

Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)
CIN. U63033DL2006PLC146936
Standalone Unaudited Condensed Interim Balance Sheet as at December 31, 2018
(All amounts in Rupees Crore, except otherwise stated)

	December 31, 2018 (Reviewed)	March 31, 2018 (Audited)
ASSETS		
(1) Non-current assets		
Property, plant and equipment	6,589.40	6,806.21
Capital work in progress	175.06	194.44
Intangible Assets	389.25	395.30
Investment in subsidiary, associates and joint ventures	289.37	289.37
Financial Assets		
(i) Investment	0.01	0.01
(ii) Loans	3.02	2.46
(iii) Other financial assets	199.29	1.20
Other non-current assets	103.63	56.28
	7,749.03	7,745.27
(2) Current assets		
Inventories	7.30	6.39
Financial Assets		
(i) Investments	2,001.13	2,584.46
(ii) Trade Receivables	190.38	525.13
(iii) Cash and cash equivalents	293.09	374.97
(iv) Bank balance other than cash and cash equivalents	394.32	91.27
(v) Loans	400.57	1.58
(vi) Other Financial assets	315.06	123.16
Other current assets	54.92	40.18
	3,656.77	3,747.14
Total Assets	11,405.80	11,492.41
EQUITY AND LIABILITIES		
(1) Equity		
Equity Share Capital	2,450.00	2,450.00
Other Equity		
(i) Retained earnings	241.04	422.57
(ii) Cash flow hedge reserve	(43.70)	(4.49)
	2,647.34	2,868.08
(2) Non-current liabilities		
Financial Liabilities		
(i) Borrowings	5,612.16	5,249.12
(ii) Other financial liabilities	345.85	323.02
Deferred revenue	1,569.93	1,577.23
Deferred tax liabilities (net)	71.93	224.87
Other non-current liabilities	69.26	102.57
Long term provisions	-	1.45
	7,669.13	7,478.26
(3) Current liabilities		
Financial Liabilities		
(i) Trade Payables		
-Total outstanding dues of micro enterprises and small enterprises	1.41	7.35
-Total outstanding dues of creditors other than micro enterprises and small enterprises	336.04	404.66
(ii) Other financial liabilities	357.31	454.82
Deferred revenue	160.90	85.94
Other current liabilities	198.74	162.52
Short term provisions	25.66	21.51
Liabilities for current tax (net)	9.27	9.27
	1,089.33	1,146.07
Total Liabilities	8,758.46	8,624.33
Total equity and liabilities	11,405.80	11,492.41

Explanatory note annexed

The accompanying notes are an integral part of these Standalone Unaudited Condensed Interim Financial Statements and have been taken on record by the board of directors vide their meeting dated January 30, 2019.

As per our report of even date
For S.R. BATLIBOI & ASSOCIATES LLP
ICAI Firm Registration No. : 101049W/E300004
Chartered Accountants

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

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

per Yogesh Midha
Partner
Membership no: 094941
Place: New Delhi
Date : January 30, 2019

per Hitesh Kumar P
Partner
Membership no: 233734
Place: New Delhi
Date : January 30, 2019

G.B.S Raju
Managing Director
DIN-00061686

K. Narayana Rao
Whole Time Director
DIN-00016262

Vidheh Kumar Jaipuria
Chief Executive Officer

G Radha Krishna Babu
Chief Financial Officer

Saurabh Jain
Company Secretary
Place: New Delhi
Date : January 30, 2019



Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)

CIN. U63033DL2006PLC146936

Standalone Unaudited Condensed Interim Statement of Profit and Loss for the nine months period ended December 31, 2018

(All amounts in Rupees Crore, except otherwise stated)

Particulars	For the period ended December 31, 2018 (Reviewed)	For the period ended December 31, 2017 (Reviewed)
I REVENUE		
Revenue from operations		
- Sale of services	2,279.62	2,806.59
- Other operating income	144.25	128.17
Other Income	321.00	293.41
Total Income (I)	2,744.87	3,228.17
II EXPENSES		
Annual fee to Airports Authority of India (AAI) [refer note 11 (f)]	1,183.89	1,399.70
Employee Benefits Expense	136.89	118.67
Depreciation and Amortization Expense	481.74	487.63
Finance Costs	470.88	434.43
Other Expenses	752.83	698.22
Total Expense (II)	3,026.23	3,138.65
III (Loss)/Profit before tax [(I)-(II)]	(281.36)	89.52
Current Tax	-	(4.88)
Deferred Tax (credit) / charge	(128.72)	(11.81)
IV Total Tax (credit)/expense	(128.72)	(16.69)
V (Loss)/ Profit for the period (III-IV)	(152.64)	106.21
Other Comprehensive Income		
A Items that will not be reclassified to profit or loss in subsequent periods		
Re-measurement (gain)/ loss on defined benefit plans	(1.16)	0.45
Income tax effect	0.41	(0.15)
B Items that will be reclassified to profit or loss in subsequent periods		
Net movement of cash flow hedges	(60.31)	19.05
Income tax effect	21.10	(6.59)
VIII Total Other Comprehensive (Loss)/Income for the period (net of tax) (A+B)	(39.96)	12.76
IX Total Comprehensive (Loss) / Income for the period (net of tax) (VII+VIII)	(192.60)	118.97
X Earnings per equity share: [nominal value of share Rs. 10 (December 31, 2017 : Rs. 10)]		
(1) Basic	(0.62)	0.43
(2) Diluted	(0.62)	0.43
Explanatory note annexed		

The accompanying notes are an integral part of these Standalone Unaudited Condensed Interim Financials Statements and have been taken on record by the board of directors vide their meeting dated January 30, 2019.

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Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)
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Standalone Unaudited Condensed Interim Statement of Change in Equity as at December 31, 2018
(All amounts in Rupees Crore, except otherwise stated)

	Equity share capital	Reserves and Surplus	Item of OCI	Total equity
		Retained earnings	Cash flow hedge reserve*	
Balance as at April 1, 2017	2,450.00	575.49	(16.84)	3,008.65
Profits for the year	-	38.25	-	38.25
Other comprehensive income (net of tax)	-	0.50	12.35	12.85
Payment of dividends	-	(159.25)	-	(159.25)
Dividend distribution tax	-	(32.42)	-	(32.42)
Balance as at March 31, 2018	2,450.00	422.57	(4.49)	2,868.08
Adjustment in retained earning for change in accounting policy (net of tax)	-	(5.02)	-	(5.02)
Depreciation charge to reserve	-	(23.12)	-	(23.12)
(Loss) for the period	-	(152.64)	-	(152.64)
Other comprehensive income (net of tax)	-	(0.75)	(39.21)	(39.96)
Balance as at December 31, 2018	2,450.00	241.04	(43.70)	2,647.34

* The Company had entered into "Call spread Option" with various banks for hedging the repayment of 6.125% Senior secured notes (2022) of USD 288.75 million and 6.125% Senior secured notes (2026) of USD 522.60 million, which are repayable in February 2022 and October 2026 respectively. The Company has adopted the Cash Flow Hedge accounting for Call spread Options as per Ind AS 109. Accordingly, 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 statement of profit and loss.

The accompanying notes are an integral part of these Standalone Unaudited Condensed Interim Financials Statements and have been taken on record by the board of directors vide their meeting dated January 30, 2018

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Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)

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Standalone Unaudited Condensed Interim Cash Flows Statement for the nine months period ended December 31, 2018

(All amounts in Rupees Crore, except otherwise stated)

	Notes	For the period ended December 31, 2018 (Reviewed)	For the period ended December 31, 2017 (Reviewed)
Cash flow from operating activities			
(Loss)/Profit before tax		(281.36)	89.52
<i>Adjustment to reconcile profit before tax to net cash flows</i>			
Depreciation and amortization expenses		481.74	487.63
Provision for Bad debts / Bad Debts Written off		0.03	-
Interest income on deposits/current investment		(68.92)	(41.93)
Exchange differences unrealised (net)		97.33	(63.82)
Gain on sale of current investments-Mutual fund		(102.80)	(93.35)
Income from Duty credit scrips		(55.09)	-
Dividend Income on non current investments carried at cost		(53.76)	(49.70)
Interest on Borrowings		285.43	259.56
Call spread option premium		146.63	109.56
Rent expenses on financial assets carried at amortised cost		0.38	0.34
Interest expenses on financial liability carried at amortised cost		35.76	63.28
Deferred income on financial liabilities carried at amortized cost		(88.34)	(60.53)
Fair value gain on financial instruments at fair value through profit or loss		(2.23)	(15.71)
		394.80	684.85
<i>Working capital adjustment:</i>			
Decrease in trade payables		(74.71)	(68.55)
Decrease in other non current liabilities		(41.04)	(17.46)
Increase/(Decrease) in other current liabilities		36.22	(24.68)
Increase/(Decrease) in non current deferred revenue		81.05	(138.44)
Increase in current deferred revenue		74.96	67.94
Increase/(Decrease) in non current financial liabilities		(13.10)	41.60
Increase/(Decrease) in current financial liabilities		(77.82)	56.33
Decrease in trade receivables		334.72	460.82
(Increase)/Decrease in inventories		(0.91)	0.91
(Increase)/Decrease in other non current assets		(1.28)	0.27
Increase in other current assets		(14.74)	(38.78)
Increase in other current financial assets		(134.35)	(167.79)
Increase in non current loans		(0.56)	(1.39)
Decrease in current loans		1.01	0.12
Decrease in non current provisions		(1.45)	-
Increase in current provisions		4.15	1.82
Cash generated from operations		566.95	857.57
Direct taxes paid (net)		(8.79)	(12.27)
Net cash flow from operating activities (A)		558.16	845.30
Cash flows from investing activities			
Purchase of property plant and equipments, including CWIP and capital advances		(309.82)	(131.09)
Purchase of non-current investments		-	(108.33)
Purchase of current investments		(11,460.29)	(11,381.06)
Sale/maturity of current investments		12,148.64	11,188.16
Inter corporate deposits given		(400.00)	-
Dividend Income		53.76	49.70
Interest received		66.46	32.22
Investment of Margin Money Deposit		(0.01)	(0.01)
Redemption/(Purchase) of deposits with original maturity of more than three months but less than 12 months		(303.05)	(44.53)
Net cash flow used in investing activities (B)		(204.31)	(394.94)

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Standalone Unaudited Condensed Interim Cash Flows Statement for the nine months period ended December 31, 2018

(All amounts in Rupees Crore, except otherwise stated)

Cash flows from financing activities		
Final dividend paid	-	(159.25)
Tax on final dividend	-	(32.42)
Option premium paid	(145.39)	(107.64)
Interest paid	(290.34)	(274.88)
Net cash flow used in financing activities (C)	(435.73)	(574.19)
Net (decrease)/ Increase in cash and cash equivalents (A + B + C)		
	(81.88)	(123.83)
Cash and cash equivalents at the beginning of the period	374.97	554.12
Cash and cash equivalents at the end of the period	293.09	430.29
Components of cash and cash equivalents		
Cash on hand	0.03	0.07
Cheques/ drafts on hand	0.08	0.56
With banks		
- on current account	92.98	19.58
- on deposit account	200.00	410.08
Total cash and cash equivalents	293.09	430.29

Summary of significant accounting policies

3

Explanatory notes to statement of cashflows

1. The above cash flow statement has been compiled from and is based on the Standalone Unaudited Condensed Interim balance sheet as at December 31, 2018 and the related Standalone Unaudited Condensed Interim Statement of profit and loss for the nine months period ended on that date.
2. Cash and cash equivalents include Rs. 2.44 crore (December 31, 2017: Rs. 1.66 crore) 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 and have been taken on record by the board of directors vide their meeting dated January 30, 2019.

