



GMR AIRPORTS INFRASTRUCTURE LIMITED
(Formerly GMR Infrastructure Limited)

August 13, 2024

BSE Limited,
Phiroze Jeejeebhoy Towers,
Dalal Street,
Mumbai 400001.

Equity Scrip: 532754

**Debt Scrip: 975210, 975256,
975366**

National Stock Exchange of India Ltd.
Exchange Plaza,
Plot no. C/1, G Block,
Bandra-Kurla Complex
Bandra (E)
Mumbai - 400051.

Symbol: GMRINFRA

Sub: Outcome of Board Meeting-August 13, 2024

Ref: Intimation under Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015 ("Listing Regulations")

Pursuant to Regulation 30, 33, 52 read with Schedule III and any other applicable regulations of SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015, we wish to inform that the Board of Directors of the Company at its meeting held on August 13, 2024, has inter-alia approved the followings items:

- i. Un-audited Financial Results (Standalone and Consolidated), for the quarter ended June 30, 2024.
- ii. Enabling Resolution for raising of funds up to ₹5,000 /- Crore in one or more tranche(s), through issue of securities including a Qualified Institutions Placement and/or Foreign Currency Convertible Bonds and/or any other securities and recommending the same to shareholders of the Company for approval, subject to other regulatory and/or statutory approvals, as applicable.

In this regard, please find attached the Un-Audited Financial Results (Standalone and Consolidated) for the quarter ended June 30, 2024 accompanied with the Limited Review Report thereon.

The Board Meeting commenced at 06.00 P.M. and concluded at 09:15 P.M.

Please take the same on the record.

For GMR Airports Infrastructure Limited
(For GMR Infrastructure Limited)


T. Venkat Ramana
**Company Secretary &
Compliance Officer**

Encl: As above



Independent Auditor's Review Report on Standalone Unaudited Quarterly Financial Results of GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited) pursuant to the Regulation 33 and Regulation 52 read with Regulation 63 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 (as amended)

To the Board of Directors of GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited)

1. We have reviewed the accompanying statement of standalone unaudited financial results ('the Statement') of GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited) ('the Company') for the quarter ended 30 June 2024, being submitted by the Company pursuant to the requirements of Regulation 33 and Regulation 52 read with Regulation 63 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 (as amended) ('Listing Regulations').
2. The Statement, which is the responsibility of the Company's management and approved by the Company's Board of Directors, has been prepared in accordance with the recognition and measurement principles laid down in Indian Accounting Standard 34, Interim Financial Reporting ('Ind AS 34'), prescribed under section 133 of the Companies Act, 2013 ('the Act'), and other accounting principles generally accepted in India and is in compliance with the presentation and disclosure requirements of Regulation 33 and Regulation 52 read with Regulation 63 of the Listing Regulations. Our responsibility is to express a conclusion on the Statement based on our review.
3. We conducted our review of the Statement in accordance with the Standard on Review Engagements (SRE) 2410, Review of Interim Financial Information Performed by the Independent Auditor of the Entity, issued by the Institute of Chartered Accountants of India. A review of interim financial information consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with the Standards on Auditing specified under section 143(10) of the Act, and consequently, does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.
4. Based on our review conducted as above, nothing has come to our attention that causes us to believe that the accompanying Statement, prepared in accordance with the recognition and measurement principles laid down in Ind AS 34, prescribed under section 133 of the Act, and other accounting principles generally accepted in India, has not disclosed the information required to be disclosed in accordance with the requirements of Regulation 33 and Regulation 52 read with Regulation 63 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 (as amended), including the manner in which it is to be disclosed, or that it contains any material misstatement.



Walker Chandiok & Co LLP

5. We draw attention to note 2 of the accompanying Statement relating to the impact of uncertainties relating to the Monthly annual fees claims and other tariff related matters pertaining to Delhi International Airport Limited (DIAL) and tariff related matters pertaining to GMR Hyderabad International Airport Limited (GHIAL) on the carrying value of investments in DIAL and GHIAL respectively. Our conclusion is not modified in respect of this matter.
6. We draw attention to note 5(b) to the accompanying Statement which describes the impact of amalgamation and arrangement amongst GMR Airports Limited (GAL), GMR Infra Developers Limited (GIDL) and the Company, pursuant to the scheme of amalgamation (the 'Scheme') approved by National Company Law Tribunal (NCLT) vide its order dated 11 June 2024 as further described in the aforesaid note. In accordance with the Scheme referred to in aforesaid note, the Company has given effect to the Scheme in accordance with Appendix C of Ind AS 103, Business Combinations of Entities under Common Control, and restated the financial statements for the year ended 31 March 2024 which have been readopted by the Board at their meeting held on 13 August 2024. Consequently, the comparative financial information included in the Statement for the quarters ended 30 June 2023 and 31 March 2024 have also been restated to include the financial information of GAL and GIDL for such periods. Our conclusion is not modified in respect of this matter.

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


Anamitra Das
Partner
Membership No. 062191



UDIN: 24062191BKDGCO7116

Place: New Delhi
Date: 13 August 2024

GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited)

Corporate Identity Number (CIN): L45203HR1996PLC113564

Registered Office: Unit No. 12, 18th Floor, Tower A, Building No. 5

DLF Cyber City, DLF Phase- III, Gurugram- 122002, Haryana, India

Phone: +91 124 6637750 Fax: +91 124 6637778

Email: gil cosecy@gmrgroup.in Website: www.gmrinfra.com

Statement of standalone financial results for the quarter ended June 30, 2024

(Rs. in crore)

Particulars	Quarter ended			Year ended
	June 30, 2024	March 31, 2024	June 30, 2023	March 31, 2024
	Unaudited	(Refer note 10)	Unaudited	Audited
1 Income				
(a) Revenue from operations	202.34	297.11	150.46	822.17
(b) Other income	0.25	9.19	0.61	14.87
Total income	202.59	306.30	151.07	837.04
2 Expenses				
(a) Revenue share paid/ payable to concessionaire grantors	45.88	44.32	4.75	94.09
(b) Cost of improvement to concession assets	-	49.93	-	49.93
(c) Purchases of stock in trade	0.82	1.31	-	4.86
(d) Changes in inventories of stock in trade	(0.51)	(0.47)	-	(2.40)
(e) Sub-contracting expenses	33.76	45.67	18.11	104.25
(f) Employee benefits expense	13.48	18.79	18.94	82.38
(g) Other expenses	20.28	39.44	27.56	141.85
Total expenses	113.71	198.99	69.36	474.96
3 Earnings before finance cost, tax, depreciation and amortisation expenses (EBITDA) and exceptional items (1 - 2)	88.88	107.31	81.71	362.08
4 Finance costs (refer note 4)	227.85	250.86	182.63	881.84
5 Depreciation and amortisation expense	4.22	4.16	2.02	12.75
6 Loss before exceptional items and tax (3 - 4 -5)	(143.19)	(147.71)	(102.94)	(532.51)
7 Exceptional items loss (net) (refer note 3)	-	(1.87)	-	(4.80)
8 Loss before tax (6 + 7)	(143.19)	(149.58)	(102.94)	(537.31)
9 Tax expense	2.47	0.42	1.79	4.56
10 Loss after tax (8 - 9)	(145.66)	(150.00)	(104.73)	(541.87)
11 Other comprehensive income (net of tax)				
Items that will not be reclassified to profit or loss				
-Re-measurement (loss)/ gain on defined benefit plans	(0.09)	0.14	(0.10)	0.06
-Changes in fair value of equity investments at fair value through other comprehensive income ('FVTOCI')	-	19,842.86	(0.00)	19,842.86
Total other comprehensive income for the respective period/ year	(0.09)	19,843.00	(0.10)	19,842.92
12 Total comprehensive income for the respective period/ year (10 + 11)	(145.75)	19,693.00	(104.83)	19,301.05
13 Paid-up equity share capital (Face value - Rs. 1 per share)	603.59	603.59	603.59	603.59
14 Other equity (excluding equity share capital and including equity share capital pending issuance)				53,034.78
15 Earnings per share* - (Rs.) (not annualised)				
Basic	(0.15)	(0.16)	(0.11)	(0.57)
Diluted	(0.15)	(0.16)	(0.11)	(0.57)

