

DELHI INTERNATIONAL AIRPORT LIMITED



Delhi International Airport Limited (the “Company” or “Issuer”) was incorporated at New Delhi on March 1, 2006 as a private limited company with the name ‘Delhi International Airport Private Limited’ under the provisions of the Companies Act, 1956. On April 10, 2017, the Company converted into a public company and its name was changed to Delhi International Airport Limited. For more information about our Company, please refer “General Information” given in Section 3 of this General Information Document.

Registered Office: New Udaan Bhawan, Opp. Terminal-3, Indira Gandhi International Airport, New Delhi – 110037 |
Corporate Office: New Udaan Bhawan, Opp. Terminal-3, Indira Gandhi International Airport, New Delhi – 110037
Telephone: +91 11 4719 7000 | **Website:** www.newdelhiairport.in | **Email:** DIAL-CS@gmrgroup.in |
CIN: U63033DL2006PLC146936 | **PAN:** AACCD3570F | **Fax:** +91 11 4719 7181

GENERAL INFORMATION DOCUMENT BY DELHI INTERNATIONAL AIRPORT LIMITED (THE “ISSUER” / “COMPANY”) FOR ISSUE OF LISTED NON-CONVERTIBLE SECURITIES (AS DEFINED IN THE SEBI (ISSUE AND LISTING OF NON-CONVERTIBLE SECURITIES) REGULATIONS, 2021, AND ANY AMENDMENTS THERETO (“SEBI NCS REGULATIONS”)) (“NCS”) FOR AN AMOUNT NOT EXCEEDING THE MAXIMUM BORROWING LIMIT OF THE ISSUER (I.E., INR 15000,00,00,000 (INDIAN RUPEES FIFTEEN THOUSAND CRORES ONLY)) AS PERMITTED BY THE SPECIAL RESOLUTION PASSED BY SHAREHOLDERS’ OF THE ISSUER ON APRIL 23, 2019 UNDER SECTION 180 (1) (C) OF THE COMPANIES ACT, 2013, BY WAY OF PRIVATE PLACEMENT. EACH ISSUANCE OF NCS PURSUANT TO THIS GENERAL INFORMATION DOCUMENT WILL BE BY WAY OF A KEY INFORMATION DOCUMENT (THE “KEY INFORMATION DOCUMENT”) CONTAINING THE TERMS AND CONDITIONS OF ISSUANCE OF SUCH NCS, IN ACCORDANCE WITH SEBI NCS REGULATIONS (INCLUDING COMPLIANCE WITH THE ELECTRONIC BOOK MECHANISM OF THE RELEVANT STOCK EXCHANGE, IF APPLICABLE). AN OFFER OF NCS WILL BE MADE BY ISSUE OF A SIGNED PRIVATE PLACEMENT OFFER CUM APPLICATION LETTER TO ELIGIBLE INVESTORS (AS DEFINED IN THE RELEVANT KEY INFORMATION DOCUMENT) IN ACCORDANCE WITH THE PROVISIONS OF THE COMPANIES ACT, 2013 AND RELATED RULES (“COMPANIES ACT”).

PRIVATE PLACEMENT OF LISTED, RATED, REDEEMABLE, UNSECURED (FOR THE PURPOSES OF COMPANIES ACT AND SEBI REGULATIONS) NON-CONVERTIBLE DEBENTURES OF FACE VALUE OF ₹ 1,00,000 EACH, BY DELHI INTERNATIONAL AIRPORT LIMITED.

Type of Placement Memorandum: General Information Document of Private Placement of NCS

Date: August 14, 2023

NEITHER THE ISSUER NOR ANY OF ITS PROMOTERS OR DIRECTORS HAS BEEN DECLARED AS A WILFUL DEFAULTER.

This General Information Document contains relevant information and disclosures required to be made by the Company under SEBI NCS Regulations and the Companies Act for issuance of NCS pursuant to the relevant Key Information Document.

