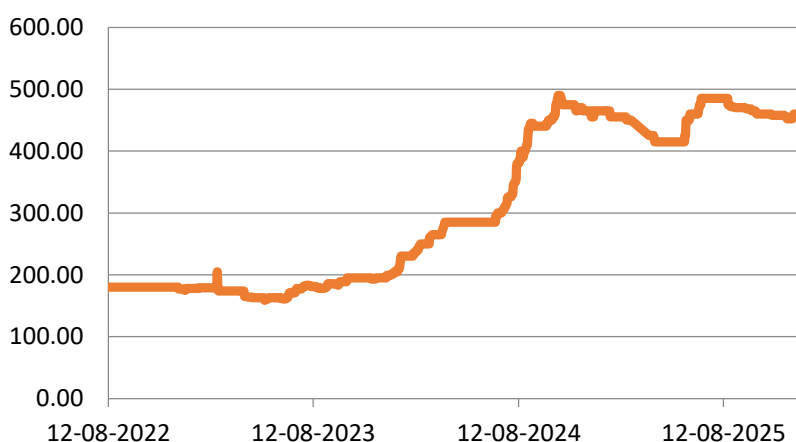


COCHIN INTERNATIONAL AIRPORT LIMITED
Company Highlights

ISIN Number: INEQ2KH01019
Face Value (INR) : 10
Authorised Share Capital: INR 500 Cr.
Paid Up Capital: INR 478.22 Cr.
Outstanding Shares : 47,82,18,436
Status : Unlisted
Industry: airport operations / civil aviation
Business Divisions: airport operations, cargo handling, duty-free & retail, infrastructure development, aviation services, and renewable energy
HQ: Nedumbassery, Ernakulam, Kerala, India
CEO & MD: Sri. S. Suhas Shivanna IAS

Price Movement of CIAL

Key Financial Metrics

Particulars	FY25	FY24	FY23
Revenue from operations (in Cr.)	1309.95	1158.43	939.64
Total Income (in Cr.)	1402.30	1233.51	954.83
EBITDA	880.66	797.69	578.21
PBT	692.79	598.49	391.69
PAT	515.54	447.75	292.76
EPS (in ₹)	10.78	9.52	7.57
Dividend per share (in ₹)	5.00	4.50	4.00

Executive Summary

Cochin International Airport Limited (CIAL) strengthened its position as a key aviation infrastructure operator in India during FY25, supported by steady recovery in air traffic, improved connectivity, and disciplined operational execution. Passenger and aircraft movements recorded healthy growth across domestic and international segments, while non-aeronautical activities, including retail and duty-free operations, continued to support revenue stability. Financial performance improved, driven by higher traffic volumes, User Development Fee collections, and tariff revisions.

Operating profitability expanded due to operating leverage, cost control, and lower finance costs, alongside sustained investments in capacity expansion, technology upgrades, and sustainability initiatives. Record profitability and strong cash generation enabled continued dividend payouts and balance-sheet strength. Overall, FY25 reflects a structurally improving operating environment, with long-term performance dependent on traffic growth, regulatory stability, and non-aeronautical revenue expansion.

Margin expansion during the year was aided by the inherently scalable airport cost structure and moderation in interest outgo, while capital allocation remained focused on operational resilience, environmental sustainability, and long-term capacity enhancement. Overall, FY25 underscores CIAL's evolution into a mature infrastructure asset, with future performance linked to traffic sustainability, regulatory outcomes, and effective monetisation of ancillary revenue streams.

Shareholding Pattern as on 31st Mar 2025

Entity	%
Government of Kerala	37.1
Other Small Investors	30.5
Others	32.4

Major Highlights – FY25 of CIAL
Major Highlights

- CIAL reported a **stable operating performance in FY25**, supported by continued recovery in passenger traffic across domestic and international segments, leading to improved utilisation of airport infrastructure.
- Revenue from operations increased to **₹1,309.95 crore**, primarily driven by higher aeronautical income linked to passenger volumes and regulated user charges, while non-aeronautical revenues continued to provide a steady supplementary contribution.
- Operating profitability strengthened during the year, with **EBITDA rising to ₹880.7 crore**, reflecting operating leverage benefits and a largely fixed-cost-heavy cost structure inherent to airport operations.
- **PAT stood at ₹515.5 crore**, supported by improved operating performance and moderation in finance costs; however, earnings remain sensitive to traffic trends and regulatory tariff frameworks.
- Cash flow profile remained robust, with **operating cash flow of ₹648.6 crore**, sufficient to fund capital expenditure, meet debt obligations, and support dividend payouts, thereby limiting reliance on incremental borrowings.
- Finance costs declined year-on-year, indicating **comfortable debt servicing capability** and prudent capital structure management.
- Capital expenditure during the year was directed towards infrastructure augmentation, technology upgrades, and operational resilience, aligned with medium-term traffic growth expectations.
- The company continued to maintain a **strong liquidity position and healthy net worth**, supporting financial flexibility for future expansion and contingencies.
- Sustainability initiatives, including renewable energy utilisation and environmentally efficient operations, continued to support long-term cost efficiency and regulatory alignment.
- Overall, FY25 reflects a **normalisation of operating performance post the recovery phase**, with future cash flows and credit profile dependent on traffic stability, regulatory visibility on tariffs, and disciplined execution of planned capital expenditure.