* Refer note 6(b)



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GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited)
Corporate Identity Number (CIN): L45203HR1996PLC113564

Disclosure as per regulation 52(4) of SEBI (Listing Obligation and Disclosure Requirements) Regulation, 2015

Particulars	Quarter ended			Year ended
	June 30, 2024	March 31, 2024	June 30, 2023	March 31, 2024
	Unaudited	(Refer note 10)	Unaudited	Audited
Ratio (refer note 8)				
Networth (Rs. in crore)	53,492.83	53,638.37	34,234.94	53,638.37
Debt Equity Ratio (no. of times)	0.15	0.15	0.18	0.15
Debt Service Coverage Ratio (no. of times)	0.37	0.03	0.04	0.06
Interest Service Coverage Ratio (no. of times)	0.38	0.43	0.44	0.41
Current Ratio (no. of times)	0.95	1.30	0.49	1.30
Long term debt to Working Capital (no. of times)	(282.70)	47.42	(3.08)	47.42
Current liability ratio (no. of times)	0.02	0.02	0.16	0.02
Total Debt to Total Assets (no. of times)	0.10	0.10	0.12	0.10
Trade Receivable turnover ratio (no. of times) (Annualised)	4.37	7.59	4.95	5.25
Net profit margin (%)	(71.99)%	(50.49)%	(69.61)%	(65.91)%
Operating margin (%)	43.93%	36.12%	54.31%	44.04%
Inventory turnover ratio (no. of times) (Annualised)	0.47	1.40	NA	1.02
Debenture redemption reserve (Rs. in crore)	NA	NA	NA	NA
Outstanding redeemable preference shares (Rs. in crore)	NA	NA	NA	NA
Bad debts to account receivable (no. of times)	NA	NA	NA	NA



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(14/05/24)

GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited)

Notes to the standalone financial results for the quarter ended June 30, 2024

1. Investors can view the standalone financial results of GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited) ('the Company' or 'GIL') on the Company's website www.gmrinfra.com or on the websites of BSE (www.bseindia.com) or NSE (www.nseindia.com). The Company predominantly holds investment in the Airport Business. To reflect the characteristic of being an airport holding company, the shareholders of the Company had vide special resolution passed on August 27, 2022 approved the proposal for change of name of the Company. The name of the Company was changed from GMR Infrastructure Limited to GMR Airports Infrastructure Limited with effect from September 15, 2022, after receipt of fresh certificate of incorporation from RoC, Mumbai.
2. The carrying value of investments in equity shares of Delhi International Airport Limited ('DIAL') and GMR Hyderabad International Airport Limited ('GHIAL') (both subsidiaries of the company) which are carried at fair value includes the impact of favorable outcomes of the ongoing litigations and claims. Litigations and claims in respect of DIAL pertain to Monthly Annual Fees and tariff related matters while the litigation and claim in respect of GHIAL pertains to tariff related matters, details of which are described below:

- i) Ongoing arbitration between DIAL and Airports Authority of India ('AAI') in relation to the payment of Monthly Annual fees ('MAF') for the period till the operations of DIAL reaches pre COVID 19 levels. Basis an independent legal opinion obtained by the management of DIAL, DIAL is entitled to be excused from making payment of MAF under article 11.1.2 of Operation, Management and Development Agreement ('OMDA') to AAI on account of occurrence of Force Majeure Event under Article 16.1 of OMDA, till such time DIAL achieves level of activity prevailing before occurrence of force majeure. Further, the management of DIAL had entered into a settlement agreement with AAI on April 25, 2022, which will govern interim workable arrangement between parties for the payment of MAF. Accordingly, DIAL had started payment of MAF with effect from April 01, 2022, onwards.

On January 06, 2024, the Arbitration Tribunal unanimously pronounced the arbitral award largely in favour of DIAL. As per the award, DIAL has been excused from making payment of Annual Fee to AAI from March 19, 2020 till February 28, 2022. During the quarter ended June 30, 2024, AAI has filed a petition with Hon'ble High Court of Delhi. On May 06, 2024, DIAL has paid the MAF for the month of March 2022 along with interest and AAI has also pre-deposited Rs. 471.04 crore with Hon'ble High Court of Delhi on May 15, 2024. The matter was part heard on May 22, 2024 and is listed for final arguments on September 06, 2024.

- ii) In case of DIAL, AERA has issued tariff order no 57/2020-21 for third control period ("CP3") starting from April 01, 2019 to March 31, 2024 on December 30, 2020 allowing DIAL to continue with Base Airport Charges ("BAC") +10% tariff for the balance period of third control



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GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited)

Notes to the standalone financial results for the quarter ended June 30, 2024

period. DIAL had filed an appeal against some of AERA's decision in third control period order on January 29, 2021 with Telecom Disputes Settlement Appellate Tribunal ("TDSAT"). As per the AERA Order no. 40/2023-24 dated March 15, 2024, the existing tariff as applicable as on March 31, 2024, is extended on interim basis for a further period of six months or till the determination of regular tariffs for the fourth Control Period ("CP4") starting from April 1, 2024 to March 31, 2029.

DIAL had also filed appeal against the second control period ("CP2") before the TDSAT. TDSAT at the request of AERA and concurred by DIAL had agreed and tagged CP2 appeal with CP3 appeal. The arguments are concluded in matter and DIAL had made written submissions on May 23, 2023. The final order was pronounced on July 21, 2023. TDSAT in its order has allowed certain claims of DIAL and disallowed certain others.

AERA has filed an appeal before the Hon'ble Supreme Court on October 19, 2023 against the judgement dated July 21, 2023 passed by TDSAT. The matter was last heard on March 11, 2024 and is listed for arguments on August 14, 2024.

The management has also obtained legal opinion according to which DIAL's contention as above is appropriate as per terms of Concession agreement and AERA Act, 2008.

- iii) GHIAL had filed an appeal, challenging the disallowance of pre-control period losses and foreign exchange loss on external commercial borrowings, classification of revenues from ground handling, cargo and fuel farm as aeronautical revenues and other issues for determination of aeronautical tariff for the First Control Period ("FCP") commencing from April 01, 2011 to March 31, 2016 by Airport Economic Regulatory Authority ('AERA'). Similar appeals are filed with TDSAT for the Second Control period commencing from April 01, 2016 to March 31, 2021 and third control period October 01, 2021 for the TCP commencing from April 01, 2021 to March 31, 2026.

During the previous year ended March 31, 2024, TDSAT has pronounced the Judgement and has adjudicated various issues raised by GHIAL including directing AERA to true up the pre-control period losses, to treat CGF as non-aeronautical revenue etc., in favour of GHIAL. However, TDSAT ruled in favor of AERA on certain other issues. GHIAL has filed caveat petition with the Hon'ble Supreme Court to avoid any ex-parte orders in case AERA files an appeal against the TDSAT order.

The management has also obtained legal opinion according to which GHIAL's contention as above is appropriate as per terms of Concession agreement and AERA Act, 2008.

3. Exceptional items primarily comprise of gain/ (loss) on loans carried at amortised cost.



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Notes to the standalone financial results for the quarter ended June 30, 2024

4. Finance cost includes foreign exchange fluctuation gain/ (loss) of Rs. 16.38 crore, Rs.18.53 crore, Rs. 17.89 crore and (Rs. 5.47) crore for the quarter ended June 30, 2024, for the quarter ended March 31, 2024, for the quarter ended June 30, 2023 and for the year ended March 31, 2024 respectively in relation to foreign currency convertible bonds issued to Aeroports De Paris.
5. a) The Board of Directors of the Company vide their meeting dated March 17, 2023 had approved the settlement regarding Bonus CCPS B, C and D between the Company, GMR Airports Limited (GAL) and Shareholders of GAL wherein cash earnouts to be received by Company were agreed to be settled at Rs 550.00 crore, to be paid in milestone linked tranches and conversion of these Bonus CCPS B, C and D will take as per the terms of settlement agreement. Further, the Company, GAL and Shareholders of GAL had also agreed on the settlement regarding Bonus CCPS A whereby GAL will issue such number of additional equity share to the Company and GMR Infra Developers Limited ('GIDL') (wholly owned subsidiary of the Company) which will result in increase of shareholding of Company (along with its subsidiary) from current 51% to 55% in GAL. The settlement was subject to certain conditions specified in the settlement agreements. As part of the settlement agreement, the Company has received 4 tranches of Rs. 400.00 crore towards the sale of these CCPS till March 31, 2024.

