition, thirty five non-metro airports have been proposed for development by AAI. Their traffic trends and forecasts are indicated in Annex-II.

1.3 The Government is committed to policies that ensure time bound creation of world class airports and for this purpose to evolve a suitable policy and regulatory framework for Public Private Partnerships (PPPs) aimed at maximizing capital inflows and efficiencies. The Committee on Infrastructure (CoI) in its first meeting held on 10.12.2004 mandated that a framework for airport development up to 2010

would be planned assuming an annual traffic growth of 16%.

1.4 The broad contours of the airport development programme, as presented to the Committee on Infrastructure, are as given in Table 1.

1.5 Airports Authority has taken up the modernization of Delhi and Mumbai airports by adopting the Joint Venture route, wherein a Joint Venture Company (JVC) has been formed with 74% private equity stake and 26% equity stake of AAI. The maximum equity contribution by AAI would be Rs. 500 crore for each airport. The Delhi and Mumbai airports have been transferred to the JVC. Kolkata & Chennai airports would also be modernised through a suitable model.

1.6 In the third meeting of the Empowered Sub-Committee of the Committee on Infrastructure held on October 3, 2005, it was decided to set up a Task Force headed by Shri Anwar ul Hoda, Member, Planning Commission and comprising representatives of Ministry of Civil Aviation, Department of Economic

Table 1: Airport development programme presented to CoI

(Rs. in crore)

Particulars	Airport	Indicative Cost
Restructuring / Modernisation for world class airports	Delhi & Mumbai Chennai & Kolkata	15,000 5,000
Greenfield airports	Bangalore, Hyderabad, Goa, Pune, Navi Mumbai, Nagpur (Hub) & Greater Noida	10,000
Upgradation	25 selected airports	7,000
Modernisation / Improvement	55 airports	3,000
Total investment by 2010		40,000

Affairs, Department of Expenditure, Planning Commission and AAI to deliberate and submit a financing plan for development of airports.

1.7 The Task Force was constituted as follows:

- (i) Shri Anwar ul Hoda, Member, Planning Commission
- (ii) Shri Adarsh Kishore, Finance Secretary
- (iii) Shri Askok Jha, Secretary, Department of Economic Affairs
- (iv) Shri Ajay Prasad, Secretary, Ministry of Civil Aviation
- (v) Shri Gajendra Haldea, Adviser to Deputy Chairman, Planning Commission
- (vi) Shri B. N. Puri, Adviser (Transport), Planning Commission
- (vii) Shri K. Ramalingam, Chairman, Airports Authority of India

1.8 The Task Force held meetings on 7th November, 2005, 6th January, 2006, 27th March, 2006 and 5th May, 2006 to formulate its recommendations. The Report of the Task Force was discussed and commended by the Empowered Sub-Committee of the Committee on Infrastructure in its meeting held on 15th May, 2006. The Report was considered by the Committee on Infrastructure in its twelfth meeting, held on 9th June, 2006 and approved with some modifications, which have been incorporated in the Financing Plan.

Capital costs of the development plan

Capex for Delhi and Mumbai airports

2.1 The development plans for Delhi and Mumbai airports envisage an investment of Rs. 5,270 crore and Rs. 6,130 crore respectively (totaling Rs.11,400 crore) during the period 2006-07 to 2013-14.

Capex for Kolkata and Chennai airports

2.2 The expenditure on these two airports has been considered at 50% of the expenditure of Delhi and Mumbai airports i.e. Rs. 5,700 crore, to be spent during the period 2008-09 to 2013-14.

Capex for greenfield airports

2.3 The following greenfield airports projects have been tentatively identified:

- (a) Bangalore
- (b) Hyderabad
- (c) Goa
- (d) Navi Mumbai
- (e) Pune
- (f) Greater Noida
- (g) Kannur

2.4 The greenfield Projects at Bangalore and Hyderabad are already under implementation. The estimated cost of Bangalore and Hyderabad airports is Rs. 1,410 crore and Rs. 1,760 crore respectively, adding up to Rs. 3,170 crore. These projects were initiated when traffic growth was comparatively low. It is expected that in order to meet the increased traffic, additional investments would become necessary.

BIAL is already considering an additional investment of Rs. 400 crore. The estimated investment for these two airports could be assumed as Rs. 4,000 crore.

2.5 The estimated cost in respect of Navi Mumbai airport has been taken at Rs. 2,500 crore and the cost for other airports namely Goa, Pune, Greater Noida and Kannur has been taken at Rs.1,500 crore each. This would add upto Rs. 8,500 crore.

Capex on CNS-ATM and other equipment

2.6 In addition to the above, a sum of Rs. 2,728 crore has been earmarked during the years 2006-07 to 2013-14 for upgradation/ improvement of equipment. This includes a sum of Rs.1,520 crore for CNS-ATM equipment, Rs. 1,078 crore for other equipment and

Table 2: Planned Capex on equipment and instrumentation (Rs. in crore)

Year	CNS-ATM Equipment	CNS Equipment for greenfield airports	Other Equipment	Total
2006-07	180		191	371
2007-08	350	50	100	500
2008-09	250	50	100	400
2009-10	140	30	87	257
2010-11	150		150	300
2011-12	150		150	300
2012-13	150		150	300
2013-14	150		150	300
Total	1,520	130	1,078	2,728

Rs. 130 crore for CNS-ATM infrastructure at greenfield Airports other than Hyderabad and Bangalore. A list of projects in progress and projects to be taken up is at Annex-III.

2.7 In addition, AAI has to invest Rs. 100 crore for upgradation of MET equipment at various airports during 2006-07, 2007-08 and 2008-09. This investment will be recouped from adjustments in the payments for meteorological services made by AAI to the Met department.

Capex for thirty five non-metro airports

2.8 Ministry of Civil Aviation has proposed development of 35 non-metro airports, keeping in view the potential for traffic, tourism, business etc. The development of these airports was proposed in three Phases as follows:

- (a) **Phase-I (10 airports):** Ahmedabad, Amritsar, Guwahati, Jaipur, Udaipur, Trivandrum, Lucknow, Goa, Madurai and Mangalore. In case of project specific problems, some airports may need to be substituted.
- (b) **Phase-II (15 airports):** Agati, Aurangabad, Khajuraho, Rajkot, Vadodara, Bhopal, Indore, Nagpur, Vishakapatnam, Trichy, Bhubaneswar, Coimbatore, Patna, Port Blair, Varanasi.
- (c) **Phase-III (10 airports):** Agra, Chandigarh, Dimapur, Jammu, Pune, Agartala, Dehradun, Imphal, Ranchi and Raipur.

Additional airports will be taken up for development on need basis.

2.9 Preliminary estimates of the cost of providing infrastructure for the expected growth in passenger and aircraft traffic at 10 non metro airports have been prepared. Estimates for the remaining airports are yet to be prepared. The preliminary estimates for all the 35 airports, excluding CNS-ATM equipment, are indicated in Annex -IV. The Capex has been proposed under the three heads viz.

- (a) Terminal building, carpark and cargo;
- (b) Airside; and
- (c) City side (cargo complexes, hotels and flight kitchens)

2.10 AAI had proposed that the capital investment for commercial development of land (city side development) of non-Metro airports shall be made by private entities. It was proposed that out of their commercial revenues, private partners would pay land lease and revenue share to AAI. Based on the reports of the consultants for ten airports, an investment of Rs.1,150 crore had been projected for commercial development. In addition, an investment of Rs. 350 crore could be envisaged for the remaining airports.

2.11 As per the opinion of the Attorney General of India, only services/ facilities that have a relationship to the functions under Section 12 of AAI Act may be admissible at these airports. It would not be lawful for AAI to grant a lease to any person in respect of any airport property for the purpose of construction of independent golf courses, business parks,

hi-tech parks, commercial offices, leisure facilities, commercial arcades, sport complexes, shopping complexes and convention centres which are primarily meant for general public and have otherwise no relationship with the functions of the AAI under Section 12 of AAI Act, 1994.

2.12 The above legal requirements would need to be kept in mind while formulating plans. The proposed commercial exploitation would be restricted to cargo complexes, hotels and flight kitchens. Parking could also be included if necessary. MoCA would formulate a Model Concession Agreement for this purpose and after inter-ministerial deliberations, submit it to CoI for approval.

2.13 The estimated expenditure on development of the 35 non-Metro airports is as shown in Table 3.

Table 3: Planned Capex on thirty five non-Metro airports (Rs. in crore)

Phase	Terminal Building, Carpark, Cargo	Air Side	City side	Total
Phase-I	1,496	420	1,050	2,966
Phase-II	1,240	682	300	2,222
Phase-III	530	294	150	974
Total	3,266	1,396	1,500	6,162

2.14 AAI Board has approved the master plans for the 10 Phase-I airports of Ahmedabad, Amritsar, Guwahati, Jaipur, Udaipur, Trivandrum, Lucknow, Goa, Madurai and Mangalore. The status of the works undertaken/proposed to be undertaken is detailed in Annex-V.

Capex on aerodrome works at other non-Metro Airports

2.15 In addition to the 35 non-Metro airports covered under the MoCA proposal, an investment of Rs. 100 crore per annum in the period 2006-07 to 2013-14 has also been projected for upgradation, maintenance and renovation of the civil infrastructure at other non-Metro airports. This totals to an investment of Rs. 800 crore on non-Metro airports other than the above thirty five airports.

Capex on North East airports

2.16 An investment of Rs. 340 crore is envisaged for development of Paykong airport in Sikkim, Rs. 150 crore for Chiethu airport in Nagaland and Rs. 120 crore for Itanagar airport. This totals to an investment of Rs. 610 crore.

Award of concessions/ contracts

2.17 All concessions/ contracts for the above development works would be awarded by 2012 though actual expenditure may spill over to 2013-14.

Cost control

2.18 Development costs would be optimised by use of modular design of terminals and other facilities so as to avoid creation of excess capacity and enable additions in phases, as necessary. Moreover, the specifications should be economical, so that 'Budget' facilities are developed, thereby containing airport infrastructure costs. In particular, the example of 'Budget' terminal at Singapore was referred to.