Financial Highlights

₹ (in crores)

Particulars	Financial Year					CAGR
	FY25	Y-o-Y Growth	FY24	Y-o-Y Growth	FY23	
Total Revenue from Operations	1,309.95	13.08%	1,158.43	23.28%	939.64	11.71%
Other income	92.34	22.99%	75.08	394.27%	15.19	82.51%
Total Income	1,402.29	13.68%	1,233.51	29.19%	954.83	13.67%
Finance Cost	42.43	-16.53%	50.83	13.36%	44.84	-1.82%
Employee benefits expense	162.03	15.43%	140.37	9.24%	128.50	8.03%
Depreciation & Amortization	145.44	-1.97%	148.37	4.72%	141.68	0.88%
Other expenses	219.80	27.21%	172.78	26.60%	136.48	17.22%
Total Expenses	709.50	11.73%	635.02	12.76%	563.14	8.01%
PBT	692.79	15.76%	598.49	52.80%	391.69	20.94%
EBITDA	880.66	10.40%	797.69	37.96%	578.21	15.06%
EBITDA Margin	67.23%	-2.37%	68.86%	11.90%	61.54%	2.99%
PAT	515.54	15.14%	447.75	52.94%	292.76	20.76%
PAT Margin	36.76%	1.28%	36.30%	18.39%	30.66%	6.24%
No. of Eq. Shares Outstanding	47,82,18,436.00	0.00%	47,82,18,436.00	25.00%	38,25,74,749.00	7.72%
Equity Share Capital	478.22	0.00%	478.22	25.00%	382.57	7.72%
Total Net Worth	2,665.22	12.59%	2,367.20	11.90%	2,115.54	8.00%
Total Assets	3,841.99	7.52%	3,573.44	4.16%	3,430.87	3.84%

Valuation Ratios

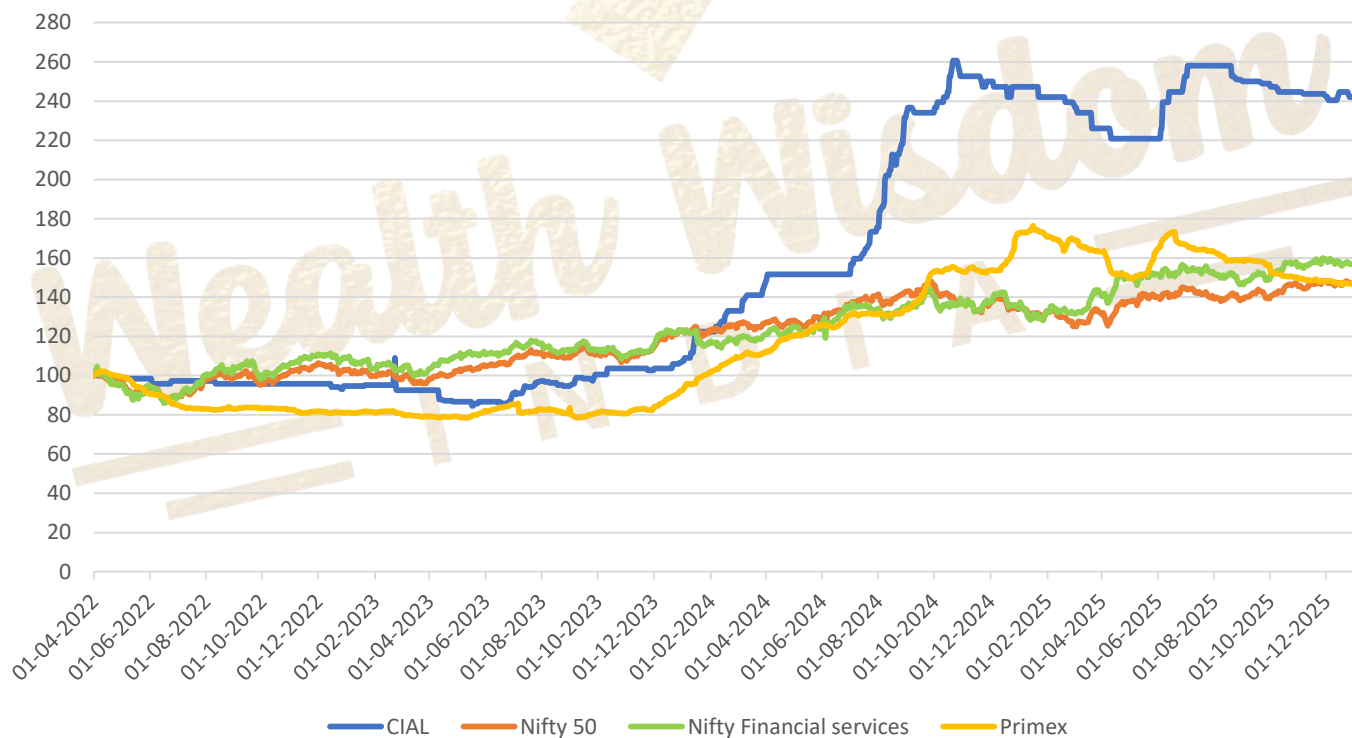
Particulars	FY25	FY24	FY23
BVPS (in ₹)	55.73	49.50	55.30
BV Growth (%)	12.59%	-10.48%	57.07%
Price (in ₹)	450.00	270.00	174.00
Price Growth (%)	66.67%	55.17%	-7.45%
Price -BV (x)	8.07	5.45	3.15
EPS (in ₹)	10.78	9.52	7.57
EPS Growth %	13.24%	25.76%	812.05%
Price- Earnings (x)	41.74	28.36	22.99
Dividend	239.11	215.20	167.38
Dividend growth (%)	11.11%	28.57%	-

***Note :** FY24 BV decline reflects high dividend payout and equity base adjustment, not operating weakness.

CIAL's valuation reflects a strong equity re-rating over FY23–FY25, driven largely by significant share price appreciation against moderate growth in earnings and book value. The sharp expansion in P/E and P/BV multiples indicates improved investor confidence in earnings stability, regulatory visibility, and long-term infrastructure prospects. Book value movements were influenced by dividend payouts rather than operational factors. Overall, current valuations imply expectations of sustained traffic growth and steady cash-flow generation.

Price Movement

Relative Price Movement (in ₹)



Relative Price Performance Analysis

The chart illustrates the relative price movement of **CIAL** against **Nifty 50**, **Nifty Financial Services**, and **PrimeX** from **April 2022** to **December 2025**, highlighting divergences between company-specific performance and broader market trends. While benchmark indices displayed a steady upward trajectory with moderate volatility, **CIAL** witnessed a sharp outperformance from **FY24**, driven by a strong stock-specific re-rating. This rally was accompanied by elevated volatility, indicating increased investor activity and changing market expectations.

From **FY25** onwards, **CIAL's** price movement moderated and entered a consolidation phase, suggesting partial normalization following the sharp run-up. Despite this, the stock continued to trade at a clear premium to benchmark indices, reflecting sustained confidence in the company's earnings visibility and infrastructure-led business model. Overall, the chart indicates that **CIAL's** performance was largely influenced by company-specific developments rather than broader market movements.