GENERAL RISKS

Investment in NCS (including debt and debt related securities) involves a degree of risk and Investors should not invest any funds in NCS, unless they understand the terms and conditions and can afford to take the risks attached to such investments. Investors are advised to take an informed decision and to read the risk factors carefully before investing in any issue of NCS (pursuant to a Key Information Document) (“Issue” or “Issuance”) and consider with their advisers, of the suitability of the NCS in the light of their particular financial circumstances and investment objectives and risk profile. For taking an investment decision, potential investors must rely on their own examination of the Issuer, any Issue, this General Information Document and the relevant Key Information Document including the risks involved therein. All Issuances will be made on a private placement basis, the NCS have not been recommended or approved by SEBI nor does SEBI guarantee the accuracy or adequacy of this document and any Key Information Document. Specific attention of the investors is invited to statement of risk factors contained under Section 1 of this General Information Document and the relevant Key Information Document. These risks are not, and are not intended to be, a complete set of all risks and considerations relevant to the NCS or investor’s decision to purchase such NCS.

CREDIT RATING

The rating details in relation to each Issuance shall be mentioned in the relevant Key Information Document and shall be valid as on the date of issuance of the relevant NCS and the listing of such NCS.

LISTING

The NCS offered pursuant to this General Information Document read with the relevant Key Information Document will be listed in the manner indicated in the Key Information Document.

VALIDITY OF GENERAL INFORMATION DOCUMENT

This General Information Document and various Issuances through relevant Key Information Document shall be valid for a period of 1 (one) year from the Issue Opening Date of the first Issuance and in respect of each Issuance during the period of validity of this General Information Document, the Company shall file with the stock exchange, the Key Information Document with respect to such Issuance, containing details of the offer of such Issuance through the Key Information Document, material developments, material changes, if any, in the information including the financial information provided in this General Information Document or the earlier Key Information Document, as applicable.

ISSUE SCHEDULE

ISSUE OPENING DATE	ISSUE CLOSING DATE	ISSUE EARLIEST CLOSING DATE	PAY-IN DATE	DEEMED DATE OF ALLOTMENT
As per the relevant Key Information Document	As per the relevant Key Information Document	As per the relevant Key Information Document	As per the relevant Key Information Document	As per the relevant Key Information Document

DETAILS ABOUT ARRANGER, ANCHOR INVESTOR AND ELIGIBLE INVESTORS




Arrangers: As per the relevant Key Information Document.

Anchor investor: As per the relevant Key Information Document.

The Eligible Investors: As per the relevant Key Information Document.

COUPON	COUPON PAYMENT FREQUENCY	REDEMPTION DATE	REDEMPTION AMOUNT
As per the relevant Key Information Document	As per the relevant Key Information Document	As per the relevant Key Information Document	As per the relevant Key Information Document

DETAILS OF KMP

COMPLIANCE OFFICER	COMPANY SECRETARY	CHIEF FINANCIAL OFFICER	PROMOTERS		
Abhishek Chawla Tel No. +91 4719 7433 Email: abhishek.chawla@gmrgroup.in	Abhishek Chawla Tel No. +91 4719 7433 Email: abhishek.chawla@gmrgroup.in	Hari Nagrani Tel No. +91 4719 7307 Email: hari.nagrani@gmrgroup.in	GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited)  Tel No. +91 11 42532600 Email: Gil.Cosecy@gmrgroup.in	GMR Energy Limited  Tel No. +91 11 49882200 Email: ENERGY-SECRETARIAL@gmrgroup.in	GMR Airports Limited  Tel No. +91 11 47197000 Email: Sushil.Dudeja@gmrgroup.in

DETAILS OF INTERMEDIARIES

DEBENTURE TRUSTEE (IF ANY) TO THE ISSUE	CREDIT RATING AGENCIES
As per the Key Information Document	As per the Key Information Document
ARRANGERS TO THE ISSUE	
As per the Key Information Document	
REGISTRAR TO THE ISSUE	LISTING EXCHANGE
As per the Key Information Document	As per the Key Information Document
JOINT STATUTORY AUDITORS	
Walker Chandio & Co LLP Address: 21st Floor, DLF Square, Jacaranda Marg, DLF Phase-II, Gurugram, Haryana - 122002 Tel: +91 124 462 8099 E-mail: Danish.Ahmed@WalkerChandio.IN Website: www.walkerchandio.in Contact Person: Mr. Danish Ahmed	K.S. Rao & Co. Address: 2nd Floor, 10/2 Khivraj Mansion, Kasturba Road Bengaluru – 560001, India Tel: +91-9599399690 E-mail: sudarshan@ksrao.in Website: www.ksrao.in Contact Person: Mr. Sudarshana Gupta M.S