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Notes to the Standalone Unaudited Condensed Interim Financial Statements for the nine months period ended December 31, 2018

(All amounts in Rupees crore, except otherwise stated)

1. Corporate information

Delhi International Airport Limited (formerly known as Delhi International Airport Private 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 w.e.f. April 10, 2017. DIAL is into the business of management, operation and modernization of the Indira Gandhi International Airport ('Delhi Airport'). GMR Airports Limited ('GAL') a subsidiary of GMR 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 Standalone Unaudited Condensed Interim Financial Statements ('Financial Statements') are approved by Company's Board of Directors on January 30, 2019.

2. Basis of preparation

These Standalone Unaudited Condensed Interim Financial Statements of the Company for the nine months period ended December 31, 2018 have been prepared by the Company solely for submission to the trustees and bond holders of 6.125% Senior Secured Notes (2026 and 2022) issued by the Company and for internal use by management of the Company, in accordance with recognition and measurement principles laid down in Indian Accounting Standard (Ind AS) 34 'Interim Financial Reporting', and applicable Indian accounting standards issued by the Institute of Chartered Accountants of India (ICAI) and other recognized accounting practices and policies in India. The Unaudited Condensed Interim Financial Statements have been prepared under the historical cost convention on an accrual basis.

Accounting policies have been consistently applied except where a newly issued accounting standard is initially adopted or a revision to an existing accounting standard requires a change in the accounting policy hitherto in use [refer note 3(i)].

The Company has followed the same accounting judgements, estimates and assumptions in preparation of these Financial Statements as those followed in preparation of the annual financial statements as at the year ended March 31, 2018.

The financial statements have been prepared on historical cost convention on an accrual basis, except for the following assets and liabilities which have been measured at fair value:

- Derivative Financial Instruments
- Certain financial assets and liabilities (refer accounting policy regarding financial instruments) which have been measured at fair value.

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3. Significant Accounting Policies

Change in accounting policy

Revenue Recognition

The Company has adopted the Ind AS 115 "Revenue from Contracts with Customers" with effect from April 1, 2018 as notified on March 28, 2018 and establishes a five-step model to account for revenue arising from contracts with customers. The new revenue standard supersedes all previous revenue recognition requirements under Ind AS. This new standard requires revenue to be recognized when promised goods or services are transferred to customers in amounts that reflect the consideration to which the Company expects to be entitled in exchange for those goods or services. Adoption of the new rules has affected the timing of revenue recognition for certain transactions of the Company. Ind AS 115 permits two possible methods of transition:

- Retrospectively to each prior reporting period presented in accordance with Ind AS 8 [*Accounting Policies, Changes in Accounting Estimates and Errors*] with the option to elect certain practical expedients as defined within Ind AS 115 (the full retrospective method); or
- Retrospectively with the cumulative effect of initially applying Ind AS 115 recognized at the date of initial application (April 1, 2018) and providing certain additional disclosures as defined in Ind AS 115 (the modified retrospective method).

The Company has applied the modified retrospective approach and accordingly, the application of Ind AS 115 has impacted the Company's accounting for advance from customers with consequential impact on deferred taxes and debited the retained earnings at April 1, 2018 by Rs. 5.02 crore (net of tax). Due to the application of Ind AS 115, revenue for the period is higher by Rs. 3.60 crore, finance expense is higher by Rs. 1.92 crore, deferred tax expense is lower by Rs. 0.59 crore and profit after tax is higher by Rs. 1.09 crore.

a. Use of estimates

The preparation of the 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 financial statements have been disclosed in note 5. 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.

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 fair value of the consideration received or receivable, taking into account contractually defined terms of payment and excluding taxes or duties collected on behalf of the government.

Income from Services

Revenue from airport operations i.e. Aeronautical and Non Aeronautical operations are recognised on accrual basis, net of service tax/ 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)], landing and parking of aircraft, fuel farm, operation and maintenance of passenger boarding and other allied services. The main streams of non –aeronautical revenue includes duty free, retail, advertisement, food & beverages, cargo, ground handling, parking and land & space- rentals.

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.

Interest income

Interest income is recognised on a time proportion basis taking into account the amount outstanding and the rate applicable except the interest income received from customers for delayed payments which is accounted on the basis of reasonable certainty / realisation.

For all financial instruments measured at amortised cost, interest income is recorded using the effective interest rate (EIR). EIR is the rate that exactly discounts the estimated future cash payments or receipts over the expected life of the financial instrument or a shorter period, where appropriate, to the gross carrying amount of the financial asset or to the amortised cost of a financial liability. When calculating the effective interest rate, the Company estimates the expected cash flows by considering all the contractual terms of the financial instrument (for example, prepayment, extension, call and similar options) but does not consider the expected credit losses. Interest income is included in other income in the statement of profit and loss.



Dividends

Dividend income is recognised when the Company's right to receive dividend is established, which is generally when the shareholders approve the dividend.

Claims

Claims on contractors / concessionaires are accounted on the basis of reasonable certainty / realization.

d. Investments in associates, joint ventures and subsidiary

The Company has accounted for its investments in associate, joint ventures and subsidiary 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 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 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 statement of profit or loss.

f. Property, Plant and Equipment

Property, plant and equipment are stated at historical cost less accumulated depreciation and accumulated impairment loss, if any. 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)". However, CWIP relating to the development fund are being net off from the Development fee accrued (to the extent not utilized) and are not included in CWIP. Expenditure including finance charges directly relating to construction activity is capitalized.

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 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 derecognition of the asset (calculated as the difference between the net disposal proceeds and the carrying amount of the asset) is included in the statement of profit and loss when the asset is derecognised.

Development fee from any regulatory authority are 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 lives 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 lives 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 lives 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
Internal approach 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 assets which are not as per schedule II of the Companies Act 2013, have been estimated by the management based on internal technical evaluation.

The Property, plant and equipment acquired under finance lease is depreciated over the asset's useful life; or over the shorter of the asset's useful life and the lease term, if there is no reasonable certainty that the Company will obtain ownership at the end of lease term.

On June 12, 2014, the Airport Economic Regulatory Authority ("the Authority") 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 has issued order no. 35/2017-18 on January 12, 2018 which is further amended on April 09, 2018, in the matter of Determination of Useful life of Airport Assets, which is effective from April 01, 2018.

Accordingly, the management is of the view that useful lives considered by the Company for most of the assets except passenger related Furniture and Fixtures are 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 and charged the depreciation of Rs. 23.12 crore related to the assets whose life were expired on March 31, 2018 to opening reserves as at April 1, 2018 and depreciation of Rs. 2.30 crore to unaudited condensed interim statement of profit and loss.

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 of five years or useful life whichever is less.

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.

Internally generated intangibles, excluding capitalised development costs, are not capitalised and the related expenditure is reflected in profit or loss in the period in which the expenditure is incurred.

The useful lives of intangible assets are assessed as finite.

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 are reviewed at least 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 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 and extended period of OMDA i.e. 60 years. Other intangible assets are amortised over the useful life of asset or six years whichever is lower.

j. Inventories

Inventories are valued at the lower of cost and net realizable value. Cost is determined on a weighted average basis and includes other directly associated costs in bringing the inventories to their present location and condition. Net realizable value is the estimated selling price in the ordinary course of business, less estimated costs of completion and estimated costs necessary to make the sale.

k. 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 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 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 not 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.

l. 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.



m. 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

All financial assets are recognised initially at fair value plus, in the case of financial assets not recorded at fair value through profit or loss, transaction costs that are attributable to the acquisition of the financial asset.

The Company's financial assets include trade and other receivables, investments in mutual funds and commercial papers and derivative financial instruments.

Subsequent measurement

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

- a) Financial assets at amortised cost
- b) Financial assets at fair value through profit or loss (FVTPL)

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 profit or loss. The losses arising from impairment are recognised in the profit or loss. This category generally applies to trade and other receivables.

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.

In addition, the Company may elect to designate a Financial assets, 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 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:

- i. 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.

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

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.

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 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.

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/ loss are not subsequently transferred to 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 statement of profit or loss. The Company has not designated any financial liability as at fair value through profit and loss.

Loans and borrowings

This is the category most relevant to the Company. 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.

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 statement of profit and loss.

n. Derivative financial instruments and hedge accounting

Initial Recognition and subsequent measurement

The Company uses derivative financial instruments, such as call spread options, to hedge its foreign currency risks.

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 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 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.

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o. 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

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 8)
- b) Quantitative disclosures of fair value measurement hierarchy (note 9)
- c) Financial instruments (including those carried at amortised cost)



p. 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:

- 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 subsidiaries, 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 subsidiary, 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 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, the said asset is created by way of credit to the 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.

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.

q. Proposed dividend

As per Ind AS -10, 'Events after the Reporting period', the Company disclose the dividend proposed by board of directors after the balance sheet date in the notes to these Financial Statements. The liability to pay dividend is recognised when the declaration of dividend is approved by the shareholders.

r. 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.

s. 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.