FINANCIALS
Financial Metrics

Particulars	FY 25	FY 24	FY 23
Cash flow metrics (in ₹ cr.)			
Operating cash flow	648.55	592.43	559.82
Investing cash flow	-234.20	-199.26	-972.49
Financing cash flow	-368.15	-393.49	-434.29
Net cash flow	46.20	-0.32	-846.96
Growth ratios (in %)			
Sales Growth	13.08%	23.28%	87.07%
EBITDA Growth	10.40%	37.96%	132.33%
Net profit growth	15.14%	52.94%	2057.41%
EPS Growth	13.24%	25.76%	812.05%
Common size ratios -as a % of sales			
EBITDA margin	67.23%	68.86%	61.54%
EBIT margin	56.13%	56.05%	46.46%
PAT margin	39.36%	38.65%	31.16%
Employee cost	12.37%	12.12%	13.68%
Other operating expenses	16.78%	14.92%	14.52%
Return ratios			
RoNW	19.34%	18.91%	13.84%
RoA	13.42%	12.53%	8.53%

Financial Metrics Summary

The financial metrics indicate a **consistently strong cash-generative profile**, with operating cash flows remaining robust across FY23–FY25, reflecting high earnings quality and effective working-capital management. Despite sizeable outflows on investing and financing activities—linked to capital expenditure, debt servicing, and shareholder payouts—net cash flow improved materially in FY25, underscoring the company’s ability to internally fund growth and obligations without balance-sheet stress. This highlights a structurally sound cash flow model, typical of mature infrastructure assets.

Growth trends show a **clear normalization phase**. While FY23 and FY24 benefited from sharp post-recovery expansion, FY25 growth moderated across revenue, EBITDA, and profits, indicating a transition from rebound-led growth to steadier, sustainable expansion. Elevated growth rates in earlier years were influenced by base effects, whereas FY25 performance better reflects the underlying operating trajectory.

Profitability metrics remain **structurally strong**, supported by the inherent operating leverage of the business. EBITDA, EBIT, and PAT margins stayed elevated, with only marginal moderation in FY25, suggesting resilience despite cost pressures. The cost structure remained well controlled, with employee costs stable as a percentage of sales and other operating expenses rising only moderately, indicating disciplined cost management rather than margin dilution.

Return ratios continued to improve, reflecting better capital efficiency and profitability. The upward trend in RoNW and RoA suggests enhanced returns on shareholder funds and assets, supported by stable margins and strong cash generation. Overall, the financial metrics point to a **sustainable operating model**, with future performance dependent on steady demand growth, continued cost discipline, efficient capital deployment, and the ability to maintain high cash conversion while executing planned investments.

Traffic-Led Operating Leverage
Operating Leverage from Traffic Scaling

CIAL’s operating performance demonstrates **strong operating leverage arising from traffic scaling**, as reflected in FY25 results. The airport’s cost structure is characterised by a high proportion of fixed costs, including employee expenses, depreciation, and core infrastructure maintenance, as disclosed in the annual report.

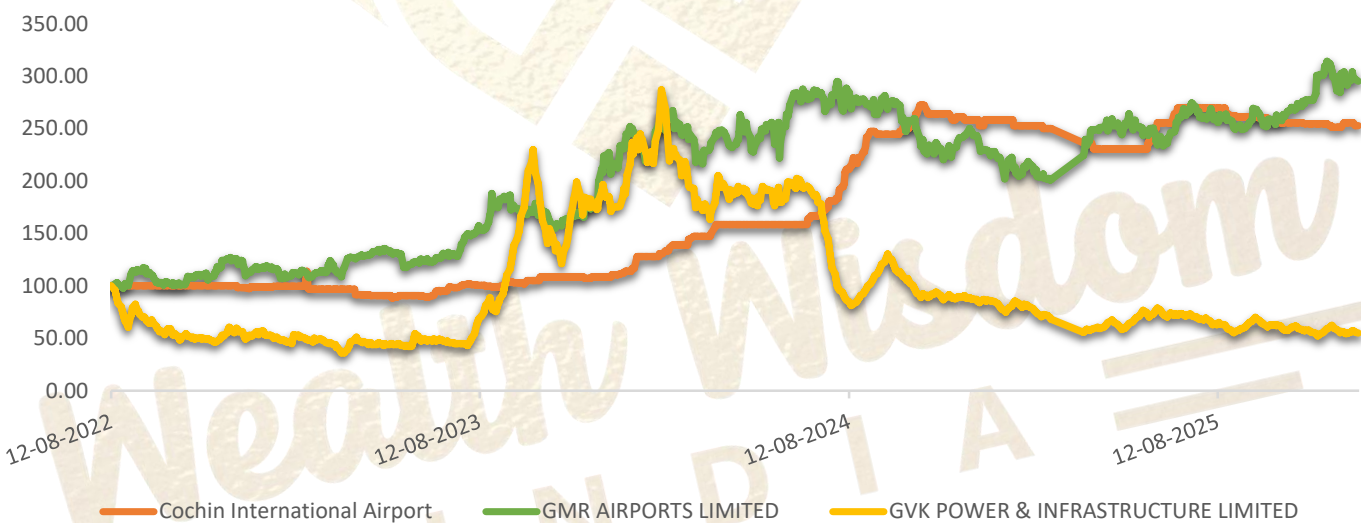
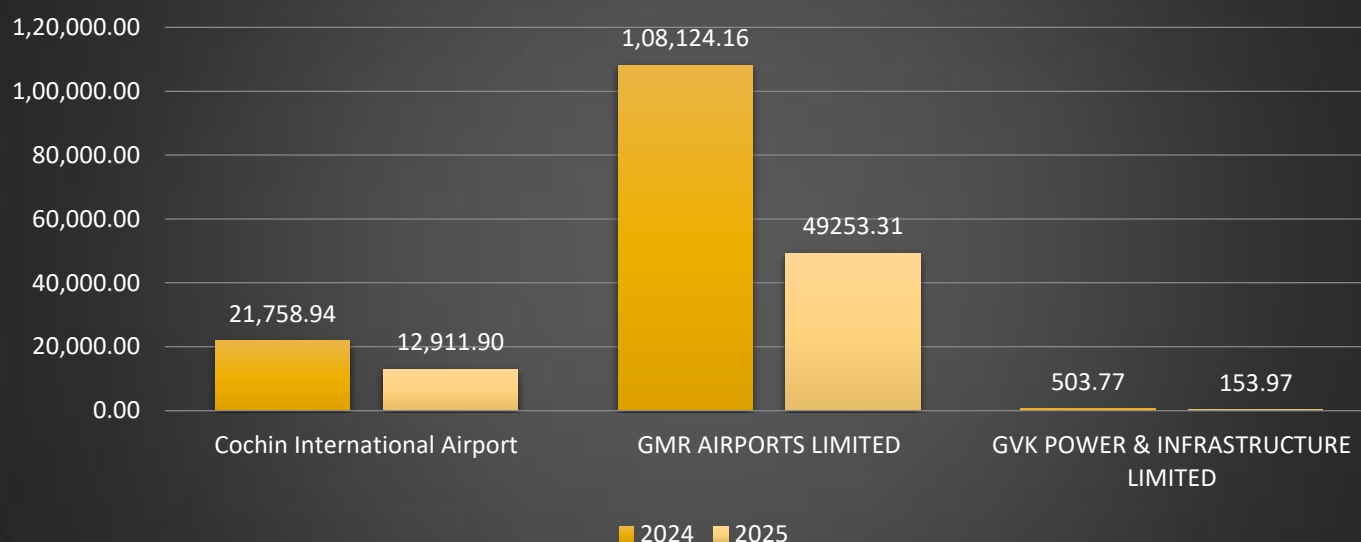
As passenger traffic and aircraft movements increased during FY25, incremental revenues were absorbed with limited proportional increase in operating costs, resulting in a sharper expansion in EBITDA and PAT relative to revenue growth. This operating leverage effect enabled margin resilience and improved cash generation, underscoring the sensitivity of profitability to sustained traffic growth, as highlighted in the company’s financial and operational disclosures for the year.