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I. DISCLAIMER CLAUSE:

THIS GENERAL INFORMATION DOCUMENT AND THE RELEVANT KEY INFORMATION DOCUMENT FOR PRIVATE PLACEMENT OF NCS (HEREINAFTER REFERRED TO AS THE “**OFFER DOCUMENTS**” ARE NEITHER A PROSPECTUS NOR A STATEMENT IN LIEU OF PROSPECTUS. THE ISSUE OF NCS WILL BE STRICTLY ON A PRIVATE PLACEMENT BASIS. THE OFFER DOCUMENTS HAVE BEEN OR WILL BE PREPARED IN CONFORMITY WITH THE SEBI NCS REGULATIONS AND THE COMPANIES ACT. THE OFFER DOCUMENTS ARE NOT INTENDED TO BE CIRCULATED TO MORE THAN 200 (TWO HUNDRED) INVESTORS IN ANY FINANCIAL YEAR, AS ELIGIBLE UNDER THE LAWS OF INDIA TO INVEST IN THESE NCS (“**ELIGIBLE INVESTORS**”). MULTIPLE COPIES OF THE OFFER DOCUMENTS GIVEN TO THE SAME ENTITY SHALL BE DEEMED TO BE GIVEN TO THE SAME PERSON AND SHALL BE TREATED AS SUCH. IT DOES NOT CONSTITUTE AND SHALL NOT BE DEEMED TO CONSTITUTE AN OFFER OR AN INVITATION TO SUBSCRIBE TO THE NCS ISSUED TO THE PUBLIC IN GENERAL. THE OFFER DOCUMENTS HAVE NEITHER BEEN DELIVERED FOR REGISTRATION NOR IS ARE INTENDED TO BE REGISTERED.

THE OFFER DOCUMENTS HAVE BEEN PREPARED TO PROVIDE GENERAL INFORMATION ABOUT THE ISSUER TO POTENTIAL INVESTORS TO WHOM IT IS ADDRESSED AND WHO ARE WILLING AND ELIGIBLE TO SUBSCRIBE TO THE NCS. THE OFFER DOCUMENTS DO NOT PURPORT TO CONTAIN ALL THE INFORMATION THAT ANY POTENTIAL INVESTOR MAY REQUIRE. NEITHER THE OFFER DOCUMENTS NOR ANY OTHER INFORMATION SUPPLIED IN CONNECTION WITH THE NCS IS INTENDED TO PROVIDE THE BASIS OF ANY CREDIT OR OTHER EVALUATION NOR SHOULD ANY RECIPIENT OF THE OFFER DOCUMENTS CONSIDER SUCH RECEIPT A RECOMMENDATION TO PURCHASE ANY NCS. EACH INVESTOR CONTEMPLATING THE PURCHASE OF ANY NCS SHOULD MAKE HIS OWN INDEPENDENT INVESTIGATION OF THE FINANCIAL CONDITION AND AFFAIRS OF THE ISSUER, AND HIS OWN APPRAISAL OF THE CREDITWORTHINESS OF THE ISSUER. POTENTIAL INVESTORS SHOULD CONSULT THEIR OWN FINANCIAL, LEGAL, TAX AND OTHER PROFESSIONAL ADVISORS AS TO THE RISKS AND INVESTMENT CONSIDERATIONS ARISING FROM AN INVESTMENT IN THE NCS AND SHOULD POSSESS THE APPROPRIATE RESOURCES TO ANALYSE SUCH INVESTMENT AND THE SUITABILITY OF SUCH INVESTMENT TO SUCH INVESTOR'S PARTICULAR CIRCUMSTANCES. IT IS THE RESPONSIBILITY OF INVESTORS TO ALSO ENSURE THAT THEY WILL SUBSCRIBE TO AND SELL THE NCS IN STRICT ACCORDANCE WITH THE OFFER DOCUMENTS AND OTHER APPLICABLE LAWS, SO THAT THE SALE DOES NOT CONSTITUTE AN OFFER TO THE PUBLIC WITHIN THE MEANING OF THE COMPANIES ACT.