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4. Explanatory Notes:

4.1 Going Concern:

The Airport Economic Regulatory Authority ("AERA") vide its powers conferred by Section 13(1) (a) of the AERA Act, 2008 passed an Aeronautical tariff order Viz. 03/2012-13 issued on April 24, 2012 which determined the Aeronautical tariff to be levied at Delhi Airport for the fourth and fifth year of tariff period of first Control period of 5 years period (i.e. 2009 - 2014). DIAL vide appeal no 10/2012 had filed an appeal before AERAAT on certain disputed issues in the Tariff order of First Control period No.03/2012-13. Subsequently, Hon'ble High Court of Delhi vide its final order dated January 22, 2015, against the writ petition filed by the Company in this matter, ordered that the tariff determined by AERA for the first control period shall continue till the disposal of the appeals against the first control period pending against the said Tariff Order, by AERAAT.

Subsequently, AERA also released the tariff order No. 40/2015-16 ('AERA order') dated December 08, 2015 (issued on December 10, 2015) for second control period i.e. 2014 -2019, DIAL filed an appeal with AERAAT against some of the matters of order No. 40/2015-16 on January 11, 2016.

Further, Ministry of Finance vide the notification dated May 26, 2017, Part XIV of Chapter VI of the Finance Act, 2017 directed the merger of Appellate Tribunal under the Airports Economic Regulatory Authority Act, 2008 ("AERA Act") i.e. AERAAT into Telecom Disputes Settlement and Appellate Tribunal (TDSAT).

The Hon'ble Supreme Court of India, on SLP filed by Air India, vide its judgement dated July 03, 2017, has vacated the order of Hon'ble High Court of Delhi and directed TDSAT to dispose off the appeals of DIAL in the next two months.

Accordingly, DIAL implemented the Tariff order No. 40/2015-16 dated December 08, 2015 with immediate effect i.e. from July 07, 2017 as per directions of Director General of Civil Aviation dated July 07, 2017.

DIAL's appeal no. 10/2012 with respect to first control period has been concluded along with the appeal of certain airlines. TDSAT vide its order dated April 23, 2018 has passed the order, which provides clarity on the issues which were pending for last six years and has laid down the principles to be followed by AERA in the third control period starting from April 1, 2019. The Company expects the uplift impact of the TDSAT order to reflect in the tariff determination by AERA for the next control period i.e. 2019 -2024. DIAL's appeal against the second control period shall be heard in due course.

DIAL has filed an appeal in the Hon'ble Supreme Court of India on July 21, 2018 for few matters in respect of TDSAT order dated April 23, 2018 and same was listed on September 4, 2018 wherein, Hon'ble Supreme Court has issued notices in the matter. The Appeal before Supreme Court shall be further taken up in due course of time.

During the period, AERA has issued tariff order with respect to Base Airport Charges for the second control period, which the airport operator is entitled to receive as minimum charges in accordance with Schedule 6 of State Support Agreement (SSA) read with Schedule 8 of the SSA. The order on the Base Airport Charges was issued on November 19, 2018 (except the order for X-ray baggage charges), and made applicable from December 1, 2018. The order for X- ray baggage charges has been issued on January 10, 2019 and is effective from February 1, 2019.

Basis the cash projections prepared by the management of the Company for the next one year, the management expects to have cash profit. Further considering the Company's business plans and the availability of sufficient cash reserves as at December 31, 2018, the management do not foresee any uncertainty in continuing its business/ operations and meeting its liabilities for the foreseeable future and accordingly, these financial statements have continued to be prepared on a going concern basis.



5. 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.

5.1 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 till March 31, 2018. From period starting from April 01, 2018; management has considered revised incremental borrowing rate of airport sector for all the deposits taken/received post March 31, 2018; and impact has been duly accounted in financial statements.

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 A of Ind AS 11 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.

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 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 was not in contemplation of parties in April 2006 when this Concession Agreement was signed / entered. Further, these income/credits in 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 11 (e)].



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.

5.2 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 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 including the DCF model. 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.

6. Commitments and Contingencies

I. Leases

Operating lease: Company as lessee

The Company has taken office and residential space, information technology equipment under operating lease arrangements. Office premises are obtained on operating lease for terms ranging from 0-5 years and are renewable upon agreement of both the Company and the lessor. There are no sub leases. Future minimum rentals payable under non-cancellable operating leases are as follows:

Particulars	Nine months period ended December 31, 2018	Nine months period ended December 31, 2017
Minimum Lease payment for the period (excluding taxes)	6.09	7.80
Minimum Lease Payments:		
Within one year	4.29	3.14
After one year but not more than five years	2.47	2.77
More than five years	-	-
Total future payments	6.76	5.91

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II. Contingent liabilities not provided for:

	Particulars	As at December 31, 2018	As at March 31, 2018
(i)	In respect of Income tax matters *	64.29	64.29
(ii)	In respect of Indirect tax matters [refer note (e) & (f) below and other matters*]	58.53	190.42
(iii)	Claim against the Company not acknowledged as debt [refer (d) below and other matters*]	0.26	41.47
(iv)	In respect of other matters [refer (a) below]	23.61	15.72

*pertaining to various cases not included below

The Company has provided guarantee to an unrelated party for the performance in a contract. No liability is expected to arise.

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

- a) During the year ended March 31, 2017, the Delhi Cantonment Board (DCB) had raised provisional invoice demanding property tax of Rs. 9.01 crore in respect of vacant land at IGI Airport for the Financial Year 2016-17.

The airport area majorly consists of vacant land area which cannot be commercially let out by the Company because of operational safety, aircraft landing & take off and navigational requirements as per standards laid down by International Civil Aviation Organization (ICAO). However, based on same computation method as used for payment of property tax to South Delhi Municipal Corporation (SDMC), management has made payment of Rs. 1.15 crore towards property tax for financial year 2016-17 and requested DCB to withdraw its demand.

Company has paid Rs. 1.12 crore and Rs. 1.15 crore each for financial year 2018-19 and financial year 2017-18 respectively based on same computation as of financial year 2016-17.

DCB had raised provisional invoice on April 13, 2018 demanding property tax of Rs. 9.01 crore for the FY 2018-19 along with arrears of Rs. 15.72 crore for FY 2016-17 and FY 2017-18. Accordingly, the Company has disclosed remaining amount of Rs. 23.61 crore in respect of FY 2016-17, FY 2017-18 and FY 2018-19 as contingent liability.

The Company has obtained a legal opinion; wherein it has been opined that liability w.r.t. earlier years cannot be ruled out. As DCB has not raised any demand for earlier years, and the Company's application for adopting the same computation method as considered by SDMC, while arriving at the demand for the financial year 2016-17, is pending / under consideration by DCB, the amount of liability for earlier years is unascertainable, and therefore no provision has been considered.

- b) The Ministry of Civil Aviation (MoCA) issued a Circular No. AV 13028/001/2009-AS 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 No. AV 13024/43/2003-SS (AD) 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 crore 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 for hearing on February 28, 2019. 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 Financial Statements.

- c) MoCA issued an order no. AV 13024 /03/2011-AS (Pt. I) dated February 18, 2014 requiring the Airport Operators to reverse the expenditure incurred, since inception to till date, towards procurement and maintenance of security systems/equipment and on creation of fixed assets out of PSF (SC) escrow account opened and maintained by DIAL (the Airport Operator) in a fiduciary capacity. The Company had incurred Rs. 297.25 crore towards capital expenditure (excluding related maintenance expense and interest thereon) till December 31, 2018 (March 31, 2018: Rs.297.25 crore) 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.

In the opinion of the management of the Company, the above order is contrary to and inconsistent with SOPs, guidelines and clarification issued by MoCA from time to time in this regard and as such had challenged the said order before 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 February 28, 2019.

Further, MoCA has issued an order dated September 18, 2017, which is supplementary to the order dated February 18, 2014 stating the approximate amount of reversal to be made by the Company towards capital expenditure and interest thereon amounting to Rs. 295.58 crore and Rs. 368.19 crore respectively, subject to the order of the Hon'ble High court of Delhi.

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. Further, as directed by the Hon'ble High Court of Delhi and pending further orders, the Company has charged Rs. 96.35 crore from April 1, 2014 till December 31, 2018 (March 31, 2018: Rs. 79.38 crore) towards the expenditure incurred on repair and maintenance of security equipment to the Statement of profit and loss which includes Rs. 16.97 crore during the nine months period ended December 31, 2018 (December 31, 2017: Rs 15.57 crore).

However, during the quarter ended December 31, 2018, 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 crore to PSF (SC) account against the transfer of screening assets to the Company 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 from MoCA.

- d) 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 crore in lieu of payment of import duty in respect of import of fixed assets (including capital work in progress) and thus, recorded fixed assets (including capital work in progress) imported, at net amount (after excluding the amount of custom duty paid by using these scrips).

The Expert Advisory Committee ('EAC') of the Institute of Chartered Accountants of India, pursuant to a specific application by the Company in this regard, has clarified vide its opinion viz. TD/EAC/1484/13 dated November 19, 2013 that such scrips should be recognised and accounted as grant related to revenue under erstwhile Accounting Standard 12 – Accounting for Government Grants.



Accordingly, as allowed under para 15 of erstwhile Accounting Standard 12, the Company had adjusted (netted off) Rs. 80.39 crore, [being the difference between the value of duty credit scrips amounting to Rs. 89.60 crore and the depreciation amounting to Rs. 9.21 crore that ought to have been charged on such assets] against certain expenditure, which in its view are related to obtaining such custom duty credit scrip entitlements and had disclosed the same as prior period items (net) in the financial statements for the year ended March 31, 2014.

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 revenue share on amount of Rs 89.60 crore is payable to AAI. Enforcing their view, AAI has written letter to ICICI bank on July 06, 2015 instructing bank to remit Rs. 41.21 crore from Receivable Escrow Account of the Company as revenue share to AAI's bank account as per terms of the escrow agreement.

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 the letter unilaterally issued by AAI 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. Accordingly Company filed a petition under section 9 of the Arbitration and Conciliation Act seeking interim restraint to AAI from enforcing its demand which was granted by the court in favour of the Company.

The matter was duly heard 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 revenue share is payable to AAI by the Company on SFIS revenue and demand of AAI for revenue share stands rejected.

- e) 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 crore (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 on April 17, 2015.

Subsequently, Additional Director General (Adjudication), DGCEI has passed Order No. 10/2016-ST dated May 02, 2016 confirming demand of service tax of Rs. 54.31 crore and imposed equivalent penalty in respect of this matter.

However, based on an internal assessment and legal opinions obtained 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 Advance Development Costs collected by Company from the Commercial Property Developers.

The Company has filed appeal before CESTAT, New Delhi on August 02, 2016 by depositing Rs.4.07 crore against the order dated May 02, 2016, the same has been shown under other loan and advances as Deposit with Government Authorities including paid under protest. The matter was concluded in final hearing held on December 20, 2018 and order is reserved.