During the quarter ended June 30, 2024, on completion of conditions precedent, the Company has received last tranche of Rs. 150.00 crore towards the sale of these CCPS. On July 17, 2024, the board of directors of GAL has approved the conversion of CCPS A, B, C and D into equity shares of GAL.

b) During the quarter ended June 30, 2024, the composite scheme of amalgamation and arrangement for merger among GMR Airports Limited (GAL), GMR Infra Developers Limited (GIDL) and the Company ("Scheme") has been approved by the Hon'ble National Company Law Tribunal, Chandigarh bench ("the Tribunal") vide its order dated June 11, 2024 (certified copy of the order received on July 02, 2024). The said Tribunal order was filed with the Registrar of Companies by GAL, GIDL and the Company on July 25, 2024 thereby the Scheme becoming effective on that date.

Accordingly, the Company has readopted the financial statements for the year ended March 31, 2024 duly approved by the Board at their meeting on August 13, 2024 giving effect to the Scheme in accordance with Appendix C of Ind AS 103, Business Combination from the earliest period presented consequent upon receipt of approval to the Scheme from the Tribunal. The difference between the net identifiable assets acquired and consideration paid on merger has been accounted for as amalgamation adjustment reserve in the financial statements for the year ended March 31, 2024. Pursuant to the Scheme of amalgamation, 3,41,06,14,011 equity shares and 65,111,022 Optionally Convertible Redeemable Preference Shares (OCRPS) of the Company to be issued to the minority shareholders of GAL, were presented under equity share capital pending issuance and



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GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited)

Notes to the standalone financial results for the quarter ended June 30, 2024

OCRPS pending issuance of such shares for the year ended March 31, 2024 and comparative periods. As part of the Scheme, the equity shares held by the Company in GAL and GIDL stand cancelled.

Consequently, the financial results of quarters ended June 30, 2023 and March 31, 2024 and year ended March 31, 2024 have been restated to include the reviewed / audited financial information of GAL and GIDL which reflect total revenue of Rs. 112.24 crore, Rs. 267.91 crore and Rs. 671.48 crore, total net loss after tax of Rs. 112.07 crore, Rs. 167.83 crore and Rs. 520.35 crore and total comprehensive income of Rs. 108.48 crore, Rs. 23,087.93 crore and Rs. 24,312.11 crore respectively.

c) On December 10, 2015, the Company had originally issued and allotted the 7.5% Subordinated Foreign Currency Convertible Bonds (FCCBs) aggregating to US\$ 300 million due in FY 2075 to Kuwait Investment Authority (KIA) and interest is payable on annual basis.

Pursuant to the Demerger of the Company's non-Airport business into GMR Power and Urban Infra Limited (GPUIL) during January 2022, the FCCB liability was split between the Company and GPUIL. Accordingly, FCCBs aggregating to US\$25 million were retained and redenominated in the Company and FCCBs aggregating US\$ 275 million were allocated to GPUIL. As per applicable RBI Regulations and the terms of the Agreements entered between KIA and the Company, the Company had the right to convert the said FCCBs into equity shares at a pre-agreed SEBI mandated conversion price. Upon exercise of such conversion right, KIA would be entitled to 1,112,416,666 equity shares of the Company.

Subsequent to quarter ended June 30, 2024, the US\$ 25 million 7.5% Subordinated Foreign Currency Convertible Bonds (FCCBs), issued by the Company to KIA have been transferred by KIA to two eligible lenders i.e., Synergy Industrials Metals and Power Holdings Limited ("Synergy") (US\$ 14 million) and to GRAM Limited ("GRAM") (US\$ 11 million).

Accordingly, the 7.5% US\$ 25 million FCCBs have been converted dated July 10, 2024 into 111,24,16,666 no. of equity shares of Rs.1/- each, proportionately to the above mentioned two FCCB holders, as per the agreed terms and basis receipt of a conversion notice from the said FCCB holders. As the FCCB holders are equity investors, and as a part of the overall commercials between the parties, the outstanding interest on the FCCB's of Rs. 106.19 crore was also waived.

6. a) The Company has presented earnings/ (loss) before finance costs, taxes, depreciation, amortisation expense and exceptional items as EBITDA.
- b) For the purpose of calculation of earning per share, additionally equity share pending issuance 3,410,614,011 number of shares has been considered. Also refer note 5(b).



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GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited)**Notes to the standalone financial results for the quarter ended June 30, 2024**

7. The details of the Non-Convertible Bonds ('NCB') issued by erstwhile GAL as on June 30, 2024 are as under:

Particulars	Issued Amount (Rs. crore)	Outstanding amount (Rs. crore)	Date of original issue / Allotment	Date of original listing (BSE)	Date of repayment
Non - Convertible Bonds (Un-Secured) - Privately placed (Tranche 1)	1,950.00	1,950.00	November 22, 2023	November 23, 2023	November 22, 2026
Non- Convertible Bonds (Un-Secured) - Privately placed (Tranche 2)	800.00	800.00	December 19, 2023	December 21, 2023	November 23, 2026
Non - Convertible Bonds (Un-Secured) - Privately placed (Tranche 3)	2,250.00	2,250.00	February 02, 2024	February 05, 2024	November 24, 2026

During the year ended March 31, 2024, the erstwhile GAL had raised money by issue of unsecured, redeemable, listed non-convertible Bonds amounting to Rs. 5,000.00 crore in three tranches vide Board resolution dated October 25, 2023 and shareholder resolution dated November 02, 2023 for a tenure of 36 months. These NCBs have the first charge over moveable assets of the Company both present and future. Since the value of the security is less than 1x of outstanding NCBs (along with accrued interest) as on June 30, 2024, hence these NCBs are Unsecured in Nature.

8. Notes to additional disclosures as per regulation 52(4) of Securities and Exchange Board of India (Listing Obligation and Disclosures Requirements) Regulation, 2015 as amended:
- a) Net worth represents Paid-up equity share capital plus Other equity.
 - b) Debt equity ratio represents $\frac{\text{Total debt (Non-current borrowings + Current borrowings + Non-current lease liabilities + Current lease liabilities)}}{\text{Shareholder's equity (Equity share capital + Other equity)}}$.
 - c) Debt service coverage ratio represents $\frac{\text{Earnings available for debt servicing (Net profit after taxes + Non-cash operating expenses like depreciation and amortisations + finance costs)}}{\text{Debt service (finance costs + lease payments + principal repayments of borrowings)}}$.



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GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited)

Notes to the standalone financial results for the quarter ended June 30, 2024

- d) Interest service coverage ratio represents Earnings available for interest servicing. (Net profit after taxes + Non-cash operating expenses like depreciation and amortisations + finance costs) / finance costs.
 - e) Current ratio represent current assets / current liabilities.
 - f) Long term debt to working capital represents (non-current borrowings + non-current lease liabilities/ (Current assets less Current liabilities (including current maturities of non-current borrowings).
 - g) Current liability ratio represents Current liabilities (including current maturities of non-current borrowings) / Total liabilities.
 - h) Total debt to total assets represents Total debt (non-current borrowings including lease liabilities, current borrowings and current maturities of non-current borrowings)/Total assets.
 - i) Trade receivables turnover ratio represents Revenue from operations / average trade receivables (including unbilled receivables).
 - j) Net profit margin represents Profit/ (loss) after tax / Revenue from operations.
 - k) Operating margin represents EBITDA / Revenue from operations.
 - l) Inventory turnover ratio represents cost of goods sold (Cost of materials consumed+ Purchases of traded goods+ Changes in inventories of stock in trade) / Average Inventory
9. The unaudited standalone financial results of the Company for quarter ended June 30, 2024 have been reviewed by the Audit Committee and approved by the Board of Directors at their meeting on August 13, 2024.
10. The figures for the quarter ended March 31, 2024 are the balancing figures between restated audited figures in respect of full financial year and restated year to date figures up to third quarter of year ended March 31, 2024. Also refer note 5(b).



