

Walker Chandiook & Co LLP
Chartered Accountants
21st Floor, DLF Square,
Jacaranda Marg, DLF Phase II,
Gurugram 122002, India

K. S. Rao & Co.
Chartered Accountants
2nd Floor, 10/2 Khivraj
Mansion, Kasturba Road
Bengaluru – 560001, India

Independent Auditor's Review Report on Standalone Unaudited Condensed Interim Financial Statements of Delhi International Airport Limited for the three-month period ended 30 June 2025

To the Board of Directors of Delhi International Airport Limited

Introduction

1. We have reviewed the accompanying Standalone Unaudited Condensed Interim Financial Statements of Delhi International Airport Limited ('the Company'), which comprise the Standalone Unaudited Condensed Interim Balance Sheet as at 30 June 2025, the Standalone Unaudited Condensed Interim Statement of Profit and Loss (including Other Comprehensive Income), the Standalone Unaudited Condensed Interim Cash Flow Statement and the Standalone Unaudited Condensed Interim Statement of Changes in Equity for the three-month period then ended, and a summary of the material accounting policies information and other explanatory information (together hereinafter referred to as the "Standalone Unaudited Condensed Interim Financial Statements"). The management is responsible for the preparation and presentation of these Standalone Unaudited Condensed Interim Financial Statements in accordance with the requirements of Indian Accounting Standard 34, Interim Financial Reporting ('Ind AS 34') prescribed under section 133 of the Companies Act, 2013 ('the Act') and other accounting principles generally accepted in India. These Standalone Unaudited Condensed Interim Financial Statements have been approved by the Company's Board of Directors. Our responsibility is to express a conclusion on these Standalone Unaudited Condensed Interim Financial Statements based on our review.

Scope of Review

2. We conducted our review of the Standalone Unaudited Condensed Interim Financial Statements in accordance with the Standard on Review Engagements (SRE) 2410, Review of Interim Financial Information Performed by the Independent Auditor of the Entity, issued by the Institute of Chartered Accountants of India. A review of interim financial information consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with the Standards on Auditing specified under section 143(10) of the Act, and consequently, does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

Conclusion

3. Based on our review conducted as above nothing has come to our attention that causes us to believe that the accompanying Standalone Unaudited Condensed Interim Financial Statements are not prepared, in all material aspects, in accordance with the requirements of Ind AS 34, prescribed under section 133 of the Act, and other accounting principles generally accepted in India.

Emphasis of Matter

4. We draw attention to note 5(I)(d) to the accompanying Standalone Unaudited Condensed Interim Financial Statements in relation to ongoing litigation between the Company and Airports Authority of India (AAI) in respect of Monthly Annual Fee (MAF) for the period 19 March 2020 to 28 February 2022 for which the Company has sought to be excused from making payment to AAI as triggered from a force majeure event. In respect of this matter, the Company has received the award from the Tribunal

on 6 January 2024, ("the Award") directing that the Company is excused from making payment of Annual Fee to AAI from 19 March 2020 till 28 February 2022. In April 2024, AAI filed a petition under section 34 of the Arbitration and Conciliation Act, 1996 for setting aside the Award challenging certain aspects of the Award with the Hon'ble High Court of Delhi. The Hon'ble High Court of Delhi vide its judgment dated 07 March 2025 has upheld the Arbitral Award and dismissed the petition of AAI. AAI has further filed an appeal against the said order with Divisional Bench of Hon'ble Delhi High Court. The Management, based on an independent legal assessment of the Hon'ble High Court judgement and AAI Appeal, believes that the Company has favourable case to claim relief for the period from 1 April 2020 to 28 February 2022. Our conclusion is not modified in respect of this matter.

Restriction on distribution or use

5. The Standalone Unaudited Condensed Interim Financial Statements have been prepared by the Company's Management solely to assist the management with the submission to the trustees and bond holders of 6.125% Senior Secured Notes (2026) and 6.45% Senior Secured Notes (2029) issued by the Company; to assist the management of its holding company i.e. GMR Airports Limited (formerly known as GMR Airports Infrastructure Limited) ('GIL') in the preparation of their respective consolidated unaudited condensed interim financial statements as at and for the three-month period ended 30 June 2025; to be used for proposed fund raising by GIL and for internal use by management of the Company and therefore, it may not be suitable for other purpose. This review report is issued solely for the aforementioned purpose, and accordingly should not be used, referred to or distributed for any other purpose or to any other party without our prior written consent. Further, we do not accept or assume any liability or any duty of care for any other purpose for which or to any other person to whom this review report is shown or into whose hands it may come without our prior consent in writing.

For **Walker Chandiok & Co LLP**
Chartered Accountants
Firm Registration No.: 001076N/N500013

**DANISH
AHMED**

Digitally signed by
DANISH AHMED
Date: 2025.07.29
18:52:59 +05'30'

Danish Ahmed
Partner
Membership No.: 522144
UDIN: 25522144BMJIRA6083

Place: New Delhi
Date: 29 July 2025

For **K. S. Rao & Co.,**
Chartered Accountants
Firm Registration No.: 003109S

**SUDARSANA
GUPTA M S**

Digitally signed by
SUDARSANA GUPTA M
S
Date: 2025.07.29
18:31:44 +05'30'

Sudarshana Gupta M S
Partner
Membership No: 223060
UDIN: 25223060BMMBGK8435

Place: New Delhi
Date: 29 July 2025

Delhi International Airport Limited
CIN. U63033DL2006PLC146936
Standalone Unaudited Condensed Interim Balance Sheet as at June 30, 2025
(All amounts in Rupees Crores, except otherwise stated)

	As at June 30, 2025 (Unaudited)	As at March 31, 2025 (Audited)
ASSETS		
Non-current assets		
Property, plant and equipment	15,447.82	15,399.20
Right-of-use assets	389.45	398.96
Capital work-in-progress	679.39	754.50
Intangible assets	344.66	347.42
Financial assets		
(i) Investments	265.97	236.95
(ii) Other financial assets	2,109.91	2,078.73
Non-current tax assets (net)	16.62	10.86
Other non-current assets	2,640.94	2,526.93
	21,894.76	21,753.55
Current assets		
Inventories	5.57	5.63
Financial assets		
(i) Investments	449.04	574.78
(ii) Trade receivables	192.08	101.92
(iii) Cash and cash equivalents	154.80	222.82
(iv) Bank balance other than cash and cash equivalents	128.51	132.01
(v) Other financial assets	407.35	279.54
Other current assets	146.97	95.82
	1,484.32	1,412.52
Total Assets	23,379.08	23,166.07
EQUITY AND LIABILITIES		
Equity		
Equity share capital	2,450.00	2,450.00
Other equity	(1,757.50)	(1,811.88)
	692.50	638.12
Non-current liabilities		
Financial liabilities		
(i) Borrowings	15,014.65	14,983.64
(ii) Lease liabilities	305.11	317.50
(iii) Other financial liabilities	1,575.10	1,507.41
Deferred revenue	2,646.81	2,665.28
Other non-current liabilities	375.21	392.12
	19,916.88	19,865.95
Current liabilities		
Financial liabilities		
(i) Borrowings	125.00	209.00
(ii) Lease liabilities	47.27	45.86
(iii) Trade payables		
-Total outstanding dues of micro enterprises and small enterprises	91.34	97.85
-Total outstanding dues of creditors other than micro enterprises and small enterprises	469.00	434.11
(iv) Other financial liabilities	918.50	1,137.20
Deferred revenue	119.55	125.60
Other current liabilities	835.76	447.34
Provisions	163.28	165.04
	2,769.70	2,662.00
Total Liabilities	22,686.58	22,527.95
Total Equity and Liabilities	23,379.08	23,166.07

The accompanying notes are an integral part of these standalone unaudited condensed interim financials statements.

As per our report of even date

For Walker Chandio & Co LLP
Chartered Accountants
Firm Registration No. : 001076N/N500013

DANISH AHMED Digitally signed by DANISH AHMED
Date: 2025.07.29 18:53:53 +05'30'

Danish Ahmed
Partner
Membership no: 522144
Place: New Delhi
Date : July 29, 2025

As per our report of even date

For K.S. Rao & Co.
Chartered Accountants
Firm Registration No. : 003109S

SUDARSANA GUPTA M S Digitally signed by SUDARSANA GUPTA M S
Date: 2025.07.29 18:32:55 +05'30'

Sudarshana Gupta M S
Partner
Membership no: 223060
Place: New Delhi
Date : July 29, 2025

For and on behalf of the Board of Directors of

Delhi International Airport Limited

BUCHISA NYASI RAJU GRANDHI

G.B.S Raju
Managing Director
DIN-00061686

VIDEH KUMAR JAIPURIAR

Videh Kumar Jaipuria
Chief Executive Officer

ABHISHEK CHAWLA

Abhishek Chawla
Company Secretary
Place: New Delhi
Date : July 29, 2025

NARAYANA RAO KADA

K. Narayana Rao
Whole Time Director
DIN-00016262

HARI NAGRANI

Hari Nagrani
Chief Financial Officer

	For the period ended June 30, 2025 (Unaudited)	For the period ended June 30, 2024 (Unaudited)
I Revenue		
Revenue from operations		
- Sale of services	1,512.07	1,049.78
- Other operating revenue	231.00	199.45
Other income	22.52	39.26
Total revenue	1,765.59	1,288.49
II Expenses		
Annual fee to Airports Authority of India (AAI)	758.79	532.89
Employee benefits expense	91.41	84.16
Other expenses	280.66	279.19
Total expenses	1,130.86	896.24
III Profit before finance cost, taxes, depreciation and amortisation expenses and exceptional items (EBIDTA) III = [(I)-(II)]	634.73	392.25
IV Depreciation and amortisation expenses	286.31	283.69
V Finance costs	390.39	403.49
VI Loss before exceptional items [(III)-(IV)-(V)]	(41.97)	(294.93)
VII Exceptional items	90.86	-
VIII Profit/ (Loss) before tax expenses [(VI)+(VII)]	48.89	(294.93)
Tax expense:		
Current tax expense	-	-
Total tax expense	-	-
IX Profit/ (Loss) for the period	48.89	(294.93)
X Other comprehensive income (OCI)		
A Items that will not be reclassified to profit or loss in subsequent periods		
Re-measurement gain on defined benefit plans	0.26	0.42
Income tax effect	-	-
B Items that will be reclassified to profit or loss in subsequent periods		
Net movement of cash flow hedges	5.23	21.33
Income tax effect	-	-
Total other comprehensive income for the period (net of tax) (A+B)	5.49	21.75
Total comprehensive income for the period (net of tax) (IX+X)	54.38	(273.18)
Earnings per equity share: [nominal value of share Rs. 10 (June 30, 2024 : Rs. 10)]		
(1) Basic	0.20	(1.20)
(2) Diluted	0.20	(1.20)

The accompanying notes are an integral part of these standalone unaudited condensed interim financials statements.

As per our report of even date
For **Walker ChandioK & Co LLP**
Chartered Accountants
Firm Registration No. : 001076N/N500013

DANISH AHMED
Digitally signed by DANISH AHMED
Date: 2025.07.29 18:54:32 +05'30'

Danish Ahmed
Partner
Membership no: 522144
Place: New Delhi
Date : July 29, 2025

As per our report of even date
For **K.S. Rao & Co.**
Chartered Accountants
Firm Registration No. : 003109S

SUDARSANA GUPTA M S
Digitally signed by SUDARSANA GUPTA M S
Date: 2025.07.29 18:33:16 +05'30'

Sudarshana Gupta M S
Partner
Membership no: 223060
Place: New Delhi
Date : July 29, 2025

For and on behalf of the Board of Directors of
Delhi International Airport Limited

BUCHISA NYASI RAJU GRANDHI
Digitally signed by BUCHISA NYASI RAJU GRANDHI
Date: 2025.07.29 18:14:05 +05'30'

G.B.S Raju
Managing Director
DIN-00061686

VIDEH KUMAR JAIPURIAR
Digitally signed by VIDEH KUMAR JAIPURIAR
Date: 2025.07.29 18:14:05 +05'30'

Videh Kumar Jaipuriar
Chief Executive Officer

ABHISHEK CHAWLA
Digitally signed by ABHISHEK CHAWLA
Date: 2025.07.29 18:14:05 +05'30'

Abhishek Chawla
Company Secretary
Place: New Delhi
Date : July 29, 2025

NARAYANA RAO KADA
Digitally signed by NARAYANA RAO KADA
Date: 2025.07.29 18:14:05 +05'30'

K. Narayana Rao
Whole Time Director
DIN-00016262

HARI NAGRANI
Digitally signed by HARI NAGRANI
Date: 2025.07.29 18:14:05 +05'30'

Hari Nagrani
Chief Financial Officer

Delhi International Airport Limited
CIN. U63033DL2006PLC146936
Standalone Unaudited Condensed Interim Statement of Change in Equity for the three months ended June 30, 2025
(All amounts in Rupees Crores, except otherwise stated)

A. Equity Share Capital

(1) As at June 30, 2025

Balance as at April 1, 2025	Changes in equity share capital due to prior period errors	Restated balance as at April 1, 2025	Changes during the current period	Balance as at June 30, 2025
2,450.00	-	2,450.00	-	2,450.00

(2) As at June 30, 2024

Balance as at April 1, 2024	Changes in equity share capital due to prior period errors	Restated balance as at April 1, 2024	Changes during the current period	Balance as at June 30, 2024
2,450.00	-	2,450.00	-	2,450.00

B. Other Equity

(1) As at June 30, 2025

Particulars	Reserves and Surplus	OCI	Total
	Retained Earnings	Effective portion of Cash Flow Hedges	
Balance as at April 1, 2025	(1,451.78)	(360.10)	(1,811.88)
Profit for the period	48.89	-	48.89
Other comprehensive income (net of tax)	0.26	5.23	5.49
Balance as at June 30, 2025	(1,402.63)	(354.87)	(1,757.50)

(2) As at June 30, 2024

Particulars	Reserves and Surplus	OCI	Total
	Retained Earnings	Effective portion of Cash Flow Hedges	
Balance as at April 1, 2024	(473.20)	(487.09)	(960.29)
Loss for the period	(294.93)	-	(294.93)
Other comprehensive income (net of tax)	0.42	21.33	21.75
Balance as at June 30, 2024	(767.71)	(465.76)	(1,233.47)

The accompanying notes are an integral part of these standalone unaudited condensed interim financials statements.

As per our report of even date

For Walker Chandiok & Co LLP

Chartered Accountants

Firm Registration No. : 001076N/N500013

DANISH AHMED

Digitally signed by DANISH AHMED
Date: 2025.07.29 18:55:15 +05'30'

Danish Ahmed

Partner

Membership no: 522144

Place: New Delhi

Date : July 29, 2025

As per our report of even date

For K.S. Rao & Co.

Chartered Accountants

Firm Registration No. : 003109S

SUDARSANA GUPTA M S

Digitally signed by SUDARSANA GUPTA M S
Date: 2025.07.29 18:33:47 +05'30'

Sudarshana Gupta M S

Partner

Membership no: 223060

Place: New Delhi

Date : July 29, 2025

For and on behalf of the Board of Directors of

Delhi International Airport Limited

BUCHISA NYASI RAJU GRANDHI

G.B.S Raju
Managing Director
DIN-00061686

VIDEH KUMAR JAIPURIAR

Videh Kumar Jaipurjar
Chief Executive Officer

ABHISHEK CHAWLA

Abhishek Chawla
Company Secretary
Place: New Delhi
Date : July 29, 2025

NARAYANA RAO KADA

K. Narayana Rao
Whole Time Director
DIN-00016262

HARI NAGRA NI

Hari Nagrani
Chief Financial Officer

Delhi International Airport Limited
CIN. U63033DL2006PLC146936
Standalone Unaudited Condensed Interim Cash Flow Statement for the three months period ended June 30, 2025
(All amounts in Rupees Crores, unless otherwise stated)

	For the period ended June 30, 2025 (Unaudited)	For the period ended June 30, 2024 (Unaudited)
Cash flow from operating activities		
Profit/ (Loss) before tax	48.89	(294.93)
Adjustment to reconcile loss before tax to net cash flows		
Depreciation and amortisation expenses	286.31	283.69
Provision reversal for impairment in value of non-current investment	(38.53)	-
Gain on buyback of shares by Delhi Duty Free Services Private Limited (Refer note 11(m))	(52.33)	-
Interest income on deposits/current investment	(7.49)	(20.64)
Exchange differences unrealised (net)	0.21	0.04
Gain on sale of current investments- Mutual fund	(8.72)	(8.23)
Profit on sale of property, plant and equipment	(0.03)	-
Dividend income on non-current investments carried at cost	-	(5.60)
Interest on borrowings	288.54	292.31
Call spread option premium	66.78	64.99
Other borrowing costs	0.40	4.68
Rent expenses on financial assets carried at amortised cost	0.10	0.14
Interest expenses on financial liabilities carried at amortised cost	33.96	36.56
Deferred income on financial liabilities carried at amortised cost	(35.97)	(35.92)
Fair value gain on financial instruments at fair value through profit or loss	(1.54)	(2.77)
Interest income on financial asset carried at amortised cost	(2.13)	(1.92)
Operating profit before working capital changes	578.45	312.40
Working capital adjustment:		
Change in non-current financial liabilities	53.37	(50.44)
Change in non-current deferred revenue	(0.00)	(1.71)
Change in other non-current liabilities	(16.95)	(23.43)
Change in trade payables	33.91	(224.22)
Change in current financial liabilities	27.76	201.53
Change in deferred revenue	(0.01)	1.70
Change in other current liabilities	388.42	250.69
Change in current provisions	(1.76)	0.46
Change in other non-current financial assets	0.03	(1.60)
Change in other non-current assets	(80.38)	(50.88)
Change in inventories	0.06	(0.12)
Change in trade receivables	(90.16)	(37.95)
Change in other current financial assets	(123.31)	(46.19)
Change in other current assets	(51.57)	(130.81)
Cash generated from operations	717.86	199.43
Direct taxes refund / (paid)	(5.76)	(2.22)
Net cash flow from operating activities (A)	712.10	197.21
Cash flows from investing activities		
Purchase of property plant and equipment, including capital work-in-progress and capital advances	(400.16)	(280.42)
Proceeds from sale of property, plant and equipment and capital work-in-progress	0.03	-
Proceeds from sale of non-current investments	61.83	-
Purchase of current investments	(2,398.85)	(3,760.45)
Proceeds from current investments excluding income received	2,534.85	3,528.94
Dividend received	-	5.60
Income received on investments and fixed deposits	6.73	13.24
Investment of margin money deposit	(0.02)	(0.02)
Redemption of fixed deposits with original maturity of more than three months less than twelve months (net)	3.50	183.11
Net cash used in investing activities (B)	(192.09)	(310.00)
Cash flows from financing activities		
Principal payment of lease liabilities	(10.98)	(10.26)
Interest payment of lease liabilities	(11.40)	(12.77)
Repayment of short term loan from banks	(84.00)	-
Payments towards call spread option premium	(65.13)	(64.69)
Other borrowing costs paid	(5.33)	(5.57)
Interest on borrowings paid	(411.19)	(478.70)
Net cash used in financing activities (C)	(588.03)	(571.99)

(This space has been intentionally left blank)

Net decrease in cash and cash equivalents (A + B + C)
Cash and cash equivalents at the beginning of the period
Cash and cash equivalents at the end of the period

Components of cash and cash equivalents

Cash on hand
With banks
- on current account
- on deposit account
Total cash and cash equivalents

For the period ended June 30, 2025 (Unaudited)	For the period ended June 30, 2024 (Unaudited)
(68.02)	(684.78)
222.82	719.29
154.80	34.51
0.57	0.57
125.23	33.94
29.00	-
154.80	34.51

- 1.The above cash flow statement has been compiled from and is based on the standalone unaudited condensed interim balance sheet as at June 30, 2025 and the related Standalone Unaudited Condensed Interim Statement of Profit and Loss for the period ended on that date. .
2. Cash and cash equivalents include Rs. 0.90 crores (June 30, 2024: Rs. 6.77 crores), pertaining to Marketing Fund to be used for sales promotional activities.
3. The accompanying notes are an integral part of these standalone unaudited condensed interim financials statements.