THE ISSUER CONFIRMS THAT, AS OF THE DATE HEREOF, THIS GENERAL INFORMATION DOCUMENT CONTAINS INFORMATION THAT IS ACCURATE IN ALL MATERIAL RESPECTS AND DOES NOT CONTAIN ANY UNTRUE STATEMENT OF A MATERIAL FACT, OR OMITTS TO STATE ANY MATERIAL FACT, NECESSARY TO MAKE THE STATEMENTS HEREIN THAT WOULD BE, IN THE LIGHT OF CIRCUMSTANCES UNDER WHICH THEY ARE MADE, NOT MISLEADING. NO PERSON HAS BEEN AUTHORIZED TO GIVE ANY INFORMATION OR TO MAKE ANY REPRESENTATION NOT CONTAINED OR INCORPORATED BY REFERENCE IN THE OFFER DOCUMENTS OR IN ANY MATERIAL MADE AVAILABLE BY THE ISSUER TO ANY POTENTIAL INVESTOR PURSUANT THE OFFER DOCUMENTS AND, IF GIVEN OR MADE, SUCH INFORMATION OR REPRESENTATION MUST NOT BE RELIED UPON AS HAVING BEEN AUTHORIZED BY THE ISSUER.

THE CONTENTS OF THE OFFER DOCUMENTS ARE INTENDED TO BE USED ONLY BY THOSE INVESTORS TO WHOM THE OFFER DOCUMENTS ARE ISSUED. THE OFFER DOCUMENTS ARE NOT INTENDED FOR DISTRIBUTION TO ANY OTHER PERSON AND SHOULD NOT BE REPRODUCED BY THE RECIPIENT.

THE PERSON WHO IS IN RECEIPT OF THE OFFER DOCUMENTS SHALL MAINTAIN UTMOST CONFIDENTIALITY REGARDING THE CONTENTS OF THE OFFER DOCUMENTS AND SHALL NOT REPRODUCE OR DISTRIBUTE IN WHOLE OR PART OR MAKE ANY ANNOUNCEMENT IN PUBLIC OR TO A THIRD PARTY REGARDING ITS CONTENTS, WITHOUT THE PRIOR WRITTEN CONSENT OF THE ISSUER.

THE ISSUER DOES NOT UNDERTAKE TO UPDATE THIS GENERAL INFORMATION DOCUMENT TO REFLECT SUBSEQUENT EVENTS AFTER THE DATE OF THE GENERAL INFORMATION DOCUMENT EXCEPT ANY INFORMATION PROVIDED IN THE KEY INFORMATION DOCUMENTS AFTER THE DATE OF THIS GENERAL INFORMATION DOCUMENT AND THUS IT SHOULD NOT BE RELIED UPON WITH RESPECT TO SUCH SUBSEQUENT EVENTS WITHOUT FIRST CONFIRMING ITS ACCURACY WITH THE ISSUER. NEITHER THE DELIVERY OF THIS GENERAL INFORMATION DOCUMENT NOR ANY SALE OF NCS MADE PURSUANT TO THIS SHALL, UNDER ANY CIRCUMSTANCES, CONSTITUTE A REPRESENTATION OR CREATE ANY IMPLICATION THAT THERE HAS BEEN NO CHANGE IN THE AFFAIRS OF THE ISSUER SINCE THE DATE HEREOF.

IN THE EVENT OF CONFLICT BETWEEN THE PROVISIONS OF THE OFFER DOCUMENTS AND THE TRANSACTION DOCUMENTS (TO BE EXECUTED BY THE ISSUER WITH RESPECT TO EACH ISSUANCE INTER ALIA RECORDING THE TERMS AND CONDITIONS UPON WHICH THE RELEVANT NCS ARE BEING ISSUED BY THE ISSUER), THE TERMS OF THE TRANSACTION DOCUMENTS SHALL PREVAIL.