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GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited)

Notes to the standalone financial results for the quarter ended June 30, 2024

11. Previous quarter/ year's figures have been regrouped/ reclassified, wherever necessary to confirm the current period classification.

For GMR Airports Infrastructure Limited



Grandhi Kiran Kumar

Managing Director & CEO

DIN: 00061669

Place: New Delhi

Date: August 13, 2024



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Independent Auditor's Review Report on Consolidated Unaudited Quarterly Financial Results of GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited) pursuant to the Regulation 33 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 (as amended)

To the Board of Directors of GMR Airports Infrastructure Limited (formerly known as 'GMR Infrastructure Limited')

1. We have reviewed the accompanying statement of unaudited consolidated financial results ('the Statement') of GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited) ('the Holding Company') and its subsidiaries (the Holding Company and its subsidiaries together referred to as 'the Group'), its associates and joint ventures (refer Annexure 1 for the list of subsidiaries, associates and joint ventures included in the Statement) for the quarter ended 30 June 2024, being submitted by the Holding Company pursuant to the requirements of Regulation 33 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 (as amended) ('Listing Regulations').
2. This Statement, which is the responsibility of the Holding Company's management and approved by the Holding Company's Board of Directors, has been prepared in accordance with the recognition and measurement principles laid down in Indian Accounting Standard 34, Interim Financial Reporting ('Ind AS 34'), prescribed under section 133 of the Companies Act, 2013 ('the Act'), and other accounting principles generally accepted in India and is in compliance with the presentation and disclosure requirements of Regulation 33 of the Listing Regulations. Our responsibility is to express a conclusion on the Statement based on our review.
3. We conducted our review of the Statement in accordance with the Standard on Review Engagements (SRE) 2410, Review of Interim Financial Information Performed by the Independent Auditor of the Entity, issued by the Institute of Chartered Accountants of India. A review of interim financial information consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with the Standards on Auditing specified under section 143(10) of the Act, and consequently, does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

We also performed procedures in accordance with the SEBI Circular CIR/CFD/CMD1/44/2019 dated 29 March 2019 issued by the SEBI under Regulation 33 (8) of the Listing Regulations, to the extent applicable.

4. Based on our review conducted and procedures performed as stated in paragraph 3 above and upon consideration of the review reports of the other auditors referred to in paragraph 7 below, nothing has come to our attention that causes us to believe that the accompanying Statement, prepared in accordance with the recognition and measurement principles laid down in Ind AS 34, prescribed under section 133 of the Act, and other accounting principles generally accepted in India, has not disclosed the information required to be disclosed in accordance with the requirements of Regulation 33 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015 (as amended), including the manner in which it is to be disclosed, or that it contains any material misstatement.



5. We draw attention to:

- a. Note 4 (a) and 4 (b) to the accompanying Statement, which describes the uncertainty relating to the outcome of litigation pertaining to the costs related to procurement of security equipment, construction of residential quarters for Central Industrial Security Force deployed at the Rajiv Gandhi International Airport, Hyderabad and other costs which have been adjusted from the PSF (SC) Fund upto 31 March 2018. Our conclusion is not modified in respect of this matter.

The above matter has also been reported as an emphasis of matter in the review report dated 06 August 2024 issued by us along with other joint auditor on the standalone financial results for the quarter ended 30 June 2024 of GMR Hyderabad International Airport Limited, a subsidiary of the Holding Company.

- b. Note 2 to the accompanying Statement in relation to ongoing litigation between Delhi International Airport Limited ('DIAL') and Airport Authority of India (AAI) in respect of Monthly Annual Fee (MAF) for the period from 19 March 2020 to 28 February 2022 for which DIAL had sought to be excused from making payment to AAI as triggered from a force majeure event, which could have a significant impact on the accompanying Statement, if the potential exposure were to materialize. DIAL has received the award from the Tribunal on 06 January 2024, declaring that DIAL is excused from making payment of Annual Fee to AAI from 19 March 2020 till 28 February 2022, which has been challenged by AAI in the Hon'ble High Court of Delhi which has granted stay on the Arbitration award. The Management, based on an independent legal assessment of the Arbitration award, AAI Appeal and stay order of Hon'ble High Court, believes that DIAL has favorable case to claim relief for the aforementioned period. Our conclusion is not modified in respect of this matter.

The above matter in relation to MAF claims has also been reported as an emphasis of matter in the review report dated 13 August 2024 issued by us along with other Joint auditor on the standalone financial results for the quarter ended 30 June 2024 of DIAL, a subsidiary of the Holding Company.

6. We have jointly reviewed with another auditor, the interim financial results of 2 subsidiaries included in the Statement, whose financial information reflects (before adjustments for consolidation) total revenues (including other income) of Rs. 1,864.24 crore, total net loss after tax of Rs. 244.28 crore and total comprehensive loss of Rs. 211.57 crore for the quarter ended 30 June 2024, as considered in the Statement. For the purpose of our conclusion on the consolidated financial results, we have relied upon the work of such other auditor, to the extent of work performed by them.
7. We did not review the interim financial results of 15 subsidiaries included in the Statement, whose financial information reflect (before adjustments for consolidation) total revenues of Rs. 704.15 crore, total net profit after tax of Rs. 41.98 crore and total comprehensive income of Rs. 40.81 crore for the quarter ended 30 June 2024, as considered in the Statement. The Statement also includes the Group's share of net profit after tax of Rs. 10.07 Crore and total comprehensive income of Rs. 10.06 crore, for the quarter ended 30 June 2024, as considered in the Statement, in respect of 1 associate and 8 joint ventures (including 4 joint ventures consolidated for the quarter ended 31 March 2024, with a quarter lag), whose financial results have not been reviewed by us. These interim financial results have been reviewed by other auditors whose review reports have been furnished to us by the management, and our conclusion in so far as it relates to the amounts and disclosures included in respect of these subsidiaries /associates / joint ventures is based solely on the review reports of such other auditors and the procedures performed by us as stated in paragraph 3 above.

Further, of these subsidiaries/ associates/ joint ventures, 4 joint ventures are located outside India, whose interim financial results have been prepared in accordance with accounting principles generally accepted in their respective countries and which have been reviewed by other auditors under generally accepted accounting standards applicable in their respective countries. The Holding Company's management has converted the financial results of such joint ventures from accounting principles generally accepted in their respective countries to accounting principles generally accepted in India.



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We have reviewed these conversion adjustments made by the Holding Company's management. Our conclusion, in so far as it relates to the balances and affairs of these joint ventures is based on the review report of other auditors and the conversion adjustments prepared by the management of the Holding Company and reviewed by us.

Our conclusion is not modified in respect of these matters with respect to our reliance on the work done by and the reports of the other auditors.

8. The Statement includes the financial results of 5 subsidiaries (including 5 subsidiaries consolidated for the quarter ended 31 March 2024, with a quarter lag), which have not been reviewed/audited by their auditors, whose interim financial results reflect (before adjustments for consolidation) total revenues of Rs. 3.58 crore, net loss after tax of Rs. 24.87 crore and total comprehensive loss of Rs. 24.87 crore for the quarter ended 30 June 2024, as considered in the Statement. The Statement also includes the Group's share of net loss after tax of Rs. 5.74 crore, and total comprehensive loss of Rs. 5.74 crore for the quarter ended on 30 June 2024, in respect of 1 associate and 4 joint ventures (including 3 joint ventures consolidated for the quarter ended 31 March 2024, with a quarter lag), based on their interim financial results, which have not been reviewed/audited by their auditors, and have been furnished to us by the Holding Company's management. Our conclusion on the Statement, in so far as it relates to the amounts and disclosures included in respect of these subsidiaries, associates and joint ventures, are based solely on such unaudited/unreviewed interim financial results. According to the information and explanations given to us by the management, these interim financial results are not material to the Group.