As per our report of even date

For Walker ChandioK & Co LLP
Chartered Accountants
Firm Registration No. : 001076N/N500013

DANISH AHMED

Digitally signed by DANISH AHMED
Date: 2025.07.29 18:56:01 +05'30'

Danish Ahmed
Partner
Membership no: 522144
Place: New Delhi
Date : July 29, 2025

As per our report of even date

For K.S. Rao & Co.
Chartered Accountants
Firm Registration No. : 003109S

SUDARSANA GUPTA M S

Digitally signed by SUDARSANA GUPTA M S
Date: 2025.07.29 18:36:58 +05'30'

Sudarshana Gupta M S
Partner
Membership no: 223060
Place: New Delhi
Date : July 29, 2025

For and on behalf of the Board of Directors of

Delhi International Airport Limited

BUCHISAN YASI RAJU GRANDHI

Digitally signed by BUCHISAN YASI RAJU GRANDHI
Date: 2025.07.29 18:11:58 +05'30'

G.B.S Raju
Managing Director
DIN-00061686

VIDEH KUMAR JAIPURIAR

Digitally signed by VIDEH KUMAR JAIPURIAR
Date: 2025.07.29 18:11:58 +05'30'

Videh Kumar Jaipuriar
Chief Executive Officer

ABHISHEK CHAWLA

Digitally signed by ABHISHEK CHAWLA
Date: 2025.07.29 18:11:58 +05'30'

Abhishek Chawla
Company Secretary
Place: New Delhi
Date : July 29, 2025

NARAYANA RAO KADA

Digitally signed by NARAYANA RAO KADA
Date: 2025.07.29 18:11:58 +05'30'

K. Narayana Rao
Whole Time Director
DIN-00016262

HARI NAGRA NI

Digitally signed by HARI NAGRA NI
Date: 2025.07.29 18:11:58 +05'30'

Hari Nagrani
Chief Financial Officer

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)****1. Corporate information**

Delhi International Airport Limited ('DIAL' or 'the Company') is a Public Limited Company domiciled in India. It was incorporated as a Private Limited Company on March 1, 2006 under the provisions of the erstwhile Companies Act, 1956, (replaced with Companies Act 2013 with effect from April 1, 2014) and was converted into a Public Limited Company with effect from April 10, 2017. The registered office of the Company is New Udaan Bhawan, Opposite Terminal-III, IGI Airport, New Delhi-110037. DIAL is into the business of managing the operations and modernization of the Indira Gandhi International Airport ('Delhi Airport'). GMR Airports Limited ('GAL') (formerly known as GMR Airports Infrastructure Limited ('GIL')), holds majority shareholding in the Company. DIAL had entered into Operation, Management and Development Agreement ('OMDA') with Airports Authority of India ('AAI'), which gives DIAL an exclusive right to operate, maintain, develop, modernize and manage the Delhi Airport on a revenue sharing model for an initial term of 30 years, which can be extended by another 30 years on satisfaction of certain terms and conditions pursuant to the provisions of the OMDA. The Company is a debt listed Company on Bombay Stock Exchange.

The standalone unaudited condensed interim financial statements have been reviewed by the Audit Committee and approved by the Board of Directors of the Company in their respective meetings held on July 29, 2025.

2. (A) Basis of preparation

These standalone unaudited condensed interim financial statements comprise of the Standalone Unaudited Condensed Interim Balance Sheet as at June 30, 2025, the Standalone Unaudited Condensed Interim Statement of Profit and Loss (including other comprehensive income), the Standalone Unaudited Condensed Interim Statement of Cash Flows, the Standalone Unaudited Condensed Interim Statement of Changes in Equity for the three months period then ended and a summary of Significant Accounting Policies and other explanatory notes (collectively the "Standalone Unaudited Condensed Interim Financial Statements" or "Financial Statements") and do not include all the information and disclosures that would otherwise be required in a full set of financial statements. The Standalone Unaudited Condensed Interim Financial Statements have been prepared by the Company:

- (i) for submission to the trustees and bond holders of 6.125% Senior Secured Notes (2026) and 6.45% Senior Secured Notes (2029) issued by the Company;
- (ii) to assist the management of its holding company i.e. GMR Airports Limited (formerly known as GMR Airports Infrastructure Limited) in the preparation of their respective consolidated unaudited condensed interim financial statements as at and for the three months period ended June 30, 2025 to be used for proposed fund raising by GAL; and
- (iii) for internal use by management of the Company.

The Standalone Unaudited Condensed Interim Financial Statements of the Company have been prepared as per the recognition and measurement principles of Indian Accounting Standard (Ind AS) 34 "Interim Financial Reporting" prescribed under section 133 of the Companies Act, 2013 ("the Act") read with Companies (Indian Accounting Standards) Rules, 2015, as amended, and other accounting principles generally accepted in India. The accounting policies followed in preparation of the Standalone Unaudited Condensed Interim Financial Information are consistent with those followed in the preparation of the annual statutory financial statements for the year ended March 31, 2025.

The Standalone Unaudited Condensed Interim Financial Statements have been prepared on historical cost convention on an accrual basis, except for the following assets and liabilities which have been measured on alternative basis on each reporting date:

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)**

Item Basis	Measurement
Derivative financial instruments	Fair value
Certain financial assets and liabilities (refer accounting policy regarding financial instruments)	Fair value
Net defined benefit (asset) / liability	Fair Value of plan assets less the present value of the defined benefit obligation, limited as explained in Note 3(n)

3. Summary of material accounting policy information**a. Use of estimates**

The preparation of these financial statements in conformity with Ind AS requires management to make estimates, judgments and assumptions. These estimates, judgments and assumptions affect the application of accounting policies and the reported amounts of assets and liabilities, the disclosures of contingent assets and liabilities at the date of the financial statements and reported amounts of revenues and expenses during the period. Application of accounting policies that require critical accounting estimates involving complex and subjective judgments and the use of assumptions in these financials statements have been disclosed in note 4. Accounting estimates could change from year to year. Actual results could differ from those estimates. Appropriate changes in estimates are made as management becomes aware of changes in circumstances surrounding the estimates. Changes in estimates are reflected in the financial statements in the year in which changes are made and, if material, their effects are disclosed in the notes to the financial statements.

b. Current versus non-current classification

The Company presents assets and liabilities in the balance sheet based on current/ non-current classification. An asset is treated as current when it is:

- a) Expected to be realised or intended to be sold or consumed in normal operating cycle
- b) Held primarily for the purpose of trading
- c) Expected to be realised within twelve months after the reporting period, or
- d) Cash or cash equivalent unless restricted from being exchanged or used to settle a liability for at least twelve months after the reporting period.

The Company classifies all other assets as non-current.

A liability is current when:

- a) It is expected to be settled in normal operating cycle
- b) It is held primarily for the purpose of trading
- c) It is due to be settled within twelve months after the reporting period, or
- d) There is no unconditional right to defer the settlement of the liability for at least twelve months after the reporting period.

The Company classifies all other liabilities as non-current.

Deferred tax assets and liabilities are classified as non-current assets and liabilities.

The operating cycle is the time between the acquisition of assets for processing and their realisation in cash and cash equivalents. The Company has identified twelve months as its operating cycle.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)****c. Revenue recognition**

Revenue is recognised to the extent that it is probable that the economic benefits will flow to the Company and the revenue can be reliably measured, regardless of when the payment is being made. Revenue is measured at the amount of the transaction price, excluding the estimates of variable consideration that is allocated to that performance obligation, considering contractually defined terms of payment, and excluding taxes or duties collected on behalf of the government.

Revenue from contract with customer

Revenue from contracts with customers is recognised when control of the services are transferred to the customer at an amount that reflects the consideration to which the Company expects to be entitled in exchange for those services. The Company has generally concluded that it is the principal in its revenue arrangements, because it typically controls the services before transferring them to the customer.

Revenue from Operations**Significant financing component**

Generally, the Company receives short-term advances from its customers. Using the practical expedient in Ind AS 115, the Company does not adjust the promised amount of consideration for the effects of a significant financing component if it expects, at contract inception, that the period between the transfer of the promised service to the customer and when the customer pays for that service will be one year or less.

The Company also receives long-term advances from customers for rendering services. The transaction price for such contracts are discounted, using the rate that would be reflected in a separate financing transaction between the Company and its customers at contract inception, to take into consideration the significant financing component.

Income from services

Revenue from airport operations i.e. Aeronautical and Non-Aeronautical operations are recognised on accrual basis, net of Goods and Service Tax (GST), and applicable discounts when services are rendered. Aeronautical operations include user development fees (UDF), Passenger Service Fee (Facilitation Component) [PSF (FC)], Baggage X-ray Charges, Landing and Parking of aircraft and into plane charges. The main streams of non –aeronautical revenue includes duty free, retail, advertisement, food & beverages, cargo, ground handling, car parking and land and space-rentals.

Land and space- rentals pertains to granting right to use land and space primarily for catering to the need of passengers, air traffic services and air transport services.

Revenue from commercial property development rights granted to concessionaires is recognized on accrual basis, as per the terms of the agreement entered into with the customers.

d. Investments in associates and joint ventures

The Company has accounted for its investments in associates and joint ventures at cost.

e. Impairment of non-financial assets

The Company assesses at each reporting date whether there is an indication that an asset may be impaired. If any indication exists, or when annual impairment testing for an asset is required, the Company estimates the asset's recoverable amount. An asset's recoverable amount is the higher of an asset's or cash generating units' (CGUs) fair

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)**

value less cost of disposal and its value in use. The recoverable amount is determined for an individual asset, unless the asset does not generate cash inflows that are largely independent of those from other assets or group of assets. When the carrying amount of an asset or CGU exceeds its recoverable amount, the asset is considered impaired and is written down to its recoverable amount.

In assessing value in use, the estimated future cash flows are discounted to their present value using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the asset. In determining fair value less cost of disposal, recent market transactions are taken into account.

The Company bases its impairment calculation on detailed budgets and forecast calculations, which are prepared separately for each of the Company's CGUs to which the individual assets are allocated. These budgets and forecast calculations generally cover a period of five years. For longer periods, a long-term growth rate is calculated and applied to project future cash flows after the fifth year. To estimate cash flow projections beyond periods covered by the most recent budgets/forecasts, the Company extrapolates cash flow projections in the budget using a steady or declining growth rate for subsequent years, unless an increasing rate can be justified.

Impairment losses of continuing operations, including impairment on inventories, are recognised in the Standalone Unaudited Condensed Interim Statement of Profit and Loss. After impairment, depreciation is provided on the revised carrying amount of the asset over its remaining useful life.

For assets an assessment is made at each reporting date to determine whether there is an indication that previously recognised impairment losses no longer exist or have decreased. If such indication exists, the Company estimates the asset's or CGU's recoverable amount. A previously recognised impairment loss is reversed only if there has been a change in the assumptions used to determine the asset's recoverable amount since the last impairment loss was recognised. The reversal is limited so that the carrying amount of the asset does not exceed its recoverable amount, nor exceed the carrying amount that would have been determined, net of depreciation, had no impairment loss been recognised for the asset in prior years. Such reversal is recognised in the Standalone Unaudited Condensed Interim Statement of Profit and Loss.

f. Property, Plant and Equipment

Property, plant and equipment are stated at historical cost less accumulated depreciation. Historical cost includes expenditure that is directly attributable to the acquisition of the items.

Assets under installation or under construction as at the balance sheet date are shown as "Capital work-in-progress (CWIP)". Expenditure including finance charges directly relating to construction activity is capitalised.

Capital work in progress is stated at cost, net of accumulated impairment loss if any. Capital work in progress includes leasehold improvements under development as at the balance sheet date.

Subsequent costs are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with the item will flow to the Company and the cost of the item can be measured reliably. The carrying amount of any component accounted for as a separate asset is derecognised when replaced. Further, when each major inspection is performed, its cost is recognised in the carrying amount of the item of property, plant and equipment if the recognition criteria are satisfied. All other repairs and maintenance are charged to Standalone Unaudited Condensed Interim Statement of Profit and Loss during the reporting period in which they are incurred.

An item of property, plant and equipment and any significant part initially recognised is derecognised upon disposal or when no future economic benefits are expected from its use or disposal. Any gain or loss arising on de-recognition of the asset (calculated as the difference between the net disposal proceeds and the carrying amount of the asset) is included in the Standalone Unaudited Condensed Interim Statement of Profit and Loss when the asset is derecognised.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)**

Development fee from any regulatory authority is recognized when there is reasonable assurance that it will be received / utilized and the Company will comply with the conditions attached to them.

Development fee related to an asset, (net of direct amount incurred to earn aforesaid development fee) is deducted from the gross value of the asset concerned in arriving at the carrying amount of the related asset.

The residual values, useful life and methods of depreciation of property, plant and equipment are reviewed at each financial year end and adjusted prospectively, if appropriate.

g. Depreciation on Property, Plant and Equipment

Depreciation on property, plant and equipment is calculated on a straight line basis using the useful life prescribed under Schedule II to the Companies Act, 2013 except for certain assets class i.e. Internal Approach Roads, Electric Panels and Transformers/Sub-station, the Company, based on a technical evaluation, believes that the useful life of such property, plant and equipment is different from the useful life specified in Schedule II to Companies Act 2013. The following is a comparison of the useful life of these property, plant and equipment as adopted by the Company and those prescribed under Schedule II to the Companies Act, 2013:

Type of Assets	Useful life as estimated by the Company based on technical evaluation	Useful life as prescribed in Schedule II to the Companies Act, 2013
Roads – Other than RCC	10 years	5 years
Transformers/Power Sub-Stations (included in Plant and Machinery)	15 years	10 years
Electric Panels (included in Electrical Installations and Equipment)	15 years	10 years

The useful life of the property, plant and equipment which are not as per schedule II of the Companies Act 2013, have been estimated by the management based on internal technical evaluation.

On June 12, 2014, the Airport Economic Regulatory Authority (“AERA”) has issued a consultation paper viz.05/2014-15 in the matter of Normative Approach to Building Blocks in Economic Regulation of major Airports wherein it, interalia, mentioned that the Authority proposes to lay down, to the extent required, the depreciation rates for airport assets, taking into account the provisions of the useful life of assets given in Schedule II of the Companies Act, 2013, that have not been clearly mentioned in the Schedule II of the Companies Act, 2013 or may have a useful life justifiably different than that indicated in the Companies Act, 2013 in the specific context to the airport sector. Pursuant to above, the Authority had issued order no. 35/2017-18 on January 12, 2018 which was further amended on April 09, 2018, in the matter of Determination of Useful life of Airport Assets, which was effective from April 01, 2018.

Accordingly, the management was of the view that useful life considered by the Company for most of the assets except passenger related Furniture and Fixtures were in line with the useful life proposed by AERA in its order dated January 12, 2018, which is further amended on April 09, 2018.

In order to align the useful life of passenger related Furniture and Fixtures as per AERA order, the Company has revised the useful life during the financial year ended March 31, 2019.

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees crores, unless otherwise stated)

Leasehold Improvements are improvements, betterments, or modifications of leased property which will benefit the Company for the period of more than one year. The amount of leasehold improvements are capitalised and amortised over the period of lease.

h. Intangible assets

Intangible assets acquired separately are measured on initial recognition at cost. Following initial recognition, intangible assets are carried at cost less accumulated amortisation and accumulated impairment losses, if any.

Intangible assets include software, upfront fee paid as airport concessionaire rights and other costs (excluding operation support costs) paid to the Airports Authority of India (AAI) pursuant to the terms and conditions of the OMDA.

i. Amortisation of intangible assets

Intangible assets are amortised over the useful economic life and assessed for impairment whenever there is an indication that the intangible asset may be impaired. The amortisation period and the amortisation method for an intangible asset with a finite useful life are reviewed at the end of each reporting period. Changes in the expected useful life or the expected pattern of consumption of future economic benefits embodied in the asset are considered to modify the amortisation period or method, as appropriate, and are treated as changes in accounting estimates. The amortisation expense on intangible assets with finite life is recognised in these financial statements.

The Company amortises, upfront fee paid as airport concession rights and other costs paid to AAI referred to above are recognized and amortized over the initial period of 30 years and extended period of 30 years of OMDA i.e. 60 years. Other intangible assets are amortised over the useful life of asset or six years whichever is lower.

j. Borrowing cost

Borrowing costs net of income on surplus investments directly attributable to the acquisition, construction or production of an asset that necessarily takes a substantial period of time to get ready for its intended use or sale are capitalised as part of the cost of the respective asset. All other borrowing costs are expensed on effective interest rate (EIR) basis in the period in which they occur.

Borrowing costs consist of interest, call spread premium and other costs that an entity incurs in connection with the borrowing of funds.

k. Leases

The Company assesses a contract at inception whether a contract is, or contains, a lease. That is, if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration.

Company as a lessee:

The Company applies a single recognition and measurement approach for all leases, except for short-term leases and leases of low-value assets. The Company recognises lease liabilities to make lease payments and right-of-use assets representing the right to use the underlying assets.

(i) Right-of-use assets: The Company recognises right-of-use assets at the commencement date of the lease (i.e., the date the underlying asset is available for use). Right-of-use assets are measured at cost, less any accumulated depreciation and impairment losses, and adjusted for any re-measurement of lease liabilities. The cost of right-of-

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees crores, unless otherwise stated)

use assets includes the amount of lease liabilities recognised, initial direct costs incurred, and lease payments made at or before the commencement date less any lease incentives received.

The right-of-use assets are depreciated on a straight-line basis over the shorter of the lease term and the estimated useful life of the assets, as follows:

- Electrical installations and equipment: 10 years
- Plant and machinery: 15 years
- Building: over the period of lease

The ownership of the leased Electrical installations and equipment and Plant and machinery transfers to the Company at the end of the lease term, accordingly, depreciation is calculated using the estimated useful life of the respective assets.

(ii) Lease liabilities: At the commencement date of the lease, the Company recognises lease liabilities measured at the present value of lease payments to be made over the lease term.