Past expenditure and absorption capacity

3.1 Details of capital expenditure incurred by AAI during the past five years are shown in Table 4 below. The expenditure was incurred through contracts and provides a broad indication of AAI's capacity to absorb budgetary outlays of about Rs. 900 crore per annum under this mode.

Table 4: Past Capex on airports by AAI
(Rs. in crore)

Year	Non-Metro airports	Metro airports	Total
2000-2001	237	112	349
2001-2002	249	70	319
2002-2003	283	162	446
2003-2004	444	122	566
2004-2005	442	164	606
2005-06 (RE)	606	346	952

3.2 Any significant increase in the annual allocation for the contract mode may be avoided so as to preserve the minimum requisite supervision and quality of works. It was, therefore, felt that AAI could take up annual investments in the range of about Rs. 1,000 crore per annum. This would include expenditure on civil works as well as on equipments.

3.3 In order to ensure on-time and on-cost delivery of projects in a scenario of significantly higher investments, spread over several locations, MoCA should examine the possibility of AAI hiring supervision consultants for assistance in project management, quality assurance etc.

Modes of delivery

4.1 Delhi and Mumbai airports have already been awarded on PPP mode. Greenfield airports at Bangalore and Hyderabad are already under implementation through the PPP route and the remaining greenfield projects would also follow the PPP route. The mode of development for Kolkata and Chennai airports is to be decided after further consultations.

4.2 In respect of non-Metro airports, MoCA's view is that since they are all loss making, they may not be attractive for private participation. The Ministry's assessment is also that assigning the modernization of these airports to AAI would contribute to harmonious industrial relations in that organization. Privatisation of these airports would also compound the problem created by the staff who would eventually be rendered surplus in privatized airports, as the idea was to relocate such staff in non-Metro airports. However, the possibility would be kept open to take up selected airports in the PPP mode.

4.3 The possibility of creating AAI subsidiaries for some of the larger non-Metro airports or for clusters of smaller airports would be explored with a view to creating independent entities that would be more responsive to local needs, besides enhancing the opportunities for raising the requisite resources.

Phasing and prioritisation

5.1 In light of the considerations spelt out in paragraph 4 above, the following course of action is to be adopted:

- (a) In principle, the airside and the terminal building development of non-Metro airports would be entrusted to AAI and it would be allowed to go ahead with construction work in respect of all the 35 airports.
- (b) Progress in execution of the development work should be reviewed in 18-24 months.
- (c) The possibility of going in for PPP in respect of a few selected airports should be kept open, taking into account the rapid development in the aviation sector in the country.
- (d) For selected airports, particularly the larger ones, wholly owned subsidiaries of AAI may be created for development and operation of the respective airports.

5.2 The capital expenditure for development of airports may be prioritised as under:

Table 5: Priority of different phases

Priority	Phase
1.	CNS-ATM & Other Equipment
2.	Phase-I
3.	North East airport
4.	Phase-II
5.	Phase-III
6.	Other aerodrome works

5.3 Major works should be taken up as part of a comprehensive airport project and not on a stand alone basis. While preparing such project reports for approval, due consideration should be given to the IRR requirements.

5.4 The implementation of this plan, including investment approvals would be subjected to the normal 'due diligence' associated with PIB/ PPPAC procedures.

Funding of the Capex programme

Delhi and Mumbai airports

6.1 The following funding pattern has been adopted as per the projections of the Financial Consultants of AAI:

Table 6: Funding of Delhi and Mumbai airports
(Rs. in crore)

S. No.	Source	Funding
1.	Equity contribution by AAI	302
2.	Private Equity	1,200
3.	Internal Resources of JVC	2,298
4.	Borrowings of JVC	7,600
	Total	11,400

Chennai and Kolkata airports

6.2 The equity infusion by AAI for Chennai and Kolkata JVCs has been estimated as approximately 50% of the equity investments in case of Delhi & Mumbai airports. The equity infusion by AAI during the period 2008-09 to 2013-14 will be Rs.150 crore.

Greenfield airports

6.3 AAI Board had approved a policy whereby equity for greenfield airport projects would be funded by private entities (74%), State Government (13%) and AAI (13%, subject to a cap of Rs. 50 crore per airport). In future, wherever the State Governments express interest in development of greenfield airports, they should be allowed to take the initiative.

6.4 The funding plan approved for greenfield projects at Bangalore and Hyderabad is as given in Table 7.

6.5 The details of estimated cost, phasing thereof and funding pattern are yet to be worked out/ frozen in respect of other greenfield airports. However, keeping in view the policy approved by the AAI Board for equity stake of AAI in such greenfield projects, a sum of Rs 200 crore has been provided in the financing plan as AAI's contribution to equity of greenfield airports that are likely to be developed by 2012.

Table 7: Approved funding plan for Bangalore and Hyderabad airports

	HIAL		BIAL	
	Capital (Rs. in cr.)	Percentage of total	Capital (Rs. in cr.)	Percentage of total
AAI Share	49	3%	43	3%
State Support	422	24%	350	25%
Equity of Private Promoters	330	19%	284	20%
Loans	961	54%	735	52%
Total	1,762	100%	1,412	100%

CNS-ATM and other equipment

6.6 The expenditure on CNS-ATM and other equipments is proposed to be met out of internal resources of AAI.

Non-Metro airports

6.7 AAI has proposed to fund the entire airside and terminal development through its internal resources, surplus revenues from Delhi, Mumbai, Chennai and Kolkata and market borrowings. The funding of capital expenses on 35 non-Metro airports, except commercial development of land, is as given in Table 8.

Table 8: Funding of development of airside and terminals for non-Metro airports

(Rs. in crore)

S. No.	Source	Amount
1.	Internal resources of AAI	3,116
2.	Upfront payment from JVCs	
	- Delhi & Mumbai	300
	- Kolkata & Chennai	175
3.	Borrowings	1,000
4.	Min. of Defence & AP Govt. for Vizag project	71
	Total	4,662

6.8 In addition to the above, it is assumed that private sector investment aggregating Rs. 1,500 crore would be deployed on non-aeronautical facilities such as cargo complexes, hotels, flight kitchens and parking. The proposed investments by the private sector would be undertaken on the basis of a duly approved MCA.

Aerodrome works at other non-Metro airports

6.9 The proposed expenditure of Rs. 800 crore on other aerodrome works would be met out of internal resources of AAI.

Sources of Financing

Assumptions

7.1 For evolving a financing plan, the Task Force adopted a set of assumptions which have been stated at Annex-VI.

7.2 For Metro and greenfield airports, the projected private investment has been taken into account and only the investment to be made by AAI in equity and CNS-ATM has been included in the financing plan of AAI.

Public Private Partnerships (PPPs)

7.3 The total investment from PPPs is projected as given in Table 9.

Table 9: Projected Investments from PPPs in airports (Rs. in crore)

S. No.	Airport	Private Investment
1.	Delhi and Mumbai	11,400
2.	Bangalore and Hyderabad	4,000
3.	Chennai and Kolkata	5,700
4.	Five Greenfield airports	8,500
5.	City side development	1,500
	Total	31,100

Internal Resources of AAI

7.4 AAI has been funding its capital expenditure primarily out of its internal resources. AAI had General Reserves of Rs. 1,940 crore and other Reserves of Rs. 1,037 crore as on 31.03.2005. Its loan liabilities are insignificant, with total loans as on 31.3.2005 aggregating Rs. 121 crore. The profit after tax generated by AAI in the last five years is shown in Table 10.

Table 10: Profits of AAI

(Rs. in crore)

Particulars	2000-01	2001-02	2002-03	2003-04	2004-05
Revenue	1873	2245	2384	2631	3000
Expenditure	1514	1768	1887	2087	2315
Profit before tax	359	477	497	544	685
Profit after Tax	244	267	282	345	325

7.5 Based on the assumptions in Annex-VI, the projections of net internal resources available for financing capital expenditure are shown in Annex-VII. These internal resources will be used to fund the entire airport development programme including investments in CNS-ATM and other equipments.

ADF/ UDF charges

7.6 It was suggested by AAI that most of the projects being contemplated under the non-Metro airports development initiative pertain to Airside and Terminal Buildings and the projects are likely to yield either negative IRR or an IRR below the PIB norm of 12%. As such, levy of ADF/ UDF on passengers at these airports was proposed.

7.7 The Task Force felt that users should not be burdened with ADF/ UDF for financing un-viable projects. This is particularly important in the context of the policy objective to make civil aviation a mass rather than an elitist mode of travel and to make air travel more affordable. Accordingly, the financing plan does not include revenue from ADF/ UDF charges. Recourse to ADF/ UDF should be the last resort in individual cases after all efforts

at implementation through PPP have not succeeded.

7.8 In respect of projects that are economically desirable on grounds such as regional development, tourist and strategic importance etc, but with low financial viability, the following parameters may be adopted:

- (a) While calculating the viability for individual projects, a growth rate of 16% or more for 5 years and 12% for the next 10 years may be assumed considering the robust growth in recent years as also location-specific considerations.
- (b) The current PIB norm of 12% IRR should be relaxed to 8%. In case of North East States it could be relaxed to 0%.
- (c) In case AAI is required to take up projects with IRR below the level specified in (b) above, the respective State Governments may be asked to bridge the gap. In addition, projects with low IRR could also use the Viability Gap Funding.

Budgetary support

7.9 The financing plan for the entire airport development programme in its present form does not envisage any budgetary support to AAI.

Private investment on city side facilities

7.10 It has been assumed that private sector funding aggregating Rs. 1,500 crore would be

available for hotels, cargo complexes, flight kitchens and parking.

Borrowings

7.11 The shortfall between the inflows from all sources and the projected outflows is proposed to be met out of market borrowings. However, these borrowings should be capped by the ability of AAI to repay. It is, therefore, recommended that borrowings may be allowed such that the debt service obligations do not exceed 50% of the profit before tax over the debt tenure.

Private Financing and Viability Gap Funding

7.12 In taking a decision on seeking to develop selected airports on PPP basis in future (as enumerated in paragraph 5.1) it should be borne in mind that upto 20% of the capital costs could be financed through capital grants under the scheme for support to PPPs in Infrastructure. This would increase the possibility of attracting the private sector for participation in the development of airport infrastructure.