Our conclusion is not modified in respect of this matter with respect to our reliance on the financial results certified by the Board of Directors.

For Walker Chandiok & Co LLP

Chartered Accountants

Firm Registration No.: 001076N/N500013



Anamitra Das
Partner
Membership No. 062191

UDIN: 24062191BKDGCN7981

Place: New Delhi

Date: 13 August 2024

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Annexure 1

List of entities included in the Statement

S No	Holding Company
1	GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited)

S No	Subsidiary	S No	Subsidiary
1	GMR Hyderabad International Airport Limited	12	GMR Airports (Mauritius) Limited
2	GMR Hyderabad Aerotropolis Limited	13	GMR Airports (Singapore) Pte Ltd
3	GMR Hyderabad Aviation SEZ Limited	14	GMR Airports Greece Single Member SA
4	GMR Hospitality and Retail Limited	15	GMR Kannur Duty Free Services Limited
5	GMR Air Cargo and Aerospace Engineering Limited	16	GMR Nagpur International Airport Limited
6	GMR Airport Developers Limited	17	GMR Vishakhapatnam International Airport Limited
7	GMR Aero Technic Limited	18	GMR Airport Netherland BV
8	Delhi International Airport Limited	19	Raxa Security Services Limited
9	Delhi Airport Parking Services Private Limited	20	GMR Business Process and Services Private Limited
10	GMR Goa International Airports Limited	21	GMR Corporate Affairs Limited
11	GMR International Airport BV	22	GMR Hospitality Limited (Incorporated on 25 July 2022)

S No	Joint Ventures	S No	Joint Ventures
1	Laqshya Hyderabad Airport Media Private Limited	8	GMR Megawide Cebu Airport Corporation
2	ESR GMR Logistics Park Private Limited (formerly known as GMR Logistics Park Private Limited)	9	Mactan Travel Retail Group Co
3	Delhi Aviation Services Private Limited	10	SSP- Mactan Cebu Corporation
4	Delhi Aviation Fuel Facility Private Limited	11	International Airport of Heraklion Crete SA
5	Delhi Duty Free Services Private Limited	12	Megawide GMR Construction JV
6	GMR Bajoli Holi Hydropower Private Limited	13	PT Angkasa Pura Avias
7	Globemerchants Inc. (acquired on 16 December 2022)		

S No	Associates	S No	Associates
1	TIM Delhi Airport Advertisement Private Limited	3	Travel Food Services (Delhi T3) Private Limited
2	Celebi Delhi Cargo Terminal Management India Private Limited	4	Digi Yatra Foundation



GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited)**Corporate Identity Number (CIN): L45203HR1996PLC113564**

Registered Office: Unit No - 12, 18th Floor, Tower A, Building No. 5

DLF Cyber City, DLF Phase - III Gurugram- 122002, Haryana, India,

Phone: +91 124 6637750 Fax: +91 124 6637778

Email: gil cosecy@gmrgroup.in Website: www.gmrinfra.com

Statement of consolidated financial results for the quarter ended June 30, 2024

Particulars	Quarter ended			(Rs. in crore)
	June 30, 2024	March 31, 2024	June 30, 2023	Year ended
	Unaudited	(Refer note 13)	Unaudited	March 31, 2024
				Audited
A. Continuing operations				
1. Income				
a) Revenue from operations	2,402.20	2,446.78	2,017.63	8,754.56
b) Other income				
i) Foreign exchange fluctuations gain (net)	-	2.71	-	-
ii) Other income - others	120.09	120.99	108.52	452.40
Total income	2,522.29	2,570.48	2,126.15	9,206.96
2. Expenses				
a) Revenue share paid/ payable to concessionaire grantors (refer note 2)	556.26	607.12	548.81	2,346.57
b) Cost of materials consumed	36.58	30.93	18.85	94.41
c) Purchase of stock in trade	31.49	11.72	10.07	113.48
d) Changes in inventories of stock in trade	1.26	22.67	16.40	6.63
e) Sub-contracting expenses	29.28	43.32	4.94	65.55
f) Employee benefits expense	338.33	356.28	275.26	1,242.16
g) Other expenses	511.11	558.09	390.78	1,919.79
h) Foreign exchange fluctuations loss (net)	1.63	-	0.76	0.17
Total expenses	1,505.94	1,630.13	1,265.87	5,788.76
3. Earnings before finance cost, tax, depreciation and amortisation expenses (EBITDA) and exceptional items (1 - 2)	1,016.35	940.35	860.28	3,418.20
4. Finance costs (refer note 11)	889.42	822.97	575.94	2,928.78
5. Depreciation and amortisation expenses	466.16	404.81	295.60	1,465.92
6. Loss before share of profit of investments accounted for using equity method, exceptional items and tax from continuing operations (3) - (4) - (5)	(339.23)	(287.43)	(11.26)	(976.50)
7. Share of profit of investments accounted for using equity method	39.50	38.29	47.58	225.16
8. (Loss) /profit before exceptional items and tax from continuing operations (6) + (7)	(299.73)	(249.14)	36.32	(751.34)
9. Exceptional items gain (net) (refer note 5)	-	100.75	76.12	115.08
10. (Loss) /profit before tax from continuing operations (8) + (9)	(299.73)	(148.39)	112.44	(636.26)
11. Tax expense on continuing operations (net)	37.84	19.19	96.99	192.63
12. (Loss) /profit after tax from continuing operations (10) - (11)	(337.57)	(167.58)	15.45	(828.89)
B. Discontinued operations				
13. Profit before tax expense from discontinued operations	-	-	1.49	1.49
14. Tax expense on discontinued operations (net)	-	-	0.10	0.10
15. Profit after tax from discontinued operations (13) - (14)	-	-	1.39	1.39



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Particulars	(Rs. in crore)			
	Quarter ended			Year ended
	June 30, 2024	March 31, 2024	June 30, 2023	March 31, 2024
	Unaudited	(Refer note 13)	Unaudited	Audited
16. (Loss) /profit after tax for the respective periods / year (12) + (15)	(337.57)	(167.58)	16.84	(827.50)
17. Other comprehensive income (net of tax)				
Continuing operations				
Items that will be reclassified to profit or loss	16.14	(66.85)	(138.78)	(83.62)
Items that will not be reclassified to profit or loss	(36.80)	(23.50)	(0.56)	(85.51)
Discontinued operations				
Items that will be reclassified to profit or loss	-	-	-	-
Items that will not be reclassified to profit or loss	-	-	-	-
Total other comprehensive income, net of tax for the respective periods/ year	(20.66)	(90.35)	(139.34)	(169.13)
18. Total comprehensive income for the respective periods/ year (16) + (17)	(358.23)	(257.93)	(122.50)	(996.63)
(Loss)/ profit attributable to				
a) Owners of the Company	(141.65)	(120.97)	(29.80)	(559.27)
b) Non controlling interest	(195.92)	(46.61)	46.64	(268.23)
Other comprehensive income attributable to				
a) Owners of the Company	(40.71)	(29.35)	(21.19)	(80.62)
b) Non controlling interest	20.05	(61.00)	(118.15)	(88.51)
Total comprehensive income attributable to				
a) Owners of the Company	(182.36)	(150.32)	(50.99)	(639.89)
b) Non controlling interest	(175.87)	(107.61)	(71.51)	(356.74)
Total comprehensive income attributable to owners of				
a) Continuing operations	(182.36)	(150.32)	(51.44)	(640.34)
b) Discontinued operations	-	-	0.45	0.45
19. Paid-up equity share capital (Face value - Rs. 1 per share)	603.59	603.59	603.59	603.59
20. Total equity (excluding equity share capital)				(1,473.25)
21. Earnings per share				
Continuing operations - (Rs.) (not annualised)				
Basic	(0.23)	(0.20)	(0.05)	(0.93)
Diluted	(0.23)	(0.20)	(0.05)	(0.93)
Discontinued operations - (Rs.) (not annualised)				
Basic	-	-	0.00	0.00
Diluted	-	-	0.00	0.00
Total operations - (Rs.) (not annualised)				
Basic	(0.23)	(0.20)	(0.05)	(0.93)
Diluted	(0.23)	(0.20)	(0.05)	(0.93)