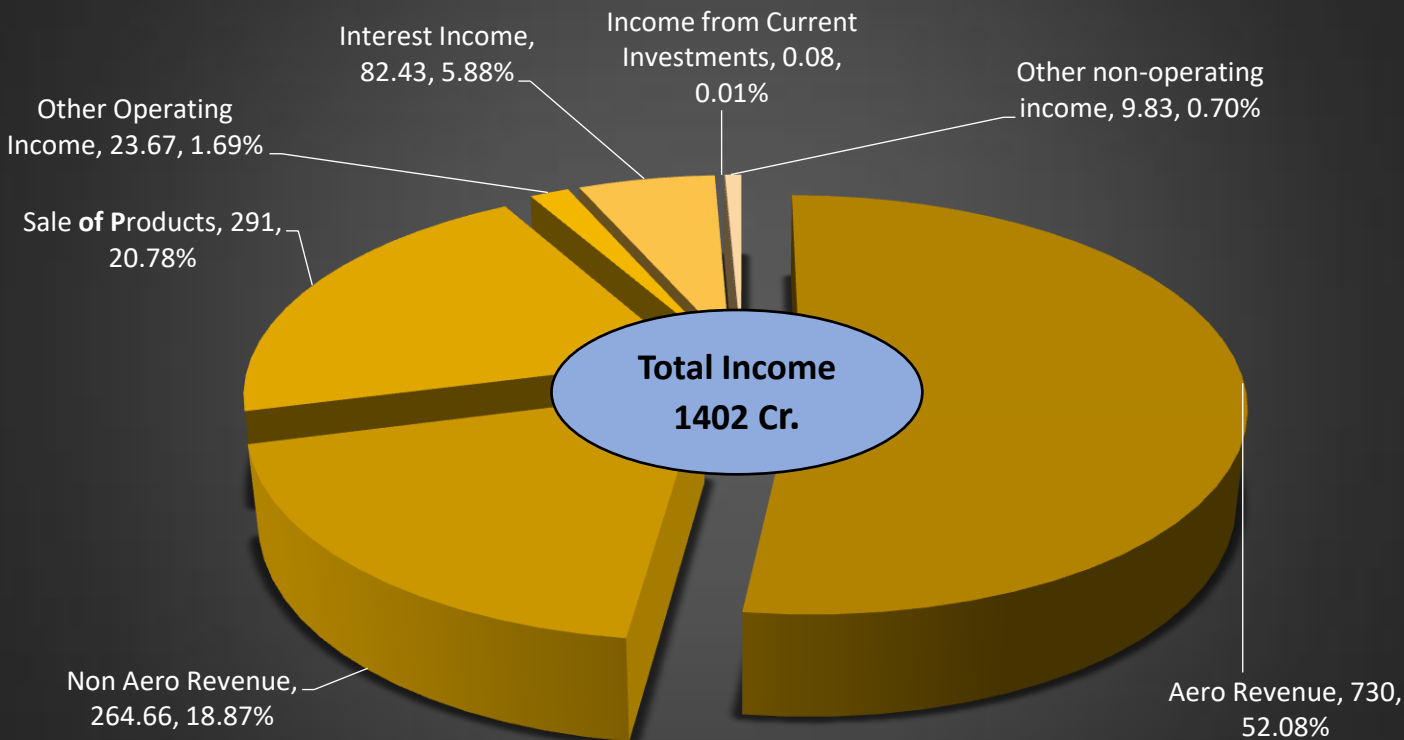
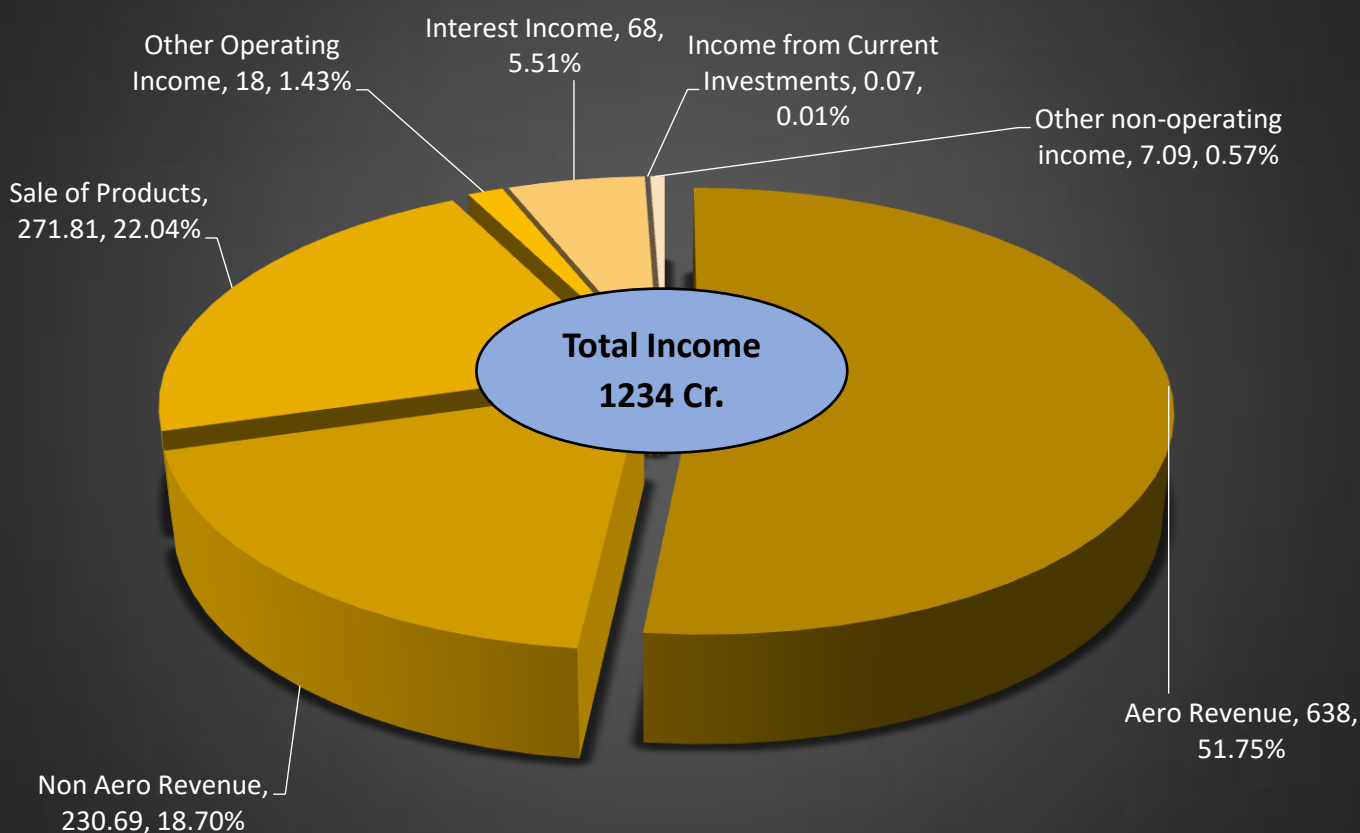
Peer Comparison (CMP Dated December 30, 2025)