The Company has disclosed the amount of penalty of Rs.54.31 crore as contingent liability.

Further, the management of the Company is of the view that no adjustments are required to be made to these special purpose standalone financial statements.



- f) The Commissioner of Service Tax, New Delhi had issued Six Show Cause Notices (SCN) and one addendum to SCN on the Company, proposing a demand of service tax aggregating to Rs. 275.53 crore (excluding interest and penalty) on the collection of Development Fee ("DF") from passengers in airport for the period from March, 2009 to September, 2013. Out of total demand of service tax of Rs 275.53 crore, service tax amounting to Rs 130.17 crore has already been paid by Company under protest.

The Company replied to the show cause notice referred to above with appropriate authority and the issue was heard on merits on February 17, 2016.

Subsequently, the Commissioner of Service Tax, has passed Order No. C.No D III/ST/IV/16/ Hqrs/Adjn /DIAL/153/ 2015/1862-ST dated July 12, 2016 confirming the demand of service tax of Rs. 262.06 crore (after giving cum duty effect) and out of the said demand has appropriated amount of Rs 130.17 crore already deposited by Company under protest towards service tax, and further imposed a penalty of Rs 131.89 crore in respect of this matter.

However, based on an internal assessment and legal views obtained by Company in this regard, the management is of the view that service tax is not leviable on DF, as the DF is a statutory levy and is meant to bridge financing gap funding for the airport project. The collection of DF from passengers is not in lieu of provision of any service to them. Further, there is no service provider and service recipient relationship between the Company and the passengers paying DF. Service tax liability, if any arises on DF, shall be decided by AERA, keeping in view the final pronouncement of the matter.

The Company had filed an appeal against the order before CESTAT, New Delhi on October 10, 2016. The matter was concluded in final hearing held on December 04, 2018 and the decision is pronounced on January 18, 2019 in favour of DIAL setting aside the order of the Commissioner levying service tax on ADF and penalty amounting to Rs. 262.06 crore.

Accordingly, the amount of penalty of Rs.131.89 crore disclosed as contingent liability earlier, is now shown as Nil as at December 31, 2018.

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

IV. Capital and Other Commitments:

(a) Capital Commitments:

At December 31, 2018, the Company has estimated amount of contracts remaining to be executed on capital account not provided for [net of advances of Rs. 41.15 crore (March 31, 2018: Rs. 4.01 crore)] Rs. 201.83 crore (March 31, 2018: Rs. 154.99 crore).

(b) Other Commitments:

- As per the terms of OMDA, the Company is required to pay annual fees 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.
- 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, 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 1, 2017.
- 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 (2022) of USD 288.75 million and 6.125% Senior secured notes (2026) of USD 522.60 million, which are repayable in February 2022 and October 2026 respectively. The terms of the agreements is as below:

Option Value (in USD Mn)	Period		Call spread range (INR/USD)	Total Premium Payable	Premium paid till	Premium outstanding as at	
	From	To			December 31, 2018	December 31, 2018	March 31, 2018
522.60	December 8, 2016	October 31, 2026	66.85 - 101.86	1,241.30	234.80	1,006.50	1,100.57
80.00	February 6, 2017	January 31, 2022	68.00 - 85.00	94.33	32.66	61.67	75.87
208.75	January 25, 2018	January 31, 2022	63.80 - 85.00	198.34	37.38	160.96	198.08

- v. In terms of Section 115JB of Income Tax Act, 1961, certain Ind AS adjustments at the Ind AS transition date to be included in book profits equally over a period of five years starting from the year of first time adoption of Ind AS i.e. Financial Year 2016-17. Pursuant to above, the Company had made Ind AS adjustments amounting to Rs. 184.79 crore as on March 31, 2016 and included 1/5th of the same i.e. Rs. 36.96 crore while computing book profit for Financial Year 2016-17, 2017-18 and 2018-19 and paid/provided MAT accordingly. The remaining amount of Rs 73.91 crore will be adjusted in the two subsequent years while computing book profit for MAT

With respect to Subsidiary, Joint ventures and associates:

- i. DIAL entered into a tripartite Master Service Agreement (MSA) with WAISL Limited (Formerly known as Wipro Airport IT Services Limited) [WAISL] and WIPRO Limited. This agreement was further amended vide addendum number 17, dated April 5, 2018, in which Antariksh Softtech Private Limited has also become the party to the agreement. As per the agreement, DIAL is committed to pay annually, premium fees to WAISL or receive from WAISL a concession fee, determined and mutually agreed on the basis of estimated receivable and subsistence level (as defined in the said MSA further amended vide addendum number 18 dated July 17, 2018). During nine months period ended December 31, 2018, the Company accounted for Rs. 82.30 crore towards such concession fee from WAISL and this is included in revenue from operations (December 31, 2017: Rs. 13.61 crore).

Also in case of delay in payment of dues from customers to WAISL, the Company would fund the deficit on a temporary basis till the time WAISL collects the dues from such customers. Till December 31, 2018, the Company has funded Rs. 11.25 crore (March 31, 2018: Rs. 11.02 crore) towards shortfall in collection from customers.

- ii. In respect of its equity investment in WAISL, the Company has to maintain minimum 26% of equity shareholding directly or indirectly until the expiry of next 5 years from January 2010 and thereafter minimum 20% of equity shareholding directly or indirectly until the expiry of next 5 years.
- iii. The Company has committed to provide financial support to Travel Food Services (Delhi Terminal 3) Private Limited (Associate) in proportion to its shareholding to meet the liabilities of Travel Food Services (Delhi Terminal 3) Private Limited, as and when required.



Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)
CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the nine months period ended December 31, 2018

(All amounts in Rupees crore, except otherwise stated)

- iv. The Company has committed to provide financial support to Delhi Aerotropolis Private Limited (Subsidiary Company) in proportion to its shareholding to meet the liabilities of Delhi Aerotropolis Private Limited, as and when required.
- v. The following investments have been pledged by the Company towards borrowings by these companies:

Company Name	As at December 31, 2018		As at March 31, 2018	
	No. of Shares	Amount (Rs.)	No. of Shares	Amount (Rs.)
Delhi Duty Free Services Private Limited	-	-	11,976,000	119,760,000
Delhi Airport Parking Services Private Limited	18,853,703	188,537,030	18,853,703	188,537,030
Travel Food Services (Delhi Terminal 3) Private Limited	1,680,000	16,800,000	1,680,000	16,800,000

- 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, expiring on May 03, 2036. The Company had invested Rs. 108.33 crore as Share Capital.

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Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the nine months period ended December 31, 2018

(All amounts in Rupees Crore, except otherwise stated)

7. Related Party Transactions

a) Names of related parties and description of relationship:

Description of relationship	Name of the related parties
Ultimate holding company	GMR Enterprises Private Limited ¹
Intermediate holding company	GMR Infrastructure Limited
Holding company	GMR Airports Limited
Subsidiary company	Delhi Aerotropolis Private Limited
Associate company	Delhi Airport Parking Services Private Limited
	Travel Food Services (Delhi Terminal 3) Private Limited
	Delhi Duty Free Services Private Limited
	Celebi Delhi Cargo Terminal Management India Private Limited
	TIM Delhi Airport Advertising Private Limited
Fellow subsidiaries (including subsidiary companies of the ultimate/ intermediate holding company)	GMR Hyderabad International Airport Limited
	GMR Male International Airport Private Limited
	GMR Airport Developers Limited
	GMR Aviation Private Limited
	Raxa Security Services Limited
	GMR Krishnagiri SEZ Limited
	GMR Chhattisgarh Energy Limited
	GMR Kamalanga Energy Limited
	Kakinada SEZ Limited ² (formerly known as Kakinada SEZ Private Limited)
	GMR Warora Energy Limited
	GMR Pochanpalli Expressways Limited
	GMR Tambaram Tindivanam Expressways Limited
	GMR Consulting Services Limited
	GMR Energy Trading Limited
	GMR Vemagiri Power Generation Limited
	GMR Goa International Airport Limited
	GMR Sports Private Limited
	GMR Aero Technic Limited
	GMR Hospitality and Retail Limited (Formerly GMR Hotels and Resorts Limited)
	GMR Turi Anakapalli Expressways Limited
Fellow joint venture (including joint venture company of the ultimate/ intermediate holding company)	JSW GMR Cricket Private Limited (Formerly GMR Sports Private Limited) ³
Joint ventures	Delhi Aviation Services Private Limited
	Delhi Aviation Fuel Facility Private Limited
	WAISL Limited (Formerly known as Wipro Airport IT Services Limited) ⁴
	GMR Bajoli Holi Hydropower Private Limited ⁵
Enterprises in respect of which the company is a joint venture	Airports Authority of India
Associate of member of a Group of which DIAL is a member	Fraport AG Frankfurt Airport Services Worldwide
Enterprises where significant influence of Key management Personnel or their relatives exists	GMR Megawide Cebu Airport Corporation
Key Management personnel	GMR Varalakshmi Foundation
	Mr. G.M. Rao ⁶ - Executive Chairman
	Mr. G.B.S. Raju ⁷ - Managing Director
	Mr. Srinivas Bommidala ⁷ - Non Executive Director
	Mr. Grandhi Kiran Kumar ⁸ - Non Executive Director
	Mr. K. Narayana Rao - Whole Time Director
	Mr. Indana Prabhakara Rao - Executive Director
	Mr. G. Subba Rao - Director
	Mr. Suresh Krishan Goyal - Director
	Mr. R.S.S.L.N. Bhaskarudu - Independent Director
	Mr. M. Ramachandran - Independent Director
	Ms. Siva Kameswari Vissa - Independent Director
	Mr. N.C. Sarabeswaran - Independent Director
	Mr. Denitza Lubomilova Weismantel - Non- Executive Director
	Ms. Gargi Kaul - Director (AAI Nominee)
	Mr. S. Suresh - Director (AAI Nominee)
	Mr. A.K. Dutta - Director (AAI Nominee)

1. GMR Holdings Private Limited and GMR Projects Private Limited has been amalgamated with GMR Enterprises Private Limited (Transferee Company), pursuant to approval of scheme of amalgamation and arrangements by Hon'ble High Court of Madras vide its order No. 8471/16 dated July 06, 2016 effective from August 10, 2016.

2. Kakinada SEZ Private Limited is converted into a Public Company upon completion of all regulatory compliances. Consequently, the name of the Company has been changed to Kakinada SEZ Limited with effect from October 20, 2016.