Financing Plan

7.13 The cash flow statement based on the assumptions at Annex-VI and the above sources of financing is at Annex-VIII.

Recommendations of the Task Force

Capital costs of the development plan

8.1 The projected investments for the period 2006-07 to 2013-14 are Rs. 2,828 crore for equipment and instrumentation, including CNS-ATM; Rs. 11,400 crore for Delhi and Mumbai airports; Rs. 5,700 crore for Kolkata and Chennai airports; Rs. 12,500 crore for seven greenfield airports including Bangalore and Hyderabad; Rs. 4,662 crore for development of airside and terminal buildings for 35 non-Metro airports; Rs. 1,500 crore for cityside development of 35 non-Metro airports; Rs. 610 crore for development of greenfield airports in North East and Rs. 800 crore for other aerodrome works. This amounts to a total investment of Rs. 40,000 crore. All concessions/contracts would be awarded by 2012 though actual investments may spill over to 2013-14. The assumptions used for making financial projections are stated at Annex-VI.

Modes of delivery

8.2 Metro airports and greenfield airports have been earmarked for development through the PPP mode. However, the modalities for Kolkata and Chennai would be decided after further consultations.

8.3 In the interest of harmonious industrial relations, the terminal and airside development of non-Metro airports should be assigned, in principle, to AAI. However, the possibility of going in for PPP at anytime in respect of a few selected airports not being taken up immediately by the AAI, should be kept open, taking into account the rapid developments

in the aviation sector in the country. The following course of action is to be adopted:

- (a) In principle, the airside and the terminal building development of non-Metro airports would be entrusted to AAI and it would be allowed to go ahead with construction work in respect of all the 35 airports.
- (b) Progress in execution of the development work should be reviewed in 18-24 months
- (c) The possibility of going in for PPP in respect of a few selected airports should be kept open, taking into account the rapid development in the aviation sector in the country.
- (d) For selected airports, particularly the larger ones, wholly owned subsidiaries of AAI may be created for development and operation of the respective airports.

Public Private Partnerships (PPPs)

8.4 The total investment expected from PPPs in four Metro airports, seven greenfield airports and city side development is Rs. 31,100 crore. This would be suitably adjusted if Kolkata and Chennai airports are developed through an alternative modality. An Action Plan should be drawn up to mobilize these investments within the stipulated timeframe.

Phasing of development works at non-Metro Airports

8.5 Development of airports by AAI would require financing, monitoring and supervision

of the development works which should be taken up in a phased manner. The capital expenditure for development of airports by AAI may be prioritised as under:

Table 11: Priority of different Phases

Priority	Phase
1.	CNS-ATM & Other Equipment
2.	Phase-I (10 non-Metro airports)
3.	North East airport
4.	Phase-II (15 non-Metro airports)
5.	Phase-III (10 non-Metro airports)
6.	Other aerodrome works

8.6 Subject to its capability to manage financing and construction, AAI would go ahead with construction work in respect of all the 35 non-Metro airports. Progress in execution of the development work should be reviewed in 18-24 months.

8.7 Major works should be taken up as part of a comprehensive airport project and not on a stand alone basis. While preparing such project reports for approval, due consideration should be given to the IRR requirements and the requisite approvals of PIB/ PPPAC/ CCEA would apply as usual.

Investment decisions on individual projects of AAI

8.8 In respect of projects that are economically desirable on grounds such as regional development, tourist and strategic importance etc, but have low financial viability, the following parameters may be adopted:

- (a) While calculating the viability for individual projects, a growth rate of 16% or more for 5 years and 12% for next 10 years may be assumed.
- (b) The current PIB norm of 12% IRR should be relaxed to 8%. In case of North East States, it could be relaxed to 0%.
- (c) In case AAI is required to take up projects with IRR below the level specified in (b) above, the respective State Governments may be asked to bridge the gap. In addition, projects with low IRR could also use the Viability Gap Funding.

City side development

8.9 Keeping in view the opinion of the Attorney General on land use, the plans for city side development will be restricted to the purposes covered under the AAI Act. The likely investment in PPPs on city side development is estimated at Rs. 1,500 crore. The proposed commercial exploitation could include cargo complexes, hotels, flight kitchens and parking.

8.10 MoCA should formulate a Model Concession Agreement for this purpose and after Inter-Ministerial clearance submit it for approval of CoI.

Budgetary Support

8.11 AAI has projected sufficient internal resources to finance the development plan for non-Metro airports. Over and above these projections, private sector participation in city

side facilities is visualised. As such, there is no need of any budgetary support for the programme.

Borrowings

8.12 The shortfall between inflows from all sources and the projected outflows is proposed to be met out of market borrowings. However, these borrowings should be capped by the ability of AAI to repay. Borrowings may be allowed such that the debt service obligations do not exceed 50% of the profit before tax over the debt tenure.

ADF/ UDF

8.13 ADF/ UDF charges would add to travel costs unnecessarily and the Task Force did not, therefore, recommend any new charges. Secretary, Civil Aviation felt that the option should not be foreclosed. Finance Ministry (Department of Expenditure) also supported the same stand. The Planning Commission was of the view that costs should be kept low and available resources should be leveraged by AAI, if necessary, through PPP. The Task Force was of the view that recourse to ADF/ UDF should be the last resort in individual cases after all efforts at implementation through PPP have not succeeded.

Viability Gap Funding

8.14 In taking a decision on seeking to develop selected airports on PPP basis in future (as enumerated in paragraph 5.1) it should be borne in mind that upto 20% of the capital costs

could be financed through capital grants under the scheme for support to PPPs in Infrastructure. This would increase the possibility of attracting the private sector for participation in the overall development of airport infrastructure.

Development through subsidiaries of AAI

8.15 The possibilities of creating AAI subsidiaries for some of the larger non-Metro airports would be explored with a view to creating independent entities that would be more responsive to local needs besides enhancing the opportunities for raising the requisite resources.

Cost control

8.16 Development costs would be optimised by use of modular design of terminals and other facilities so as to avoid creation of excess capacity and enable additions in phases, as necessary. Moreover, the specifications should be economical, so that 'budget' facilities are developed, thereby containing airport infrastructure costs.

Project Management

8.17 In order to ensure on-time and on-cost delivery of projects in a scenario of significantly higher investments, which would be spread over several locations, MoCA should examine the possibility of AAI hiring supervision consultants for assistance in project management, quality assurance etc.

Annexures I - VIII

Annexure I

Passenger Traffic Trends and Forecasts for Metro airports

PASSENGER TRAFFIC TREND									
S. No.	Airport		2000-01	2001-02	2002-03	2003-04	2004-05	CAGR	
1	DELHI	Int'l	3949603	3715383	3844015	4325485	4938303	5.70%	
		Dom	4984157	4783826	5252533	6068679	7844676	12.00%	
		Total	8933760	8499209	8096548	10394164	12782979	9.40%	
2	MUMBAI	Int'l	5174716	4944825	5087905	5336152	6087620	4.10%	
		Dom	7002604	6526606	7172379	7948293	9578157	8.10%	
		Total	12177320	11471431	12260284	13284445	15665777	6.6%	
3	KOLKATA	Int'l	631558	590445	585236	591038	637355	0.20%	
		Dom	2054842	1970857	2241558	2499815	2857209	8.60%	
		Total	2686400	2561302	2826794	3090853	3494564	6.80%	
4	CHENNAI	Int'l	1833957	1741458	1947937	2054043	2400670	7.00%	
		Dom	2231932	2042784	2213409	2501778	3233256	9.70%	
		Total	4065889	3784242	4161346	4555821	5633926	8.60%	
5	BANGALORE	Int'l	169724	210710	367190	477634	678206	41.40%	
		Dom	2273755	2065540	2397093	2703614	3435177	10.90%	
		Total	2443479	2276250	2764283	3181248	4113383	13.80%	
6	HYDERABAD	Int'l	236004	332365	459174	610406	749072	33.50%	
		Dom	1374008	1344817	1451015	1601360	2095957	11.10%	
		Total	1610012	1677182	1910189	2211766	2845029	15.30%	

PASSENGER TRAFFIC FORECAST							
	CAGR	2005-06	2006-07	CAGR	2007-08	2008-09	2009-10
	8.0%	5333367	5760037	6.0%	6105639	6471977	6860296
	15.0%	9021377	10374584	10.0%	11412042	12553247	13808571
	12.3%	14354744	16134621	8.6%	17517681	19025224	20668867
	8.0%	6574630	7100600	6.0%	7526636	7978234	8456928
	15.0%	11014881	12667113	9.0%	13807153	15049797	16404278
	12.3%	17589511	19767713	8.0%	21333789	23028031	24861206
	7.0%	681970	729708	6.0%	773490	819900	869094
	10.0%	3142930	3457223	8.0%	3733801	4032505	4355105
	9.5%	3824900	4186931	7.7%	4507291	4852405	5224199
	10.0%	2640737	2904811	8.0%	3137196	3388171	3659225
	12.0%	3621247	4055796	9.0%	4420818	4818692	5252374
	11.2%	6261984	6960607	8.6%	7558014	8206863	8911599
	15.0%	779937	896927	12.0%	1004559	1125106	1260118
	20.0%	4122212	4946655	10.0%	5441320	5985452	6583998
	19.2%	4902149	5843582	10.3%	6445879	7110558	7844116
	18.0%	883905	1043008	12.0%	1168169	1308349	1465351
	22.0%	2557068	3119622	12.0%	3493977	3913254	4382845
	21.0%	3440973	4162630	12.0%	4662146	5221603	5848196