The lease payments included in the measurement of the lease liability include fixed payments (including in substance fixed payments), variable lease payments that depend on an index or a rate, and amounts expected to be paid under residual value guarantees. The lease payments also include the exercise price of a purchase option reasonably certain to be exercised by the Company and payments of penalties for terminating the lease, if the lease term reflects the Company exercising the option to terminate.

Lease payments are apportioned between finance charges and reduction of the lease liability so as to achieve a constant rate of interest on the remaining balance of the liability. Finance charges are recognised in finance costs in the Standalone Unaudited Condensed Interim Statement of Profit and Loss.

(iii) Short-term leases and leases of low-value assets

In case of a short-term lease contract and lease contracts for which the underlying asset is of low value, lease payments are charged to Standalone Unaudited Condensed Interim Statement of Profit and Loss on accrual basis.

Company as a lessor:

Leases in which the Company does not transfer substantially all the risks and rewards of ownership of an asset are classified as operating leases. Income from operating lease is recognised on a straight-line basis over the term of the relevant lease.

Initial direct costs incurred in negotiating and arranging an operating lease are added to the carrying amount of the leased asset and recognised over the lease term on the same basis as rental income. Contingent rents are recognised as revenue in the period in which they are earned. Leases are classified as finance leases when substantially all of the risks and rewards of ownership transfers from the Company to the lessee. Amounts due from lessees under finance leases are recorded as receivables at the Company's net investment in the leases. Finance lease income is allocated to accounting periods so as to reflect a constant periodic rate of return on the net investment outstanding in respect of the lease.

I. Provisions, Contingent liabilities and Commitments

Provisions are recognised when the Company has a present obligation (legal or constructive) as a result of a past event, it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation. When the Company expects some or all of a

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)**

provision to be reimbursed, for example, under an insurance contract, the reimbursement is recognised as a separate asset, but only when the reimbursement is virtually certain. The expense relating to a provision is presented in the Standalone Unaudited Condensed Interim Statement of Profit and Loss net of any reimbursement.

If the effect of the time value of money is material, provisions are discounted using a current pre-tax rate that reflects, when appropriate, the risks specific to the liability. When discounting is used, the increase in the provision due to the passage of time is recognised as a finance cost.

Contingent liability is disclosed in the case of:

- A present obligation arising from past events, when it is not probable that an outflow of resources will be required to settle the obligation
- A present obligation arising from past events, when no reliable estimate is possible
- A possible obligation arising from past events, unless the probability of outflow of resources is remote

Commitments include the amount of purchase order (net of advances) issued to parties for completion of assets. Provisions, contingent liabilities, contingent assets and commitments are reviewed at each reporting date.

Provisions for onerous contracts are recognized when the expected benefits to be delivered by the Company from a contract are lower than the unavoidable costs of meeting the future obligations under the contract. The provision is measured at the present value of the lower of the expected cost of terminating the contract and the expected net cost of continuing with the contract. Before a provision is established the Company recognizes any impairment loss on the assets associated with that contract.

m. Contingent assets

Contingent assets usually arise from unplanned or other unexpected events that give rise to the possibility of an inflow of economic benefits to the entity. Contingent assets are recognized when the realization of income is virtually certain, then the related asset is not a contingent asset and its recognition is appropriate.

Contingent assets are reviewed at each reporting date. A contingent asset is disclosed where an inflow of economic benefits is probable.

n. Retirement and other Employee Benefits**Defined benefit plan**

Retirement benefit in the form of Provident Fund, Superannuation Fund and Employee State Insurance are defined contribution schemes and the contributions are charged to the Standalone Unaudited Condensed Interim Statement of Profit and Loss of the year when the contributions to the respective funds/trust are due. The Company has no obligation, other than the contribution payable to the respective funds/trusts.

All employee benefits payable/available within twelve months of rendering the service are classified as short-term employee benefits. Benefits such as salaries, wages and bonus etc., are recognised in the Standalone Unaudited Condensed Interim Statement of Profit and Loss in the period in which the employee renders the related service.

The Company recognizes contribution payable as expenditure, when an employee renders the related service. If the contribution payable to the scheme for service received before the reporting date exceeds the contribution already paid, the deficit payable to the scheme is recognized as a liability after deducting the contribution already paid. If the contribution already paid exceeds the contribution due for services received before the balance sheet date, then excess is recognized as an asset to the extent that the pre-payment will lead to a reduction in future payment or a cash refund.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)**

Gratuity Liability is a defined benefit obligation which is funded through policy taken from Life Insurance Corporation of India and liability (net of fair value of investment in LIC) is provided for on the basis of an actuarial valuation on projected unit credit method made at the end of each financial year. Every employee who has completed five years or more of service gets a gratuity on separation at 15 days' salary (based on last drawn basic salary) for each completed year of service.

The Company treats accumulated leave including sick leave expected to be carried forward beyond twelve months, as long-term employee benefit for measurement purposes. Such long-term compensated absences including sick leave are provided for based on the actuarial valuation using the projected unit credit method at the year-end. Actuarial gains / losses are immediately taken to the Standalone Unaudited Condensed Interim Statement of Profit and Loss and are not deferred.

The entire amount of the provision for leave encashment is presented as current in financial statements, since the Company does not have an unconditional right to defer settlement of the obligation.

Re-measurements, comprising of actuarial gains and losses, the effect of the asset ceiling, excluding amounts included in net interest on the net defined benefit liability and the return on plan assets (excluding amounts included in net interest on the net defined benefit liability), are recognised immediately in the balance sheet with a corresponding debit or credit to retained earnings through OCI in the period in which they occur. Re-measurements are not reclassified to profit or loss in subsequent periods. Past service costs are recognised in profit or loss on the earlier of:

- i) The date of the plan amendment or curtailment, and
- ii) The date that the Company recognises related restructuring costs.

The cost of providing benefits under the defined benefit plan is determined using the projected unit credit method.

Net interest is calculated by applying the discount rate to the net defined benefit liability or asset. The Company recognises the following changes in the net defined benefit obligation as an expense in the Standalone Unaudited Condensed Interim Statement of Profit and Loss:

- Service costs comprising current service costs, past-service costs, gains and losses on curtailments and non-routine settlements; and
- Net interest expense or income

o. Financial Instruments

A financial instrument is any contract that gives rise to a financial asset of one entity and a financial liability or equity instrument of another entity.

I) Financial assets**Initial recognition and measurement**

Financial assets are classified, at initial recognition, as subsequently measured at amortised cost, fair value through other comprehensive income (OCI), and fair value through profit or loss.

The classification of financial assets at initial recognition depends on the financial asset's contractual cash flow characteristics and the Company's business model for managing them. With the exception of trade receivables that do not contain a significant financing component or for which the Company has applied the practical expedient, the Company initially measures a financial asset at its fair value plus, in the case of a financial asset not at fair value through profit or loss, transaction costs. Trade receivables that do not contain a significant financing component or

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees crores, unless otherwise stated)

for which the Company has applied the practical expedient are measured at the transaction price determined under Ind AS 115. Refer to the accounting policies in section (c), Revenue from contracts with customers.

In order for a financial asset to be classified and measured at amortised cost or fair value through OCI, it needs to give rise to cash flows that are 'solely payments of principal and interest (SPPI)' on the principal amount outstanding. This assessment is referred to as the SPPI test and is performed at an instrument level.

The Company's business model for managing financial assets refers to how it manages its financial assets in order to generate cash flows. The business model determines whether cash flows will result from collecting contractual cash flows, selling the financial assets, or both.

Purchases or sales of financial assets that require delivery of assets within a time frame established by regulation or convention in the market place (regular way trades) are recognised on the trade date, i.e., the date that the Company commits to purchase or sell the asset.

Subsequent measurement

For purposes of subsequent measurement, financial assets are classified in three broad categories:

- a) Financial assets at amortised cost
- b) Financial assets at fair value through profit or loss (FVTPL)
- c) Financial assets at fair value through other comprehensive income (FVTOCI)

Financial assets at amortised cost: A 'Financial asset' is measured at the amortised cost if both the following conditions are met:

- a) The asset is held within a business model whose objective is to hold assets for collecting contractual cash flows, and
- b) Contractual terms of the asset give rise on specified dates to cash flows that are solely payments of principal and interest (SPPI) on the principal amount outstanding.

After initial measurement, such financial assets are subsequently measured at amortised cost using the effective interest rate (EIR) method. Amortised cost is calculated by taking into account any discount or premium on acquisition and fees or costs that are an integral part of the EIR. The EIR amortisation is included in other income in the Standalone Unaudited Condensed Interim Statement of Profit and Loss. The losses arising from impairment are recognised in the Standalone Unaudited Condensed Interim Statement of Profit and Loss. This category generally applies to trade and other receivables.

Financial assets at FVTOCI: A financial asset is measured at the FVTOCI if both of the following criteria are met:

- The asset is held within the business model, whose objective is achieved both by collecting contractual cash flows and selling the financial assets, and
- The contractual terms of the financial asset give rise on specified dates to cash flows that are SPPI on the principal amount outstanding.

If the Company decides to classify an equity instrument as at FVTOCI, then all fair value changes on the instrument, excluding dividends, are recognized in the OCI. There is no recycling of the amounts from OCI to P&L, even on sale of investment. However, the Company may transfer the cumulative gain or loss within equity.

Financial assets at FVTPL: FVTPL is a residual category for financial assets. Any Financial asset, which does not meet the criteria for categorization as at amortized cost or as at Fair Value through OCI (FVTOCI), is classified as at FVTPL.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)**

In addition, the Company may elect to designate a financial asset, which otherwise meets amortized cost or FVTOCI criteria, as at FVTPL. However, such election is allowed only if doing so reduces or eliminates a measurement or recognition inconsistency (referred to as 'accounting mismatch'). Financial assets included within the FVTPL category are measured at fair value with all changes recognized in the Standalone Unaudited Condensed Interim Statement of Profit and Loss.

Derecognition of financial assets

A financial asset (or, where applicable, a part of a financial asset or part of a group of similar financial assets) is primarily derecognised when:

- The rights to receive cash flows from the asset have expired or
- The Company has transferred its rights to receive cash flows from the asset or has assumed an obligation to pay the received cash flows in full without material delay to a third party under a 'pass-through' arrangement; and either (a) the Company has transferred substantially all the risks and rewards of the asset, or (b) the Company has neither transferred nor retained substantially all the risks and rewards of the asset, but has transferred control of the asset.

When the Company has transferred its rights to receive cash flows from an asset or has entered into a pass-through arrangement, it evaluates if and to what extent it has retained the risks and rewards of ownership. When it has neither transferred nor retained substantially all of the risks and rewards of the asset, nor transferred control of the asset, the Company continues to recognise the transferred asset to the extent of the Company's continuing involvement. In that case, the Company also recognises an associated liability. The transferred asset and the associated liability are measured on a basis that reflects the rights and obligations that the Company has retained.

Continuing involvement that takes the form of a guarantee over the transferred asset is measured at the lower of the original carrying amount of the asset and the maximum amount of consideration that the Company could be required to repay.

Impairment of financial assets

In accordance with Ind AS 109, the Company applies expected credit loss (ECL) model for measurement and recognition of impairment loss on the following financial assets and credit risk exposure:

Financial assets measured at amortised cost e.g., deposits, trade receivables and bank balance.

The Company follows 'simplified approach' for recognition of impairment loss allowance on trade receivables or contract revenue receivables.

The application of simplified approach does not require the Company to track changes in credit risk. Rather, it recognises impairment loss allowance based on lifetime ECLs at each reporting date, right from its initial recognition.

For recognition of impairment loss on other financial assets and risk exposure, the Company determines that whether there has been a significant increase in the credit risk since initial recognition. If credit risk has not increased significantly, 12-month ECL is used to provide for impairment loss. However, if credit risk has increased significantly, lifetime ECL is used. If, in a subsequent period, credit quality of the instrument improves such that there is no longer a significant increase in credit risk since initial recognition, then the entity reverts to recognising impairment loss allowance based on 12-month ECL.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)**

Lifetime ECL are the expected credit losses resulting from all possible default events over the expected life of a financial instrument. The 12-month ECL is a portion of the lifetime ECL which results from default events that are possible within 12 months after the reporting date.

ECL is the difference between all contractual cash flows that are due to the Company in accordance with the contract and all the cash flows that the entity expects to receive (i.e., all cash shortfalls), discounted at the original EIR. When estimating the cash flows, an entity is required to consider:

- All contractual terms of the financial instrument (including prepayment, extension, call and similar options) over the expected life of the financial instrument. However, in rare cases when the expected life of the financial instrument cannot be estimated reliably, then the entity is required to use the remaining contractual term of the financial instrument
- Cash flows from the sale of collateral held or other credit enhancements that are integral to the contractual terms

As a practical expedient, the Company uses a provision matrix to determine impairment loss allowance on portfolio of its trade receivables. The provision matrix is based on its historically observed default rates over the expected life of the trade receivables and is adjusted for forward-looking estimates. At every reporting date, the historical observed default rates are updated and changes in the forward-looking estimates are analysed.

For assessing increase in credit risk and impairment loss, the Company combines financial instruments on the basis of shared credit risk characteristics with the objective of facilitating an analysis that is designed to enable significant increases in credit risk to be identified on a timely basis.

II) Financial liabilities**Initial recognition and measurement**

Financial liabilities are classified, at initial recognition, as financial liabilities at fair value through profit or loss, loans and borrowings, payables, or as derivatives designated as hedging instruments in an effective hedge, as appropriate.

All financial liabilities are recognised initially at fair value and, in the case of loans and borrowings and payables, net of directly attributable transaction costs.

The Company's financial liabilities include trade and other payables, loans and borrowings including and derivative financial instruments.

Subsequent measurement

Financial liabilities designated upon initial recognition at fair value through profit or loss are designated as such at the initial date of recognition, and only if the criteria in Ind AS 109 are satisfied. For liabilities designated as FVTPL, fair value gains/ losses attributable to changes in own credit risk are recognized in OCI. These gains/ losses are not subsequently transferred to Standalone Unaudited Condensed Interim Statement of Profit and Loss. However, the Company may transfer the cumulative gain or loss within equity. All other changes in fair value of such liability are recognised in the Standalone Unaudited Condensed Interim Statement of Profit and Loss. The Company has not designated any financial liability as at fair value through profit and loss.

Loans and borrowings

After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the EIR method. Gains and losses are recognised in profit or loss when the liabilities are derecognised as well as through the EIR amortisation process.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)**

Amortised cost is calculated by taking into account any discount or premium on acquisition and fees or costs that are an integral part of the EIR. The EIR amortisation is included as finance costs in the Standalone Unaudited Condensed Interim Statement of Profit and Loss.

Derecognition

A financial liability is derecognised when the obligation under the liability is discharged or cancelled or expired. When an existing financial liability is replaced by another from the same lender on substantially different terms, or the terms of an existing liability are substantially modified, such an exchange or modification is treated as the derecognition of the original liability and the recognition of a new liability. The difference in respective carrying amounts is recognised in Standalone Unaudited Condensed Interim Statement of Profit and Loss.

Offsetting of financial instruments

Financial assets and financial liabilities are offset and the net amount is reported in the balance sheet if there is a currently enforceable legal right to offset the recognised amounts and there is an intention to settle on a net basis, to realise the assets and settle the liabilities simultaneously.

p. Cash and cash equivalents

Cash and cash equivalent in the balance sheet comprise cash at banks and on hand and short-term deposits with an original maturity of three months or less, which are subject to an insignificant risk of changes in value.

For the purpose of the statement of cash flows, cash and cash equivalents consist of cash and short-term deposits, as defined above, net of outstanding bank overdrafts as they are considered an integral part of the Company's cash management.

q. Derivative financial instruments and hedge accounting**Initial Recognition and subsequent measurement**

The Company uses derivative financial instruments, such as call spread options and interest rate swaps, to hedge its foreign currency risks and interest rate risks, respectively.

Such derivative financial instruments are initially recognised at fair value on the date on which a derivative contract is entered into and are subsequently re-measured at fair value. Derivatives are carried as financial assets when the fair value is positive and as financial liabilities when the fair value is negative.

Any gains or losses arising from changes in the fair value of derivatives are taken directly to profit or loss, except for the effective portion of cash flow hedges, which is recognised in OCI and later reclassified to profit or loss when the hedge item affects profit or loss.

For the purpose of hedge accounting, hedges are classified as:

- a) Fair value hedges when hedging the exposure to changes in the fair value of a recognised asset or liability or an unrecognised firm commitment;
- b) Cash flow hedges when hedging the exposure to variability in cash flows that is either attributable to a particular risk associated with a recognised asset or liability or a highly probable forecast transaction or the foreign currency risk in an unrecognised firm commitment;
- c) Hedges of a net investment in a foreign operation.

At the inception of a hedge relationship, the Company formally designates and documents the hedge relationship to which the Company wishes to apply hedge accounting and the risk management objective and strategy for undertaking

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees crores, unless otherwise stated)

the hedge. The documentation includes the Company's risk management objective and strategy for undertaking hedge, the hedging / economic relationship, the hedged item or transaction, the nature of the risk being hedged, hedge ratio and how the entity will assess the effectiveness of changes in the hedging instrument's fair value in offsetting the exposure to changes in the hedged item's fair value or cash flows attributable to the hedged risk. Such hedges are expected to be highly effective in achieving offsetting changes in fair value or cash flows and are assessed on an ongoing basis to determine that they actually have been highly effective throughout the financial reporting periods for which they were designated.

Cash flow hedges that meet the strict criteria for hedge accounting are accounted for as described below:

The effective portion of the gain or loss on the hedging instrument is recognised in OCI in the cash flow hedge reserve, while any ineffective portion is recognised immediately in the Standalone Unaudited Condensed Interim Statement of Profit and Loss.

Amounts recognised as OCI are transferred to profit or loss when the hedged transaction affects profit or loss, such as when the hedged financial income or financial expense is recognised or when a forecast sale occurs.

If the hedging instrument expires or is sold, terminated or exercised without replacement or rollover (as part of the hedging strategy), or if its designation as a hedge is revoked, or when the hedge no longer meets the criteria for hedge accounting, any cumulative gain or loss previously recognised in OCI remains separately in equity until the forecast transaction occurs or the foreign currency firm commitment is met.

Presentation of derivative contracts in the financial statement

Derivative assets and liabilities recognized on the balance sheet are presented as current and non-current based on the classification of the underlying hedged item.

r. Fair value measurement

The Company measures financial instruments, such as, derivatives at fair value at each balance sheet date.

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The fair value measurement is based on the presumption that the transaction to sell the asset or transfer the liability takes place either:

- In the principal market for the asset or liability, or
- In the absence of a principal market, in the most advantageous market for the asset or liability

The principal or the most advantageous market must be accessible by the Company.

The fair value of an asset or a liability is measured using the assumptions that market participants would use when pricing the asset or liability, assuming that market participants act in their best economic interest.

The Company uses valuation techniques that are appropriate in the circumstances and for which sufficient data are available to measure fair value, maximising the use of relevant observable inputs and minimising the use of unobservable inputs.