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GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited)
Corporate Identity Number (CIN): L45203HR1996PLC113564

Disclosure as per regulation 52(4) of SEBI (Listing Obligation and Disclosure Requirements) Regulation, 2015

Particulars	Quarter ended			Year ended
	June 30, 2024	March 31, 2024	June 30, 2023	March 31, 2024
	Unaudited	(Refer note 13)	Unaudited	Audited
Ratio (refer note 10)				
Networth (Rs. in crore)	(1,221.44)	(869.66)	846.79	(869.66)
Debt Equity Ratio (no. of times)	(29.04)	(41.29)	37.03	(41.29)
Debt Service Coverage Ratio (no. of times)	0.62	0.34	0.33	0.32
Interest Service Coverage Ratio (no. of times)	1.14	1.29	1.54	1.22
Current Ratio (no. of times)	1.05	1.18	1.00	1.18
Long term debt to Working Capital (no. of times)	131.23	30.76	(2,095.03)	30.76
Current liability ratio (no. of times)	0.12	0.13	0.18	0.13
Total Debt to Total Assets (no. of times)	0.74	0.74	0.72	0.74
Trade Receivable turnover ratio (no. of times) (Annualised)	10.96	12.95	11.57	11.59
Net profit margin (%)	-14.05%	-6.85%	0.77%	-9.47%
Operating margin (%)	42.31%	38.43%	42.64%	39.04%
Inventory turnover ratio (no. of times) (Annualised)	2.10	1.97	1.43	1.62
Debenture redemption reserve (Rs. in crore)	253.00	253.00	199.00	253.00
Outstanding redeemable preference shares (Rs. in crore)	NA	NA	NA	NA
Bad debts to account receivable (no. of times)	NA	NA	NA	NA



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1. Consolidation and Segment Reporting

- a. GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited) ('the Company', 'the Holding Company' or 'GIL') carries on its business through various subsidiaries, joint ventures and associates (hereinafter referred to as 'the Group'), being special purpose vehicles exclusively formed to build and operate various projects. The Company predominantly holds investment in the Airport Business. To reflect the characteristic of being an Airport holding company, the shareholders of the Company had vide special resolution passed on August 27, 2022 approved the proposal for change of name of the Company. The name of the Company was changed from GMR Infrastructure Limited to GMR Airports Infrastructure Limited with effect from September 15, 2022 after receipt of fresh certificate of incorporation from RoC, Mumbai.
 - b. The business activities of the Group fall within single business segment in terms of Ind-AS 108 'Operating Segment'.
 - c. Investors can view the results of the Company on the Company's website www.gmrinfra.com or on the websites of BSE (www.bseindia.com) or NSE (www.nseindia.com).
2. DIAL issued various communications to Airports Authority of India ("AAI") from the month of March 2020 onwards inter-alia under Article 16 (Force Majeure) and informed AAI about the impact of Covid-19 on the Delhi International Airport and expressed its inability to perform its certain obligations under OMDA and thereby requested for excusal from payment of MAF on account of the same. The said event(s) of Force Majeure had also been admitted by AAI in its communication to DIAL. Consequently, DIAL was entitled to suspend or excuse the performance of its said obligation to pay Annual Fee/Monthly Annual Fee in accordance with OMDA, as notified to AAI. However, AAI had not agreed to such entitlement of DIAL under OMDA. This had resulted in a dispute between DIAL and AAI and for the settlement of which, DIAL had invoked on September 18, 2020 dispute resolution mechanism in terms of Article 15 of OMDA. Further, on December 02, 2020, DIAL again requested to AAI to direct the ICICI Bank (Escrow Bank) to not to transfer the amounts from Proceeds Accounts to AAI Fee Account, seeking similar treatment as granted by Hon'ble High Court of Delhi to Mumbai International Airport Limited.

In the absence of response from AAI, DIAL approached Hon'ble High Court of Delhi seeking certain interim reliefs by filing a petition under section 9 of Arbitration & Conciliation Act on December 05, 2020 due to the occurrence of Force Majeure event due to post outbreak of COVID 19 and its consequential impact on business of DIAL, against AAI and ICICI Bank (Escrow Bank). The Hon'ble High Court of Delhi vide its order dated January 05, 2021 has granted ad-interim reliefs with following directions:



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GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited)

Notes to the consolidated financial results for the quarter ended June 30, 2024

- The ICICI Bank is directed to transfer back, into the Proceeds Account, any amount which may have been transferred from the Proceeds Account to the AAI Fee Account, after December 09, 2020,
- Transfer of moneys from the Proceeds Account to the AAI Fee Account, pending further orders, shall stand stayed and DIAL can use money in Proceeds Account to meet its operational expenses.

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

Before DIAL's above referred section 9 petition could be finally disposed off, AAI preferred an appeal against the ad-interim order dated January 05, 2021 under section 37 of the Arbitration and Conciliation Act, 1996 before division bench of Hon'ble High Court of Delhi, these proceedings were subsequently dismissed/disposed off in view of the settlement arrived at between the DIAL and AAI.

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

In view of the above, the management of DIAL had not provided the Monthly Annual Fee to AAI for the period April 01, 2020 to March 31, 2022 amounting to Rs. 1,758.28 crore.

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

As an interim arrangement the Parties (DIAL and AAI) by mutual consent and without prejudice to their rights and contentions in the dispute before the arbitral tribunal, had entered into a settlement agreement dated April 25, 2022, for the payment of Annual Fee/ Monthly Annual Fee (AF/ MAF) with effect from April 2022, prospectively. Accordingly, DIAL has paid MAF to AAI w.e.f. April 01, 2022 onwards as per approved Business Plan.



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

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

AAI has filed Petition under Section 34 of the Arbitration and Conciliation Act, 1996 for setting aside the Arbitral Award on April 05, 2024 in Hon'ble High Court of Delhi. The hearing in matter was held on April 29, 2024, wherein the Hon'ble High Court of Delhi has granted stay on the arbitration award subject to AAI depositing amount of Rs. 471.04 crore payable to DIAL as per award within three weeks in the Hon'ble High Court of Delhi. Subsequently, AAI has deposited Rs. 471.04 crore in court on May 15, 2024. The matter was part heard on May 22, 2024 and is listed for final arguments on September 06, 2024.

Basis the elaborate findings by Arbitral Tribunal on the claims of DIAL, the legal assessment of the petition filed by AAI and deposit of Rs. 471.04 crores made by AAI with the Hon'ble High Court of Delhi, the management believes that DIAL has a strong case in its favour to succeed in maintaining the relief granted by arbitral tribunal on the excuse from payment of MAF during the period March 19, 2020 till February 28, 2022 and the corresponding extension of the term of OMDA. Accordingly, DIAL has reversed the Provision against advance created for Rs. 446.21 crore in FY 2020-21 and is disclosed by DIAL as an "Exceptional item" during the previous quarter and year ended March 31, 2024.

Further, AAI has raised the invoice towards MAF of March 2022 on May 01, 2024 and requested payment along with interest, DIAL has paid MAF and interest to AAI on May 06, 2024. Accordingly, the amount of Rs. 156.81 crore for MAF of March 2022 and Rs. 8.03 crore for interest till March 31, 2024 is disclosed by DIAL as an "Exceptional item" during the previous quarter and year ended March 31, 2024.