Annexure II

Passenger Traffic Trends and Forecasts for non-metro airports

PASSENGER TRAFFIC TREND								
S. No.	Airport		2000-01	2001-02	2002-03	2003-04	2004-05	CAGR
1	AHMEDABAD	Int'l	185849	172050	181954	252451	373199	19.04%
		Dom	660756	596085	636064	724236	916548	8.52%
		Total	846605	768135	818018	976687	1289747	11.10%
2	AMRITSAR	Int'l	100445	117130	163784	219043	316613	33.24%
		Dom	12128	12238	14253	6249	31298	26.75%
		Total	112573	129368	178037	225292	347911	32.59%
3	GOA	Int'l	249894	200541	210594	278065	359866	9.55%
		Dom	626829	590085	629324	709616	905544	9.63%
		Total	876723	790626	839918	987681	1265410	9.61%
4	GUWAHATI	Int'l	0	0	8560	4370	1256	
		Dom	450567	433564	500159	536863	597676	7.32%
		Total	450567	433564	508719	541233	598932	7.38%
5	TRIVANDRUM	Int'l	759805	735421	774381	825091	872516	3.52%
		Dom	250721	223155	239906	248491	287635	3.49%
		Total	1010526	958576	1014287	1073582	1160151	3.51%
6	JAIPUR	Int'l	0	3086	35850	36077	48252	
		Dom	273315	225786	254084	263747	331999	4.98%
		Total	273315	228872	289934	299824	380251	8.61%
7	UDAIPUR	Int'l	0	55	0	0	0	
		Dom	159411	137961	153678	179358	217018	8.02%
		Total	159411	138016	153678	179358	217018	8.02%
8	LUCKNOW	Int'l	15172	19339	17110	58842	81957	52.45%
		Dom	286758	276954	301546	325551	371388	6.68%
		Total	301930	296293	318656	384393	453345	10.70%
9	MADURAI	Int'l	-	-	-	-	-	
		Dom	90805	86377	99872	123161	158424	14.93%
		Total	90805	86377	99872	123161	158424	14.93%
10	MANGALORE	Int'l	-	-	-	-	-	
		Dom	214076	205781	199723	225990	268424	5.82%
		Total	214076	205781	199723	225990	268424	5.82%
11	AGATTI	Int'l	-	-	-	-	-	
		Dom	11368	9686	10743	10534	10410	-2.18%
		Total	11368	9686	10743	10534	10410	-2.18%
12	AURANGABAD	Int'l	0	0	16	0	0	
		Dom	104872	91957	104896	110383	133199	6.16%
		Total	104872	91957	104912	110383	133199	6.16%
13	KHAJURAHO	Int'l	129	767	136	0	0	
		Dom	57272	37854	26755	40096	59343	0.89%
		Total	57401	38621	26891	40096	59343	0.84%

* Base year for International traffic taken as 2005-06 for Guwahati Airport

PASSENGER TRAFFIC FORECAST							
	CAGR	2005-06	2006-07	CAGR	2007-08	2008-09	2009-10
	15.0%	429179	493556	10.0%	542911	597202	656923
	20.0%	1099858	1319829	15.0%	1517803	1745474	2007295
	18.6%	1529036	1813385	13.7%	2060715	2342676	2664218
	20.0%	379936	455923	15.0%	524311	602958	693401
	20.0%	37558	45069	10.0%	49576	54534	59987
	20.0%	417493	500992	14.6%	573887	657491	753388
	20.0%	431839	518207	12.0%	580392	650039	728044
	15.0%	1041376	1197582	10.0%	1317340	1449074	1593982
	16.4%	1473215	1715789	10.6%	1897732	2099113	2322025
	*	11500	12650	10.0%	13915	15307	16837
	10.0%	657444	723188	8.0%	781043	843526	911009
	10.0%	668944	735838	8.0%	794958	858833	927846
	5.0%	916142	961949	5.0%	1010046	1060549	1113576
	7.0%	307769	329313	7.0%	352365	377031	403423
	5.5%	1223911	1291262	5.5%	1362412	1437579	1516999
	15.0%	55490	63813	10.0%	70195	77214	84935
	15.0%	381799	439069	10.0%	482976	531273	584400
	15.0%	437289	502882	10.0%	553170	608487	669336
	-	-	-	-	-	-	-
	8.0%	234379	253130	8.0%	273380	295251	318871
	8.0%	234379	253130	8.0%	273380	295251	318871
	9.0%	89333	97373	9.0%	106137	115689	126101
	8.0%	401099	433187	8.0%	467842	505269	545691
	8.2%	490432	530560	8.2%	573979	620958	671792
	-	-	-	-	-	-	-
	20.0%	190109	228131	15.0%	262350	301703	346958
	20.0%	190109	228131	15.0%	262350	301703	346958
	-	-	-	-	-	-	-
	5.0%	281845	295937	5.0%	310734	326271	342585
	5.0%	281845	295937	5.0%	310734	326271	342585
	-	-	-	-	-	-	-
	3.0%	10722	11044	3.0%	11375	11717	12068
	3.0%	10722	11044	3.0%	11375	11717	12068
	-	-	-	-	-	-	-
	15.0%	153179	176156	10.0%	193771	213148	234463
	15.0%	153179	176156	10.0%	193771	213148	234463
	-	-	-	-	-	-	-
	50.0%	89015	133522	25.0%	166902	208628	260785
	50.0%	89015	133522	25.0%	166902	208628	260785

Passenger Traffic Trends and Forecasts for non-metro airports

PASSENGER TRAFFIC TREND								
S. No.	Airport		2000-01	2001-02	2002-03	2003-04	2004-05	CAGR
14	RAJKOT	Int'l	-	-	-	-	-	
		Dom	111594	105418	121553	126615	158172	9.11%
		Total	111594	105418	121553	126615	158172	9.11%
15	VADODARA	Int'l	-	-	-	-	-	
		Dom	211689	238804	361302	312447	361894	14.35%
		Total	211689	238804	361302	312447	361894	14.35%
16	BHOPAL	Int'l	-	-	-	-	-	
		Dom	75063	71294	87784	113675	127510	14.16%
		Total	75063	71294	87784	113675	127510	14.16%
17	INDORE	Int'l	-	-	-	-	-	
		Dom	179759	170963	195072	226915	269625	10.67%
		Total	179759	170963	195072	226915	269625	10.67%
18	NAGPUR	Int'l	0	0	0	0	2421	
		Dom	198693	187225	229205	230806	275409	8.50%
		Total	198693	187225	229205	230806	277830	8.74%
19	VIZAG	Int'l	0	0	0	0	60	
		Dom	134436	146716	155771	155113	199976	10.44%
		Total	134436	146716	155771	155113	200036	10.45%
20	TRICHY	Int'l	61961	54771	70090	109794	143740	23.41%
		Dom	16397	14349	23967	12603	24251	10.28%
		Total	78358	69120	94057	122397	167991	21.00%
21	BHUBANESHWAR	Int'l	-	-	-	-	-	
		Dom	149048	149326	136044	174956	205230	8.32%
		Total	149048	149326	136044	174956	205230	8.32%
22	COIMBATORE	Int'l	26	3800	10901	13788	13143	374.17%
		Dom	263459	234803	248063	265536	378032	9.45%
		Total	263485	238603	258964	279324	391175	10.38%
23	PATNA	Int'l	9029	2545	1804	0	0	
		Dom	167887	153945	160996	159683	176234	1.22%
		Total	176916	156490	162800	159683	176234	-0.10%
24	PORT BLAIR	Int'l	0	399	242	359	0	
		Dom	121492	133646	160202	193974	193785	12.38%
		Total	121492	134045	160444	194333	193785	12.38%
25	VARANASI	Int'l	30468	30118	12877	31550	33065	2.07%
		Dom	189744	136039	138507	168602	219946	3.76%
		Total	220212	166157	151384	200152	253011	3.53%
26	AGARTALA	Int'l	-	-	-	-	-	
		Dom	206922	203102	206991	209600	230328	2.72%
		Total	206922	203102	206991	209600	230328	2.72%
27	DEHRADUN	Int'l	-	-	-	-	-	
		Dom	2471	2590	1592	561	4588	16.73%
		Total	2471	2590	1592	561	4588	16.73%

(Contd.)

PASSENGER TRAFFIC FORECAST							
	CAGR	2005-06	2006-07	CAGR	2007-08	2008-09	2009-10
	-	-	-	-	-	-	-
	20.0%	189806	227768	10.0%	250544	275599	303159
	20.0%	189806	227768	10.0%	250544	275599	303159
	-	-	-	-	-	-	-
	15.0%	416178	478605	10.0%	526465	579112	637023
	15.0%	416178	478605	10.0%	526465	579112	637023
	-	-	-	-	-	-	-
	12.0%	142811	159949	12.0%	179142	200639	224716
	12.0%	142811	159949	12.0%	179142	200639	224716
	-	-	-	-	-	-	-
	15.0%	310069	356579	10.0%	392237	431461	474607
	15.0%	310069	356579	10.0%	392237	431461	474607
	-	-	-	-	-	-	-
	10.0%	302950	333245	8.0%	359904	388697	419793
	10.0%	302950	333245	8.0%	359904	388697	419793
	-	-	-	-	-	-	-
	30.0%	259969	337959	12.0%	378515	423936	474809
	30.0%	259969	337959	12.0%	378515	423936	474809
	25.0%	179675	224594	15.0%	258283	297025	341579
	50.0%	36377	54565	20.0%	65478	78573	94288
	28.9%	216052	279159	16.0%	323761	375598	435867
	-	-	-	-	-	-	-
	10.0%	225753	248328	10.0%	273161	300477	330525
	10.0%	225753	248328	10.0%	273161	300477	330525
	10.0%	14457	15903	8.0%	17175	18549	20033
	20.0%	453638	544366	15.0%	626021	719924	827913
	19.7%	468096	560269	14.8%	643196	738473	847946
	-	-	-	-	-	-	-
	5.0%	185046	194298	6.0%	205956	218313	231412
	5.0%	185046	194298	6.0%	205956	218313	231412
	-	-	-	-	-	-	-
	5.0%	203474	213648	10.0%	235013	258514	284365
	5.0%	203474	213648	10.0%	235013	258514	284365
	8.0%	35710	38567	5.0%	40495	42520	44646
	10.0%	241941	266135	8.0%	287425	310419	335253
	9.7%	277651	304702	7.6%	327921	352940	379899
	-	-	-	-	-	-	-
	15.0%	264877	304609	10.0%	335070	368577	405434
	15.0%	264877	304609	10.0%	335070	368577	405434
	-	-	-	-	-	-	-
	30.0%	5964	7754	20.0%	9304	11165	13398
	30.0%	5964	7754	20.0%	9304	11165	13398

Passenger Traffic Trends and Forecasts for non-metro airports

PASSENGER TRAFFIC TREND								
S. No.	Airport		2000-01	2001-02	2002-03	2003-04	2004-05	CAGR
28	IMPHAL	Int'l	-	-	-	-	-	
		Dom	120851	127106	127525	123960	129103	1.67%
		Total	120851	127106	127525	123960	129103	1.67%
29	RANCHI	Int'l	0	0	0	0	0	
		Dom	55610	61303	68838	66955	79698	9.41%
		Total	55610	61303	68838	66955	79698	9.41%
30	RAIPUR	Int'l	-	-	-	-	-	
		Dom	46476	50194	55058	75948	95257	19.65%
		Total	46476	50194	55058	75948	95257	19.65%
31	AGRA	Int'l	969	598	666	716	1795	16.66%
		Dom	35672	26277	14817	16868	16470	-17.57%
		Total	36641	26875	15483	17584	18265	-15.97%
32	CHANDIGARH	Int'l	0	0	0	0	0	
		Dom	45654	49863	50064	76053	105846	23.40%
		Total	45654	49863	50064	76053	105846	23.40%
33	DIMAPUR	Int'l	-	-	-	-	-	
		Dom	20944	19353	20696	27798	29280	8.74%
		Total	20944	19353	20696	27798	29280	8.74%
34	JAMMU	Int'l	-	-	-	-	-	
		Dom	230023	190232	174572	216769	262316	3.34%
		Total	230023	190232	174572	216769	262316	3.34%
35	PUNE	Int'l	-	-	-	-	-	
		Dom	415258	372520	410136	466295	600949	9.68%
		Total	415258	372520	410136	466295	600949	9.68%

(Contd.)