All assets and liabilities for which fair value is measured or disclosed in these financial statements are categorised within the fair value hierarchy, described as follows, based on the lowest level input that is significant to the fair value measurement as a whole:

Level 1 — Quoted (unadjusted) market prices in active markets for identical assets or liabilities

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees crores, unless otherwise stated)

Level 2 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is directly or indirectly observable.

Level 3 — Valuation techniques for which the lowest level input that is significant to the fair value measurement is unobservable.

For assets and liabilities that are recognised in the financial statements on a recurring basis, the Company determines whether transfers have occurred between levels in the hierarchy by re-assessing categorisation (based on the lowest level input that is significant to the fair value measurement as a whole) at the end of each reporting period.

The Company determines the policies and procedures for recurring fair value measurement, such as derivative instruments and unquoted financial assets measured at fair value. External valuers are involved for valuation of significant assets or liabilities such as derivative instruments.

At each reporting date, the Company analyses the movements in the values of assets and liabilities which are required to be re-measured or re-assessed as per the Company's accounting policies. For this analysis, the Company verifies the major inputs applied in the latest valuation by agreeing the information in the valuation computation to contracts and other relevant documents.

For the purpose of fair value disclosures, the Company has determined classes of assets and liabilities on the basis of the nature, characteristics and risks of the asset or liability and the level of the fair value hierarchy as explained above. This note summarises accounting policy for fair value. Other fair value related disclosures are given in the relevant notes as mentioned below.

- a) Disclosures for valuation methods, significant estimates and assumptions (note 7)
- b) Quantitative disclosures of fair value measurement hierarchy (note 8)
- c) Financial instruments (including those carried at amortised cost)

s. Taxes

Tax expense comprises current tax and deferred tax.

Current income tax

Current income tax is measured at the amount expected to be paid to the tax authorities in accordance with Income Tax Act, 1961.

Current income tax assets and liabilities are measured at the amount expected to be recovered from or paid to the taxation authorities. The tax rates and tax laws used to compute the amount are those that are enacted or substantively enacted, at the reporting date.

Current income tax relating to items recognised outside profit or loss is recognised outside profit or loss (either in other comprehensive income or in equity). Current tax items are recognised in correlation to the underlying transaction either in OCI or directly in equity. Management periodically evaluates positions taken in the tax returns with respect to situations in which applicable tax regulations are subject to interpretation and establishes provisions where appropriate.

Deferred tax

Deferred tax is provided using the liability method on temporary differences between the tax bases of assets and liabilities and their carrying amounts for financial reporting purposes at the reporting date.

Deferred tax liabilities are recognised for all taxable temporary differences, except:

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees crores, unless otherwise stated)

- i) When the deferred tax liability arises from the initial recognition of goodwill or an asset or liability in a transaction that is not a business combination and, at the time of the transaction, affects neither the accounting profit nor taxable profit or loss
- ii) In respect of taxable temporary differences associated with investments in associates and interests in joint ventures, when the timing of the reversal of the temporary differences can be controlled and it is probable that the temporary differences will not reverse in the foreseeable future.

Deferred tax assets are recognised for all deductible temporary differences, the carry forward of unused tax credits and any unused tax losses. Deferred tax assets are recognised to the extent that it is probable that taxable profit will be available against which the deductible temporary differences, and the carry forward of unused tax credits and unused tax losses can be utilised, except:

- i) When the deferred tax asset relating to the deductible temporary difference arises from the initial recognition of an asset or liability in a transaction that is not a business combination and, at the time of the transaction, affects neither the accounting profit nor taxable profit or loss.
- ii) In respect of deductible temporary differences associated with investments in associates and interests in joint ventures, deferred tax assets are recognised only to the extent that it is probable that the temporary differences will reverse in the foreseeable future and taxable profit will be available against which the temporary differences can be utilised.

The carrying amount of deferred tax assets is reviewed at each reporting date and reduced to the extent that it is no longer probable that sufficient taxable profit will be available to allow all or part of the deferred tax asset to be utilised. Unrecognised deferred tax assets are re-assessed at each reporting date and are recognised to the extent that it has become probable that future taxable profits will allow the deferred tax asset to be recovered.

Deferred tax assets and liabilities are measured at the tax rates that are expected to apply in the year when the asset is realised or the liability is settled, based on tax rates (and tax laws) that have been enacted or substantively enacted at the reporting date.

Deferred tax relating to items recognised outside profit or loss is recognised outside profit or loss (either in other comprehensive income or in equity). Deferred tax items are recognised in correlation to the underlying transaction either in OCI or directly in equity.

Deferred tax assets and deferred tax liabilities are offset if a legally enforceable right exists to set off current tax assets against current tax liabilities and the deferred taxes relate to the same taxable entity and the same taxation authority.

Minimum Alternate Tax ('MAT') paid in a year is charged to the Standalone Unaudited Condensed Interim Statement of Profit and Loss as current tax. The Company recognises MAT credit available as an asset only to the extent that there is convincing evidence that the Company will pay normal income tax during the specified period, i.e., the period for which MAT credit is allowed to be carried forward. In the year in which the Company recognises MAT credit as an asset in accordance with the Guidance Note on 'Accounting for Credit Available in respect of Minimum Alternative Tax' under IT Act, the said asset is created by way of credit to the Standalone Unaudited Condensed Interim Statement of Profit and Loss and shown as 'MAT credit entitlement'. The Company reviews the 'MAT credit entitlement' asset at each reporting date and writes down the asset to the extent the Company does not have convincing evidence that it will pay normal tax during the specified period.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)****Taxes, cess, duties such as sales tax/ value added tax/ service tax/GST etc. paid on acquisition of assets or on incurring expenses**

Expenses and assets are recognised net of the amount of taxes paid, except:

- When the tax incurred on a purchase of assets, goods or services is not recoverable from the taxation authority, in which case, the tax paid is recognised as part of the cost of acquisition of the asset or as part of the expense item, as applicable
- When receivables and payables are stated with the amount of tax included

The net amount of tax recoverable from, or payable to, the taxation authority is included as part of receivables or payables in the balance sheet.

t. Foreign currencies**Functional Currency**

The financial statements are presented in Indian rupees (INR), which is also the Company's functional currency.

Transactions and Translations

Transactions in foreign currencies are initially recorded by the Company at their respective functional currency spot rates at the date the transaction first qualifies for recognition. However, for practical reasons, the Company uses an average rate if the average approximates the actual rate at the date of the transaction.

Monetary assets and liabilities denominated in foreign currencies are translated at the functional currency spot rates of exchange at the reporting date.

Exchange differences arising on settlement or translation of monetary items are recognised in Standalone Unaudited Condensed Interim Statement of Profit and Loss. Non-monetary items that are measured in terms of historical cost in a foreign currency are translated using the exchange rates at the dates of the initial transactions.

u. Earnings per share

Basic earnings per share is calculated by dividing the net profit or loss for the year attributable to equity shareholders by the weighted average number of equity shares outstanding during the year.

For the purpose of calculating diluted earnings per share, the net profit or loss for the year attributable to equity shareholders and the weighted average number of shares outstanding during the year are adjusted for the effects of all dilutive potential equity shares.

v. Cash Flow Statement

Cash flows are reported using the indirect method, whereby profit for the period is adjusted for the effects of transactions of a non-cash nature, any deferrals or accruals of past or future operating cash receipts or payments and item of income or expenses associated with investing or financing cash flows. The cash flows from operating, investing and financing activities of the Company are segregated.

w. EBIDTA

The Company has presented profit/ (loss) before finance costs, taxes, depreciation, amortisation expense and exceptional items as EBIDTA.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)****4. Significant accounting judgements, estimates and assumptions**

The preparation of the Company's financial statements requires management to make judgements, estimates and assumptions that affect the reported amounts of revenues, expenses, assets and liabilities, and the accompanying disclosures, and the disclosure of contingent liabilities. Uncertainty about these assumptions and estimates could result in outcomes that require a material adjustment to the carrying amount of assets or liabilities affected in future periods.

4.1 Judgements

In the process of applying the Company's accounting policies, management has made the following judgements, which have the most significant effect on the amounts recognised in these financial statements.

Discounting rate

The Company has considered incremental borrowing rate of Airport sector as at transition date, for measuring deposits being financial assets and financial liabilities, at amortised cost. The incremental borrowing rate have been revised for all the deposits taken/received post March 31, 2025.

Consideration of significant financing component in a contract

The Company sells pouring rights at airport for which contract period is for more than one year. The Company concluded that there is a significant financing component for those contracts where the customer elects to pay in advance considering the length of time between the customer's payment and rendering services, as well as the prevailing interest rates in the market.

In determining the interest to be applied to the amount of consideration, the Company concluded that the interest rate implicit in the contract (i.e., the interest rate that discounts the cash selling price of the equipment to the amount paid in advance) is appropriate because this is commensurate with the rate that would be reflected in a separate financing transaction between the entity and its customer at contract inception.

Non applicability of Service Concession Arrangement (SCA)

DIAL had entered into Operation, Management and Development Agreement ('OMDA') with Airports Authority of India ('AAI'), which gives DIAL an exclusive right to operate, maintain, develop, modernize and manage the Delhi Airport on a revenue sharing model for an initial term of 30 years, which can be extended by another 30 years on satisfaction of certain terms and conditions pursuant to the provisions of the OMDA. Under the agreement, AAI has granted exclusive right and authority to undertake some of the functions of the AAI being the functions of operation, maintenance, development, design, construction, upgradation, modernization, finance and management of the Airport and to perform services and activities at the airport constituting 'Aeronautical Services' and 'Non-Aeronautical Services'. For prices, aeronautical services are regulated, while the regulator has no control over determination of prices for Non-Aeronautical Services. The management of the Company conducted detailed analysis to determine applicability of Appendix D of Ind AS 115 and concluded that the same does not apply to DIAL. Company concession arrangement has significant non-regulated revenues, which are apparently not ancillary in nature, as these are important from DIAL, AAI and users/passengers perspective. Further, the regulated and non-regulated services are substantially interdependent and cannot be offered in isolation. The airport premise is being used both for providing regulated services (Aeronautical Services) and for providing non-regulated services (Non-aeronautical Services). Accordingly, the management has concluded that SCA does not apply in its entirety to the Company.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)****Annual Fee to AAI**

As per the Concession Agreement (OMDA) entered into with AAI in April 2006, the Company is required to pay to AAI annual fee (AF) each year at 45.99% on its projected revenue and same shall be payable in twelve equal monthly instalments (MAF), to be paid in each calendar month. As per Article 1.1 of Chapter I of OMDA, "Revenue" is defined to mean all pre-tax gross revenue of DIAL with certain specified exclusions.

Management of the Company is of the view that the certain income / credits arising on adoption of Ind-AS were not in contemplation of parties in April 2006 when this Concession Agreement was signed / entered. Further, these income/credits in Standalone Unaudited Condensed Interim Statement of Profit and Loss do not represent actual receipts from business operations, from any external sources and therefore, these incomes/ credits should not be treated as "Revenue" for calculation of MAF to AAI. Accordingly, the Company, basis above and legal opinion, has provided the monthly annual fee to AAI based on Revenue as per the Ind AS financial statements after adjusting such incomes/credits [refer note 5(I)(d) and 5(I) (e) & 11 (e)].

4.2 Estimates and assumptions

The key assumptions concerning the future and other key sources of estimation uncertainty at the reporting date that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year, are described below. The Company based its assumptions and estimates on parameters available when the financial statements were prepared. Existing circumstances and assumptions about future developments, however, may change due to market changes or circumstances arising that are beyond the control of the Company. Such changes are reflected in the assumptions when they occur.

Taxes

Deferred tax assets are recognised for unused tax losses to the extent that it is probable that taxable profit will be available against which the losses can be utilised. Significant management judgement is required to determine the amount of deferred tax assets that can be recognised, based upon the likely timing and the level of future taxable profits together with future tax planning strategies.

Defined benefit plans

The cost of the defined benefit plan and other post-employment benefits and the present value of the gratuity obligation are determined using actuarial valuations. An actuarial valuation involves making various assumptions that may differ from actual developments in the future. These include the determination of the discount rate, future salary increases and mortality rates. Due to the complexities involved in the valuation and its long-term nature, a defined benefit obligation is highly sensitive to changes in these assumptions. All assumptions are reviewed at each reporting date.

The parameter most subject to change is the discount rate. In determining the appropriate discount rate for plans operated, the management considers the interest rates of government bonds in currencies consistent with the currencies of the post-employment benefit obligation.

The mortality rate is based on publicly available mortality tables for the specific countries. Those mortality tables tend to change only at interval in response to demographic changes. Future salary increases and gratuity increases are based on expected future inflation rates for the respective countries.

Provision for leave encashment

The present value of leave encashment is determined using actuarial valuations. An actuarial valuation involves making various assumptions that may differ from actual developments in the future. These include the determination of discount rate, future salary increases, and withdrawal rates. Due to complexities involved in the valuation and its

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)**

long-term nature, provision for leave encashment is sensitive to changes in these assumptions. All assumptions are reviewed at each balance sheet date.

Contingencies

Contingent liabilities may arise from the ordinary course of business in relation to claims against the Company, including legal, contractor and other claims. By their nature, contingencies will be resolved only when one or more uncertain future events occur or fail to occur. The assessment of the existence, and potential quantum, of contingencies inherently involves the exercise of significant judgement and the use of estimates regarding the outcome of future events.

Fair value measurement of financial instruments

When the fair values of financial assets and financial liabilities recorded in the balance sheet cannot be measured based on quoted prices in active markets, their fair value is measured using valuation techniques. The inputs to these models are taken from observable markets where possible, but where this is not feasible, a degree of judgement is required in establishing fair values. Judgements include considerations of inputs such as liquidity risk, credit risk and volatility. Changes in assumptions about these factors could affect the reported fair value of financial instruments. (Refer Note 7, 8, 9)

Impairment of non-financial assets

Impairment exists when the carrying value of an asset or cash generating unit exceeds its recoverable amount, which is the higher of its fair value less costs of disposal and its value in use. The fair value less costs of disposal calculation is based on available data from binding sales transactions, conducted at arm's length, for similar assets or observable market prices less incremental costs for disposing of the asset. The value in use calculation is based on a discounting cash flow (DCF) model. The cash flows are derived from the budget for the next five years and do not include restructuring activities that the Company is not yet committed to or significant future investments that will enhance the asset's performance of the CGU being tested. The recoverable amount is sensitive to the discount rate used for the DCF model as well as the expected future cash-inflows and the growth rate used for extrapolation purposes.

(The space has been intentionally left blank)

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)****5. Commitments and Contingencies****I. Contingent Liabilities: - claims against the company not acknowledged as debts:**

	Particulars	As at June 30, 2025	As at March 31, 2025
(i)	In respect of Income tax matters (disallowances/ additions made by income tax department) *	64.29	64.29
(ii)	In respect of Indirect tax matters [refer note (a), (b) and (c) below] #	67.13	67.13
(iii)	In respect of Annual fee payable to AAI [refer note (d) and (e) below]		

*Matters disputed under Income Tax Act 1961, wherein disallowances result in reduction in 'returned loss' as per the return of income have not been considered for above disclosure. Tax impact of reduction in loss amounts to Rs. 187.33 crores (March 31, 2025: Rs. 187.33 crores).

Matters disputed with respect to item (ii) (b), pertains to various miscellaneous cases hence the amount has not been disclosed dispute wise separately.

- a) The Director General of Central Excise Intelligence, New Delhi had issued a Show Cause Notice F. NO. 574/CE/41/2014/Inv./PT.II/11327 dated October 10, 2014 on the Company, proposing a demand of service tax of Rs. 59.91 crores (excluding interest and penalty) considering Advance Development Costs ('ADC') collected by Company from the Commercial Property Developers under the service tax category 'Renting of Immovable Property'.

The Company has replied to the show cause notice as referred to above with appropriate authority on April 17, 2015. Subsequently, Additional Director General (Adj.), Directorate General of Central Excise Intelligence (DGCEI) has passed Order No. 10/2016-ST dated May 02, 2016 confirming demand of service tax of Rs. 54.31 crores and imposed equivalent penalty. However, based on an internal assessment by the Company in this regard, the Management is of the view that service tax is not leviable on ADC, as these are collected for development of certain infrastructure facilities for the common use and not for the exclusive use of any developer. Service tax liability on ADC, if any arises, shall be adjusted from ADC amount collected by Company from the Commercial Property Developers.

The Company had filed appeal before CESTAT, New Delhi on August 02, 2016 against the order dated May 02, 2016. The matter was concluded and decided vide order dated February 8, 2019 in favour of DIAL setting aside the order of the DG (Adj.) raising a demand of service tax of Rs. 54.31 crores.

The department had filed SLP before Supreme Court, against the Order dated February 8, 2019 passed in favour of DIAL. DIAL has filed counter affidavit on September 9, 2020 and the matter is yet to heard.

Accordingly, the amount of Rs. 54.31 crores has been disclosed as contingent liability as at June 30, 2025. Further, the management of the Company is of the view that no adjustments are required to be made to these Standalone Unaudited Condensed Interim Financial Statements.

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees crores, unless otherwise stated)

- b) In certain matters before Hon'ble Delhi High Court or Hon'ble Supreme Court yet to be decided, wherein DIAL has been made respondent and the petitions filed by the UOI, others/concessionaires which are relating to the applicability of service tax (under pre-GST regime) on services provided by DIAL and the issues under consideration are related to licensing of space in Airport, Service tax on supply of electricity, running of duty free shops to be regarded as Airport Services. DIAL initially charged service tax against the services provided, however levy and the applicability were contested by the such parties and accordingly they filed petitions before judicial authorities making DIAL as a party/respondent in the matters. The management is of the view that these matters will not result in any additional obligation on DIAL in case of adverse decisions and in case of any demand or liability arising on account of adjudication of the issues, the same are recoverable from the service recipients.
- c) The GST department has issued Show Cause Notice (SCN) u/s 73 of the CGST Act, 2017, with reference number ZD0709230249437 dated September 23, 2023, for the tax period July 2017 to March 2018 alleging the tax demand amounting Rs. 57.75 crores pertaining to goods and services tax with an equal amount of interest. The demand has been raised in relation to (1) short payment of tax on output tax liability (2) excess ITC claimed basis reconciliation with table 8A of GSTR-9 (3) non-reversal of ITC under rule 42 and (4) claim of ineligible credit blocked under section 17(5) etc. The demand raised is system driven without looking into the actual facts of each point raised. SCN does not contain any invoice wise detail while alleging the wrong claim of ITC or short payment of output tax. The SCN also carries various irregularities such as it has been issued without signature, no prior intimation regarding the issuance of the SCN has been provided neither through electronic means (i.e., email/SMS) nor through physical correspondence and prescribed limit to issue SCN by a proper authorised officer seems to have not been followed. Basis the above, the Company is of view that SCN is vague and will not sustain.

The Company had filed its reply to SCN by November 18, 2023, the assessing officer has passed order on December 15, 2023 contemplating final demand of Rs. 1.09 crores (included interest and penalty) which is included in contingent liability above.

The Company has filed appeal against the order.