Particulars	Cochin International Airport	GMR AIRPORTS LIMITED	GVK POWER & INFRASTRUCTURE LIMITED
CMP* (in ₹)	455.00	102.40	3.19
Market Cap (In Cr.)	21,758.94	1,08,124.16	503.77
Revenue From Operations (In Cr.)	1,309.95	10,414.24	802.16
Total Income (In Cr.)	1,402.29	10,835.89	879.15
Total Expenses (In Cr.)	709.50	6,648.31	790.29
PAT (In Cr.)	515.54	-816.90	597.66
EPS (Earnings Per Share) (in ₹)	10.78	-0.43	3.58
BVPS (Book Value Per Share) (in ₹)	55.73	-1.69	7.40
P/E	42.21	-238.14	0.89
P/BV	8.16	-60.44	0.43
ROE	19.34%	-	51.17%
3 year CAGR Sales	11.71%	13.47%	18.23%
3 year CAGR Net profit	20.76%	22.74%	21.16%
Operating Margin	56.13%	10.23%	212.06%
Asset Turnover ratio	0.34	1.84	0.17

***Note:** Peer comparison is presented for broad contextual understanding only, given significant differences in business models, financial structures, and earnings profiles.

****Note:** The presence of loss-making entities results in negative P/E ratios, which distort sector valuation averages and should be interpreted with caution.

Relative Price Movement
Price movement pattern (in ₹)

Market Capitalisation
Market Capitalisation (in Cr.)


Financials
Total Income Bifurcation (in Cr.) - FY25

Total Income Bifurcation (in Cr.) - FY24

Total Income Bifurcation Summary (FY24 vs FY25)