PASSENGER TRAFFIC FORECAST							
	CAGR	2005-06	2006-07	CAGR	2007-08	2008-09	2009-10
	-	-	-	-	-	-	-
	8.0%	139431	150586	10.0%	165644	182209	200430
	8.0%	139431	150586	10.0%	165644	182209	200430
	-	-	-	-	-	-	-
	20.0%	95638	114765	10.0%	126242	138866	152752
	20.0%	95638	114765	10.0%	126242	138866	152752
	-	-	-	-	-	-	-
	15.0%	109546	125977	10.0%	138575	152433	167676
	15.0%	109546	125977	10.0%	138575	152433	167676
	4.0%	1867	1941	4.0%	2019	2100	2184
	3.0%	16964	17473	3.0%	17997	18537	19093
	3.1%	18831	19414	3.1%	20016	20637	21277
	-	-	-	-	-	-	-
	30.0%	137600	178880	30.0%	232544	302307	392999
	30.0%	137600	178880	30.0%	232544	302307	392999
	-	-	-	-	-	-	-
	7.0%	31330	33523	5.0%	35199	36959	38807
	7.0%	31330	33523	5.0%	35199	36959	38807
	-	-	-	-	-	-	-
	15.0%	301663	346913	10.0%	381604	419765	461741
	15.0%	301663	346913	10.0%	381604	419765	461741
	-	-	-	-	-	-	-
	20.0%	721139	865367	12.0%	969211	1085516	1215778
	20.0%	721139	865367	12.0%	969211	1085516	1215778

Annexure III

Upgradation/ improvement of CNS-ATM infrastructure: Projects in progress

S. No.	Project	Details	Date of Completion
1	Dedicated Satellite Communication Network	To connect 80 airports for providing dedicated channels for voice and data to support air-ground as well as ground- ground communication.	Apr 2006
2	Voice Communication Control System	Being provided at 8 airports. Installation complete at 5 airports.	Mar 2006
3	Integration of radar data processing system and Flight Data Processing System	Being done at 6 airports	Jun 2006
4	Automatic Dependence Surveillance-contract/ CPDLC system	Installed at Mumbai and Delhi	Under test operation
5	Advanced Surface Movement & Control System	Under installation at IGI Airport	Mar 2006
6	Addition of one aircraft capable of flying at high altitudes	For augmentation of flight inspection capability.	Jun 2006
7	Visual Tower Simulator	Augmentation of ATC training facility at Civil Aviation Training College	
8	Procurement of 40 DMEs		Dec 2007
9	Procurement of ILS		Mar 2008
10	CCTV Surveillance System	Perimeter security systems at selected airports (6 airports as of now)	Mar 2006
11	Flight Information Display System	At selected airports (7 airports as of now)	Aug 2007
12	Provision of Global Navigation Satellite System		Dec 2008
13	Implementation of GAGAN Project in coordination with ISRO		Dec 2008

Upgradation/ improvement of CNS-ATM infrastructure: Projects to be taken up in the period 2006-2012

S. No.	Project	Start Date	Compl. Date
1	Flight Data Processing System at Hyderabad and Mangalore	Apr 2006	Mar 2007
2	Provision of CNS equipments at new Greenfield airports at Bangalore and Hyderabad	Apr 2006	Mar 2008
3	Airport Surveillance Radar and MSSR at Amritsar and Cochin	Apr 2006	Mar 2008
4	Provision of MSSRs at few locations to cover radar gaps	Apr 2006	Mar 2008
5	Networking of radars	Apr 2006	Dec 2008
6	Augmentation of RCAG VHF coverage for continental air space	Mar 2006	Mar 2007
7	Provision of Aeronautical Handling System and ATN Router at Mumbai	May 2006	Dec 2007
8	Surface Movement Guidance and Control System at Mumbai, Kolkata and Chennai	Apr 2006	Dec 2008
9	Ground based augmentation System at two airports	Apr 2006	Dec 2008
10	Provision of Digital Automatic Terminal information equipments at selected airports	Apr 2006	Dec 2007
11	Pre-departure clearance facility via data link at Mumbai and Delhi	Apr 2006	Dec 2007
12	Upgradation of Automation system at Mumbai and Delhi		
13	Replacement of equipment as decided, purchase of various ATC and electronic ancillaries		
14	Introduction of ADS-B technology for surveillance purpose as a supplement of MSSRs	Intend to buy one system in 2006-07 for gaining experience	
15	Introduction of Data Communication in air ground communication purposes	To be decided	
16	Augmentation of aeronautical telecom network.	To be decided	
17	Upgradation of automation system at Kolkata and Chennai	To be decided	
18	Ground based augmentation system at selected airports	To be decided	
19	Introduction of other systems or technologies as approved by ICAO	As and when decided by ICAO	

Annexure IV

Proposed phased Capex in each of the 35 non-metro airports (excluding CNS-ATM and other equipments)

S.N.	Airport	Passengers (million)		Start Date	Compl. Date
		2003-04	2004-05		
PHASE I					
1	Ahmedabad*	1.00	1.28	2006-07	2009-10
2	Amritsar*	0.2	0.3	2006-07	2007-08
3	Guwahati*	0.5	0.6	2006-07	2010-11
4	Jaipur	0.3	0.4	2006-07	2010-11
5	Udaipur	0.2	0.2	2006-07	2010-11
6	Goa*	1.00	1.26	2007-08	2010-11
7	Lucknow	0.4	0.5	2006-07	2010-11
8	Madurai	0.1	0.2	2006-07	2010-11
9	Mangalore	0.2	0.3	2006-07	2010-11
10	Trivandrum*	1.07	1.16	2006-07	2010-11
	Phase I Total	4.97	6.20		
PHASE II					
11	Agati	0.01	0.01	2006-07	2010-11
12	Aurangabad	0.11	0.13	2006-07	2010-11
13	Khajuraho	0.04	0.06	2006-07	2010-11
14	Rajkot	0.12	0.20	2006-07	2010-11
15	Baroda	0.30	0.40	2006-07	2010-11
16	Bhopal	0.11	0.12	2006-07	2010-11
17	Indore	0.22	0.27	2008-09	2010-11
18	Nagpur*	0.23	0.28	2006-07	2010-11
19	Visakhapattanam	0.16	0.20	2006-07	2008-09
20	Trichy	0.12	0.17	2006-07	2008-09
21	Bhubneshwar	0.18	0.20	2006-07	2009-10
22	Coimbatore	0.28	0.4	2006-07	2010-11
23	Patna	0.16	0.18	2006-07	2009-10
24	Portblair	0.19	0.19	2006-07	2010-11
25	Varanasi	0.20	0.25	2006-07	2010-11
	Phase II Total	2.43	3.06		
PHASE III					
26	Agartala	0.20	0.25	2006-07	2009-10
27	Dehradun	0.001	0.004	2006-07	2008-09
28	Imphal	0.12	0.13	2006-07	2009-10
29	Ranchi	0.07	0.08	2006-07	2009-10
30	Raipur	0.07	0.09	2006-07	2009-10
31	Agra	0.02	0.02	2006-07	2009-10
32	Chandigarh	0.08	0.1	2006-07	2010-11
33	Dimapur	0.02	0.03	2006-07	2009-10
34	Jammu	0.21	0.26	2006-07	2009-10
35	Pune	0.46	0.6	2006-07	2009-10
	Phase III Total	1.25	1.56		

GRAND TOTAL

* International Airport

Capex on TB, Car Park, Cargo (Rs. in crore)

	2006-07	2007-08	2008-09	2009-10	2010-11	Total
120	105	45	35	20	325	
38	47	5	5	5	100	
4	13	44	46	23	130	
50	46	17	12	11	136	
50	30	11	11	11	113	
2	8	16	45	40	111	
10	40	45	10	17	122	
12	30	25	15	13	95	
8	45	35	15	12	115	
40	60	80	50	20	250	
334	424	323	244	172	1497	
3.5	2.5	2	1	11	20	
10	30	50	10	18	118	
15	40	35	15	15	120	
5	30	40	13	12	100	
3	5	5	15	12	40	
15	15	20	50	10	110	
4	8	10	12	11	45	
10	30	15	13	12	80	
50	45	5	15	15	130	
30	50	20	5	5	110	
10	40	15	15	12	92	
12	15	13	13	12	65	
7	10	5	15	13	50	
5	10	13	11	11	50	
10	50	20	10	20	110	
190	381	268	213	189	1240	
6	5	5	4	10	30	
10	30	8	11	11	70	
4	3	3	3	2	15	
15	20	40	23	22	120	
5	5	8	13	14	45	
2	3	3	1	1	10	
5	20	40	20	15	100	
6	4	4	3	3	20	
5	10	10	13	12	50	
10	15	15	15	15	70	
68	115	136	106	105	530	
592	920	727	563	466	3267	