- d) DIAL issued various communications to Airports Authority of India ("AAI") from the month of March 2020 onwards inter-alia under Article 16 (Force Majeure) and informed AAI about the impact of Covid-19 on the Delhi International Airport and expressed its inability to perform its certain obligations under OMDA and thereby requested for excusal from payment of MAF on account of the same. The said event(s) of Force Majeure had also been admitted by AAI in its communication to DIAL. Consequently, DIAL was entitled to suspend or excuse the performance of its said obligation to pay Annual Fee/Monthly Annual Fee in accordance with OMDA, as notified to AAI. However, AAI had not agreed to such entitlement of DIAL under OMDA. This had resulted in dispute between DIAL and AAI and for the settlement of which, DIAL had invoked on September 18, 2020 dispute resolution mechanism in terms of Article 15 of OMDA. Further, on December 02, 2020, DIAL again requested to AAI to direct the ICICI Bank (Escrow Bank) to not to transfer the amounts from Proceeds Accounts to AAI Fee Account, seeking similar treatment as granted by Hon'ble High Court of Delhi to Mumbai International Airport Ltd.

In the absence of response from AAI, DIAL approached Hon'ble High Court of Delhi seeking certain interim reliefs by filing a petition u/s 9 of Arbitration and Conciliation Act on December 5, 2020 due to the occurrence of Force Majeure event post outbreak of COVID 19 and its consequential impact on business of DIAL, against AAI and ICICI Bank (Escrow Bank). The Hon'ble High Court of Delhi vide its order dated January 5, 2021 has granted ad-interim reliefs with following directions:

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees crores, unless otherwise stated)

- The ICICI Bank is directed to transfer back, into the Proceeds Account, any amount which may have been transferred from the Proceeds Account to the AAI Fee Account, after December 9, 2020,
- Transfer of moneys from the Proceeds Account to the AAI Fee Account, pending further orders, shall stand stayed and DIAL can use money in Proceeds Account to meet its operational expenses.

Meanwhile with the nomination of arbitrators by DIAL and AAI and appointment of presiding arbitrator, the arbitration tribunal had commenced from January 13, 2021. The final arguments before arbitration tribunal were concluded in March 2023.

Before the DIAL's above referred Section 9 petition could be finally disposed off, AAI had preferred an appeal against the ad-interim order dated January 5, 2021 under section 37 of the Arbitration and Conciliation Act, 1996 before division bench of Delhi High Court, these proceedings were subsequently dismissed/disposed off in view of the settlement arrived at between the DIAL and AAI.

Basis legal opinion obtained, DIAL was entitled to not to pay the Monthly Annual fee under article 11.1.2 of OMDA to AAI being an obligation it was not in a position to perform or render on account of occurrence of Force Majeure Event, in terms of the provisions of Article 16.1 of OMDA till such time DIAL achieves level of activity prevailing before occurrence of Force majeure. Further, DIAL also sought relief for refund of MAF of an amount of Rs. 465.77 crores appropriated by AAI for the period starting from March 19, 2020 till December 2020.

In view of the above, the management of DIAL had not provided the Monthly Annual Fee to AAI for the period April 1, 2020 to March 31, 2022 amounting to Rs. 1,758.28 crores.

As AAI had already appropriated the Monthly Annual Fee amounting to Rs. 446.21 crores from April 01, 2020 till December 09, 2020, which DIAL had already protested, the same had been shown as Advance to AAI paid under protest. However, since the recovery of this amount was sub-judice before the Hon'ble High Court of Delhi and the arbitral tribunal, as a matter of prudence, DIAL had created a provision against above advance and shown the same in other expenses during financial year ended March 31, 2021.

As an interim arrangement, the Parties (DIAL and AAI) by mutual consent and without prejudice to their rights and contentions in the dispute before the arbitral tribunal, had entered into a settlement agreement dated April 25, 2022, for the payment of Annual Fee/ Monthly Annual Fee (AF/ MAF) with effect from April 2022, prospectively. Accordingly, DIAL is paying the MAF to AAI w.e.f April 1, 2022 onwards as per approved Business Plan.

Consequent to this interim arrangement, both DIAL and AAI have filed copy of the settlement agreement in their respective petition and appeal before Hon'ble Delhi High Court and have withdrawn the pending proceedings. This arrangement was entirely without prejudice to the rights and contentions of the parties in respect of their respective claims and counter claims in the then pending arbitration proceedings, including the disputes in respect of payment/non-payment of MAF from March 19, 2020 onwards, till such time as provided in Article 16.1.5 (c) of OMDA.

The Arbitral Tribunal on January 06, 2024 (corrected on January 16, 2024) has pronounced the award dated December 21, 2023. As per the award, the Company is excused from making payment of Annual Fee to AAI from March 19, 2020 till February 28, 2022.

AAI has filed Petition under Section 34 of the Arbitration and Conciliation Act, 1996 for setting aside the Arbitral Award on April 05, 2024 with the Honourable Delhi High Court. The hearing in matter was held on April 29,

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees crores, unless otherwise stated)

2024, wherein the Court has granted stay on the arbitration award subject to AAI depositing amount of Rs. 471.04 crores payable to the Company as per award within three weeks in the Court which AAI has deposited Rs. 471.04 crores in court on May 15, 2024. The argument in the matter was concluded on January 23, 2025.

The Hon'ble High Court of Delhi vide its judgment dated March 07, 2025 has upheld the Arbitral Award and dismissed the petition of AAI. AAI has filed an appeal against order dated March 7, 2025 with Divisional Bench of Hon'ble Delhi High Court, the next hearing in matter is scheduled on August 26, 2025.

Basis the elaborate findings by Arbitral Tribunal on the claims of the Company, the legal assessment of the petition filed by AAI and deposit of Rs. 471.04 crores made by AAI with the Hon'ble court, the management believes that Company has a strong case in its favour to succeed in maintaining the relief granted by arbitral tribunal on the excuse from payment of MAF during the period March 19, 2020 till February 28, 2022 and the corresponding extension of the term of OMDA. Accordingly, the Company has reversed the provision against advance created for Rs. 446.21 crores in the financial year ended March 31, 2021 and presented it as under "Exceptional items" during the year ended March 31, 2024.

Further, AAI has raised the invoice towards MAF of March 2022 on May 01, 2024 and requested payment along with interest. The Company has paid MAF and interest to AAI on May 06, 2024. Accordingly, the amount of Rs. 156.81 crores for MAF of March 2022 and Rs. 8.03 crores for interest till March 31, 2024 has been provided for by the Company under "Exceptional items" during the year ended March 31, 2024.

- e) The Government of India announced Services Export from India Scheme (SEIS) under Foreign Trade Policy (FTP) 2015-20 under which the service provider of notified services is entitled to Duty Credit Scrips as a percentage of net foreign exchange (NFE) earned. These Scrips either can be used for payment of basic custom duty on imports or can be transferred/traded in the market.

The Company is of the view that the Scrips received under SEIS are in nature of Government Grant and is similar to the Scrips received earlier under Served from India Scheme (SFIS) of Foreign Trade Policy 2010-15. Hence, in view of the Arbitral Order dated December 27, 2018 in case of SFIS Scrip, the Income from SEIS Scrip is out of the purview of revenue definition as per OMDA. Accordingly, management believes that, no Annual Fee is payable as per the provisions of OMDA, and has not been provided in these Standalone Unaudited Condensed Interim Financial Statements.

However, Revenue Auditor appointed by AAI have considered the same as Revenue under OMDA and accordingly, AAI has asked the Company to pay revenue share on this revenue and withheld the amount of Rs. 43.21 crores from excess MAF payment in FY 2019-20.

The Company had shown the aforementioned amount of Rs. 43.21 crores as part of advances recoverable from AAI during the financial year ended March 31, 2022. Though the Company had been following up continuously with AAI for adjustment/ refund of the said advances, however, despite several follow up AAI had not refunded/ adjusted the same in past 3 years.

Consequently, pending the settlement of High Court on similar matter related to SFIS scrips (on which arbitration award was in DIAL's favour), and considering the delay and non-action on part of AAI to refund the said amount, as a matter of prudence, the Company had provided for the entire amount of Rs. 43.21 crores in the Standalone Unaudited Condensed Interim Statement of Profit and Loss as Provision against Advance recoverable from AAI during financial year ended March 31, 2022.

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees crores, unless otherwise stated)

In addition to above following are the other matters:

- f) The Ministry of Civil Aviation (MoCA) issued a Circular dated January 8, 2010 giving fresh guidelines regarding the expenditure which could be met out of the PSF (SC) and subsequently clarified by MoCA vide order dated April 16, 2010. Based on the said circular, the Company is not debiting such security expenditure to PSF (SC) escrow account. Further, vide circular dated May 17, 2012, it was further directed that any such expenditure already debited was required to be credited back to PSF(SC) account. However, security expenditure amounting to Rs. 24.48 crores was already incurred prior to April 16, 2010 and was debited to PSF (SC) account.

The Company had challenged the said circulars issued by MoCA before the Hon'ble High Court of Delhi by way of a Writ Petition. The Hon'ble Court, vide its order dated December 21, 2012, had restrained MoCA from taking any coercive measures in the form of initiation of criminal proceedings against the Company and the matter is now listed on August 21, 2025.

Based on an internal assessment and aforesaid order of the Hon'ble High Court of Delhi, the management is confident that no liability in this regard would be payable and as such no provision has been made in these Standalone Unaudited Condensed Interim Financial Statements.

- g) MoCA had issued orders in the past requiring the Company to reverse the expenditure incurred, towards procurement and maintenance of security systems/equipment and on creation of fixed assets out of PSF (SC) escrow account opened and maintained by the Company in a fiduciary capacity. In the opinion of the management of the Company, the Company had incurred Rs. 297.25 crores towards capital expenditure (excluding related maintenance expense and interest thereon) till the date of order out of PSF (SC) escrow account as per Standard Operating Procedure (SOPs), guidelines and clarification issued by MoCA from time to time on the subject of utilization of PSF (SC) funds and as such had challenged the said order before Hon'ble High court of Delhi.

MoCA in its order had stated that approximate amount of reversal to be made by the Company towards capital expenditure and interest thereon amounting to Rs. 295.58 crores and Rs. 368.19 crores respectively, subject to the order of the Hon'ble High court of Delhi. The Hon'ble High Court of Delhi, vide its order dated March 14, 2014, stayed recovery of amount already utilized by the Company from PSF (SC) Escrow Account till date. The matter is now listed for hearing on August 21, 2025.

Based on an internal assessment, the management of the Company is of the view that no adjustments are required to be made in the books of accounts.

However, pursuant to AERA order No. 30/ 2018-19 dated November 19, 2018 with respect to Company's entitlement to collect X-ray baggage charges from airlines, the Company has remitted Rs. 119.66 crores to PSF (SC) for transfer of screening assets from PSF (SC) to the Company with an undertaking to MoCA by the Company that in case the matter pending before the Hon'ble High Court is decided in DIAL's favour, DIAL will not claim this amount back from MoCA.

- h) The Company was entitled to custom duty credit scrip under Served from India Scheme (SFIS) of Foreign Trade Policy issued by Government of India. Under the terms of SFIS, service providers are entitled to custom duty credit scrip as a percentage of foreign exchange earned by the Company that can be utilized for payment of import duty. Till March 31, 2014, the Company had cumulatively utilized custom duty credit scrip amounting to Rs. 89.60 crores, in lieu of payment of import duty in respect of import of fixed assets (including capital work in progress) and accounted the same as grant as per para 15 of erstwhile Accounting Standard 12 and adjusted the same against certain expenditure which in its view are related to obtaining such custom duty credit scrip entitlements. Basis the opinion of the Expert Advisory Committee ('EAC') of the Institute of Chartered Accountants of India.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)**

However, Airport Authority of India ('AAI') has expressed different view on this and argued that amount utilized under SFIS should be treated as revenue and accordingly annual fee on amount of Rs 89.60 crores is payable to AAI.

The Company had filed a writ petition against the AAI's letter in Hon'ble High Court of Delhi on July 10, 2015 disputing the demand and prayed for quashing of demand by AAI. Hon'ble High Court has granted the interim relief and disposed the writ petition with a direction to Company to seek remedy under the provisions of Arbitration law.

The matter was contested in arbitration before Arbitral Tribunal and arbitration award was pronounced in favour of the Company on December 27, 2018, mentioning that the income earned by way of SFIS Scrip does not fall under the definition of Revenue as per OMDA as it is not related with any Aeronautical or Non-Aeronautical activities and it is of the nature of capital receipt. Accordingly, no annual fee is payable to AAI by the Company on SFIS revenue and demand of AAI for annual fee stands rejected. However, AAI had filed an appeal challenging the order of Arbitral Tribunal before the High Court of Delhi on April 25, 2019 for setting aside the arbitration award dated December 27, 2018. The matter has been adjourned for next hearing on September 3, 2025.

II. Financial guarantees- The Company has not provided any financial guarantee other than performance guarantee on its own behalf, to any party.

Performance guarantees given by the Company on its own behalf are not considered as contingent liability.

III. Capital and Other Commitments:

(a) Capital Commitments:

The Company has estimated amount of contracts remaining to be executed on capital account not provided for Rs. 856.97 crores (excluding GST) [net of advances of Rs. 136.59 crores (excluding GST)] as at June 30, 2025 and Rs. 777.49 crores (excluding GST) [net of advances of Rs. 99.90 crores (excluding GST)] as at March 31, 2025.

(b) Other Commitments:

- i. As per the terms of OMDA, the Company is required to pay annual fee to AAI at 45.99% of the revenue (as defined in OMDA) of the Company for an initial term of 30 years starting from May 2006 and which can be extended by another 30 years on satisfaction of certain terms and conditions pursuant to the provisions of OMDA.
- ii. As per the terms of Airport Operator Agreement, the Company is required to pay every year 3% of previous year's gross revenue as operator fee to Fraport AG Frankfurt Airport Services Worldwide.
- iii. In respect of its equity investment in East Delhi Waste Processing Company Private Limited ("EDWPCPL"), the Company along with SELCO International Limited has to maintain minimum 51% shareholding for a period of 2 years from the commissioning of the project and thereafter minimum 26% shareholding for next 10 years. The project has been commissioned with effect from April 28, 2017. However, DIAL has transferred 3,679 shares i.e. 23% shareholding of EDWPCPL in favour of Indo Enviro Integrated Solutions Private Limited on June 27, 2024 and currently DIAL is holding 4,160 Equity Shares i.e. 26% shareholding of EDWPCPL as on June 30, 2025.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)**

- iv. During previous years, the Company had entered into “Call spread Option” with various banks for hedging the repayment of 6.125% Senior secured notes (2026) of USD 522.60 million and 6.45% Senior secured notes (2029) for USD 500 million which are repayable in October 2026 and June 2029 respectively.

The terms of above agreements is as below:

Option Value (in USD Mn)	Period		Call spread range (Rs./USD)	Total Premium Payable	Premium paid/ adjusted till June 30, 2025	Premium outstanding as at	
	From	To				June 30, 2025	March 31, 2025
522.60	December 6, 2016	October 22, 2026	66.85 - 101.86	1,241.30	1,052.82	188.48	219.49
350.00	June 24, 2019	May 30, 2029	69.25-105.25*	756.98	442.77	314.21	333.35
150.00	February 27, 2020	May 30, 2029	71.75-105.25*	313.25	174.51	138.74	147.19

* During the previous year, the Company has taken additional call spread option for range of 102.25 to 105.25.

During the previous years, the Company had entered into “Call spread Option” with bank for hedging the payment of interest liability on 6.125% Senior secured notes (2026) for USD 522.60 million borrowings and further taken additional spread during previous year ended March 31, 2025.

During the previous years, the Company had entered into “Coupon only swap” with bank for hedging the payment of interest liability in USD terms to INR terms on 6.45% Senior secured notes (2029) for USD 150 million borrowings. The interest rate payable on these borrowings is 8% p.a. on USD 150 million at a strike price of 71.69 INR per USD.

(The space has been intentionally left blank)

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)****With respect to Joint ventures and associates:**

- v. The following investments have been pledged by the Company towards borrowings by these companies:

Company Name	As at June 30, 2025		As at March 31, 2025	
	No. of Shares	Amount (Rs.)	No. of Shares	Amount (Rs.)
Delhi Airport Parking Services Private Limited	36,648,000	366,480,000	36,648,000	366,480,000

- vi. In respect of the Company's investment in Joint Venture ('JV') entities and Associate Companies, other JV/ associate partners have the first right of refusal in case, any of the JV/ associate partners intend to sell its stake subject to other terms and conditions of respective JV/ associate agreements.
- vii. In respect of its equity investment in GMR Bajoli Holi Hydropower Private Limited ('Bajoli Holi'), the Company has to maintain minimum 17.33% of equity shareholding until the expiry of or early termination of power purchase agreement dated September 11, 2017 entered between the Company and the Bajoli Holi Hydropower Private Limited, expiring on May 03, 2036. The Company had invested Rs. 108.33 crores as equity share capital. Due to inordinate delay in commencement of operation in Bajoli Holi and basis the valuation report of the external valuer as at March 31, 2023, the Company had created a provision for impairment in its investment in Bajoli Holi for Rs. 38.53 crores in the previous financial years. The Company has reversed the provision for impairment in its investment in Bajoli Holi of Rs. 38.53 crores in the current year and disclosed under exceptional items.
- viii. The Company had invested in DIGI Yatra Foundation (DYF), a Special Purpose Vehicle (SPV) formed as central platform for identity management of passengers, as Joint Venture (JV) of Private Airport Operators and Airports Authority of India (AAI) as Section 8 Company (Not for Profit Organization) under the provisions of the Companies Act, 2013. Further, it had been decided by AAI that initially AAI, Delhi International Airport Limited (DIAL) and Bangalore International Airport Limited (BIAL) will form this company with the shareholding ratio of 26:37:37 respectively. Currently, DIGI Yatra foundation is having paid up share capital of Rs. 10,000 and DIAL has invested Rs. 1,480 (March 31, 2025: Rs. 1,480). Currently, 26% shareholding of Digi Yatra Foundation is held by AAI and remaining 74% shareholding is equally divided amongst the Private Airport Operators viz. BIAL, Cochin International Airport Limited (CIAL), DIAL, GMR Hyderabad International Airport Limited (GHIAL), Mumbai International Airport Limited (MIAL) i.e. 14.80% each.