THE OFFER DOCUMENTS DO NOT CONSTITUTE, NOR MAY IT BE USED FOR OR IN CONNECTION WITH, AN OFFER OR SOLICITATION BY ANYONE IN ANY JURISDICTION IN WHICH SUCH OFFER OR SOLICITATION IS NOT AUTHORIZED OR TO ANY PERSON TO WHOM IT IS UNLAWFUL TO MAKE SUCH AN OFFER OR SOLICITATION. NO ACTION IS BEING TAKEN TO PERMIT AN OFFERING OF THE NCS OR THE DISTRIBUTION OF THE OFFER DOCUMENTS IN ANY JURISDICTION WHERE SUCH ACTION IS REQUIRED. THE DISTRIBUTION OF THE OFFER DOCUMENTS AND THE OFFERING AND SALE OF THE NCS MAY BE RESTRICTED BY LAW IN CERTAIN JURISDICTIONS. PERSONS INTO WHOSE POSSESSION THE OFFER DOCUMENTS COMES ARE REQUIRED TO INFORM THEMSELVES ABOUT AND TO OBSERVE ANY SUCH RESTRICTIONS. THE OFFER DOCUMENTS ARE MADE AVAILABLE TO POTENTIAL INVESTORS IN THE ISSUE ON THE STRICT UNDERSTANDING THAT IT IS CONFIDENTIAL.

ANY ISSUANCE PURSUANT TO THIS GENERAL INFORMATION DOCUMENT WILL BE ON A PRIVATE PLACEMENT BASIS AND ACCORDINGLY, SECTION 26(4) OF THE COMPANIES ACT IS NOT APPLICABLE TO ANY ISSUANCE.

STOCK EXCHANGE DISCLAIMER CLAUSE: AS REQUIRED, A COPY OF THE OFFER DOCUMENTS HAS BEEN OR SHALL BE FILED WITH THE STOCK EXCHANGE PURSUANT TO THE SEBI NCS REGULATIONS. IT IS TO BE DISTINCTLY UNDERSTOOD THAT FILING OF THE OFFER DOCUMENTS WITH THE STOCK EXCHANGE SHOULD NOT, IN ANY WAY, BE DEEMED OR CONSTRUED THAT THE SAME HAS BEEN CLEARED OR APPROVED BY THE STOCK EXCHANGE. THE STOCK EXCHANGE DOES NOT TAKE ANY RESPONSIBILITY EITHER FOR THE FINANCIAL SOUNDNESS OF ANY SCHEME OR THE PROJECT FOR WHICH ANY ISSUE UNDER THE OFFER DOCUMENT IS PROPOSED TO BE MADE, OR FOR THE CORRECTNESS OF THE STATEMENTS MADE OR OPINIONS EXPRESSED IN THE OFFER DOCUMENTS.

SEBI DISCLAIMER CLAUSE: IT IS TO BE DISTINCTLY UNDERSTOOD THAT FILING OF THE OFFER DOCUMENTS WITH THE SEBI SHOULD NOT, IN ANY WAY, BE DEEMED OR CONSTRUED THAT THE SAME HAS BEEN CLEARED OR APPROVED BY SEBI. SEBI DOES NOT TAKE ANY RESPONSIBILITY EITHER FOR THE FINANCIAL SOUNDNESS OF ANY SCHEME OR THE PROJECT FOR WHICH ANY ISSUE UNDER THE OFFER DOCUMENTS IS PROPOSED TO BE MADE, OR FOR THE CORRECTNESS OF THE STATEMENTS MADE OR OPINIONS EXPRESSED IN THE OFFER DOCUMENTS.

DISCLAIMER FROM THE ISSUER: THE ISSUER ACCEPT NO RESPONSIBILITY FOR THE STATEMENTS MADE OTHERWISE THAN IN THE OFFER DOCUMENTS OR IN ANY OTHER MATERIAL ISSUED BY OR AT THE INSTANCE OF THE ISSUER AND THAT ANYONE PLACING RELIANCE ON ANY OTHER SOURCE OF INFORMATION WOULD BE DOING SO AT THEIR OWN RISK.

DISCLAIMER IN RESPECT OF JURISDICTION: THE LAWS OF INDIA WILL GOVERN AND BE USED TO CONSTRUE THE OFFER DOCUMENTS AND THE NCS. NOTHING IN THE OFFER

DOCUMENTS CONSTITUTES AN OFFER OF SECURITIES FOR SALE IN ANY OTHER JURISDICTION, OTHER THAN INDIA, WHERE SUCH OFFER OR PLACEMENT WOULD BE IN VIOLATION OF ANY LAW, RULE OR REGULATION.