3. (a) GMR Hyderabad International Airport Limited ('GHIAL'), a subsidiary of the Company, had filed an appeal, challenging the disallowance of pre-control period losses and foreign exchange loss on external commercial borrowings, classification of revenues from ground handling, cargo and fuel farm as aeronautical revenues and other issues for determination of aeronautical tariff for the First Control Period ("FCP") commencing from April 01, 2011 to March 31, 2016 by Airport Economic Regulatory Authority ('AERA').



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GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited)

Notes to the consolidated financial results for the quarter ended June 30, 2024

In relation to determination of tariff for the Second Control Period (“SCP”), commencing from April 01, 2016 to March 31, 2021, AERA had issued a consultation paper on November 19, 2017. However, as the aforesaid consultation paper does not address the issues arising out of the FCP, including true up for shortfall of receipt vis-a-vis entitlement for the FCP, GHIAL had filed a writ petition and obtained a stay order from the Hon’ble High Court at Hyderabad in the month of February 2018 in respect of further proceedings in determination of tariff order for the SCP. The Adjudicating Authority, Telecom Disputes Settlement Appellate Tribunal (TDSAT), vide its disposal order dated March 04, 2020 had directed AERA to reconsider the issues afresh while determining the aeronautical tariff for the Third Control Period commencing (“TCP”) from April 01, 2021.

During the month of August 2021, AERA issued Tariff Order (“the Order”) effective from October 01, 2021 for the TCP commencing from April 01, 2021 to March 31, 2026. GHIAL in the month of September 2021, had filed an appeal against the Order with TDSAT, as the management was of the view that AERA had not considered the outstanding issues of FCP and SCP in determination of aeronautical tariff for the TCP as directed by TDSAT vide its ordered dated March 04, 2020, while continuing to charge the aeronautical tariff as determined by AERA.

During the previous year ended March 31, 2024, TDSAT has pronounced the Judgement and has adjudicated various issues raised by GHIAL including directing AERA to true up the pre-control period losses, to treat CGF as non-aeronautical revenue etc., in favour of GHIAL. However, TDSAT ruled in favor of AERA on certain other issues. GHIAL has filed caveat petition with the Hon’ble Supreme Court of India to avoid any ex-parte orders in case AERA files an appeal against the TDSAT order.

The management has also obtained legal opinion according to which GHIAL’s contention as above is appropriate as per terms of Concession agreement and AERA Act, 2008.

(b) In case of DIAL, AERA has issued tariff order no 57/2020-21 for third control period (“CP3”) starting from April 01, 2019 to March 31, 2024 on December 30, 2020 allowing DIAL to continue with Base Airport Charges (“BAC”) +10% tariff for the balance period of third control period. AERA has also allowed compensatory tariff in lieu of Fuel Throughput Charges w.e.f. February 01, 2021 for the balance period of third control period. DIAL had also filed an appeal against some of AERA’s decision in third control period order on January 29, 2021 with TDSAT. As per the AERA Order no. 40/2023-24 dated March 15, 2024, the existing tariff as applicable as on March 31, 2024, is extended on interim basis for a further period of six months or till the determination of regular tariffs for the fourth Control Period (“CP4”) starting from April 1, 2024 to March 31, 2029.

DIAL had also filed an appeal against the second control period (“CP2”) before the TDSAT. Also, DIAL in respect of TDSAT order against first Control period appeal dated April 23, 2018 had filed a limited appeal in the Hon’ble Supreme Court of India on July 21, 2018 in respect of which judgement pronounced



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on July 11, 2022, citing that all appeals are dismissed, except on the issue relating to corporate tax pertaining to aeronautical services, where DIAL's contention had been accepted that the Annual Fee paid by DIAL should not be deducted from expenses pertaining to aeronautical services before calculating the 'T' (tax) element in the formula.

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

AERA and Federation of Indian Airlines (FIA) has filed an appeal before the Hon'ble Supreme Court of India on October 19, 2023 against the judgement dated July 21, 2023 passed by TDSAT. The matter was heard on March 11, 2024 and is listed for arguments on August 14, 2024.

4. (a) The Ministry of Civil Aviation (MoCA) had issued orders in 2014, requiring the Airport Operators to reverse the expenditure incurred from Passenger Service Fees (Security Component) ('PSF (SC)') Fund towards (a) procurement and maintenance of security systems/equipment; (b) construction of other long-lived assets (refer note (b) below) along with interest till date of reversal. GHIAL had utilised approximately Rs.142.00 crore towards the aforesaid expenses till March 31, 2018, excluding related maintenance expense, other costs and interest thereon which is presently unascertainable. The Comptroller and Auditor General of India ('CAG'), during their audits of PSF (SC) fund, observed that the funds utilised by GHIAL is contrary to the directions issued by MoCA. The Management is of the opinion that the utilisation of funds from PSF(SC) escrow account is consistent with the Standard Operating Procedures, guidelines and clarification issued by the MoCA from time to time on the subject of utilization of PSF (SC) funds.

As the above order, in management's opinion, is contrary to and inconsistent with Standard Operating Procedures ('SOP'), guidelines and clarification issued by the MoCA from time to time in this regard, GHIAL had challenged the said order vide writ petition before the Hon'ble High court of Andhra Pradesh. The Hon'ble High Court, vide its order dated March 03, 2014 followed by further clarifications dated April 28, 2014 and December 24, 2014, stayed the MoCA order with an undertaking that, in the event the decision of the writ petition goes against GHIAL it shall restore the PSF (SC) Fund to this extent. The writ petition was heard and the Hon'ble High Court of Telangana vide its order dated June 03, 2024 passed a favorable order allowing the writ petition and set-aside the order of MoCA.

Based on the internal legal assessments, the management is of the view that while MoCA can further appeal against the order, no further adjustments are required to be made, in this regard to the accompanying consolidated financial results of the Group for the quarter ended June 30, 2024.



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GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited)

Notes to the consolidated financial results for the quarter ended June 30, 2024

(b) As per the advice from the Ministry of Home Affairs and the SOP issued by MoCA on March 06, 2002, GHIAL, through its erstwhile wholly owned subsidiary, Hyderabad Airport Security Services Limited ('HASSL' liquidated on September 20, 2019) constructed residential quarters for Central Industrial Security Forces ('CISF') deployed at the Hyderabad airport. After completion of such construction, the total construction cost including the cost of land and related finance cost amounting to Rs. 113.73 crore till March 31, 2018 was debited to the PSF (SC) Fund with corresponding intimation to MoCA. The CAG, during their audits of PSF (SC) Fund, observed that, GHIAL had not obtained prior approval from MoCA for incurring such cost from the PSF (SC) Fund as required by the guidelines dated January 08, 2010 and April 16, 2010 issued by MoCA. However, management of the Group is of the opinion that these guidelines were issued subsequent to the construction of the said residential quarters and approached MoCA for approval to debit such costs to the PSF (SC) Fund account. Pending final outcome of the matter from Hon'ble High Court of Telangana, residential quarters continued to be accounted under PSF (SC) Fund and no adjustments have been made to the accompanying consolidated financial results of the Group for the quarter ended June 30, 2024.

5. Exceptional items comprise of the (loss)/gain on fair value of financial assets and disposal of investments, provision towards property tax, write back of provision against advance and payment of MAF, as mentioned in note no 2.
6. (a) The Board of Directors of the Company at its meeting dated March 17, 2023 had approved the settlement regarding Bonus CCPS B, C and D between the Company, GMR Airports Limited (GAL) and other Shareholders of GAL wherein cash earnouts to be received by the Company were agreed to be settled at Rs 550.00 crore, to be paid in milestone linked tranches and conversion of these Bonus CCPS B, C and D will take place as per the terms of settlement agreement. Further, the Company, GAL and other Shareholders of GAL have also agreed on the settlement regarding Bonus CCPS A whereby GAL will issue such number of additional equity share to the Company and GMR Infra Developers Limited ('GIDL') (wholly owned subsidiary of the Company) which will result in increase of shareholding of the Company (along with its subsidiary) from current 51% to 55% in GAL. The settlement is subject to certain conditions specified in proposed settlement agreement.

As part of the settlement agreement, the Company has received 4 tranches of Rs. 400.00 crore towards the sale of these CCPS till March 31, 2024.