Proposed phased Capex in each of the 35 non-metro airports (excluding CNS-ATM and other equipments)

S.N.	Airport	Capex on Air Side (Rs. in crore)					
		Start Date	Compl. Date	2006-07	2007-08	2008-09	2009-10
PHASE I							
1	Ahmedabad*	2006-07	2009-10	5	10	5	5
2	Amritsar*	2006-07	2009-10	8	7	12	13
3	Guwahati*	2006-07	2010-11	10	15	15	15
4	Jaipur	2006-07	2009-10	12	6	13	12
5	Udaipur	2006-07	2008-09	27	15	3	2
6	Goa*	2007-08	2010-11	1	2	3	6
7	Lucknow	2006-07	2009-10	5	8	6	11
8	Madurai	2006-07	2010-11	25	9	2	1
9	Mangalore	2006-07	2008-09	45	5	2	1
10	Trivandrum*	2006-07	2008-09	20	5	2	2
Phase I Total				158	82	63	68
PHASE II							
11	Agati	2008-09	2010-11	2	1	15	25
12	Aurangabad	2006-07	2010-11	7	15	10	5
13	Khajuraho	2006-07	2010-11	10	5	3	11
14	Rajkot	2006-07	2009-10	2	30	40	3
15	Baroda	2006-07	2009-10	5	10	10	13
16	Bhopal	2006-07	2010-11	7	5	5	2
17	Indore	2006-07	2010-11	2	5	10	10
18	Nagpur*	2006-07	2010-11	3	5	5	1
19	Visakhapatnam	2006-07	2010-11	80	29	4	4
20	Trichy	2006-07	2008-09	12	3	3	1
21	Bhubneshwar	2006-07	2010-11	5	8	12	12
22	Coimbatore	2006-07	2010-11	21	1	2	15
23	Patna	2006-07	2010-11	6	3	2	2
24	Portblair	2006-07	2010-11	5	3	11	11
25	Varanasi	2006-07	2010-11	12	3	3	1
Phase II Total				179	126	135	116
PHASE III							
26	Agartala	2006-07	2010-11	6	5	12	11
27	Dehradun	2006-07	2010-11	10	30	8	1
28	Imphal	2006-07	2009-10	3	2	2	2
29	Ranchi	2006-07	2010-11	5	10	13	12
30	Raipur	2006-07	2010-11	15	5	15	12
31	Agra	2006-07	2008-09	2	2	3	2
32	Chandigarh	2006-07	2010-11	2	3	7	11
33	Dimapur	2006-07	2010-11	4	3	2	2
34	Jammu	2006-07	2010-11	3	5	10	5
35	Pune	2006-07	2010-11	5	5	13	12
Phase III Total				55	70	85	70
GRAND TOTAL				392	278	283	254

* International Airport

(Contd.)

		Capex on Cityside (Rs. in crore)						
	2010-11	Total	2006-07	2007-08	2008-09	2009-10	2010-11	Total
	5	30	76	68	29	23	13	209
	5	45	22	31	4	4	4	65
	15	70	1	5	18	18	9	52
	2	45	69	64	29	30	17	209
	2	49	3	3	1	0	0	7
	6	18	0	1	1	5	5	13
	1	31	16	57	74	21	27	196
	11	48	23	60	51	37	25	196
	1	54	3	13	12	8	4	39
	1	30	4	16	21	14	10	65
	49	420	217	318	240	160	115	1050
	25	68	0	0	0	0	0	0
	5	42	1	4	5	1	1	13
	11	40	3	8	7	1	1	20
	2	77	0	0	0	0	0	0
	2	40	5	8	8	23	21	65
	11	30	5	5	4	1	10	26
	15	42	3	5	5	5	8	26
	11	25	5	25	14	10	10	65
	4	121	4	3	1	4	1	13
	1	20	3	4	3	3	1	13
	1	38	4	12	8	5	4	33
	14	53	1	3	1	1	0	7
	2	15	1	3	1	1	0	7
	11	41	0	0	0	0	0	0
	11	30	3	10	5	4	4	26
	126	682	38	89	63	61	63	313
	1	35	5	5	4	9	9	33
	1	50	0	0	0	0	0	0
	1	10	4	3	3	1	3	13
	0.5	40.5	4	4	20	21	17	65
	3	50	1	1	3	3	5	13
	1	10	0	0	0	0	0	0
	2	25	0	0	0	0	0	0
	1	12	4	3	3	3	1	13
	2	25	0	0	0	0	0	0
	1	36	0	0	0	0	0	0
	13.5	293.5	18	16	31	37	35	137
	188.5	1395.5	273	423	334	258	213	1500

Annexure V

Status of ongoing projects at the non-Metro airports

S No.	Name of the Work	Estimated Cost (Rs in cr)	Status
AHMEDABAD AIRPORT			
1.	Construction of New Domestic Departure Terminal Building (13269 Sq Mtr, 600 - peak hour departure, additional Car Park - 115 cars, provision for 02 Aerobridges)	46.09	Completed
2.	Construction of New Domestic Arrival Terminal Building (15825 Sq Mtr, 800 - peak hour arrival, provision for 02 Aerobridges)	56.94	Awarded
3.	Construction of New Intl Terminal Building (27331 Sq Mtr, 500 - Arrival and 500 Dep, Aerobridges -4) with associated infrastructure (Car park - Cars - 575, Taxi - 60, Coaches -06, Road, Inter connectivity between Terminals)	195	Architectural design finalised. PIB note sent to MCA. Pre-PIB meeting held on 06.12.05. Action for Environmental clearance undertaken. Press notice for pre-qualification of contractors issued.
4.	Construction of 06 additional Parking Stands for Aircrafts, 06 - B 747 and 01 - A 320 in Phase II	15	Drawings finalised and issued.
	Total	313	
AMRITSAR AIRPORT			
1.	Construction of New Intl. Terminal Building (14500 Sq Mtr, 250 Dep & 250 Arrival, One Aerobridge (with provision for 1more) with associated infrastructure (Car Park - Car/ Taxi - 450, Roads)	79.27	Works nearing completion.
2.	Construction of 2 Additional Parking Stands for Aircrafts, A-300.	Not indicated	Work completed.
3.	Modular expansion of of Intl Terminal Bldg (17000 Sq. m, 200 Dep & 200 Arrival, Aerobridges -02) with associated infrastructure	80	Expansion of Terminal Building shall be taken up after completion of ongoing works of New Int'l Terminal Building.
4.	Construction of 02 Additional Parking Stands for Aircrafts, B-747.	15	Works will be taken up with Sl. No.3
5.	Relocation of Police Station	0.5	Work will be undertaken in coordination with State Govt
	Total	174.77	
JAIPUR AIRPORT			
1.	Construction of New Intl Terminal Building (18000 Sq Mtr, 250 Dep & 250 Arrival, provision for 02 Aerobridges) with associated infrastructure (Car Park - Cars/ Taxi - 300 and Coaches - 25, Road)	94.87	Architecture Design finalised. Drawings approved. BOQ for Phase-I works under preparation by consultant. Pre-qualification under finalisation and NIT to be issued shortly.
2.	Construction of 09 additional Parking Stands for Aircrafts, 03 - B 747, 04 - A 300, 02 - A 320.	20	Drawings being finalised

Status of ongoing projects at the non-Metro airports

S No.	Name of the Work	Estimated Cost (Rs in cr)	Status
3.	New Cargo Terminal	3.3	Details are being worked out
4.	Aircraft Maintenance hangers	-	Work will be undertaken subject to operational clearances
5.	E & M Workshop	1	Details being finalised
	Total	119.17	

UDAIPUR AIRPORT

1.	New Terminal Building (12300 Sq Mtr, 250 Dep & 250 Arrival, provision for 2 Aerobridges) with associated infrastructure (Car Park - Cars/ Taxi - 400 and Coaches -25, Road)	69.45	Architecture Design finalised. Works for new terminal building awarded.
2.	Construction of 02 additional Parking Stands for Aircrafts, A 320.	5	Drawings are being finalised
3.	Construction of ATC - cum - Technical Block	6	Drawings are being finalised
	Total	80.45	

GUWAHATI AIRPORT

1.	Construction of 02 Additional Parking Stands for Aircrafts, A-320/ B-737, Hangers, Taxi Track and GSE Parking	29.4	Work will be taken up after acquisition of land from IAF Authorities.
2.	Construction of Cargo Terminal	3.18	Drawings are being finalised.
3.	Construction of AAI Administrative Block	6.5	Scope is being decided
4.	Extension of Runway from 9000 to 12000 ft	-	Scheme under review.
	Total	39.08	

TRIVANDRUM AIRPORT

1.	New Intl Terminal Building (23480 Sq Mtr, 500 Dep & 500 Arrival, Aerobridges - 02) with associated infrastructure (Car park - Cars - 575, Taxi - 60, Coaches - 06, Road)	165.58	Architectural design finalised. DPR sent to MCA. Pre-PIB held on 6.12.2005.
2.	Construction of 03 Additional Parking Stands for Aircrafts, A 320 on existing terminal side.	14	Drawings are being finalized.
3.	Bridge over Chakai Canal	2.3	State Govt requested to take up the work along with development of canal.
4.	Provision of 02 aerobridges to existing international terminal building	12.35	Drawings prepared and issued. Detailed estimate under scrutiny for technical sanction.
	Total	194.23	