LISTING

The NCS to be issued pursuant to this General Information Document will be listed on such stock exchange as identified in the relevant Key Information Document.

INVESTORS ARE ADVISED TO READ THE RISK FACTORS CAREFULLY BEFORE TAKING AN INVESTMENT DECISION IN ANY ISSUE PURSUANT TO THE OFFER DOCUMENTS. FOR TAKING AN INVESTMENT DECISION, INVESTORS MUST RELY ON THEIR OWN EXAMINATION OF THE ISSUER AND THE OFFER INCLUDING THE RISKS INVOLVED. THE NCS HAVE NOT BEEN RECOMMENDED OR APPROVED BY THE ANY REGULATORY AUTHORITY IN INDIA, INCLUDING THE SEBI NOR DOES SEBI GUARANTEE THE ACCURACY OR ADEQUACY OF THE OFFER DOCUMENTS. SPECIFIC ATTENTION OF INVESTORS IS INVITED TO THE STATEMENT OF 'RISK FACTORS' GIVEN IN SECTION 1 OF THIS GENERAL INFORMATION DOCUMENT, AS WELL AS THE SECTION TITLED 'GENERAL RISK' ON THE COVER PAGE OF THIS GENERAL INFORMATION DOCUMENT.

THE ISSUER, HAVING MADE ALL REASONABLE INQUIRIES, ACCEPTS RESPONSIBILITY FOR, AND CONFIRMS THAT THE OFFER DOCUMENTS CONTAIN ALL INFORMATION WITH REGARD TO THE ISSUER AND THE ISSUE, THAT THE INFORMATION CONTAINED IN THE OFFER DOCUMENTS IS TRUE AND CORRECT IN ALL MATERIAL ASPECTS AND IS NOT MISLEADING IN ANY MATERIAL RESPECT, THAT THE OPINIONS AND INTENTIONS EXPRESSED THE OFFER DOCUMENTS ARE HONESTLY HELD AND THAT THERE ARE NO OTHER FACTS, THE OMISSION OF WHICH MAKE THE OFFER DOCUMENTS AS A WHOLE OR ANY OF SUCH INFORMATION OR THE EXPRESSION OF ANY SUCH OPINIONS OR INTENTIONS MISLEADING IN ANY MATERIAL RESPECT.

THE ISSUER, HAVING MADE ALL REASONABLE INQUIRIES, ACCEPTS RESPONSIBILITY FOR AND CONFIRMS THAT THE OFFER DOCUMENTS CONTAINS ALL INFORMATION WITH REGARD TO THE ISSUER AND THE ISSUE WHICH IS MATERIAL IN THE CONTEXT OF THE ISSUE, THAT THE INFORMATION CONTAINED IN THE OFFER DOCUMENTS IS TRUE AND CORRECT IN ALL MATERIAL ASPECTS AND IS NOT MISLEADING, THAT THE OPINIONS AND INTENTIONS EXPRESSED IN THE OFFER DOCUMENTS ARE HONESTLY STATED AND THAT THERE ARE NO OTHER FACTS, THE OMISSION OF WHICH MAKE THE OFFER DOCUMENTS AS A WHOLE OR ANY OF SUCH INFORMATION OR THE EXPRESSION OF ANY SUCH OPINIONS OR INTENTIONS MISLEADING.

INVESTMENT IN NON-CONVERTIBLE SECURITIES IS RISKY AND INVESTORS SHOULD NOT INVEST ANY FUNDS IN SUCH SECURITIES UNLESS THEY CAN AFFORD TO TAKE THE RISK ATTACHED TO SUCH INVESTMENTS. INVESTORS ARE ADVISED TO TAKE AN INFORMED DECISION AND TO READ THE RISK FACTORS CAREFULLY BEFORE INVESTING IN THE ISSUANCE. FOR TAKING AN INVESTMENT DECISION, INVESTORS MUST RELY ON THEIR EXAMINATION OF THE ISSUE INCLUDING THE RISKS INVOLVED IN IT. SPECIFIC ATTENTION OF INVESTORS IS INVITED TO STATEMENT OF RISK FACTORS CONTAINED UNDER **SECTION 1** OF THIS GENERAL INFORMATION DOCUMENT. THESE RISKS ARE NOT, AND ARE NOT INTENDED TO BE, A COMPLETE LIST OF ALL RISKS AND CONSIDERATIONS RELEVANT TO THE NON-CONVERTIBLE SECURITIES OR INVESTOR'S DECISION TO PURCHASE SUCH SECURITIES.