During the quarter ended June 30, 2024, on completion of conditions precedent, the Company has received last tranche of Rs. 150.00 crore towards the sale of these CCPS. On July 17, 2024, the board of directors of GAL has approved the conversion of CCPS A, B, C and D into equity shares of GAL.



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(b) The Board of directors in its meeting held on March 19, 2023 had approved a detailed Scheme of Merger of GMR Airports Limited (GAL) with GMR Infra Developers Limited (GIDL) followed by merger of merged GIDL with the Company, referred hereinafter as Merger Scheme. During the quarter ended June 30, 2024, Merger Scheme has been approved by the Hon'ble National Company Law Tribunal, Chandigarh bench ("the Tribunal") vide its order dated June 11, 2024 (Certified copy of the order received on July 02, 2024). The said Tribunal order was filed with the Registrar of Companies by GAL, GIDL and the Company on July 25, 2024 thereby the Scheme becoming effective on that date.

Accordingly, GAL merged with GIDL and merged GIDL stand merged into the Company with an appointed date of April 01, 2023. Pursuant to the Merger Scheme, 3,410,614,011 equity shares and 65,111,022 Optionally Convertible Redeemable Preference Shares have been issued to Groupe ADP by the Company. As part of the Merger Scheme, the equity shares held by the Company in merged GIDL stands cancelled.

There is no impact of the Merger Scheme on the accompanying consolidated financial results for the quarter ended June 30, 2024, March 31, 2024, June 30, 2024 and year ended March 31, 2024.

c) On December 10, 2015, the Company had originally issued and allotted the 7.5% Subordinated Foreign Currency Convertible Bonds (FCCBs) aggregating to US\$ 300 million due in FY 2075 to Kuwait Investment Authority (KIA) on which interest is payable on annual basis.

Pursuant to the Demerger of the Company's non-Airport business into GMR Power and Urban Infra Limited (GPUIL) during January 2022, the FCCB liability was split between the Company and GPUIL. Accordingly, FCCBs aggregating to US\$25 million were retained and redenominated in the Company and FCCBs aggregating US\$ 275 million were allocated to GPUIL. As per applicable RBI Regulations and the terms of the Agreements entered between KIA and the Company, the Company had the right to convert the said FCCBs into equity shares at a pre-agreed SEBI mandated conversion price. Upon exercise of such conversion right, KIA would be entitled to 1,112,416,666 equity shares of the Company.

Subsequent to quarter ended June 30, 2024, the US\$ 25 million 7.5% Subordinated Foreign Currency Convertible Bonds (FCCBs), issued by the Company to KIA have been transferred by KIA to two eligible lenders i.e., Synergy Industrials Metals and Power Holdings Limited ("Synergy") (US\$ 14 million) and to GRAM Limited ("GRAM") (US\$ 11 million).

Accordingly, the 7.5% US\$ 25 million FCCBs have been converted dated July 10, 2024 into 1,112,416,666 no. of equity shares of Rs.1/- each, proportionately to the above mentioned two FCCB holders, as per the agreed terms and basis receipt of a conversion notice from the said FCCB holders. As the FCCB holders are equity investors, and as a part of the overall commercials between the parties, the outstanding interest payable on the FCCB's of Rs. 106.19 crore was waived.

7. The consolidated financial results for the quarter ended June 30, 2024 reflected total equity of Rs. (1,221.44) crore and loss from continuing operations after tax amounting to Rs. 337.57 crore. The Group's



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Notes to the consolidated financial results for the quarter ended June 30, 2024

operating performance including cash flows from operations has significantly improved from the previous periods and will be able to generate funds to meet its obligations. The losses during the current quarter and consequential impact on total equity are primarily on account of higher depreciation and finance cost post capitalisation of various projects during the previous year. The management is of the view that these losses are temporary in nature, the revenue and margins will further improve in the subsequent years post receipt of the tariff orders for DIAL and GHIAL (as referred to in note 3) for the upcoming concession period.

8. The accompanying consolidated financial results of the Group for quarter ended June 30, 2024 have been reviewed by the Audit Committee and approved by the Board of Directors at their meeting on August 13, 2024.
9. The Group has presented profit/ (loss) before finance costs, taxes, depreciation, amortisation expense and exceptional items as EBITDA.
10. Notes to additional disclosures as per regulation 52(4) of Securities and Exchange Board of India (Listing Obligation and Disclosures Requirements) Regulation, 2015 as amended:
 - a) Net worth represents Paid-up equity share capital plus Other equity including non controlling interest.
 - b) Debt equity ratio represents $\frac{\text{Total debt (Non-current borrowings + Current borrowings + Non-current lease liabilities + Current lease liabilities)}}{\text{Shareholder's equity (Equity share capital + Other equity + non controlling interest)}}$.
 - c) Debt service coverage ratio represents $\frac{\text{Earnings available for debt servicing. (Net profit after taxes + Non-cash operating expenses like depreciation and amortisations + finance costs)}}{\text{Debt service (finance costs + lease payments + principal repayments of borrowings)}}$.
 - d) Interest service coverage ratio represents $\frac{\text{Earnings available for interest servicing. (Net profit after taxes + Non-cash operating expenses like depreciation and amortisations + finance costs)}}{\text{finance costs}}$.
 - e) Current ratio represent $\frac{\text{current assets (excluding assets held for sale)}}{\text{current liabilities (excluding liabilities classified as held for sale)}}$.
 - f) Long term debt to working capital represents $\frac{\text{(non-current borrowings + non-current lease liabilities)}}{\text{(Current assets (excluding assets held for sale) less Current liabilities (excluding liabilities classified as held for sale))}}$ (including current maturities of non-current borrowings).



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Notes to the consolidated financial results for the quarter ended June 30, 2024

- g) Current liability ratio represents Current liabilities (excluding liabilities classified as held for sale) (including current maturities of non-current borrowings) / Total liabilities.
- h) Total debt to total assets represents Total debt (non-current borrowings including lease liabilities, current borrowings and current maturities of non-current borrowings)/Total assets.
- i) Trade receivables turnover ratio represents Revenue from operations / average trade receivables (including unbilled receivables).
- j) Net profit margin represents Profit/ (loss) after tax / Revenue from operations.
- k) Operating margin represents EBITDA / Revenue from operations.
- l) Inventory turnover ratio represents cost of goods sold (Cost of materials consumed+ Purchases of traded goods+ Changes in inventories of stock in trade) / Average Inventory
- m) Debenture Redemption reserve being statutory reserve in nature considered at gross value.
The above ratio has been calculated as per consolidated statement of profit and loss from continuing operations.

11. Finance cost includes foreign exchange fluctuation gain/ (loss) of Rs. 16.38 crore, Rs.18.53 crore, Rs. 17.89 crore and (Rs. 5.47) crore for the quarter ended June 30, 2024, for the quarter ended March 31, 2024, for the quarter ended June 30, 2023 and for the year ended March 31, 2024 respectively in relation to foreign currency convertible bonds issued to Aeroports De Paris.

12. On June 28,2024, due to incessant rain and wind the departure forecourt canopy at Old Terminal 1D of IGI airport New Delhi, was partially damaged. As a precautionary measure, all flight operations from Terminal 1D have been suspended, and shifted to Terminal 2 and Terminal 3. DIAL has formed a technical committee for identifying the cause and assessment of damage. Further, Director General of Civil Aviation has also appointed a committee comprising an expert from Indian Institute of Technology (IIT) for technical assessment. DIAL will take needful action based on the final recommendations of both the committees.

13. The figures for the quarter ended March 31, 2024 are the balancing figures between audited figures in respect of full financial year and published year to date figures up to third quarter of year ended March 31, 2024.



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Notes to the consolidated financial results for the quarter ended June 30, 2024

14. Previous quarter/ year's figures have been regrouped / reclassified, wherever necessary, to confirm the current period classification.

For **GMR Airports Infrastructure Limited**



Grandhi Kiran Kumar

Managing Director & CEO

DIN: 00061669

Place: New Delhi

Date: August 13, 2024



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