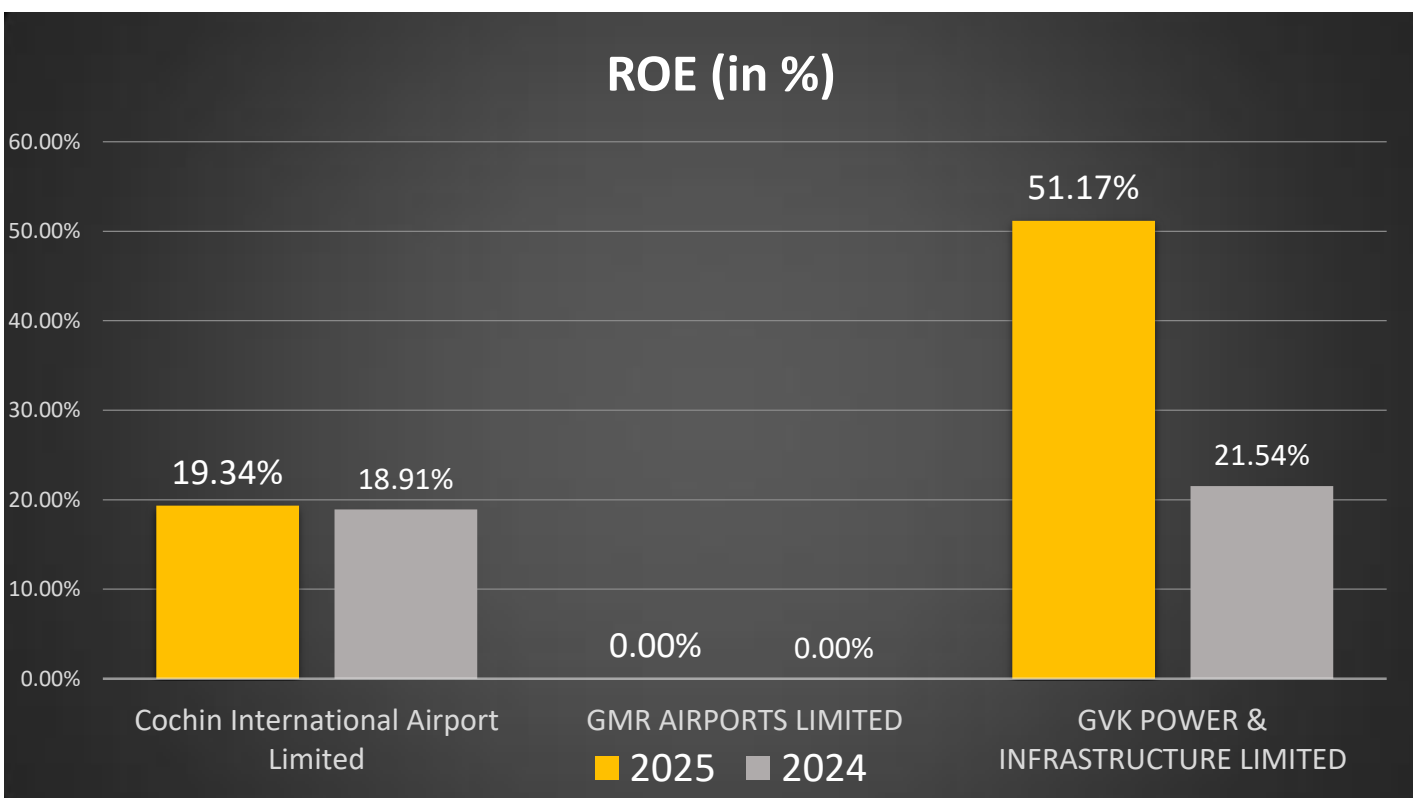
CIAL's income mix remained **stable and well-diversified** between FY24 and FY25, with **aeronautical revenue continuing to be the primary contributor**. Aeronautical income increased from ₹638 crore (51.75%) in FY24 to ₹730 crore (52.08%) in FY25, reflecting sustained growth in core airport operations. **Non-aeronautical revenue** also rose in absolute terms from ₹230.7 crore (18.70%) to ₹264.7 crore (18.87%), maintaining a steady share of total income.

Sale of products grew modestly from ₹271.8 crore (22.04%) in FY24 to ₹291.0 crore (20.78%) in FY25, though its percentage contribution declined slightly due to faster growth in aeronautical revenue. **Interest income** increased from ₹68 crore (5.51%) to ₹82.4 crore (5.88%), while other operating and non-operating income remained marginal contributors. Overall, the charts indicate a **consistent revenue structure**, anchored by aeronautical income and supported by stable non-aeronautical and financial income streams.

The year-on-year movement indicates that **growth in total income was primarily driven by expansion in aeronautical revenues**, supported by higher passenger traffic and tariff-linked income. The **stable share of non-aeronautical revenue** highlights the strength of CIAL's ancillary business model in providing recurring cash flows.