3. GMR Sports Private Limited is fellow joint venture w.e.f. June 13, 2018. Consequently, the name of the Company has been changed to JSW GMR Cricket Private Limited.

4. The name of Wipro Airport IT Services Limited is changed to WAISL Limited with effect from September 8, 2018.

5. W.e.f. from September 11, 2017, the Company has entered into a share subscription cum shareholder's agreement for acquisition of 17.33% of shareholding in GMR Bajoli Holi Hydropower Private Limited. The Company holds 20.85% of shareholding in GMR Bajoli Holi Hydropower Private Limited as at September 30, 2018. Pursuant to terms of the agreement, GMR Bajoli Holi Hydropower Private Limited has become a joint venture of the Company.

6. W.e.f. April 01, 2018, Mr. G.M. Rao has been appointed Executive Chairman of the company.

7. Mr. Srinivas Bommidala ceased to be the Managing Director of the Company w.e.f. end of business hours of March 31, 2018. Mr. G.B.S. Raju has been appointed as Managing Director in place of Mr. Srinivas Bommidala w.e.f. April 01, 2018.

8. W.e.f. June 01, 2018, Mr. Grandhi Kiran Kumar Non-Executive Director of the company.



Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the nine months period ended December 31, 2018

(All amounts in Rupees Crore, except otherwise stated)

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

Balances as at Date	December 31, 2018	March 31, 2018
Investments in subsidiary, associates and Joint Ventures		
Investments in Unquoted Equity Share		
Subsidiary Company		
Delhi Aerotropolis Private Limited	0.10	0.10
Associate Companies		
Celebi Delhi Cargo Terminal Management India Private Limited	29.12	29.12
Delhi Duty Free Services Private Limited	39.92	39.92
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	12.50
Delhi Aviation Fuel Facility Private Limited	42.64	42.64
WAISL Limited	1.30	1.30
GMR Bajoli Holi Hydropower Private Limited	108.33	108.33
Trade Receivables (including marketing fund)		
Intermediate holding company		
GMR Infrastructure Limited	0.55	0.36
Holding Company		
GMR Airports Limited	0.29	-
Enterprises in respect of which the company is a joint venture		
Airports Authority of India	0.02	0.07
Associate Companies		
Delhi Duty Free Services Private Limited	-	16.37
TIM Delhi Airport Advertising Private Limited	0.50	30.37
Delhi Airport Parking Services Private Limited	-	2.69
Travel Food Services (Delhi Terminal 3) Private Limited	-	0.86
Celebi Delhi Cargo Terminal Management India Private Limited	-	15.57
Joint Ventures		
GMR Bajoli Holi Hydropower Private Limited	1.94	0.50
WAISL Limited	0.17	37.35
Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)		
GMR Aviation Private Limited	-	0.02
GMR Warora Energy Limited	1.78	1.46
GMR Vemagiri Power Generation Limited	2.02	0.41
GMR Kamalanga Energy Limited	1.59	0.23
GMR Aero Technic Limited	0.05	0.03
GMR Tambaram Tindivanam Expressways Limited	0.55	-
Other Financial Assets - Current		
Unbilled revenue (including Utility recovery not billed)		
Intermediate holding company		
GMR Infrastructure Limited	0.01	-
Enterprises in respect of which the company is a joint venture		
Airports Authority of India	1.10	1.16
Associate Companies		
Delhi Airport Parking Services Private Limited	3.06	-
TIM Delhi Airport Advertising Private Limited	28.97	-
Delhi Duty Free Services Private Limited	20.86	-
Celebi Delhi Cargo Terminal Management India Private Limited	15.01	-
Travel Food Services (Delhi Terminal 3) Private Limited	1.26	-
Joint Ventures		
WAISL Limited	25.97	-
Delhi Aviation Services Private Limited	1.77	-



Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the nine months period ended December 31, 2018

(All amounts in Rupees Crore, except otherwise stated)

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

Balances as at Date	December 31, 2018	March 31, 2018
<u>Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)</u>		
GMR Aviation Private Limited	0.01	-
GMR Warora Energy Limited	0.01	-
GMR Vemagiri Power Generation Limited	0.02	-
<u>Inter-company Deposits</u>		
<u>Current</u>		
<u>Intermediate holding company</u>		
GMR Infrastructure Limited	400.00	-
<u>Other recoverables</u>		
<u>Subsidiary Company</u>		
Delhi Aerotropolis Private Limited	0.06	0.06
<u>Joint Ventures</u>		
Delhi Aviation Services Private Limited	0.22	0.06
Delhi Aviation Fuel Facility Private Limited	0.15	0.15
WAISL Limited	11.25	8.09
GMR Bajoli Holi Hydropower Private Limited	0.01	0.03
<u>Associate Companies</u>		
Delhi Airport Parking Services Private Limited	0.38	0.30
Travel Food Services (Delhi Terminal 3) Private Limited	0.06	0.05
Celebi Delhi Cargo Terminal Management India Private Limited	0.05	0.02
Delhi Duty Free Services Private Limited	0.07	0.06
TIM Delhi Airport Advertising Private Limited	0.11	0.10
<u>Enterprises in respect of which the company is a joint venture</u>		
Airports Authority of India	6.80	6.80
<u>Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)</u>		
GMR Consulting Services Limited	0.01	0.01
GMR Warora Energy Limited	0.02	0.01
Kakinada SEZ Limited	0.00	0.10
GMR Hyderabad International Airport Limited	0.00	0.13
GMR Male International Airport Private Limited	-	1.37
GMR Tuni Anakapalli Expressways Limited	0.01	-
GMR Power Corporation Limited		
GMR Airport Developers Limited		
GMR GOA International Airport Limited	0.25	0.25
GMR Pochanpalli Expressways Limited	0.02	0.01
GMR Energy Trading Limited		
GMR Krishnagiri SEZ Ltd	0.01	-
<u>Associate of a member of a group of which DIAL is a member</u>		
GMR Megawide CEBU Airport Corporation	-	0.07
<u>Non- Trade Receivables (including marketing fund)</u>		
<u>Intermediate holding company</u>		
GMR Infrastructure Limited	0.01	0.12
<u>Enterprises in respect of which the company is a joint venture</u>		
Airports Authority of India	1.89	3.38
<u>Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)</u>		
GMR Chhattisgarh Energy Limited	0.02	0.02
GMR Tambaram Tindivanam Expressways Limited	-	0.01
GMR Warora Energy Limited	0.29	0.23
GMR Kamalanga Energy Limited	0.30	0.22
GMR Vemagiri Power Generation Limited	0.71	0.27



Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)

CIN: U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the nine months period ended December 31, 2018

(All amounts in Rupees Crore, except otherwise stated)

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

Balances as at Date	December 31, 2018	March 31, 2018
<u>Associate Companies</u>		
Travel Food Services (Delhi Terminal 3) Private Limited	-	0.20
Celebi Delhi Cargo Terminal Management India Private Limited	0.47	0.10
Delhi Airport Parking Services Private Limited	-	0.33
TIM Delhi Airport Advertising Private Limited	-	0.21
Delhi Duty Free Services Private Limited	-	1.28
<u>Joint Ventures</u>		
Delhi Aviation Services Private Limited	-	0.91
WAISL Limited	-	23.76
GMR Bajoli Holi Hydropower Private Limited	0.25	0.07
<u>Loans - Advances - Non-Current</u>		
<u>Joint Ventures</u>		
WAISL Limited	2.82	2.82
<u>Provision for Doubtful Advances</u>		
<u>Joint Ventures</u>		
WAISL Limited	2.82	2.82
<u>Trade payable (including marketing fund)</u>		
<u>Intermediate holding company</u>		
GMR Infrastructure Limited	1.13	1.93
<u>Holding company</u>		
GMR Airports Limited	24.91	44.43
<u>Enterprises in respect of which the company is a joint venture</u>		
Fraport AG Frankfurt Airport Services Worldwide	28.73	93.86
Airports Authority of India	66.39	62.31
<u>Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)</u>		
Raxa Security Services Limited	1.45	1.50
GMR Aviation Private limited	0.79	-
GMR Energy Trading Limited	2.31	-
GMR Airport Developers Limited	4.98	0.36
GMR Vemagiri Power Generation Limited	0.02	0.02
JSW GMR Cricket Private Limited	-	0.01
GMR Tuni Anapalli Expressways Limited	-	0.17
<u>Other Financial Liabilities at amortised cost- Non-current</u>		
<u>Liability for Voluntary retirement scheme</u>		
<u>Enterprises in respect of which the company is a joint venture</u>		
Airports Authority of India	-	1.35



Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)

CIN: U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the nine months period ended December 31, 2018

(All amounts in Rupees Crore, except otherwise stated)

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

Balances as at Date	December 31, 2018	March 31, 2018
Other Financial Liabilities at amortised cost- Current		
Liability for voluntary retirement scheme		
Enterprises in respect of which the company is a joint venture		
Airports Authority of India	5.32	15.47
Other Financial Liabilities at amortised cost- Current		
Security Deposits from trade concessionaires		
Associate Companies		
Delhi Duty Free Services Private Limited	0.20	1.10
Celebi Delhi Cargo Terminal Management India Private Limited	0.01	0.01
Delhi Airport Parking Services Private Limited	0.40	0.01
Joint Ventures		
Delhi Aviation Services Private Limited	0.10	0.09
Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)		
GMR Aviation Private Limited	0.11	0.11
Other Financial Liabilities at amortised cost- Non Current		
Security Deposits from trade concessionaires		
Joint Ventures		
Delhi Aviation Fuel Facility Private Limited	33.18	23.09
Delhi Aviation Services Private Limited	12.57	11.49
Associate Companies		
Celebi Delhi Cargo Terminal Management India Private Limited	28.22	21.26
Delhi Airport Parking Services Private Limited	0.44	0.77
Delhi Duty Free Services Private Limited	111.52	102.69
TIM Delhi Airport Advertising Private Limited	9.90	9.07
Travel Food Services (Delhi Terminal 3) Private Limited	3.06	2.80
Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)		
GMR Aero Technic Limited	0.22	0.20
Unearned Revenue		
Current		
Associate Companies		
TIM Delhi Airport Advertising Private Limited	0.68	0.31
Delhi Airport Parking Services Private Limited	-	0.01
Travel Food Services (Delhi Terminal 3) Private Limited	0.18	0.25
Delhi Duty Free Services Private Limited	0.24	0.16
Celebi Delhi Cargo Terminal Management India Private Limited	8.13	0.56
Joint Ventures		
Delhi Aviation Fuel Facility Private Limited	4.89	-
Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)		
GMR Tambaram Tindivanam Expressways Limited	0.01	-
Non - Current		
Associate Companies		
TIM Delhi Airport Advertising Private Limited	0.01	-
Travel Food Services (Delhi Terminal 3) Private Limited	0.02	-
Delhi Duty Free Services Private Limited	0.05	-



Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)

CIN: U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the nine months period ended December 31, 2018

(All amounts in Rupees Crore, except otherwise stated)

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

Balances as at Date	December 31, 2018	March 31, 2018
Deferred Revenue		
Deferred Income on financial liabilities carried at amortised cost - Current		
Associate Companies		
Delhi Airport Parking Services Private Limited	0.13	0.15
Delhi Duty Free Services Private Limited	12.94	12.99
Celebi Delhi Cargo Terminal Management India Private Limited	6.64	5.51
TIM Delhi Airport Advertising Private Limited	1.60	1.60
Travel Food Services (Delhi Terminal 3) Private Limited	0.47	0.47
Joint Ventures		
Delhi Aviation Fuel Facility Private Limited	8.25	6.39
Delhi Aviation Services Private Limited	1.02	1.02
Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)		
GMR Aero Technic Limited	0.03	0.03
Deferred Income on financial liabilities carried at amortised cost - Non-Current		
Associate Companies		
Delhi Airport Parking Services Private Limited	1.77	1.86
Delhi Duty Free Services Private Limited	72.77	82.74
Celebi Delhi Cargo Terminal Management India Private Limited	100.46	87.56
TIM Delhi Airport Advertising Private Limited	16.50	17.72
Travel Food Services (Delhi Terminal 3) Private Limited	2.68	3.04
Joint Ventures		
Delhi Aviation Fuel Facility Private Limited	129.88	105.49
Delhi Aviation Services Private Limited	0.61	1.38
Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)		
GMR Aero Technic Limited	0.01	0.03
Other Liabilities		
Current		
Enterprises in respect of which the company is a joint venture		
Airports Authority of India	1.63	-
Other liabilities-Current		
Advances from customer		
Joint Ventures		
Delhi Aviation Fuel Facility Private Limited	-	0.31
Associate Companies		
Travel Food Services (Delhi Terminal 3) Private Limited	0.10	-
Delhi Duty Free Services Private Limited	0.01	-



Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)

CIN: U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the nine months period ended December 31, 2018

(All amounts in Rupees Crore, except otherwise stated)

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

Transactions During the period	December 31, 2018	December 31, 2017
<u>Non-current investments</u>		
<u>Investment made in Equity Share</u>		
<u>Joint Ventures</u>		
GMR Bajoli Holi Hydropower Private Limited	-	108.33
<u>Security Deposits from trade concessionaires</u>		
<u>Security Deposits Received</u>		
<u>Associate Companies</u>		
Delhi Airport Parking Services Private Limited	-	-
Celebi Delhi Cargo Terminal Management India Private Limited	23.72	7.95
Delhi Duty Free Services Private Limited	-	3.97
Travel Food Services (Delhi Terminal 3) Private Limited	-	4.33
<u>Joint Ventures</u>		
Delhi Aviation Fuel Facility Private Limited	39.96	-
Delhi Aviation Services Private Limited	0.04	0.04
<u>Security Deposits from trade concessionaires</u>		
<u>Security Deposits Refunded</u>		
<u>Associate Companies</u>		
Delhi Duty Free Services Private Limited	1.51	0.12
<u>Marketing Fund Billed</u>		
<u>Associate Companies</u>		
Delhi Duty Free Services Private Limited	8.89	8.27
Travel Food Services (Delhi Terminal 3) Private Limited	0.77	0.60
Delhi Airport Parking Services Private Limited	0.01	0.01
<u>Marketing Fund Utilised</u>		
<u>Associate Companies</u>		
Delhi Duty Free Services Private Limited	7.37	6.87
TIM Delhi Airport Advertising Private Limited	0.45	0.29
Travel Food Services (Delhi Terminal 3) Private Limited	0.15	-
<u>Utilization of advance from commercial property developers</u>		
<u>Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)</u>		
GMR Airport Developers Limited	1.11	1.66
<u>Dividend Paid</u>		
<u>Holding company</u>		
GMR Airports Limited	-	101.91
<u>Enterprises in respect of which the Company is a joint venture</u>		
Airports Authority of India	-	41.41
Fraport AG Frankfurt Airport Services Worldwide	-	15.93
<u>Non-aeronautical revenue</u>		
<u>Intermediate holding company</u>		
GMR Infrastructure Limited	1.52	1.95
<u>Holding company</u>		
GMR Airports Limited	0.83	-
<u>Joint Venture</u>		
Delhi Aviation Fuel Facility Private Limited	14.93	13.89
Delhi Aviation Services Private Limited	7.22	6.23
WAISL Limited	82.47	13.60
GMR Bajoli Holi Hydropower Private Limited	1.36	1.27
<u>Associate Companies</u>		
TIM Delhi Airport Advertising Private Limited	119.83	130.24
Celebi Delhi Cargo Terminal Management India Private Limited	153.90	143.70
Travel Food Services (Delhi Terminal 3) Private Limited	23.16	15.25
Delhi Duty Free Services Private Limited	329.63	267.33
Delhi Airport Parking Services Private Limited	22.02	18.53



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

Transactions During the period	December 31, 2018	December 31, 2017
<u>Fellow subsidiaries (including subsidiary companies of the ultimate Holding company)</u>		
GMR Aviation Private Limited	0.05	0.04
GMR Tambaram Tindivanam Expressways Limited	2.10	1.95
GMR Warora Energy Limited	1.36	1.27
GMR Vemagiri Power Generation Limited	1.36	1.27
GMR Kamalanga Energy Limited	1.36	1.27
GMR Aero Technic Limited	0.40	-
<u>Non-Aeronautical - Income on Security deposits</u>		
<u>Associate Companies</u>		
Delhi Airport Parking Services Private Limited	0.11	0.07
TIM Delhi Airport Advertising Private Limited	1.23	0.82
Delhi Duty Free Services Private Limited	9.89	6.52
Celebi Delhi Cargo Terminal Management India Private Limited	4.98	2.77
Travel Food Services (Delhi Terminal 3) Private Limited	0.36	0.19
<u>Joint Ventures</u>		
Delhi Aviation Fuel Facility Private Limited	6.25	1.26
Delhi Aviation Services Private Limited	0.78	0.52
<u>Fellow subsidiaries (including subsidiary companies of the ultimate Holding company)</u>		
GMR Aero Technic Limited	0.02	-
<u>Aeronautical Revenue</u>		
<u>Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)</u>		
GMR Aviation Private Limited	0.20	0.14
<u>Enterprises in respect of which the Company is a joint venture</u>		
Airports Authority of India	0.03	0.08
<u>Other Revenue</u>		
<u>Interest on Inter Company Deposits</u>		
<u>Intermediate holding company</u>		
GMR Infrastructure Limited	26.48	-
<u>Other Income</u>		
<u>Dividend Income on Non-current Investments</u>		
<u>Joint Ventures</u>		
Delhi Aviation Fuel Facility Private Limited	2.13	2.13
Delhi Aviation Services Private Limited	3.75	3.75
<u>Associate Companies</u>		
Delhi Duty Free Services Private Limited	27.94	26.95
TIM Delhi Airport Advertising Private Limited	8.76	8.30
Delhi Airport Parking Services Private Limited	11.18	7.11
Celebi Delhi Cargo Terminal Management India Private Limited		
<u>Key managerial Remuneration paid/payable</u>		
<u>Short-term employee benefits*</u>		
Mr. G. M. Rao	3.74	-
Mr. Grandhi Kiran Kumar	0.65	3.14
Mr. Srinivas Bommidala	-	3.34
Mr. K. Narayana Rao	0.98	1.26
Mr. G.B.S Raju	3.06	-
Mr. Indana Prabhakara Rao	1.65	-
<u>Annual Fee</u>		
<u>Enterprises in respect of which the Company is a joint venture</u>		
Airports Authority of India	1,183.90	1,399.70
<u>Finance cost</u>		
<u>Other cost - Interest on Revenue share</u>		
<u>Enterprises in respect of which the Company is a joint venture</u>		
Airports Authority of India	1.15	1.26

*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.



Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)

CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the nine months period ended December 31, 2018

(All amounts in Rupees Crore, except otherwise stated)

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

Transactions During the period	December 31, 2018	December 31, 2017
<u>Finance Cost- Interest expense on financial liability carried at amortised cost</u>		
<u>Associate Companies</u>		
Delhi Airport Parking Services Private Limited	0.07	0.06
TIM Delhi Airport Advertising Private Limited	0.82	0.73
Delhi Duty Free Services Private Limited	9.30	8.31
Celebi Delhi Cargo Terminal Management India Private Limited	2.25	1.71
Travel Food Services (Delhi Terminal 3) Private Limited	0.25	0.11
<u>Joint Ventures</u>		
Delhi Aviation Fuel Facility Private Limited	2.64	1.39
Delhi Aviation Services Private Limited	1.05	0.93
<u>Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)</u>		
GMR Aero Technic Limited	0.02	-
<u>CSR activities/Donations</u>		
<u>Enterprises where significant influence of key Management personnel or their relative exists</u>		
GMR Varalakshmi Foundation	2.50	4.76
<u>Manpower hire charges</u>		
<u>Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)</u>		
GMR Airport Developers Limited	36.99	33.33
<u>Airport Operator fees</u>		
<u>Enterprises in respect of which the Company is a joint venture</u>		
Fraport AG Frankfurt Airport Services Worldwide	86.18	128.91
<u>Corporate Cost Allocation</u>		
<u>Intermediate Holding company</u>		
GMR Infrastructure Limited	7.51	19.36
<u>Holding company</u>		
GMR Airports Limited	64.64	40.66
<u>Services Received</u>		
<u>Travelling & Conveyance- Chartering Cost</u>		
<u>Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)</u>		
GMR Aviation Private Limited	7.60	2.10
<u>Security related expenses</u>		
<u>Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)</u>		
Raxa Security Services Limited	18.68	17.44
<u>Repair and Maintenance - IT System</u>		
<u>Joint Ventures</u>		
WAISL Limited	-	0.19
<u>Power</u>		
<u>Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)</u>		
GMR Energy Trading Limited	22.37	23.61



Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)

CIN: U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the nine months period ended December 31, 2018

(All amounts in Rupees Crore, except otherwise stated)