(The space has been intentionally left blank)

Delhi International Airport Limited

CIN: U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees Crores, except otherwise stated)

6. Related Party Transactions**a) Names of related parties and description of relationship:**

Description of relationship	Name of the related parties
Ultimate Holding Company (Group)	GMR Enterprises Private Limited
Holding company	GMR Airports Limited (formerly known as GMR Airports Infrastructure Limited) ^{2 and 3}
Associates	Delhi Airport Parking Services Private Limited
	Travel Food Services (Delhi Terminal 3) Private Limited
	Celebi Delhi Cargo Terminal Management India Private Limited
	TIM Delhi Airport Advertising Private Limited
	DIGI Yatra Foundation
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)	GMR Hyderabad International Airport Limited
	GMR Airport Developers Limited
	GMR Consulting services Private Limited
	GMR Aviation Private Limited
	Raxa Security Services Limited
	GMR Pochanpalli Expressways Limited
	GMR Highways Limited
	GMR Energy Trading Limited
	GMR Goa International Airport Limited
	GMR Air Cargo and Aerospace Engineering (formerly known as GMR Aero Technic Limited) ¹
	GMR Hospitality & Retail Limited
	GMR Power and Urban Infra Limited
	GMR Green Energy Limited
	GMR Kamalanga Energy Limited
	GMR Warora Energy Limited
	GMR Vemagiri Power Generation Limited
Fellow associates (including associate companies of the ultimate Holding Company / Holding Company)	GMR Tenaga Operations and Maintenance Private Limited
Fellow joint ventures (including joint venture companies of the ultimate Holding Company / Holding Company)	Bird Delhi General Aviation Services Private Limited (from March 05, 2025)
Joint ventures	Delhi Aviation Services Private Limited ⁴
	Delhi Aviation Fuel Facility Private Limited
	Delhi Duty Free Services Private Limited
	GMR Bajoli Holi Hydropower Private Limited
Enterprises in respect of which the company is a joint venture	Airports Authority of India
	Fraport AG Frankfurt Airport Services Worldwide (till March 07, 2025)
Joint Ventures of member of a Group of which DIAL is a member	GMR Aboitiz Cebu Airport Corporation (till October 30, 2024)
Enterprises where significant influence of Key Management Personnel or their relatives exists	GMR Varalaksmi Foundation
Key Management Personnel	Mr. G.M. Rao – Executive Chairman
	Mr. G.B.S Raju- Managing Director
	Mr. Srinivas Bommidala – Director
	Mr. Grandhi Kiran Kumar – Director
	Mr. K. Narayana Rao - Whole Time Director
	Mr. Indana Prabhakara Rao- Executive Director
	Mr. Regis Lacote - Director
	Mr. Pierre-Etienne Mathély-Alternate Director to Mr. Regis Lacote (from October 30, 2023)
	Ms. Denitza Weismantel- Director-Nominee Director of Fraport
	Mr.Matthias Engler - Alternate Director to Ms. Denitza Weismantel
	Mr. Subba Rao Amarthaluru - Independent Director
	Dr. Emandi Sankara Rao- Independent Director
	Mr. Fabien Lawson - Director (from October 30, 2023)
	Ms.Bijal Tushar Ajinkya - Independent Director
	Dr. Mundayat Ramachandran - Independent Director
	Mr. Pankaj Malhotra- Director (AAI Nominee) (from December 09, 2023)
	Ms. Rubina Ali - Director (AAI Nominee)
	Dr. Srinivas Hanumankar - Director (AAI Nominee) (from October 01, 2023)
	Mr.Videh Kumar Jaipurkar - Chief Executive Officer
	Mr.Hari Nagrani - Chief Financial Officer
	Mr.Abhishek Chawla - Company Secretary

Delhi International Airport Limited

CIN: U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees Crores, except otherwise stated)

1. GMR Aero Technic Limited has demerged the Maintenance, Repair and Overhaul (MRO) division and merged into GMR Air Cargo and Aerospace Engineering Limited. Therefore, the MRO business is now operated under the new name "GMR Air cargo and Aerospace Engineering Limited".

2. The Board of directors of GMR Airports Infrastructure Limited (GIL) in its meeting held on March 19, 2023 had approved, a detailed Scheme of Merger of GMR Airports Limited (GAL) with GMR Infra Developers Limited (GIDL) followed by merger of Merged GIDL with the GIL, referred hereinafter as Merger Scheme. Subsequent to year ended March 31, 2024, the Merger Scheme has been approved by the Hon'ble National Company Law Tribunal, Chandigarh bench ("the Tribunal") vide its order dated June 11, 2024 (Certified Copy of the order received on July 02, 2024). The said Tribunal order was filed with the Registrar of Companies by GAL, GIDL and GIL on July 25, 2024 thereby the Scheme becoming effective on that date.

Pursuant to a Composite Scheme of Amalgamation and Arrangement among GMR Airports Limited, GMR Infra Developers Limited, and GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited) (hereinafter referred to as "Scheme"), the name of GMR Airports Infrastructure Limited stands changed to GMR Airports Limited (Formerly GMR Airports Infrastructure Limited) with effect from September 11, 2024. Accordingly, GMR Airports Limited is now the Holding Company of the Company.

3. Change in the Name of "GMR Airports Limited" from "GMR Airports Infrastructure Limited" with effect from September 11, 2024.

4. The Board of Directors in their meeting held on January 28, 2025 had approved divestment of DIAL's stake. On April 21, 2025, the Company entered into a Share Purchase Agreement with Bird Flight Services (India) Private Limited, for the divestment of its entire equity stake in the Delhi Aviation Services Private Limited. Pursuant to the agreement, the Company transferred its holding of 1,25,00,000 equity shares of face value Rs.10 each at a price of Rs.10.23 per share, aggregating to a total consideration of Rs. 12.78 crores on May 15, 2025.

(This space has been intentionally left blank)

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees Crores, except otherwise stated)

6 (b) Summary of balances with the above related parties are as follows:

Balances as at Date	As at June 30, 2025	As at March 31, 2025
<u>Investments in subsidiary, associates and Joint Ventures</u>		
<u>Investments in Unquoted Equity Share</u>		
Associates		
Celebi Delhi Cargo Terminal Management India Private Limited	29.12	29.12
Travel Food services (Delhi Terminal 3) Private Limited	5.60	5.60
TIM Delhi Airport Advertising Private Limited	9.22	9.22
Delhi Airport Parking Services Private Limited	40.64	40.64
Joint Ventures		
Delhi Aviation Services Private Limited	-	12.50
Delhi Duty Free Services Private Limited	30.42	39.92
Delhi Aviation Fuel Facility Private Limited	42.64	42.64
GMR Bajoli Holi Hydropower Private Limited	108.33	108.33
<u>Provision for diminution in value of Non-Current Investments</u>		
Joint Ventures		
GMR Bajoli Holi Hydropower Private Limited	-	38.53
<u>Trade Receivables (including marketing fund)</u>		
Holding company		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	0.24	0.18
Associates		
TIM Delhi Airport Advertising Private Limited	0.60	0.96
Celebi Delhi Cargo Terminal Management India Private Limited	12.19	-
Joint Ventures		
Delhi Aviation Services Private Limited		
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Aviation Private Limited	0.28	0.04
GMR Pochanpalli Expressways Limited	2.58	2.77
GMR Airport Developers Limited	0.48	1.01
GMR Power and Urban Infra Limited	5.48	4.91
GMR Warora Energy Limited	-	0.02
GMR Vemagiri Power Generation Limited	2.83	2.83
GMR Kamalanga Energy Limited	0.49	0.49
Fellow associates (including associate companies of the ultimate Holding Company / Holding Company)		
GMR Tenaga Operations And Maintenance Private Limited	0.05	0.05
Joint Ventures		
GMR Bajoli Holi Hydropower Private Limited	0.17	0.17
Enterprises in respect of which the company is a joint venture		
Airports Authority of India	0.04	0.02
Associates/ Joint Venture/Associates/ Joint Venture of ultimate holding Company		
Bird Delhi General Aviation Services Private Limited.	13.36	-
<u>Other Financial Assets-Current</u>		
<u>Unbilled receivables-Current</u>		
Holding company		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	46.32	0.00
Associates		
Delhi Airport Parking Services Private Limited	9.85	10.33
TIM Delhi Airport Advertising Private Limited	34.43	39.15
Celebi Delhi Cargo Terminal Management India Private Limited	-	27.40
Travel Food Services (Delhi Terminal 3) Private Limited	3.00	3.77
Joint Ventures		
Delhi Duty Free Services Private Limited	31.34	24.39
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Aviation Private Limited	0.12	0.01
GMR Air Cargo and Aerospace Engineering (Formerly known as GMR Aero Technic Limited)	0.23	0.13
GMR Energy Trading Limited	0.01	0.01
GMR Airport Developers Limited	3.49	2.50
GMR Kamalanga Energy Limited	0.03	0.01
GMR Warora Energy Limited	0.02	0.01
Enterprises in respect of which the company is a joint venture		
Airports Authority of India	1.32	0.91
Fellow joint ventures (including joint venture companies of the ultimate Holding Company / Holding Company)		
Bird Delhi General Aviation Services Private Limited.	1.57	2.21

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees Crores, except otherwise stated)

6 (b) Summary of balances with the above related parties are as follows:

Balances as at Date	As at June 30, 2025	As at March 31, 2025
<u>Other recoverable from related parties- Non-Current</u>		
Enterprises in respect of which the company is a joint venture		
Airports Authority of India	446.21	446.21
<u>Other recoverable from related parties- Current</u>		
<u>Joint Ventures</u>		
Delhi Duty Free Services Private Limited	0.11	-
Delhi Aviation Services Private Limited	-	0.11
<u>Associates</u>		
Delhi Airport Parking Services Private Limited	0.06	0.06
Celebi Delhi Cargo Terminal Management India Private Limited	0.14	0.14
TIM Delhi Airport Advertising Private Limited	0.05	0.05
Enterprises in respect of which the company is a joint venture		
Airports Authority of India	43.21	43.21
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Kamalanga Energy Limited	0.03	-
GMR Aviation Private Limited	0.01	0.01
<u>Advance to suppliers</u>		
Enterprises in respect of which the company is a joint venture		
Airports Authority of India	14.30	-
<u>Provision against advance to AAI paid under protest</u>		
Enterprises in respect of which the Company is a joint venture		
Airports Authority of India	43.21	43.21
<u>Other Financial Assets - Current</u>		
<u>Non- Trade Receivables (including marketing fund)</u>		
<u>Holding company</u>		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	0.08	0.00
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Energy Trading Limited	0.07	0.07
GMR Airport Developers Limited	106.79	101.20
GMR Warora Energy Limited	0.03	-
GMR Kamalanga Energy Limited	0.28	0.28
GMR Vemagiri Power Generation Limited	0.57	0.57
<u>Joint Venture of Member of a Group of which DIAL is a Member</u>		
<u>Associates</u>		
Celebi Delhi Cargo Terminal Management India Private Limited	2.62	-
TIM Delhi Airport Advertising Private Limited	0.05	-
Enterprises in respect of which the company is a joint venture		
Airports Authority of India	24.90	23.23
Associates/ Joint Venture/Associates/ Joint Venture of ultimate holding Company		
Bird Delhi General Aviation Services Private Limited.	0.05	-
<u>Trade payable (including marketing fund)-Current</u>		
<u>Holding company</u>		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	48.27	40.21
<u>Joint Ventures</u>		
Delhi Duty Free Services Private Limited	-	0.13
<u>Associates</u>		
Travel Food Services (Delhi Terminal 3) Private Limited	0.09	0.13
DIGI Yatra Foundation	-	0.78
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
Raxa Security Services Limited	18.48	14.39
GMR Airport Developers Limited	23.86	20.99
GMR Varalakshmi Foundation	0.01	0.01
GMR Vemagiri Power Generation Limit	0.01	0.01
GMR Power and Urban Infra limited	0.02	0.02
<u>Joint Ventures</u>		
GMR Bajoli Holi Hydropower Private Limited	1.42	0.63
Enterprises in respect of which the company is a joint venture		
Airports Authority of India	-	40.05
<u>Other Financial Liabilities - Non Current</u>		
Enterprises in respect of which the company is a joint venture		
Airports Authority of India	1,036.75	998.40

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees Crores, except otherwise stated)

6 (b) Summary of balances with the above related parties are as follows:

Balances as at Date	As at June 30, 2025	As at March 31, 2025
<u>Other Financial Liabilities at amortised cost- Current</u>		
<u>Security Deposits from trade concessionaires - current</u>		
Holding company		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	4.26	-
Associates		
Celebi Delhi Cargo Terminal Management India Private Limited	18.30	0.01
TIM Delhi Airport Advertising Private Limited	0.52	0.50
Delhi Airport Parking Services Private Limited	3.00	2.92
Travel Food Services (Delhi Terminal 3) Private Limited	5.92	5.65
Joint Ventures		
Delhi Duty Free Services Private Limited	238.71	236.56
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Aviation Private Limited	0.11	0.11
GMR Air Cargo and Aerospace Engineering (Formerly known as GMR Aero Technic Limited)	0.08	0.08
GMR Airport Developers Limited	0.16	0.64
<u>Other Financial Liabilities at amortised cost- Non Current</u>		
<u>Security Deposits from trade concessionaires - non current</u>		
Holding company		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	0.27	0.26
Joint Ventures		
Delhi Aviation Fuel Facility Private Limited	26.22	25.37
Associates		
Celebi Delhi Cargo Terminal Management India Private Limited	83.13	80.88
Delhi Airport Parking Services Private Limited	0.94	0.91
TIM Delhi Airport Advertising Private Limited	19.08	18.54
Travel Food Services (Delhi Terminal 3) Private Limited	1.20	1.28
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Airport Developers Limited	2.01	1.73
GMR Air Cargo and Aerospace Engineering (Formerly known as GMR Aero Technic Limited)	0.43	0.42
Unearned Revenue - Current		
Current		
Associates		
TIM Delhi Airport Advertising Private Limited	0.46	0.41
Travel Food Services (Delhi Terminal 3) Private Limited	0.79	0.59
Celebi Delhi Cargo Terminal Management India Private Limited	40.07	0.46
Joint Ventures		
Delhi Duty Free Services Private Limited	0.13	0.16
Delhi Aviation Fuel Facility Private Limited	24.76	-
Delhi Airport Parking Services Private Limited	0.04	0.02
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Power and Urban Infra Limited	0.07	-
GMR Air Cargo and Aerospace Engineering (Formerly known as GMR Aero Technic Limited)	0.07	-
GMR Pochanpalli Expressways Limited	0.00	0.01
Enterprises in respect of which the company is a joint venture		
Airports Authority of India	0.67	-
Associates/ Joint Venture/Associates/ Joint Venture of ultimate holding Company		
Bird Delhi General Aviation Services Private Limited.	4.40	-
<u>Unearned Revenue - Non-Current</u>		
<u>Non-Current</u>		
Holding company		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	0.27	-
Associates		
TIM Delhi Airport Advertising Private Limited	0.05	0.04
Delhi Airport Parking Services Private Limited	0.05	0.03
Travel Food Services (Delhi Terminal 3) Private Limited	0.03	0.11
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Aviation Private Limited	0.01	0.01
Associates/ Joint Venture/Associates/ Joint Venture of ultimate holding Company		
Bird Delhi General Aviation Services Private Limited.	0.02	-

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees Crores, except otherwise stated)

6 (b) Summary of balances with the above related parties are as follows:

Balances as at Date	As at June 30, 2025	As at March 31, 2025
<u>Deferred Revenue</u>		
<u>Deferred Income on financial liabilities carried at amortised cost - Current</u>		
Associates		
Delhi Airport Parking Services Private Limited	0.12	0.19
Celebi Delhi Cargo Terminal Management India Private Limited	10.47	10.47
TIM Delhi Airport Advertising Private Limited	1.53	1.54
Travel Food Services (Delhi Terminal 3) Private Limited	0.41	0.52
Joint Ventures		
Delhi Aviation Fuel Facility Private Limited	1.01	1.01
Delhi Duty Free Services Private Limited	0.04	1.16
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Air Cargo and Aerospace Engineering (Formerly known as GMR Aero Technic Limited)	0.05	0.05
GMR Airport Developers Limited	0.34	0.31
Holding company		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	0.03	0.03
<u>Deferred Revenue</u>		
<u>Deferred Income on financial liabilities carried at amortised cost - Non-Current</u>		
Associates		
Delhi Airport Parking Services Private Limited	1.03	1.06
Celebi Delhi Cargo Terminal Management India Private Limited	89.39	92.04
TIM Delhi Airport Advertising Private Limited	6.52	6.90
Travel Food Services (Delhi Terminal 3) Private Limited	0.00	0.03
Joint Ventures		
Delhi Aviation Fuel Facility Private Limited	7.05	7.31
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Airport Developers Limited	3.35	3.06
GMR Air Cargo and Aerospace Engineering (Formerly known as GMR Aero Technic Limited)	0.08	0.09
Holding company		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	0.05	0.06
<u>Other Liabilities</u>		
<u>Current</u>		
Associates		
TIM Delhi Airport Advertising Private Limited	-	0.02
Joint Ventures		
Delhi Duty Free Services Private Limited	6.12	6.12
<u>Other Liabilities- Current</u>		
<u>Advance From Customers- Current</u>		
Holding company		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	0.02	-
Associates		
Travel Food Services (Delhi Terminal 3) Private Limited	0.02	0.25
Celebi Delhi Cargo Terminal Management India Private Limited	0.42	0.46
Delhi Airport Parking Services Private Limited	0.00	0.06
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Power and Urban Infra limited	0.06	0.06
Associates/ Joint Venture/Associates/ Joint Venture of ultimate holding Company		
Bird Delhi General Aviation Services Private Limited.	0.17	-

Note: Balances below Rs. 50,000 have not been reported in the above disclosure due to rounding off procedures.*(This space has been intentionally left blank)*

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees Crores, except otherwise stated)

6 (c) Summary of transactions with the above related parties is as follows:

Transactions during the period	For the period ended June 30, 2025	For the period ended June 30, 2024
<u>Security Deposits from trade concessionaires</u>		
<u>Security Deposits Received</u>		
Holding company		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	4.26	-
Associates		
Celebi Delhi Cargo Terminal Management India Private Limited	18.29	29.12
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Airport Developers Limited	0.16	0.48
<u>Security Deposits from trade concessionaires</u>		
<u>Security Deposits Refunded</u>		
Associates		
TIM Delhi Airport Advertising Private Limited	-	0.97
<u>Marketing Fund Billed</u>		
Associates		
Travel Food Services (Delhi Terminal 3) Private Limited	0.73	0.62
Joint Ventures		
Delhi Duty Free Services Private Limited	5.24	4.88
<u>Marketing Fund Utilised</u>		
Associates		
TIM Delhi Airport Advertising Private Limited	-	0.17
Joint Venture		
Delhi Duty Free Services Private Limited	4.91	-
<u>Capital Work in Progress</u>		
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Airport Developers Limited	12.28	4.21
Raxa Security Services Limited	-	0.19
<u>Non-aeronautical revenue</u>		
Holding company		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	46.68	0.58
Joint Venture		
Delhi Aviation Fuel Facility Private Limited	9.79	9.65
Delhi Duty Free Services Private Limited	173.99	166.13
Associates		
TIM Delhi Airport Advertising Private Limited	52.72	56.44
Celebi Delhi Cargo Terminal Management India Private Limited	44.64	79.52
Travel Food Services (Delhi Terminal 3) Private Limited	17.40	15.17
Delhi Airport Parking Services Private Limited	27.99	22.96
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Aviation Private Limited	0.03	0.03
GMR Energy Trading Limited	0.26	0.25
GMR Air Cargo and Aerospace Engineering (Formerly known as GMR Aero Technic Limited)	0.73	0.79
GMR Pochanpalli Expressways Limited	0.26	0.24
GMR Airport Developers Limited	3.52	2.38
GMR Power And Urban Infra Limited	0.50	0.47
GMR Warora Energy Limited	1.05	0.98
GMR Kamalanga Energy Limited	1.32	1.23
Fellow joint ventures (including joint venture companies of the ultimate Holding Company / Holding Company)		
Bird Delhi General Aviation Services Private Limited	12.53	-
<u>Aeronautical Revenue</u>		
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Aviation Private Limited	0.35	0.01
Associates/ Joint Venture/Associates/ Joint Venture of ultimate holding Company		
Bird Delhi General Aviation Services Private Limited.	0.94	-
Enterprises in respect of which the Company is a joint venture		
Airports Authority of India	0.07	-
<u>Other Income</u>		
<u>Dividend Income on Non-current Investments</u>		
Joint Ventures		
Travel Food Services (Delhi Terminal 3) Private Limited	-	5.60
<u>Gain on sale of current investments</u>		
Joint Ventures		
Delhi Aviation Services Private Limited	0.28	-