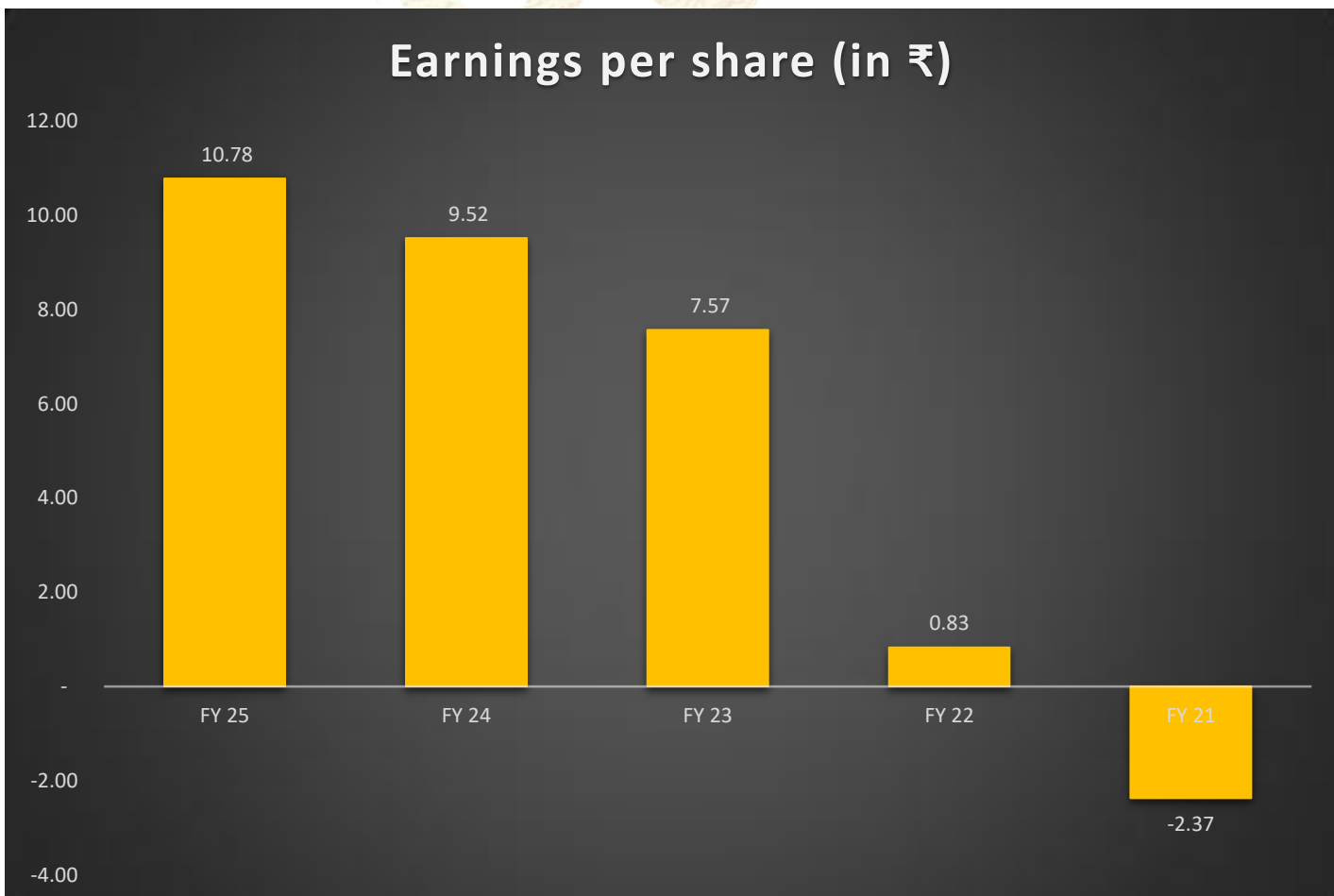
Financials

Exhibit 1: Return On Equity



***Note:** ROE for GMR Airports Limited is not meaningful for FY24 and FY25, as the company reported losses in both years and continues to have negative shareholders' equity. In such cases, ROE either becomes mathematically distorted or non-representative of true profitability and capital efficiency. Accordingly, ROE for GMR Airports has been excluded/neutralised in comparative analysis and should not be interpreted for performance evaluation.

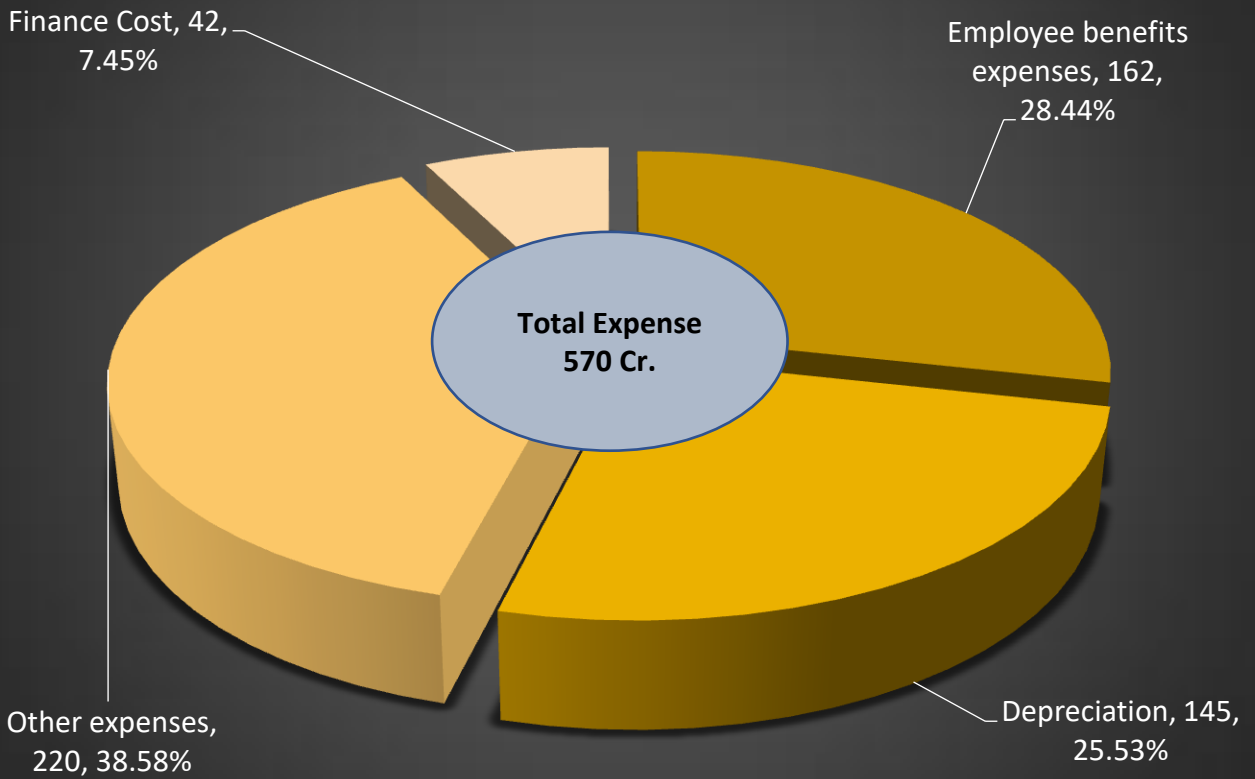
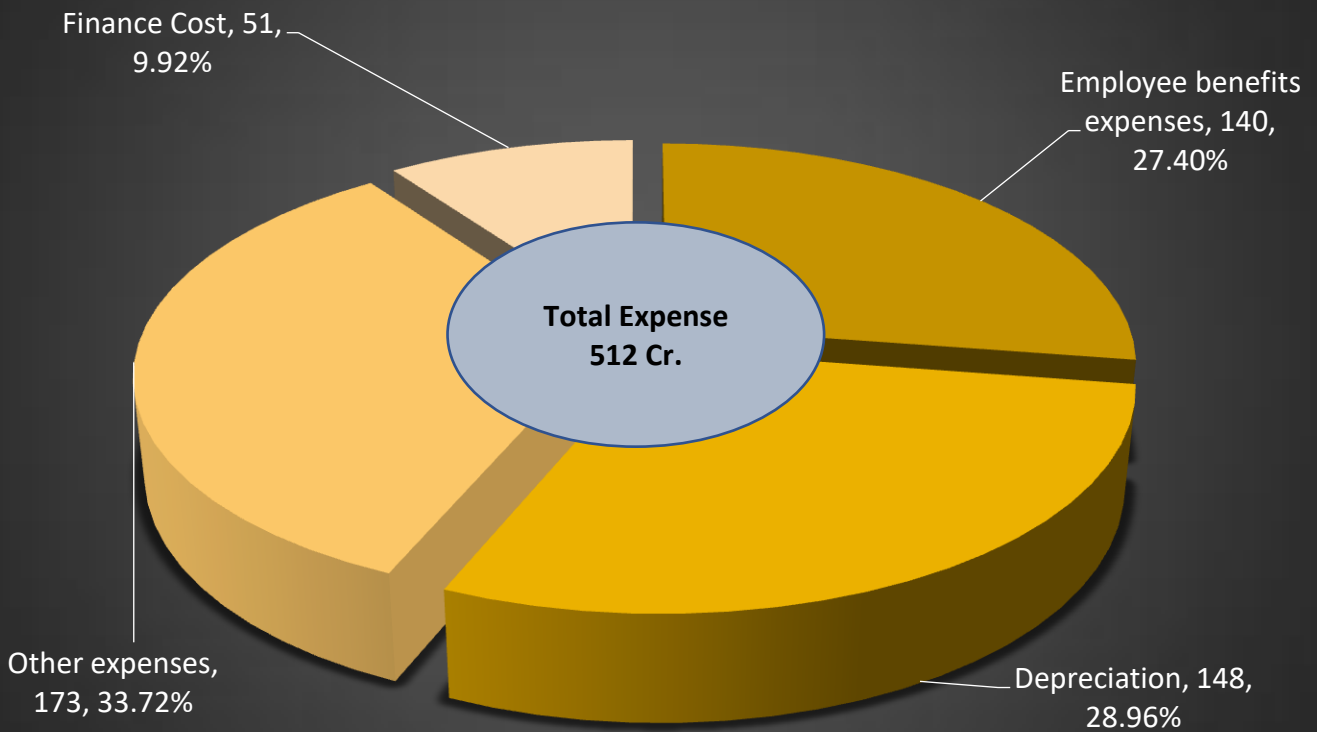
Exhibit 2: Earning Per Share