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

Transactions During the period	December 31, 2018	December 31, 2017
<u>Electricity charges recovered</u>		
<u>Intermediate holding company</u>		
GMR Infrastructure Limited	0.09	0.09
<u>Joint Ventures</u>		
Delhi Aviation Services Private Limited	12.91	10.39
GMR Bajoli Holi Hydropower Private Limited	0.13	0.16
<u>Associate Companies</u>		
Delhi Airport Parking Services Private Limited	1.48	1.42
Celebi Delhi Cargo Terminal Management India Private Limited	9.10	8.92
TIM Delhi Airport Advertising Private Limited	3.01	2.42
Travel Food Services (Delhi Terminal 3) Private Limited	3.90	2.16
Delhi Duty Free Services Private Limited	1.92	1.61
<u>Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)</u>		
GMR Aviation Private Limited	0.01	0.01
GMR Warora Energy Limited	0.19	0.22
GMR Tambaram Tindivanam Expressways Limited	0.07	0.09
GMR Vemagiri Power Generation Limited	0.18	0.22
GMR Kamalanga Energy Limited	0.15	0.18
<u>Enterprises in respect of which the Company is a joint venture</u>		
Airports Authority of India	12.18	9.57
<u>Foreign Travel - Others</u>		
<u>Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)</u>		
GMR Male International Airport Private Limited	0.03	-
<u>Water charges recovered</u>		
<u>Joint Ventures</u>		
Delhi Aviation Services Private Limited	0.16	0.08
GMR Bajoli Holi Hydropower Private Limited	0.03	0.01
<u>Associate Companies</u>		
Delhi Airport Parking Services Private Limited	0.40	0.34
Travel Food Services (Delhi Terminal 3) Private Limited	0.70	0.28
Celebi Delhi Cargo Terminal Management India Private Limited	2.60	0.91
Delhi Duty Free Services Private Limited	0.01	0.01
<u>Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)</u>		
GMR Warora Energy Limited	0.02	0.01
<u>Recovery of Collection Charges</u>		
<u>Enterprises in respect of which the Company is a joint venture</u>		
Airports Authority of India	2.21	3.11
<u>Recovery of Security Charges</u>		
<u>Holding Company</u>		
GMR Airports Limited	0.06	-



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

Transactions During the period	December 31, 2018	December 31, 2017
Directors' sitting fees		
Key management personnel		
Mr.R.S.S.L.N. Bhaskarudu	0.03	0.04
Ms. Siva Kameswari Vissa	0.03	0.03
Mr. N.C. Sarabeswaran	0.03	0.03
Mr. G. Subba Rao	0.02	0.02
Mr. G.B.S. Raju	-	0.01
Mr. S. Suresh	0.00	0.01
Mr. M. Ramachandran	0.03	0.03
Recovery of Collection Charges		
Enterprises in respect of which the company is a joint venture		
Airports Authority of India		
Expenses incurred by Company on behalf of related parties		
Intermediate Holding company		
GMR Infrastructure Limited	-	0.01
Holding company		
GMR Airports Limited	4.57	3.08
Enterprises in respect of which the Company is a joint venture		
Airports Authority of India		
Joint Ventures		
Delhi Aviation Services Private Limited	0.48	0.46
GMR Bajoli Holi Hydropower Private Limited	0.01	0.01
WAISL Limited	1.03	-
Associate Companies		
Celebi Delhi Cargo Terminal Management India Private Limited	0.44	0.44
TTM Delhi Airport Advertising Private Limited	0.49	0.46
Delhi Airport Parking Services Private Limited	0.63	0.41
Travel Food Services (Delhi Terminal 3) Private Limited	0.34	0.32
Delhi Duty Free Services Private Limited	0.29	0.24
Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)		
GMR Airport Developers Limited	0.03	0.01
GMR Tuni Anapalli Expressways Limited	0.01	0.01
GMR Aviation Private Limited	0.01	-
GMR Warora Energy Limited	0.01	-
GMR Pochanpalli Expressways Limited	0.02	0.03
GMR Consulting Services Limited	0.01	0.01
Raxa Security Services Limited	-	0.30
Kakinada SEZ Limited	-	0.08
GMR Energy Trading Limited	0.01	0.01
Expenses incurred by related parties on behalf of Company		
Intermediate Holding company		
GMR Infrastructure Limited	0.36	0.02
Holding company		
GMR Airports Limited	0.21	0.13
Associate Companies		
Travel Food Services (Delhi Terminal 3) Private Limited	0.09	0.07
GMR Megawide Cebu Airport Corporation		
GMR Sports Private Limited		
Fellow subsidiaries (including subsidiary companies of the ultimate/ Intermediate holding company)		
GMR Energy Trading Limited		
GMR Hyderabad International Airport Limited	0.27	-
GMR Airport Developers Limited	0.62	-
GMR Tuni Anapalli Expressways Limited	0.18	-
Kakinada SEZ Limited	0.07	-
GMR Hospitality & Retail Limited	0.02	-



Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)
CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the nine months period ended December 31, 2018

(All amounts in Rupees crore, except otherwise stated)

7 (d) Interest in significant investment in subsidiary, joint ventures and associates:

Name	Relationship	Ownership interest	Date of incorporation/ investments	Country of incorporation
Delhi Aerotropolis Private Limited	Subsidiary	100.00%	22-May-07	India
Celebi Delhi Cargo Terminal Management India Private Limited	Associate	26.00%	18-Jun-09	India
Delhi Duty Free Services Private Limited	Associate	49.90%	7-Jul-09	India
Delhi Airport Parking Services Private Limited	Associate	49.90%	11-Feb-10	India
Travel Food Services (Delhi Terminal 3) Private Limited	Associate	40.00%	4-Dec-09	India
TIM Delhi Airport Advertising Private Limited	Associate	49.90%	1-Jun-10	India
GMR Bajoli Holi Hydropower Private Limited [refer note 6(VI)(b)(vii)]	Joint Venture	20.86%	11-Sep-17	India
Delhi Aviation Fuel Facility Private Limited	Joint Venture	26.00%	11-Aug-09	India
Delhi Aviation Services Private Limited	Joint Venture	50.00%	28-Jun-07	India
WAISL Limited (formerly known as Wipro Airport IT Services Limited)	Joint Venture	26.00%	22-Oct-09	India

Terms and Condition of transaction with related parties:

Outstanding balances at the reporting date are secured/ unsecured and settlement occurs in cash. For the period ended December 31, 2018, the Company has not recorded any impairment of receivables relating to amounts owed by related parties (March 31, 2018: Nil). This assessment is undertaken 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 6(VI) above, forming part of these 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 7(c) above. There are no other transactions with Key management personnel.

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Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)**CIN. U63033DL2006PLC146936****Notes to the Standalone Unaudited Condensed Interim Financial Statements for the nine months period ended December 31, 2018****(All amounts in Rupees crore, except otherwise stated)****8. 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 Financial Statements is reasonable approximation of fair values. Such investments and those financial instruments carried at fair value are disclosed below:

Particulars	Carrying value		Fair value	
	As at December 31, 2018	As at March 31, 2018	As at December 31, 2018	As at March 31, 2018
Financial assets				
Investment in mutual fund	1469.21	2,206.19	1469.21	2,206.19
Cash flow hedges-Call spread option	199.05	0.97	199.05	0.97
Total	1668.26	2,207.16	1668.26	2,207.16

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. As at December 31, 2018, the marked-to-market value of derivative asset positions is net of a credit valuation adjustment attributable to derivative counterparty default risk.

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9. Fair 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 December 31, 2018:

	Fair value measurement using				
	Date of valuation	Total	Quoted 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	December 31, 2018	1,469.21	1,469.21	-	-
Cash flow hedges- Call spread option	December 31, 2018	199.05	-	199.05	-
Total		1,668.26	1,469.21	199.05	-

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, 2018:

	Fair value measurement using				
	Date of valuation	Total	Quoted 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, 2018	2,206.19	2,206.19	-	-
Cash flow hedges- Call spread option	March 31, 2018	0.97	-	0.97	-
Total		2,207.16	2,206.19	0.97	-

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

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10. 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 and repayment of future premium.

Particulars	December 31, 2018		March 31, 2018	
	Assets	Liabilities	Assets	Liabilities
Fair value of foreign currency call spread options designated as hedging instruments	199.05	-	0.97	-

As at December 31, 2018, the USD spot rate is above the USD call option strike price for all call spread options of USD 811.35 million. Accordingly, an amount of Rs. 259.64 crore has been released from Cash flow hedge reserve to Statement of Profit and Loss to neutralize the impact of Foreign exchange loss included in Statement of Profit and Loss.

As at March 31, 2018, for call spread options of USD 602.60 million, the USD spot rate is below the USD call option strike price and hence not covered in hedge relationship in respect of hedge instruments. However, prospective testing is done and concluded to be effective. As a result, no hedge ineffectiveness arise requiring recognition through profit or loss.

For call spread options of USD 208.75 million, taken during the FY 2017-18, the USD spot rate is above the USD call option strike price. Accordingly, an amount of Rs. 33.82 crore had been released from Cash flow hedge reserve to Statement of Profit and Loss to neutralize the impact of Foreign exchange loss included in Statement of Profit and Loss.

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11. Other Disclosures

- a) **AERA DF Order No. 28/2011-12, 30/2012-13 and AERA tariff order No. 03/2012-13 on determination of Aeronautical Tariff; issued on November 14, 2011, December 28, 2012 and April 24, 2012 respectively**

- (i) The Company had accrued Development Fee (DF) amounting to Rs. 350 crore during the year 2012-13, earmarked for construction of Air Traffic Control (ATC) tower; currently work is under progress as at December 31, 2018. DF amounting to Rs. 350 crore (March 31, 2018: Rs. 350 crore) has been adjusted against the expenditure on construction of ATC tower incurred till December 31, 2018.

The total expenditure incurred on construction of ATC tower is Rs. 398.69 crore till December 31, 2018 (March 31, 2018: Rs. 398.62 crore) which exceeds the earmarked DF of Rs. 350 crore, as the construction got delayed due to security reasons and additional requirements from time to time.

As per the approval in DIAL Board Meeting held on May 11, 2017, the Company had written a letter to AAI for reimbursement of additional expense. However, AAI vide its letter dated November 29, 2018 has mentioned that there was no approval of additional cost incurred by DIAL on ATC and therefore the additional cost would not be met out of DF. Accordingly, during the quarter, the Company has capitalized the ATC tower at net cost of Rs. 48.69 crore after adjusting DF of Rs. 350 crore in its financial statements.