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees Crores, except otherwise stated)

6 (c) Summary of transactions with the above related parties is as follows:

Transactions during the period	For the period ended June 30, 2025	For the period ended June 30, 2024
<u>Discounting income</u>		
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Airport Developers Limited	2.13	1.92
<u>Non-aeronautical - Income on Security Deposits</u>		
<u>Associates</u>		
Delhi Airport Parking Services Private Limited	0.10	0.03
TIM Delhi Airport Advertising Private Limited	0.40	0.42
Celebi Delhi Cargo Terminal Management India Private Limited	2.65	2.50
Travel Food Services (Delhi Terminal 3) Private Limited	0.14	0.14
<u>Joint Ventures</u>		
Delhi Aviation Fuel Facility Private Limited	0.26	0.25
Delhi Duty Free Services Private Limited	1.12	3.36
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Air Cargo and Aerospace Engineering (Formerly known as GMR Aero Technic Limited)	0.01	0.01
GMR Airport Developers Limited	0.09	0.07
<u>Holding company</u>		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	0.01	0.01
<u>Key managerial Remuneration paid/payable</u>		
<u>Short-term employee benefits*</u>		
Managerial Remuneration	6.08	5.43
<u>Annual Fee</u>		
Enterprises in respect of which the Company is a joint venture		
Airports Authority of India	758.79	532.89
<u>Finance Cost- Interest expense on financial liability carried at amortised cost</u>		
<u>Associates</u>		
Delhi Airport Parking Services Private Limited	0.10	0.02
TIM Delhi Airport Advertising Private Limited	0.55	0.51
Celebi Delhi Cargo Terminal Management India Private Limited	2.25	1.93
Travel Food Services (Delhi Terminal 3) Private Limited	0.19	0.18
* Managerial remuneration excludes provision for gratuity and compensated absences, since these are provided on the basis of an actuarial valuation for the Company as a whole.		
<u>Joint Ventures</u>		
Delhi Aviation Fuel Facility Private Limited	0.85	0.74
Delhi Duty Free Services Private Limited	2.18	6.17
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Air Cargo and Aerospace Engineering (Formerly known as GMR Aero Technic Limited)	0.01	0.01
GMR Airport Developers Limited	0.06	0.04
<u>Holding company</u>		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	0.01	0.01
<u>Finance Cost</u>		
<u>Interest on Revenue share</u>		
Enterprises in respect of which the company is a joint venture		
Airports Authority of India	-	3.96
<u>Rent</u>		
Enterprises in respect of which the company is a joint venture		
Airports Authority of India	0.16	4.48
<u>Employee benefit expenses -Training expenses</u>		
<u>Holding company</u>		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	0.19	0.28
Enterprises in respect of which the company is a joint venture		
Airports Authority of India	-	0.06
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
Raxa Security Services Limited	-	0.01
<u>Manpower hire charges</u>		
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Airport Developers Limited	11.18	20.22
Raxa Security Services Limited	0.30	0.21
<u>Operations-Repairs & Maintenance-Landscape</u>		
Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate Holding Company)		
GMR Airport Developers Limited	1.62	2.12
<u>Airport Operator fees</u>		
Enterprises in respect of which the Company is a joint venture		
Fraport AG Frankfurt Airport Services Worldwide	-	34.89

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees Crores, except otherwise stated)

6 (c) Summary of transactions with the above related parties is as follows:

Transactions during the period	For the period ended June 30, 2025	For the period ended June 30, 2024
<u>Corporate Cost Allocation</u>		
Holding company		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	37.53	28.37
<u>Security related expenses</u>		
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
Raxa Security Services Limited	12.99	7.02
<u>Utility Expenses</u>		
<u>Electricity charges</u>		
Joint Ventures		
GMR Bajoli Holi Hydropower Private Limited	58.76	53.12
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Energy Trading Limited	-	0.07
<u>Electricity charges recovered</u>		
Joint Ventures		
Delhi Duty Free Services Private Limited	2.61	2.79
Associates		
Delhi Airport Parking Services Private Limited	1.20	1.30
Celebi Delhi Cargo Terminal Management India Private Limited	1.67	4.22
TIM Delhi Airport Advertising Private Limited	1.39	1.58
Travel Food Services (Delhi Terminal 3) Private Limited	3.88	4.19
Fellow subsidiaries (including subsidiary companies of the ultimate Holding Company / Holding Company)		
GMR Energy Trading Limited	0.01	0.04
GMR Air Cargo and Aerospace Engineering (Formerly known as GMR Aero Technic Limited)3	0.01	0.01
GMR Pochanpalli Expressways Limited	0.01	0.01
GMR Airport Developers Limited	6.88	5.85
GMR Power And Urban Infra Limited	0.01	0.02
GMR Warora Energy Limited	0.05	-
GMR Aviation Private Limited	0.00	0.01
GMR Kamalanga Energy Limited	0.06	0.09
Holding company		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	1.37	0.01
Enterprises in respect of which the Company is a joint venture		
Airports Authority of India	3.48	3.26
Fellow joint ventures (including joint venture companies of the ultimate Holding Company / Holding Company)		
Bird Delhi General Aviation Services Private Limited	0.32	-
<u>Water charges recovered</u>		
Holding company		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	0.44	-
Associates		
Delhi Airport Parking Services Private Limited	0.33	0.38
Travel Food Services (Delhi Terminal 3) Private Limited	0.36	0.37
Celebi Delhi Cargo Terminal Management India Private Limited	0.79	0.96
Fellow Subsidiaries(including subsidiary companies of the ultimate Holding Company)		
GMR Energy Trading Limited	0.00	0.01
GMR Airport Developers Limited	0.15	0.11
Fellow joint ventures (including joint venture companies of the ultimate Holding Company / Holding Company)		
Bird Delhi General Aviation Services Private Limited	0.16	-
<u>Common Area Maintenance Charges recovered</u>		
Holding company		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	0.03	-
Joint Ventures		
Delhi Duty Free Services Private Limited	0.09	0.13
Associates		
Travel Food Services (Delhi Terminal 3) Private Limited	0.34	0.31
<u>Airport Entry Fees Recovered</u>		
Holding company		
GMR Airports Limited(Formerly known as GMR Airports Infrastructure Limited)	0.06	-
Associates		
Travel Food Services (Delhi Terminal 3) Private Limited	0.01	0.01
Celebi Delhi Cargo Terminal Management India Private Limited	0.01	0.01
TIM Delhi Airport Advertising Private Limited	0.00	0.01
Raxa Security Services Ltd	0.01	-

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees Crores, except otherwise stated)

6 (c) Summary of transactions with the above related parties is as follows:

Transactions during the period	For the period ended June 30, 2025	For the period ended June 30, 2024
<u>Recovery of Collection Charges</u>		
Enterprises in respect of which the Company is a joint venture		
Airports Authority of India	0.99	0.82
<u>Directors' sitting fees</u>		
Key Management Personnel		
Mr. Subba Rao Amarthaluru	0.01	0.01
Mr. M. Ramachandran	0.01	0.01
Dr. Emandi Sankara Rao	0.01	0.01
Ms. Bijal Tushar Ajinkya	0.01	0.01
<u>Expenses incurred by Company on behalf of related parties</u>		
Joint Ventures		
Delhi Duty Free Services Private Limited	0.20	0.18
Associates		
Celebi Delhi Cargo Terminal Management India Private Limited	0.19	0.21
TIM Delhi Airport Advertising Private Limited	0.28	0.15
Delhi Airport Parking Services Private Limited	0.20	0.16
Travel Food Services (Delhi Terminal 3) Private Limited	0.19	0.18
<u>Expenses incurred by related parties on behalf of Company</u>		
Associates		
Travel Food Services (Delhi Terminal 3) Private Limited	0.05	0.05
GMR Hospitality & Retail Limited	-	0.01
<u>Exceptional items</u>		
Joint Ventures		
Delhi Duty Free Services Private Limited	52.33	-
Provision for diminution in value of non-current investment [Refer Note 5 (III)(b)(vii)]	38.53	-

Note: Transactions below Rs. 50,000 have not been reported in the above disclosure due to rounding off procedures.

(This space has been intentionally left blank)

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)****6 (d) Interest in significant investment in joint ventures and associates:**

Name	Relationship	Ownership interest as on June 30, 2025	Ownership interest as on March 31, 2025	Date of incorporation/ investments	Country of incorporation
Celebi Delhi Cargo Terminal Management India Private Limited	Associate	26.00%	26.00%	June 18, 2009	India
Travel Food Services (Delhi Terminal 3) Private Limited	Associate	40.00%	40.00%	December 04, 2009	India
Delhi Airport Parking Services Private Limited	Associate	49.90%	49.90%	February 11, 2010	India
TIM Delhi Airport Advertising Private Limited	Associate	49.90%	49.90%	June 01, 2010	India
Digi Yatra Foundation	Associate	14.80%	14.80%	February 20, 2019	India
GMR Bajoli Holi Hydropower Private Limited (Refer Note 5 III (b)(vii))	Joint Venture	20.14%	20.14%	September 11, 2017	India
Delhi Aviation Fuel Facility Private Limited	Joint Venture	26.00%	26.00%	August 11, 2009	India
Delhi Duty Free Services Private Limited	Joint Venture	49.90%	49.90%	July 07, 2009	India
Delhi Aviation Services Private Limited*	Joint Venture	-	50.00%	June 28, 2007	India

* The Board of Directors in their meeting held on January 28, 2025 had approved divestment of DIAL's stake. On April 21, 2025, the Company entered into a Share Purchase Agreement with Bird Flight Services (India) Private Limited, for the divestment of its entire equity stake in the Delhi Aviation Services Private Limited. Pursuant to the agreement, the Company transferred its holding of 1,25,00,000 equity shares of face value Rs.10 each at a price of Rs.10.23 per share, aggregating to a total consideration of Rs. 12.78 crores on May 15, 2025.

Terms and Condition of transaction with related parties:

The transactions with related parties are made on terms equivalent to those that prevail in arm's length transactions.

Outstanding balances at the reporting date are unsecured (except for the trade receivables amounting to Rs. 13.59 crores which are secured by the way of security deposits or bank guarantees received from them) and settlement occurs in cash. During the previous years, the Company had created a provision for impairment in its investment in GMR Bajoli Holi Hydropower Private Limited for Rs. 38.53 crores. This assessment is undertaken in each financial year through examining the financial position of the related party and the market in which the related party operates.

Commitments with related parties:

The commitments in respect of related parties are provided in note 5(III) above, forming part of these Standalone Unaudited Condensed Interim Financial Statements.

Transactions with key management personnel

The transaction with key management personnel includes the payment of directors sitting fees and managerial remuneration which are provided in note 6(c) above. There are no other transactions with Key management personnel.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)****7. Fair values**

The carrying amount of all financial assets and liabilities (except for certain other financial assets/liabilities i.e. “Instruments carried at fair value”) appearing in the Standalone Unaudited Condensed Interim Financial Statements is reasonable approximation of fair values. Such investments and those financial instruments carried at fair value are disclosed below:

Particulars	Carrying value		Measured at Fair value		Measured at Amortised Cost	
	As at	As at	As at	As at	As at	As at
	June 30, 2025	March 31, 2025	June 30, 2025	March 31, 2025	June 30, 2025	March 31, 2025
Financial Assets						
Current investments	449.04	562.28	449.04	537.31	-	24.97
Trade receivables	192.08	101.92	-	-	192.08	101.92
Cash and cash equivalents	154.80	222.82	-	-	154.80	222.82
Bank balance other than cash and cash equivalents	128.51	132.01	-	-	128.51	132.01
Other financial assets	2,517.26	2,358.27	1,460.75	1,427.99	1,056.51	930.28
Total	3,441.69	3,377.30	1,909.79	1,965.30	1,531.90	1,412.00
Financial Liabilities						
Trade payables	560.34	531.96	-	-	560.34	531.96
Borrowings	15,139.65	15,192.64	-	-	15,139.65	15,192.64
Lease liabilities	352.38	363.36	-	-	352.38	363.36
Other financial liabilities	2,493.60	2,644.61	-	-	2,493.60	2,644.61
Total	18,545.97	18,732.57	-	-	18,545.97	18,732.57

Investment in joint ventures and associates are measured at cost as per Ind AS 27, 'Separate financial statements' and hence, not presented here.

The management of the Company assessed that cash and cash equivalents, trade receivables, trade payables, other current financial assets and other current financial liabilities approximate carrying amounts largely due to short term maturities of these instruments.

The Fair value of the other financial assets and liabilities is included at the amount at which the instrument could be exchanged in a current transaction between willing parties, other than in a forced or liquidated state, the following methods and assumptions were used to estimate the fair value.

Assumption used in estimating the fair values:

The fair value of the financial assets and liabilities is included at the amount at which the instrument could be exchanged in a current transaction between willing parties, other than in a forced or liquidation sale. The following methods and assumption were used to estimate the fair values:

The Company enters into derivative financial instruments with various counterparties, principally financial institutions with investment grade credit ratings. Derivatives are valued using valuation techniques, which employs the use of market observable inputs. The most frequently applied valuation techniques include forward pricing and swap models, using present value calculations. The models incorporate various inputs including the credit quality of counterparties, foreign exchange spot and forward rates, yield curves of the respective currencies, currency basis spreads between the respective currencies, interest rate curves and forward rate curves of the underlying commodity.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)**

As at June 30, 2025, the marked-to-market value of derivative asset positions is net of a credit valuation adjustment attributable to derivative counterparty default risk.

8. Fair value hierarchy

The following table provides the fair value measurement hierarchy of the Company's assets and liabilities.

Quantitative disclosures fair value measurement hierarchy for assets and liabilities as at June 30, 2025:

	Fair value measurement using				
	Date of valuation	Total	Market prices in active markets (Level 1)	Significant observable inputs (Level 2)	Significant unobservable inputs (Level 3)
Assets measured at fair value					
Investment in mutual fund	June 30, 2025	449.04	449.04	-	-
Cash flow hedges-Call spread option	June 30, 2025	1,460.75	-	1,460.75	-
Total		1,909.79	449.04	1,460.75	-

There have been no transfers between Level 1, Level 2 and Level 3 during the period.

Quantitative disclosures fair value measurement hierarchy for assets and liabilities as at March 31, 2025:

	Fair value measurement using				
	Date of valuation	Total	Market prices in active markets (Level 1)	Significant observable inputs (Level 2)	Significant unobservable inputs (Level 3)
Assets measured at fair value					
Investment in mutual fund	March 31, 2025	537.31	537.31	-	-
Cash flow hedges-Call spread option	March 31, 2025	1,427.99	-	1,427.99	-
Total		1,965.30	537.31	1,427.99	-

There have been no transfers between Level 1, Level 2 and Level 3 during the period.

9. Cash flow hedges

Foreign exchange call spread options measured at fair value through OCI are designated as hedging instruments in cash flow hedges to hedge the USD INR conversion rate volatility with reference to the cash outflows on settlement of its borrowings designated in USD.

The fair value of foreign exchange call spread option varies with the changes in foreign exchange rates, volatility, risk free domestic rate, risk free foreign rate and repayment of future premium.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)**

Particulars	June 30, 2025		March 31, 2025	
	Assets	Liabilities	Assets	Liabilities
Cash flow hedge- Call spread option	1,460.75	-	1,427.99	-

As at June 30, 2025 the USD spot rate is above the USD call option strike price for all call spread options of USD 1,022.60 million. Accordingly, an amount of Rs. 29.14 crores has been transferred to Cash flow hedge reserve from Standalone Unaudited Condensed Interim Statement of Profit and Loss to neutralize the impact of foreign exchange loss included in Standalone Unaudited Condensed Interim Statement of Profit and Loss.

As at March 31, 2025 the USD spot rate is above the USD call option strike price for all call spread options of USD 1,022.60 million. Accordingly, an amount of Rs. 211.69 crores of foreign exchange loss has been transferred to Cash flow hedge reserve from Standalone Unaudited Condensed Interim Statement of Profit and Loss to neutralize the impact of foreign exchange loss included in Standalone Unaudited Condensed Interim Statement of Profit and Loss.

10. Revenue

For the three months period ended June 30, 2025, revenue from operations includes Rs. 85.88 crores (June 30, 2024: Rs. 106.89 crores) from the contract liability balance at the beginning of the period.

For the three months period ended June 30, 2025, revenue from operations includes Rs. 340.22 crores (March 31, 2025: Rs. 230.94 crores) from the contract assets balance at the end of the period.

The Company's revenue from operations disaggregated by primary geographical markets is as follows:

Particulars	Three months period ended June 30, 2025			
	Aeronautical	Non-aeronautical	Others	Total
India	634.03	878.04	231.00	1,743.07
Outside	-	-	-	-
Total	634.03	878.04	231.00	1,743.07

Particulars	Three months period ended June 30, 2024			
	Aeronautical	Non-aeronautical	Others	Total
India	279.32	770.46	199.45	1,249.23
Outside	-	-	-	-
Total	279.32	770.46	199.45	1,249.23

The Company's revenue disaggregated by pattern of revenue recognition is as follows:

Particulars	Three months period ended June 30, 2025			
	Aeronautical	Non-aeronautical	Others	Total
Services transferred at a point in time	558.04	-	-	558.04
Services transferred over time	75.99	878.04	231.00	1,185.03
Total	634.03	878.04	231.00	1,743.07

Particulars	Three months period ended June 30, 2024			
	Aeronautical	Non-aeronautical	Others	Total
Services transferred at a point in time	269.13	-	-	269.13
Services transferred over time	10.19	770.46	199.45	980.10
Total	279.32	770.46	199.45	1,249.23

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)****11. Other Disclosures**

- a) Airports Economic Regulatory Authority of India (“AERA”) has issued tariff order no 57/2020-21 for third control period (“CP3”) starting from April 1, 2019 to March 31, 2024 on December 30, 2020 allowing DIAL to continue with Base Airport Charges (“BAC”) +10% tariff for the balance period of third control period. AERA has also allowed compensatory tariff in lieu of Fuel Throughput Charges w.e.f. February 01, 2021 for the balance period of third control period. DIAL had also filed an appeal against some of AERA’s decision in third control period order on January 29, 2021 with Telecom Disputes Settlement and Appellate Tribunal (“TDSAT”).