CREDIT RATING AGENCIES DISCLAIMER CLAUSE: AS PER THE RELEVANT KEY INFORMATION DOCUMENT.

II. DEFINITIONS AND ABBREVIATIONS

2025 NCDs	The unlisted, unrated, redeemable, non-convertible debentures aggregating upto INR 3257,09,84,700 (Indian Rupees Three Thousand Two Hundred Fifty Seven Crores Nine Lakhs Eighty Four Thousand Seven Hundred only) issued by the Issuer, pursuant to the debenture trust deed dated March 30, 2021 executed between the Issuer and Axis Trustee Services Limited, in its capacity as a debenture trustee, as may be amended, modified, supplemented or replaced from time to time.
2026 Indenture	Indenture dated October 31, 2016, pursuant to which the 2026 Notes were issued.
2026 Notes	US\$522,600,000 senior secured notes due 2026 issued by the Company on October 31, 2016.
2027 DTD	Debenture trust deed dated June 20, 2022, executed between the Company and Axis Trustee Services Limited (as the debenture trustee), as may be amended, modified, supplemented or replaced from time to time.
2027 NCDs	10,000 (ten thousand) listed, rated, redeemable, unsecured (for the purposes of the Companies Act and the SEBI Regulations) non-convertible debentures of a face value of INR 10,00,000 (Indian Rupees Ten Lakhs only) each, aggregating to INR 1,000,00,00,000 (Indian Rupees One Thousand Crores only) issued by way of private placement by the Issuer, <i>vide</i> placement memorandum dated June 14, 2022.
2029 Indenture	indenture dated June 4, 2019, pursuant to which the 2029 Notes were issued.
2029 Notes	US\$350,000,000 senior secured notes due 2029 issued by the Company on June 4, 2019 and the US\$150,000,000 additional notes issued by the Company on February 25, 2020.
2030 DTD	Debenture trust deed dated April 10, 2023, executed between the Company and Axis Trustee Services Limited (as the debenture trustee), as may be amended, modified, supplemented or replaced from time to time.
2030 NCDs	1,20,000 (one lakh twenty thousand) listed, rated, unsecured (for the purposes of the Companies Act and the SEBI Regulations), redeemable, non-convertible debentures of the nominal value of INR 1,00,000 (Indian Rupees One Lakh only) each, aggregating to not more than INR 1,200,00,00,000 (Indian Rupees One Thousand Two Hundred Crores only), issued by way of private placement by the Issuer, <i>vide</i> placement memorandum dated April 06, 2023.
AAI	Airports Authority of India, an Indian government authority established under the Airports Authority of India Act 1994, as amended.
AERA	The Airports Economic Regulatory Authority of India, an independent regulator established by the Government of India.
AERAAT	AERA Appellate Tribunal, which was merged into the TDSAT on May 26, 2017.
Airport	Indira Gandhi International Airport located on the land leased to the Issuer from AAI pursuant to the Lease Deed.
Bankruptcy Code	Insolvency and Bankruptcy Code, 2016, as may be amended, replaced or substituted from time to time.