Status of ongoing projects at the non-Metro airports

S No.	Name of the Work	Estimated Cost (Rs in cr)	Status
LUCKNOW AIRPORT			
1.	Extension and Strengthening of existing Runway	21	Completed except installaton of CAT-II lighting (shifting of village awaited; Rs. 11.6 cr deposited with State Govt.)
2.	Construction of Technical Block - cum - Control Tower.	3.62	60% work completed.
3.	Grading, Drainage and Rain Water Harvesting of Operational Area.	2.01	Work awarded.
4.	New Integrated Terminal Building (15000 Sq Mtr, 250 Dep & 250 Arrival, Aerobridges - 02, and provision for - 01 more Aerobridge) with associated infrastructure (Car/ Taxi - 300, Roads)	50	Design entries received on 20.01.06. Adjudication by Assessors Committee proposed for 3rd week of Feb 06.
5.	Construction of 04 Additional Parking Stands for Aircrafts, A-300 - 02, A-320/ B-737 - 02, Hangers, Taxi Track, and GSE Parking.	15	Work will be taken up with works at Sl.No. 4.
6.	Providing aerobridges to existing Terminal Building	10	Structural feasibility is being examined.
7.	Modification to existing Terminal Building for Intl Operation	28	Modification will depend on the feasibility of Aerobridge
8.	Construction of General Aviation Building	1.5	Details being examined.
	Total	131.1	
GOA AIRPORT			
1.	Construction of New Int'l Terminal Building with associated Infrastructure.	96	Works will be taken up on acquisition of land.
2.	Construction of 02 Additional Parking Stands for Aircrafts, B-747, Hangers and GSE Parking.	18	Works will be taken up on acquisition of land and NOC from Naval Authorities.
	Total	114	
MADURAI AIRPORT			
1.	Extension and strengthening of Runway (2286 Mtrs) including Apron Extension, 04 Parking Stands for Aircrafts, AB-320/ B-737 - 800.	35.25	19% work completed.
2.	Construction of New Integrated Terminal Building (15000 Sq Mtr, 250 Dep & 250 Arrival, Aerobridges - 02, and provision for - 01 more Aerobridge) with associated infrastructure (Car/ Taxi - 300, Roads)	55	Design entries received on 20.01.06. Adjudication by Assessors Committee proposed for 3rd week of Feb 06.
3.	Construction of 03 Additional Parking Stands for Aircrafts, A-300 - 01, A-320/ B-737 - 02 and Hangers.	15	Works will be taken with works at Sl. No.2
4.	Construction of new control tower	5	Details are being finalised.
	Total	110.3	

Status of ongoing projects at the non-Metro airports

S No.	Name of the Work	Estimated Cost (Rs in cr)	Status
MANGALORE AIRPORT			
1.	Construction of New Runway, 2450 mtrs. (06-24) and Allied Works.	55.26	60% work completed.
2.	Construction of New Integrated Terminal Building (15000 Sq Mtr, 250 Dep & 250 Arrival, Aerobridges - 02, and provision for - 01 more Aerobridge) with associated infrastructure (Car/ Taxi - 300, Roads)	81	Design entries received on 20.01.06. Adjudication by Assessors Committee proposed for 3rd week of Feb 06.
3.	Construction of 05 Additional Parking Stands for Aircrafts, A-300 - 01, A-320/ B-737 - 04 and Hangers.	23	Work will be taken up with works at Sl. No. 2.
4.	Construction of Control Tower and Technical Block.	0.75	Details are being finalised.
5.	Construction of New Fire Station, Medical Unit and MT Workshop.	1.2	Drawings are being finalised.
	Total	161.2	
AGATTI			
1.	Terminal Building, Fire station & Control Tower		Drawings in progress.
2.	Additional Pavement adjacent to Runway end		Scope of work finalised.
AURANGABAD			
1.	New Terminal Building at an estimated cost of Rs 99 crores		Proposal is being placed before AAI Board for approval.
KHAJURAHO			
1.	New Terminal Building.		Estimates in progress. Approval of AAI Board will be obtained thereafter.
RAJKOT			
1.	New Terminal Building		Proposal is under planning.
2.	New Fire Station, M I Centre, E & M Workshop		Proposal under consideration
VADODARA			
1.	Internal modifications to existing Terminal Building have been undertaken.		
BHOPAL			
1.	Extension of Apron and resurfacing of secondary runway.		Works nearing completion
2.	Modification and extension to Terminal Building		Works being planned
INDORE			
1.	Minor works for modification to the existing Terminal Building are being undertaken.		

Status of ongoing projects at the non-Metro airports

S No.	Name of the Work	Estimated Cost (Rs in cr)	Status
NAGPUR			
1.	Modification/expansion to existing terminal building		NIT under processing.
VIZAG			
1.	Construction work for runway		In progress. Completion by end 2006.
2.	New Integrated Passenger Terminal Building.	55	Work awarded. Environmental clearance awaited.
TRICHY			
1.	Extension and Strengthening of runway works		In progress.
2.	New Integrated Passenger Terminal Building	75	NIT under processing.
BHUBANESWAR			
1.	Car park		Drawings under preparation after receipt of the location of new State Govt. road along with survey of residential colony
2.	Interior decoration of existing terminal building		Planned
3.	Apron extension		Drawing under revision for 'E' type Aircraft operation
4.	New Technical Block - cum - Control Tower		Planned.
5.	New Integrated Passenger Terminal Building		Design entries recvd. in Jan 06 Adjudication by Assessors Committee by Feb 06
COMIBATORE			
1.	Apron extension		Work in progress
2.	New International Terminal Complex		New site under review for acquisition of land.
3.	Modification of Existing Passenger Terminal building is		Proposal under review.
PATNA			
1.	Cargo building		Drawings issued pending proposal to be accepted by State Govt.
2.	Administrative Block		Drawings issued for estimate/structure.
3.	Modification and extension of community Hall		Pending detailed site survey.
PORTBLAIR			
1.	Extension of Apron.		
VARANASI			
1.	New Terminal Bulding		Proposal being placed before AAI Board for approval.

Status of ongoing projects at the non-Metro airports

S No.	Name of the Work	Estimated Cost (Rs in cr)	Status
AGARTALA			
1.	New Technical Building and Control Tower.		Planning under progress
DEHRADUN			
1.	New Terminal Building		Drawings being finalized.
RANCHI			
1.	Modification and expansion of terminal building		Design under finalisation.
2.	New Fire Station		Awarded
3.	Works for Isolation Bay, Technical Block & Control Tower.		Being finalised.
4.	City side development		Proposal on land requirement pending with State Govt
RAIPUR			
1.	Works for extension of runway in progress. Location for New ATC tower cum technical block being finalised Additional apron layout being planned.		
IMPHAL			
1.	Minor works relating to Terminal Building / Air side completed. Major Works will be finalised after receipt of GTA / IFC reports.		
AGRA			
1.	Minor works relating to Terminal Building / Air side completed. Major Works will be finalised after receipt of GTA / IFC reports.	–	–
CHANDIGARH			
1.	Works for modification and expansion to existing Terminal Building are being finalised.	–	–
DIMAPUR			
1.	Action for NIT is in progress for construction of New Fire Station.	–	–
JAMMU			
1.	Details are being worked out for modification to existing Terminal Building.	–	–
PUNE			
1.	Works for expansion and modification of existing Terminal Building.	10	In progress
2.	Expansion of Apron and New Taxi link	–	NIT being finalised

Annexure VI

Assumptions for the Financing Plan

1. Effect of restructuring

1.1 Expenditure and revenue projections for 2006-07 onwards are based on the assumption that the Delhi & Mumbai airports would be transferred to JVCs from 1st May, 2006.

Expenditure and revenue projections for 2008-09 onwards are based on the assumption that Chennai & Kolkata airports would be taken up w.e.f. 1st April, 2008. Depending upon the modality chosen, the assumptions relating to Kolkata and Chennai may need to be modified.

1.2 The upfront payments from JVCs have been considered as Rs. 150 crore each for Delhi & Mumbai airports, Rs. 100 crore for Chennai and Rs. 75 crore for Kolkata.

1.3 The income from revenue share of Delhi & Mumbai JVCs has been considered as per the share of revenue quoted by the winning bidders. This is 45.99% of the gross revenue for Delhi airport and 38.7% for Mumbai airport. While calculating the share of revenue, landing charges, cargo income and income from non traffic revenue (excluding interest on investments) have been considered. The revenue surplus from Chennai & Kolkata has been assumed as 10% of the gross revenue.

1.4 The income from dividend from JVCs of Delhi & Mumbai has been assumed as per projections made by Financial Consultant. No dividend income from Chennai & Kolkata has been considered.

1.5 The projections done by Financial Consultants for AAI's equity contribution

of Rs 376 crore in the JVCs of Delhi & Mumbai during 2006-07 to 2023-24 has been adopted.

Accordingly a capital contribution to JVC of Rs. 302 crore over the period 2006-07 to 2015-16 has been provided for in the financing plan. It has been assumed that in case of Chennai & Kolkata JVCs, AAI will contribute capital from 2008-09 onwards, to the extent of 50% of the equity contribution for Delhi & Mumbai airports.

1.6 Impact of closure of existing airports at Bangalore & Hyderabad airport have been considered in the year 2008-09.

2. Revenue projections

2.1 No revenue from new investments made in development of non-Metro airports has been considered.

2.2 Revenue projections are based on the assumption that there will be no increase in rates of airport charges, PSF and cargo charges. Further, no revenue from ADF and UDF has been considered.

2.3 Revenue streams from Route Navigation and Facilitation Charges (RNFC), Landing and Terminal Navigation and Facilitation Charges (TNLC) shall continue to accrue to AAI. For the projection of RNFC, Landing and TNLC, the growth in traffic has been assumed as 10% per annum over the base year 2006-07. No increase in airport charges has been assumed.

2.4 The growth in revenue from Passenger Service Fee (PSF) has been assumed as 10% per annum. The growth in Cargo revenue has been assumed as 5% per annum. The growth in Non Traffic revenue has been assumed as 7.5% per annum over the base figure of 2006-07.

2.5 Income from investments on short term deposit has been worked out @ 6% p.a. on the closing balance of funds for each year.

3. Expenditure projections

3.1 An increase of 15% has been made towards pay revision in the year 2007-08, as pay & allowances are due for revision from 01.01.2007. Expenditure on pay and allowances has been assumed to grow @ 7% per annum. It has been assumed that 25% of staff deputed to private operator will rejoin AAI after 3 years deputation period. Effect of the same has been considered in years 2008-09 & 2011-12. The effect of introduction of VRS has not been considered.

3.2 Expenditure on Repairs & Maintenance, Stores, Electricity, Water charges and Security has been assumed to grow @ 7% p.a. and Other Expenses have been assumed to grow @ 5% p.a. over the base figures of year 2006-07.

3.3 Depreciation benefits of leased assets will be available to AAI even after Leasing. A project completion period of 2 years has been assumed for fresh capital expenditure. Depreciation has been worked out @ 7.31% p.a. on straight line basis.