EPS Trend Analysis

The EPS trend reflects a clear recovery and strengthening of earnings in the aviation sector. After reporting a loss of ₹2.37 in FY21, earnings turned positive at ₹0.83 in FY22, followed by a sharp improvement to ₹7.57 in FY23, supported by recovery in passenger traffic and higher utilisation of airport infrastructure. This phase marks the transition from pandemic-led disruption to normalized operations.

Earnings growth continued in FY24 and FY25, with EPS rising to ₹9.52 and ₹10.78, respectively, indicating sustained improvement in profitability and operating leverage. The moderation in growth momentum in recent years suggests a shift from recovery-driven gains to **stable, sustainable earnings**, with future EPS performance dependent on traffic growth, regulatory tariff visibility, and expansion of non-aeronautical revenue streams.

Key Metrics
Exhibit 3: Total Expense Bifurcation
Total Expense Bifurcation (in Cr.) - FY25

Total Expense Bifurcation (in Cr.) - FY24

Total Expense Bifurcation – FY24 vs FY25

Total expenses increased from ₹512 crore in FY24 to ₹570 crore in FY25, reflecting higher operational activity. The cost structure remained largely stable, with **employee benefit expenses** rising from ₹140 crore (27.4%) to ₹162 crore (28.4%), indicating controlled workforce-related cost escalation. **Depreciation** remained broadly flat in absolute terms at ₹148 crore in FY24 and ₹145 crore in FY25, with its share declining from 29.0% to 25.5%, reflecting better absorption of fixed costs.

Other expenses increased to ₹220 crore (38.6%) from ₹173 crore (33.7%), aligned with higher traffic-related and operating activity, while **finance costs** declined from ₹51 crore (9.9%) to ₹42 crore (7.5%), indicating lower debt servicing and improved capital structure. Overall, the expense mix reflects **operating leverage benefits**, with reduced finance cost intensity and stable fixed-cost components supporting margin resilience.

Key Risks & Sensitivities

Material Risk Considerations

- 1. Traffic volatility / demand risk** — Passenger volumes drive CIAL's core aeronautical and non-aeronautical revenues; any slowdown in domestic or international travel (economic cycles, airline capacity decisions or geopolitical shocks) would materially affect revenue and margins. (CIAL handled ~10.5 million passengers in FY24; growth is a primary revenue driver).
- 2. Regulatory / tariff risk** — Aeronautical tariffs and user fees are subject to AERA / government regulation and periodic reviews; changes in tariff determination or delays in approvals (or shifts in UDF policy) can compress aeronautical revenue and cash-flow visibility. Analysts should treat tariff revisions as a key macro/operational risk.
- 3. Capex execution & funding risk** — CIAL is executing large projects (terminal expansion, cargo upgrades, commercial development). Cost overruns, delays or higher-than-expected capital requirements could strain cash flow or push up financing needs, particularly if traffic does not scale as projected. Management cites active expansion projects and a ~₹1,400 crore project pipeline.
- 4. Valuation / re-rating risk** — The stock has experienced a sharp re-rating; high P/E and P/B multiples imply that much of the favourable outlook is priced in. Any disappointment on traffic, tariffs, or non-aero monetisation could trigger sharp downside in equity value. (Use EV/EBITDA or cash-flow metrics where P/E is stretched.)
- 5. Concentration & competitive risk** — As a single-airport operator, CIAL's cash flows are geographically concentrated. New airport capacity in the region or aggressive airline network changes could divert traffic; competitive/regional dynamics should be monitored.
- 6. Exposure to interest rates & refinancing risk** — Although finance costs moderated, rising interest rates or constrained refinancing markets could increase borrowing costs for future capex or delay deleveraging. (Track net debt and interest cover trends.)
- 7. Operational & security risks (incl. cyber)** — Airports face operational disruptions (weather, ATC, security incidents) and growing cyber/IT threats; these can cause reputational damage and immediate financial losses. Ongoing investments in IT, BESS, and security are positive mitigants but do not eliminate the risk.
- 8. Execution / non-aeronautical monetisation risk** — The pathway to materially increasing non-aeronautical revenue (commercial zone, hospitality, MRO, cargo) requires successful execution and tenant/demand traction; slow take-up would limit margin diversification.

Disclaimer

The figures as on 31 March 2025 have been sourced from the Company's Annual Report. This material has been prepared for information purposes only and is based on publicly available information, internally developed data, data obtained from the NSE website, and other openly available and reliable sources. However, we do not warrant the completeness, accuracy, or reliability of the information contained herein.

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