- (ii) The Airport Economic Regulatory Authority of India (AERA) had passed an order vide Order No 30/2012-13 dated December 28, 2012 in respect of levy of Development fee at Delhi Airport. As per the said order, the rate of Airport Development Fee (ADF) has been reduced from Rs. 200 to Rs. 100 and from Rs. 1,300 to Rs. 600 per embarking domestic and international passenger respectively. Further, as per the said order, such revised rates have come into force with effect from January 1, 2013 and estimated DF collection period has been extended up to April 2016. Further, AERA has issued order No.47/2015-16 dated January 25, 2016, restricting cut-off date for collection of ADF upto April 30, 2016. As per the order, AERA has granted AAI, six months' time after cut-off date i.e. April 30, 2016 to reconcile and close the account, and to arrive at the over recovery / under recovery of ADF. However, the same has not yet been finalized. This over / under recovery will be accounted for on final reconciliation of ADF pending with AAI. However, DIAL has collected the DF receivable in full and settled the DF loan on May 28, 2016.

- b) The Company has a receivable of Rs. 131.99 crore as at December 31, 2018 (March 31, 2018: Rs. 262.36 crore) (including unbilled revenue) from Air India Limited and its subsidiaries namely Indian Airlines Limited, Airline Allied Services Limited and Air India Express Limited collectively referred as 'Air India'. In view of payment and continuous reduction in the overdue quarter on quarter backed by continuing "Airport Enhancement and Financing Service Agreement" with International Air Transport Association ('IATA') for recovery of dues from Air India and considering the fact that Air India being a government enterprise/undertaking, the Company considers its dues from Air India as good and fully recoverable.
- c) These Financial Statements of the Company do not include Accounts for Passenger Service Fee - Security Component [PSF- (SC)] as the same are maintained separately in the fiduciary capacity by the Company on behalf of Government of India and are governed by Standard Operating Procedure issued vide letter number AV/13024/047/2003-SS/AD dated January 19, 2009 issued by Ministry of Civil Aviation, Government of India.



- d) The Company has received Advance Development Costs (ADC) of Rs. 680.14 crore, including Rs. 6.93 crore related to Phase II development (March 31, 2018: Rs. 660.06 crore, including Rs. 6.93 crore related to Phase II development) from various Developers at Commercial Property District 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, 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. As at December 31, 2018, the Company has incurred development expenditure of Rs. 546.39 crore (March 31, 2018: Rs. 519.19 crore), which has been adjusted against the aforesaid ADC. Further, in case of Silver Resort Hotel India Private Limited, the Company has transferred Rs. 32.61 crore as unspent ADC in its proportion refundable to Silver Resort Hotel India Private Limited to 'Advances from customer', basis the arbitration order [refer note 7 (l) below]. Remaining ADC of amount Rs. 101.14 crore including Rs. 6.93 crore related to Phase II development (March 31, 2018: Rs. 140.87 crore, including Rs. 6.93 crore related to Phase II development) is disclosed under other liabilities.
- e) 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 December 31, 2018, the Company has accounted for Rs. 137.47 crore (March 31, 2018: Rs. 116.62 crore) towards such Marketing Fund and has incurred expenditure amounting to Rs. 79.04 crore (March 31, 2018: Rs. 65.11 crore) (net of income on temporary investments) till December 31, 2018 from the amount so collected. The balance amount of Rs. 58.43 crore pending utilization as at December 31, 2018 (March 31, 2018: Rs. 51.51 crore) 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.
- f) 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 Financial Statements do not represent receipts from business operations, from any external sources and therefore, these incomes/credits should not be 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 the Ind AS Financial Statements after adjusting such incomes/credits. Detail of such incomes / credits is as under:

Description	Incomes forming part of	For the Nine months period ended December 31, 2018	For the Nine months period ended December 31, 2017
Construction income from Commercial property developers	Other operating income	27.20	31.73
Discounting on fair valuation of deposits taken from commercial property developers	Other operating income	44.59	20.69
Discounting on fair valuation of deposits taken from concessionaires	Sale of services – Non Aeronautical	43.50	39.54
Discounting on fair valuation of deposits given	Other income	0.24	0.30
Unrealized Foreign Exchange difference on borrowings	Other income	-	62.70

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



- g) The Company made an internal assessment on computation of Annual Fee payable to AAI and is of the view that the Annual Fee has been paid to AAI on Gross Receipts credited to the statement of profit and loss (with certain exclusions) instead of on the "Revenue" as defined under OMDA. The legal opinion obtained in this regard made it clear that there were excess payments of Annual Fee by DIAL by mistake from time to time to AAI. Accordingly, as per the decision taken by the Board of Directors of the Company a claim for return of excess Annual Fee paid to the AAI was raised on 26.12.2016. AAI has not agreed to the claim and insisted DIAL to continue to pay Annual Fee on the same basis, which DIAL is paying under protest. Accordingly, the dispute arose under OMDA but same could not be resolved amicably leading to the initiation of arbitration proceedings, which have commenced from December, 2018. DIAL has submitted its statement of claim.
- h) 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.

Pursuant to above, during the previous year ended March 31, 2018, the Company had received SEIS scrips of Rs. 31.19 crore for financial year 2015-16, having validity till September 30, 2019. During the quarter ended December 31, 2018, the Company has also received SEIS scrips of Rs. 55.82 Crore for financial year 2016-17, having validity till October 21, 2020.

The Company has so far utilized Rs. 2.39 crore (March 31, 2018: Rs. 0.44 crore) out of these scrips and considering the major expansion plans at the IGI airport, the Company is evaluating various options for utilization of these Scrips. The Company has accounted the amount utilized and remaining scrips of Rs. 84.62 crore (March 31, 2018: Rs. 30.75 crore) at fair value of Rs. 82.97 crore (March 31, 2018: Rs. 29.83 crore) (98% of face value of the scrips) and accounted any change in fair value as "Other Incomes" in these financial statements.

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. The company is of the view that as per the latest Arbitral Order dated December 27, 2018 in case of SFIS Scrip, the Income from SEIS Scrips 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 financial statements.

- i) The Comptroller and Auditor General of India (CAG) had conducted the performance audit of PPP (Public Private Partnership) project of AAI at Delhi Airport for the period 2006 to 2012. CAG has presented its report before Rajya Sabha on August 17, 2012 wherein they have made certain observations on the Company. The Public Accounts Committee (PAC), constituted by the Parliament of India, has examined the CAG report and submitted its observations and recommendations to Loksabha vide its Ninety fourth report in February 2014.

The Management of the Company is of the view that the observations in the CAG report and the PAC report do not have any financial impact on the Company.

- j) 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 Financial Statements relate to the Company's single business segment.
- k) A survey under section 133A of the Income Tax Act, 1961 was carried out at the premises of the Company by the Income Tax authorities on June 22 -23, 2016. The Income Tax department has sought information vide its letter dated July 18, 2016. The management has provided all the information as asked by the department. The management of the Company believes that it has complied with all the applicable provisions of the Income Tax Act, 1961 and does not expect any additional tax liability on account of survey operations.



- I) The Company had entered into 'Development Agreement' and the 'Infrastructure Development and Service Agreement' with Silver Resort Hotel India Private Limited (hereinafter referred as 'Developer') on February 26, 2010 for development and operation of commercial property area located in Aerocity for a period of 30 years; further extendable to another 30 years. As per term of agreements, Developer was required to pay the License fee and other charges to the Company on annual basis. On July 16, 2015, the Company has issued termination notice on account of failure by the Developer to pay the License Fees and other charges, required to be paid under the agreements executed between the Company and the Developer. Consequently, the Developer has invoked the arbitration process as per Infrastructure Development and Service Agreement.

The Arbitral Award was passed by the Hon'ble Arbitral Tribunal which was received by the Company on September 08, 2017. The favorable award passed in majority by Tribunal granting Rs.115.89 crore award to DIAL and directing it to settle the award against security deposits of Rs. 192.88 crore lying with the Company and pay the balance Rs. 76.99 crore to the Developer. However, one of the arbitrators has passed the dissenting order granting award in favor of Developer amounting to Rs. 416.86 crore. Dissenting award granted by one of the arbitrators is not enforceable / binding on the parties, being the minority order / dissenting opinion.

Accordingly, DIAL has deposited payment of Rs.76.13 crore (net of recovery of arbitration cost of Rs.0.86 crore) in the Hon'ble High Court of Delhi as per arbitration award.

Further, Silver resort has filed an appeal against the arbitration award before the Hon'ble High court. The matter was heard for arguments on April 26, 2018 and the judgment was pronounced on May 8, 2018 in favour of DIAL.

Pursuant to the above order, the Developer has preferred an appeal before Double Bench of Delhi High Court which was heard on July 4, 2018 and the matter is now restricted only to the question of non- payment of interest on the security deposit by DIAL to Developer; the next hearing is scheduled on February 8, 2019. Accordingly, the Company has appropriated and accounted for the remaining amount of deposit i.e. Rs. 116.75 crore, as per the arbitration award.

However, the Developer has filed an application for revision of order dated July 4, 2018 seeking refund of licenses fees for the remaining part of financial year from the date of termination of agreement, the application was heard on October 8, 2018 by Hon'ble Delhi High Court and was dismissed. As a matter of caution, the Company has filed a Caveat before Hon'ble Supreme Court in case Developer challenges the order dated October 8, 2018.

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Delhi International Airport Limited (formerly known as Delhi International Airport Private Limited)
CIN. U63033DL2006PLC146936

Notes to the Standalone Unaudited Condensed Interim Financial Statements for the nine months period ended December 31, 2018

(All amounts in Rupees crore, except otherwise stated)

- m) Certain amounts (currency value or percentages) shown in the various tables and paragraphs included in these Financial Statements have been rounded off or truncated as deemed appropriate by the management of the Company.

For S.R. Batliboi & Associates LLP
ICAI Firm Reg. No.: 101049W/E300004
Chartered Accountants

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

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

Per Yogesh Midha
Partner
Membership No. 094941
Place: New Delhi
Date: January 30, 2019

Per Hitesh Kumar P
Partner
Membership No. 233734
Place : New Delhi
Date: January 30, 2019

G.B.S. Raju
Managing Director
DIN-00061686

K. Narayana Rao
Whole Time Director
DIN-00016262

Videh Kumar Jaipuria
Chief Executive Officer

G Radha Krishna Babu
Chief Financial Officer

Saurabh Jain
Company Secretary
Place : New Delhi
Date: January 30, 2019