3.4 The rate of interest on borrowing has been taken as 9% p.a. Repayment of borrowings has been assumed in 7 equal annual installments with a moratorium of 2 years on repayment of principal.

3.5 Dividend payout to GOI has been considered at 20% of Equity or Profit after Tax (PAT) whichever is higher. For calculation of dividend, equity capital as on 31.03.2005 has been considered.

3.6 Capital expenditure as detailed in paragraph 2 of this report would be incurred.

Annexure VII

Statement of Internal Resources for AAI: 2005-06 to 2015-16

S.No.	Particulars	Actuals	RE	BE
		2004-05	2005-2006	2006-07
I.	REVENUE			
	A TRAFFIC REVENUE			
	1. Route Navigational Facilities Charges	827.49	901.51	1022.31
	2. Landing, Housing & Parking Charges	535.75	593.53	261.86
	3. Terminal Navigational Landing Charges	116.01	126.19	141.78
	4. Passenger Service Fee	599.47	710.48	658.19
	TOTAL [A]	2078.73	2331.71	2084.14
	B CARGO REVENUE	299.95	347.13	116.10
	C NON-TRAFFIC REVENUE			
	1. Trading Concessions	206.96	234.43	88.96
	2. Rent & Services	184.36	189.87	91.23
	3. Miscellaneous	154.64	153.69	97.26
	TOTAL [C]	545.96	577.99	277.45
	D INTEREST ON INVESTMENTS	84.58	95.72	91.89
	E SHARE IN REVENUE OF JVC			
	Delhi & Mumbai	0.00	0.00	500.60
	Kolkata & Chennai			
	F UPFRONT PAYMENT			
	1. Delhi & Mumbai			10.00
	2. Kolkata & Chennai			
	G DIVIDEND FROM JVC's of Delhi & Mumbai	0.00	0.00	0.00
	GRAND TOTAL [A+B+C+D+E+F+G]	3009.22	3352.55	3080.18
II.	EXPENDITURE			
	1. Pay & Allowances & Other Staff Benefits	760.14	839.03	677.13
	2. Repairs & Maintenance	204.40	288.32	202.36
	3. Consumption of Stores & Spares	84.98	70.77	74.57
	4. Electricity & Water Charges	129.14	152.40	93.07
	5. Other Expenses	532.87	524.43	361.58
	6. Depreciation	405.68	436.32	449.39
	7. Financing Charges	4.43	2.25	0.95
	8. Security Expenses - State Police & Others	12.18	14.22	11.84
	CISF	190.07	213.37	247.88
	TOTAL [II]	2323.89	2541.11	2118.77
III.	PROFIT[+]before Tax / LOSS[-]	685.33	811.44	981.41
IV.	Provision for Tax	359.45	324.63	392.60
V.	PROFIT[+] / LOSS[-] after Tax	325.88	486.81	588.81
VI.	Dividend	83.33	97.36	117.76
VII.	Tax on Dividend	11.07	13.65	16.52
VIII.	INTERNAL RESOURCES [V-VI-VII+II(6)]	637.17	812.12	893.92

(Rs. in crore)

	Projections							Total
	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	
	1124.54	1237.00	1360.70	1496.77	1646.45	1811.09	1992.20	12592.57
	288.05	162.48	178.73	196.60	216.26	237.89	261.68	2397.07
	155.96	171.55	188.71	207.58	228.33	251.17	276.28	1747.54
	724.01	777.20	854.92	940.41	1034.45	1137.90	1251.69	8089.25
	2292.55	2348.23	2583.05	2841.36	3125.49	3438.05	3781.85	24826.44
	121.91	1.00	1.05	1.10	1.16	1.22	1.28	591.94
	95.63	75.78	81.46	87.57	94.14	101.20	108.79	967.97
	98.07	57.59	61.91	66.55	71.55	76.91	82.68	796.37
	104.55	67.38	72.43	77.87	83.71	89.98	96.73	843.61
	298.26	200.75	215.81	231.99	249.39	268.10	288.20	2607.94
	3.34	1.36	5.50	10.30	70.91	147.25	232.02	658.29
	550.66	605.73	666.30	732.93	806.22	886.84	975.53	5724.81
		42.74	47.01	51.71	56.88	62.57	68.83	329.74
	10.00	10.00	10.00	10.00	10.00	10.00	10.00	80.00
		5.83	5.83	5.83	5.83	5.83	5.83	35.00
	0.00	15.90	16.90	32.50	59.00	139.80	118.20	382.30
	3276.72	3231.54	3551.45	3917.73	4384.89	4959.65	5481.74	35236.45
	778.70	717.55	808.41	848.83	920.23	966.25	1014.56	7570.69
	216.53	187.90	201.05	215.12	230.18	246.30	263.54	2051.30
	79.79	82.70	88.48	94.68	101.31	108.40	115.99	816.68
	99.58	67.67	72.41	77.48	82.90	88.70	94.91	829.12
	358.66	361.17	379.23	398.19	418.10	439.01	460.96	3701.34
	487.69	593.73	717.79	830.71	932.25	1024.84	1072.72	6545.44
	25.00	64.05	76.62	67.48	0.05	0.05	0.05	236.50
	12.67	13.56	14.50	15.52	16.61	17.77	19.01	135.70
	265.23	283.80	303.67	324.92	347.67	372.00	398.04	2756.59
	2323.85	2372.13	2662.16	2872.93	3049.30	3263.31	3439.78	24643.35
	952.87	859.42	889.29	1044.79	1335.58	1696.34	2041.96	10613.10
	428.79	386.74	400.18	470.16	601.01	763.35	918.88	4686.34
	524.08	472.68	489.11	574.63	734.57	932.99	1123.08	5926.76
	104.82	94.54	97.82	114.93	140.75	181.69	220.97	1170.64
	13.70	12.36	12.78	15.02	18.39	23.74	28.88	155.04
	883.25	943.68	1080.46	1259.56	1491.85	1736.56	1930.12	11031.52

Annexure VIII

Cash Flow Statement: 2005-06 to 2013-14

		2005-06	2006-07	
	Opening Balance	1401.73	1323.84	
	Internal Resources	812.12	893.92	
	Upfront fee from JVCs	Delhi & Mumbai Kolkata & Chennai	300.00	
INFLOWS	Private investment in JVCs	Delhi & Mumbai Kolkata & Chennai	2750.00	
	Private & State Govt. investment in greenfield airports	BIAL	488.73	774.32
		HIAL	529.20	741.25
		Other		
	Private Investment in cityside development		273.00	
	MoD & AP Govt. contribution for Vishakhapatnam airport		71.28	
	Borrowings			
Total Inflows		3231.78	7127.61	
OUTFLOWS	35 Non Metro airports	AAI		912.22
		State Govt.		71.28
		Private (Cityside)		273.00
	CNS-ATM Equipment	AAI	103.73	180.00
	Other equipment	AAI	127.58	190.60
	Other aerodrome works	AAI	720.52	100.00
	Met. Equipment	AAI		40.00
	North Eastern airports	AAI		
	Delhi & Mumbai airports	AAI		25.90
		Private		2750.00
		Total		2775.90
	Kolkata & Chennai airports	AAI		
		Private		
		Total		
	Bangalore greenfield airport	AAI	15.19	17.82
Private		488.73	774.32	
Total		503.92	792.14	
Hyderabad greenfield airport	AAI	25.00	0.00	
	Private	529.20	741.25	
	Total	554.20	741.25	
Other greenfield airports	AAI			
	Private			
	Total			
Total Capex	AAI	992.02	1537.82	
	Private	1017.93	4538.57	
	Total	2009.95	6076.39	
Repayment of borrowings		44.69	35.29	
Total Outflows		2054.64	6111.68	
Outstanding Borrowings		76.31	41.02	

(Rs. in crore)

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	Total
								1323.84
	883.25	943.68	1080.46	1259.56	1491.85	1736.56	1930.12	10219.40
								300.00
	175.00							175.00
	3250.00	2300.00		800.00	900.00	700.00	400.00	11100.00
		1533.30	500.00	917.65	941.65	838.45	822.75	5553.80
	555.95							1330.27
	818.05							1559.30
	3000.00	3500.00	1800.00					8300.00
	423.00	333.00	258.00	213.00				1500.00
								71.28
	300.00	500.00	200.00					1000.00
	9405.25	9109.98	3838.46	3190.21	3333.5	3275.01	3152.87	42432.89
	1197.50	1010.00	817.00	654.50				4591.22
								71.28
	423.00	333.00	258.00	213.00				1500.00
	400.00	300.00	170.00	150.00	150.00	150.00	150.00	1650.00
	100.00	100.00	87.50	150.00	150.00	150.00	150.00	1078.10
	100.00	100.00	100.00	100.00	100.00	100.00	100.00	800.00
	30.00	30.00						100.00
			122.00	122.00	122.00	122.00	122.00	610.00
	58.70	83.40		64.70	16.70	23.10	29.70	302.20
	3250.00	2300.00		800.00	900.00	700.00	400.00	11100.00
	3308.70	2383.40		864.70	916.70	723.10	429.70	11402.20
		54.65	29.35	32.35	8.35	11.55	9.95	146.20
		1533.30	500.00	917.65	941.65	838.45	822.75	5553.80
		1587.95	529.35	950.00	950.00	850.00	832.70	5700.00
	9.49							27.31
	555.95							1330.27
	565.44							1357.58
	25.00							25.00
	818.05							1559.30
	843.05							1584.30
	75.00	75.00	50.00					200.00
	3000.00	3500.00	1800.00					8300.00
	3075.00	3575.00	1850.00	0.00				8500.00
	1995.69	1753.05	1375.85	1273.55	547.05	556.65	561.65	9601.31
	8047.00	7666.30	2558.00	1930.65	1841.65	1538.45	1222.75	29343.37
	10042.69	9419.35	3933.85	3204.20	2388.70	2095.10	1784.40	38944.68
	3.30	1.65	44.51	115.94	844.51	1.65	1.65	1048.50
	10045.99	9421.00	3978.36	3320.14	3233.21	2096.75	1786.05	39993.18
	337.72	836.07	991.56	875.62	31.11	29.46	27.81	