DIAL had also filed appeal against the second control period (“CP2”) before the TDSAT. Also, DIAL in respect of TDSAT order against first Control period appeal dated April 23, 2018 filed a limited appeal in the Hon’ble Supreme Court of India on July 21, 2018 in respect of which judgement was pronounced on July 11, 2022, citing that all appeals are dismissed, except on the issue relating to corporate tax pertaining to aeronautical services, where DIAL’s contention had been accepted that the Annual Fee paid by DIAL should not be deducted from expenses pertaining to aeronautical services before calculating the ‘T’ (tax) element in the formula.

TDSAT at the request of AERA and concurred by DIAL had agreed and tagged CP2 appeal with CP3 appeal. The final order was pronounced on July 21, 2023. TDSAT in its order has allowed certain claims of DIAL and disallowed certain others.

AERA and Federation of Indian Airlines (FIA) have filed an appeal before the Hon’ble Supreme Court on October 19, 2023 against the judgement dated July 21, 2023 passed by TDSAT. The appeal of FIA has been accepted and the matter was last heard on May 20, 2025 and the next date of hearing is yet to be notified. AERA has decided to defer the implementation of the aforementioned TDSAT order till the matters attains finality in the proceedings before the Hon’ble supreme Court of India.

During the previous quarter ended March 31, 2025, AERA has issued order no. 20/2024-25 dated March 28, 2025 confirming aeronautical tariff for CP4 effective from April 16, 2025, which the Company has applied during the current quarter.

The Company has also filed an appeal against CP4 tariff order on June 26, 2025 with TDSAT. The matter is listed for hearing on July 31, 2025.

- b) The Company has received Advance Development Costs (ADC) from various Developers and concessionaries towards facilitating the development of common infrastructure there in. As per the term of the agreement, the Company will facilitate the development of common infrastructure upon receipt of advance towards development cost in accordance with the instructions and specifications in the agreement. Further, in case of development agreements, the Company has no right to escalate the development cost and in case any portion of the advance development cost is not utilized by the Company towards development of any infrastructure facility, the same shall be returned to the Developers upon earlier of the expiry of the initial term of agreement or upon termination of the development agreement. The status of fund balance is as below:

Particulars	As at June 30, 2025	As at March 31, 2025
ADC Funds Received *	1,242.54	1,237.54
Funds Utilized for Common Infrastructure Development (including refund of ADC)	757.36	745.17
Fund Balance disclosed under “other liabilities”	485.18	492.37

*During the three months period ended June 30, 2025, the company has received Rs. 5.00 crores amount (March 31, 2025: Rs. 30.00 crores) for common infra development from Developers and concessionaires.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)**

- c) It was a matter of dispute in arbitration between the Company and the AAI, that the Annual Fee payable to AAI should be based upon "Revenue" as defined under OMDA instead of on Gross Receipts credited to the Standalone Unaudited Condensed Interim Statement of Profit and Loss (with certain exclusions). The arbitral tribunal had passed the award on July 16, 2022. Pursuant to the award, for the purpose of computing the annual fee payable by the Company to AAI, it shall exclude from its shareable revenue (i) amounts representing the cost related to aeronautical assets spent from the borrowed capital including interest thereon and from the equity capital; (ii) charges for various utilities and the property tax paid to relevant authorities and the payments towards security maintenance cost; (iii) proceeds accruing from sale of any capital assets ; and (iv) other income. The Company is entitled to refund of excess annual fees paid from June 21, 2015, the actual amount whereof shall be determined by the Independent Auditor in line with the terms of the award. AAI had filed a petition with Hon'ble Delhi High Court under section 34 of The Arbitration and Conciliation Act, 1996 for setting aside the Arbitral Award. This challenge to the award has now been dismissed vide the judgement and order dated October 18, 2024. AAI has filed an appeal before the division bench of Hon'ble Delhi High Court in respect of this. AAI has filed its written submissions on July 12, 2025. DIAL will be filing its written submissions before next date of hearing. The next hearing in matter is scheduled on August 08, 2025.
- d) The Company is collecting "Marketing Fund" at a specified percentage from various concessionaires as per the agreement with respective concessionaires and to be utilized towards sales promotional activities as defined in such agreements in accordance with the Marketing Fund policy adopted by the Company. As at June 30, 2025, the Company has accounted for Rs. 325.08 crores (March 31, 2025: Rs. 314.04 crores) towards such Marketing Fund and has incurred expenditure amounting to Rs. 255.56 crores (March 31, 2025: Rs. 242.74 crores) (net of income on temporary investments) till June 30, 2025 from the amount so collected. The balance amount of Rs. 69.52 crores pending utilization as at June 30, 2025 (March 31, 2025: Rs. 71.30 crores) against such sales promotion activities is included under "Other current liabilities" as specific fund to be used for the purposes to be approved by the Marketing fund committee constituted for this purpose as per Marketing Fund Policy.
- e) The Company is of the view that certain incomes/credits arising on adoption of Ind-AS were not in contemplation of parties in April 2006 when this Concession Agreement i.e. OMDA was signed/entered. Further, these income/credits in these Standalone Unaudited Condensed Interim Financial Statements do not represent receipts from business operations, from any external sources and therefore, these incomes/credits should not form part of "Revenue" as defined in OMDA for the purpose of calculating monthly annual fee (MAF) payable to AAI. Accordingly, the Company, based on legal opinion has provided the MAF to AAI based on Revenue as per these Standalone Unaudited Condensed Interim Financial Statements after adjusting such incomes/credits. Detail of such incomes / credits is as under:

Description	Incomes forming part of	For the three months period ended June 30, 2025	For the three months period ended June 30, 2024
Construction income from Commercial property developers	Other operating income	12.18	6.83
Discounting on fair valuation of deposits taken from commercial property developers	Other operating income	14.88	15.48
Discounting on fair valuation of deposits taken from concessionaires	Sale of services – Non Aeronautical	21.09	20.44
Discounting on fair valuation of deposits given	Other income	0.12	0.14
Fair value (loss)/gain on financial instruments at fair value through profit and loss	Other income	(1.78)	0.28
Interest income on financial asset carried at amortised cost	Other income	2.13	1.92

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)**

However, the Company has accrued revenue on straight line basis, in accordance with Ind AS 116, Annual fee on this revenue is also provided which is payable to AAI in future years on actual realization of revenue as below:

Description	For the three months period ended June 30, 2025	For the three months period ended June 30, 2024
Revenue from operations	83.40	62.62
Annual fees to AAI	38.36	28.80

Further, the Company has also provided the “Airport Operator Fees” included in “Other expenses” based on “Gross revenue” for the last financial year, after excluding the income/ credits from above transactions.

- f) The Hon’ble Orissa High Court vide Judgement in W.P. No.20463/2018, in the case of Safari Retreats Private Limited, observed that the GST provisions under Section.17(5) (c) and (d) w.r.t input tax credit eligibility are not in line with the objective of the Act to allow seamless credit where such input services are used to provide taxable output services and accordingly, it was held that if an assessee is required to discharge GST on the rental income, it is eligible to avail the Input Tax Credit (ITC) of GST paid on the goods or services or both by a taxable person for construction of an immovable property, when they are used in the course or furtherance of business. Further, department has filed SLP No.26696/2019 to appeal before Hon’ble Supreme Court of India against the judgement of Hon’ble Orissa High Court CWP No.20463/2018.

The Company is engaged in the operation of Airport, it renders taxable Output Services in the nature of Landing and Parking Charges, hanger services, Charges for use of Terminal facilities, refueling facilities, licensing of space for various aeronautical and non- aeronautical charges being its output supplies which are subject to output GST. Hence, in view of the favourable judgment of Orissa High Court in the case of Safari Retreats Private Limited a Writ Petition has also been filed by the company in the matter before Delhi High Court on July 10, 2020, for ITC claim to be allowed of GST in respect of the civil works i.e. works contract service and goods and services received by the company for construction of immoveable property used for providing output taxable supplies.

On October 3, 2024, the Hon’ble Supreme Court disposed of the petition, while partly allowing the appeal by remanding the matter to the Hon’ble High Court of Orissa for specific determinations regarding the meaning of the expression “plant or machinery” stipulated in Section 17(5)(d) of the CGST Act by applying the functionality test on a case to case basis.

In view of said decision of Hon’ble Supreme Court, DIAL has amended it writ petition before Hon’ble Delhi High Court on November 27, 2024 to decide the eligibility of Input Tax Credit based on functionality test. The writ is pending for hearing. Accordingly, GST ITC on civil works amounting to Rs. 1,458.40 crores accumulated till June 30, 2025 (March 31, 2025: Rs. 1,428.71 crores) has been capitalized against the respective assets/capital work in progress in the books on accounts.

- g) The Company has only one business segment, which is operation of airport and providing allied services and operates in a single business segment. Accordingly, the amounts appearing in these Standalone Unaudited Condensed Interim Financial Statements relate to the Company’s single business segment.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)****Major customers:** Revenue from below two customers of the Company exceeding 10% of the total revenue:.

Customer name	Three months period ended June 30, 2025	Three months period ended June 30, 2024
Delhi Duty Free Services Private Limited	175.11	169.49
Air India Limited*	256.09	-

* The comparative figure has not been disclosed as not exceeding the limit of 10% of the total revenue.

- h) During the three months period ended June 30, 2025, additions to property, plant & equipment is for Rs. 322.82 crores (year ended March 31, 2025: Rs. 428.96 crores) and there is no significant disposal.
- i) During the year 2018-19, the Company had started construction activities for Phase 3A airport expansion as per Master Plan which got substantially completed in March 2024. Further the balance works also got completed in August 2024 and has been put to use for operations from August 17, 2024. The Company has incurred the following costs towards construction of Phase 3A works.

Particulars	Cumulative amount as at June 30, 2025 (including GST)	Cumulative amount as at March 31, 2025 (including GST)
Cost incurred [#]	10,791.00	10,791.00
Total Cost (excluding IDC) (A)	10,791.00	10,791.00
Interest cost during construction (IDC)**	2,129.55	2,129.55
Less:- Income on surplus investments	(409.29)	(409.29)
Net IDC (B)	1,720.26	1,720.26
Total Cost* (A+B)	12,511.26	12,511.26

* The Company has capitalised assets amounting to Rs. 12,511.26 crores (March 31, 2025: Rs. 12,511.26 crores) are ready for use as at June 30, 2025.

[#]The Company has capitalised GST ITC on civil works related to Phase 3A airport expansion availed till June 30, 2025 amounting to Rs. 1,289.07 crores (March 31, 2025: Rs. 1,289.07 crores) [refer note 11(f)].^{**} The Company has taken specific borrowings for the Phase 3A Expansion project. The effective rate for these borrowings ranges from 9.59% p.a. to 12.08% p.a. (March 31, 2025: 9.59% p.a. to 12.08% p.a.).

The Company has capitalized the following expenses during construction, included in above, being expenses related to phase 3A airport expansion project. Consequently, expenses disclosed under the respective notes are net of amounts capitalized by the company.

Particulars	Cumulative amount as at June 30, 2025	Cumulative amount as at March 31, 2025
Employee benefit expenses	79.51	79.51
Manpower hire charges	57.58	57.58
Professional consultancy	7.26	7.26
Travelling and conveyance	9.17	9.17
Insurance	4.76	4.76
Others	18.45	18.45
Total	176.73	176.73

Delhi International Airport Limited

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025

(All amounts in Rupees crores, unless otherwise stated)

- j) On May 15, 2025, the Ministry of Civil Aviation (MoCA), through the Bureau of Civil Aviation Security (BCAS), revoked the security clearance of entities operating in India from the Celebi group, citing national security concerns. As a result, Celebi Delhi Cargo Terminal Management India Private Limited ("Celebi") can no longer operate as a Regulated Agent at Delhi IGI Airport. In accordance with the terms of the Cargo Concession Agreement, the Company has terminated the agreement with Celebi and Celebi Hava Servisi AS.

Following this, and with the approval of the Board of Directors via circular resolution dated May 15, 2025, the Company has awarded the cargo services concession to GMR Airports Limited (formerly known as GMR Airports Infrastructure Limited) under the same terms and conditions as the previous agreement.

Celebi has filed a petition in Honourable Delhi High Court against the revocation of its security clearance which has been dismissed by the court vide its order dated on July 7, 2025. However, Celebi has now filed an appeal with Divisional Bench of Delhi High Court against the order.

The above-mentioned concession arrangement with GMR Airports Limited is subject to re-bidding once Celebi appeal is closed.

- k) During the quarter, the Company has generated net profit of Rs. 48.89 crores (June 30, 2024: Loss: Rs. 294.93 crores) and its current liabilities exceed its current assets by Rs. 1,285.38 crores as at June 30, 2025 (March 31, 2025: Rs. 1,249.48 crores). Considering the future business plans and sufficient unutilized approved credit facilities available with the Company, the management believes that the Company will be able to realize its assets and will be able to meet its liabilities at the amounts stated in books in the normal course of business. Accordingly, the Company has prepared these Standalone Unaudited Condensed Interim Financial Statements on a going concern basis.
- l) On June 28, 2024, due to incessant rain and wind, the departure forecourt canopy at Old Terminal 1D ("T1 D") was partially damaged. As a precautionary measure, all flight operations from T1 D were shifted to Terminal 2 and Terminal 3. The Company formed a technical committee for identifying the cause and assessment of damage. Further, Ministry of Civil Aviation appointed Indian Institute of Technology (IIT) Delhi for technical assessment. The new expanded Terminal-1 forming part of Phase 3A expansion had been fully commissioned on August 17, 2024. The collapsed structure had been cleared, the strength of the remaining structure had been assessed by an accredited agency of National Accreditation Board for Testing and Calibration Laboratories (NABL) i.e. M/s Cortex Construction Solutions and validated by IIT-BHU. As per the report of NABL accredited agency, the RCC structure was safe and sound, there were no structural flaws in the steel structure. Airports Authority of India had, based on the report of IIT Delhi, sought further details and clarifications on the probable cause of the collapse as reported by IIT Delhi. DIAL had clarified that the structure was built as per the applicable norms under the National Building Code and Indian Standard Code with proper workmanship and cause of partial collapse was extremely heavy rainfall. DIAL had commenced work on restoration/refurbishment of the T1 D roof structure. The Company had issued work order of Rs. 142 crores plus tax (approx.) towards restoration/refurbishment. This work had been completed on April 15, 2025.

Accordingly, DIAL had written off identified and damaged portion of net block of T1 D by Rs. 24.09 crores (Gross Block: Rs. 48.84 crores) for the roof structure. Further, DIAL had filed the provisional claim with insurance company for Rs. 238.86 crores (including Rs. 20 Crores for business interruption claim) on March 4, 2025. DIAL had provisionally received Rs. 15.44 crores as ad hoc payment from insurance company. The Company had disclosed the write off (net of insurance claim received) amounting Rs. 8.65 crores as "exceptional items" in the previous year financial statements.

Delhi International Airport Limited**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the three months period ended June 30, 2025****(All amounts in Rupees crores, unless otherwise stated)**

- m) On June 24, 2025, Delhi Duty Free Services Private Limited (“DDFSPL”) has offered to buy back 1,90,46,852 equity shares of face value of Rs. 10 each from all the existing equity shareholders, on a proportionate basis, at a price of Rs. 65.06 per equity share for an aggregate amount of Rs. 123.92 crores. The maximum number of equity shares proposed to be bought back represents 23.81% of the total number of equity shares issued, subscribed and paid up equity share capital of the DDFSPL.

As Company is also a shareholder of DDFSPL holding 3,99,20,000 equity shares as on the record date (i.e. June 23, 2025), accepted the offer on June 26, 2025 and agreed to sell 95,04,379 equity shares of face value of Rs. 10 each (i.e. 23.81% of 3,99,20,000 equity shares) of DDFSPL at a price of Rs. 65.06 per equity share at gain of Rs. 55.06 per equity share.

Accordingly, the Company has recognized an exceptional gain amounting to Rs. 52.33 crores arising from gain on this share buyback transaction during the quarter ended June 30, 2025.

- n) The figures for the corresponding previous year have been regrouped/ reclassified, wherever necessary to make them comparable. The impact of such reclassification/regrouping is not material to these Standalone Unaudited Condensed Interim Financial Statements.
- o) Certain amounts (currency value or percentages) shown in the various tables and paragraphs included in these Standalone Unaudited Condensed Interim Financial Statements have been rounded off or truncated as deemed appropriate by the management of the Company.

For **Walker Chandiok & Co LLP**
Chartered Accountants
Firm Reg. No.: 001076N/N500013

**DANISH
AHMED**

Digitally signed by
DANISH AHMED
Date: 2025.07.29 18:58:08
+05'30'

Danish Ahmed

Partner

Membership no: 522144

Place: New Delhi

Date: July 29, 2025

For **K.S. Rao & Co.**
Chartered Accountants
Firm Reg. No.: 003109S

**SUDARSANA
GUPTA M S**

Digitally signed by
SUDARSANA GUPTA
M S
Date: 2025.07.29
18:34:15 +05'30'

Sudarshana Gupta M S

Partner

Membership No. 223060

Place: New Delhi

Date: July 29, 2025

For and on behalf of the Board of Directors
of Delhi International Airport Limited

**BUCHISAN
YASI RAJU
GRANDHI**

Digitally signed by BUCHISAN
YASI RAJU GRANDHI
DN: cn=Buchisan Yasi Raju Grandhi,
o=Delhi International Airport Limited,
ou=Board of Directors, email=buchisan.yasi.raju.grandhi@diaaero.org,
c=IN
Date: 2025.07.29 18:34:15 +05'30'

G.B.S. Raju

Managing Director

DIN-00061686

**NARAYA
NA RAO
KADA**

Digitally signed by NARAYANA
NA RAO KADA
DN: cn=Narayana Na Rao Kada,
o=Delhi International Airport Limited,
ou=Board of Directors, email=narayana.na.rao.kada@diaaero.org,
c=IN
Date: 2025.07.29 18:34:15 +05'30'

K. Narayana Rao

Whole Time Director

DIN-00016262

**VIDEH
KUMAR
JAIPURIAR**

Digitally signed by VIDEH KUMAR
JAIPURIAR
DN: cn=Videh Kumar Jaipuriar,
o=Delhi International Airport Limited,
ou=Board of Directors, email=videh.kumar.jaipuriar@diaaero.org,
c=IN
Date: 2025.07.29 18:14:43 +05'30'

Videh Kumar Jaipuriar
Chief Executive Officer

**HARI
NAGRANI**

Digitally signed by HARI
NAGRANI
DN: cn=Hari Nagrani,
o=Delhi International Airport Limited,
ou=Board of Directors, email=hari.nagrani@diaaero.org,
c=IN
Date: 2025.07.29 18:14:43 +05'30'

Hari Nagrani
Chief Financial Officer

**ABHISHEK
CHAWLA**

Digitally signed by ABHISHEK CHAWLA
DN: cn=Abhishek Chawla,
o=Delhi International Airport Limited,
ou=Company Secretary, email=abhishek.chawla@diaaero.org,
c=IN
Date: 2025.07.29 18:14:43 +05'30'

Abhishek Chawla
Company Secretary
Place: New Delhi
Date: July 29, 2025