Base Airport Charges or BAC	certain minimum amounts we are entitled to charge for certain aeronautical services, including landing charges, housing charges, parking charges, baggage x-ray charges and passenger service fees (facilitation component), pursuant to the SSA.
BSE	BSE Limited
BSE-BOND EBP	EBP Platform of BSE
CAG	Comptroller and Auditor General of India.
Change of Control Triggering Event	Has the meaning ascribed to such term in the Transaction Documents.
Collateral	Has the meaning ascribed to such term in the Transaction Documents.
Companies Act or Act	Companies Act, 2013, as amended, modified, supplemented or re-enacted from time to time, and includes all rules, circulars and clarifications, issued pursuant thereto, from time to time.
Company or Issuer	Delhi International Airport Limited, incorporated in New Delhi on March 01, 2006 and bearing corporate identity number as U63033DL2006PLC146936.
Concession	The right to operate, manage and develop the Airport pursuant to the Concession Agreements.
Concession Agreements	Collectively, OMDA, the SSA, the SGSA, the Lease Deed and other related agreements governing the Company's rights to operate, manage and develop the Airport.
DGCA	Director General of Civil Aviation of India.
EBP Mechanism Guidelines	Electronic Book Mechanism issued by BSE <i>vide</i> their Notice bearing reference number 20230417-35 dated April 17, 2023, as may be amended or replaced from time to time.
EBP Platform	Platform for issuance of NCS on a private placement basis, established in accordance with the SEBI Master Circular, e.g. BSE-BOND EBP.
ECB	External Commercial Borrowings.
ECB Master Directions	Foreign Exchange Management Act, 1999, as amended read with the Foreign Exchange Management (Borrowing and Lending in Foreign Exchange) Regulations, 2018 read together with the Master Direction on External Commercial Borrowings, Trade Credits and Structured Obligations, FED Master Direction No. 5/2018-19 dated March 26, 2019 issued by the RBI, as amended, modified, replaced or substituted from time to time by any rules, regulations, notifications, circulars, press notes or orders issued by the RBI or other Indian governmental agency in relation to external commercial borrowings.
Eligible Investor(s)	As defined in the relevant Key Information Document.
Excluded Collateral	Has the meaning ascribed to such term in the Transaction Documents.
Existing Indentures	2026 Indenture and the 2029 Indenture
Existing NCDs	(a) the 2025 NCDs;

	(b) the 2027 NCDs; and (c) the 2030 NCDs.
Existing Notes	2026 Notes and the 2029 Notes.
Existing Senior Debt	Has the meaning ascribed to such term in the Transaction Documents.
Existing Working Capital Facility	(i) master facility agreement, dated 14 July 2006, between the Issuer and ICICI Bank Limited, as amended through amendment agreements dated 26 April 2007, 19 November 2007, 29 July 2008, 13 July 2009, 31 August 2010, 23 January 2012, 25 February 2013, 30 January 2014, 21 March 2014, 7 May 2015 and 25 January 2017, as amended and/or restated from time to time; and (ii) working capital facility agreement dated August 17, 2021, between the Issuer and ICICI Bank Limited, as amended and/or restated from time to time.
Issue or Issuance	Any issue of NCS (pursuant to a Key Information Document) by way of private placement.
Lien	Has the meaning ascribed to such term in the Transaction Documents.
Master Plan	Master plan for the long-term development of the Airport that DIAL prepares and updates in consultation with, among others, the Government of India, in accordance with the OMDA and the SSA, and as was last updated and revised in 2016, and includes any subsequent amendments thereto.
Memorandum and Articles of Association	The memorandum of association and articles of association of the Issuer, as amended from time to time.
MoCA	Ministry of Civil Aviation.
NA	Not Applicable.
NCS	Non-convertible securities as defined in the SEBI NCS Regulations.
Offer Documents	This General Information Document and the relevant Key Information Document.
OMDA	Operation, Management and Development Agreement entered into between AAI and DIAL on April 4, 2006 and subsequent amendments thereto.
Permitted Lien	Has the meaning ascribed to such term in the Transaction Document.
Phase 3A Expansion	Current phase of development at the Airport pursuant to the Master Plan, which began in 2019.
General Information Document	This document which sets out the information regarding the NCS being issued on a private placement basis.
Rating Agency(ies)	As defined in the relevant Key Information Document.
Rs. or INR or ₹	Indian National Rupee.
SEBI	Securities and Exchange Board of India, constituted under the Securities and Exchange Board of India Act, 1992 (as amended from time to time)

SEBI Debenture Trustee Master Circular	SEBI master circular bearing reference number SEBI/HO/DDHS-PoD1/P/CIR/2023/109 dated March 31, 2023 titled 'Master Circular for Debenture Trustee', as may be amended, clarified or updated from time to time.
SEBI LODR Regulations	Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015, as may be amended, clarified or updated from time to time.
SEBI NCS Regulations	SEBI (Issue and Listing of Non-Convertible Securities) Regulations, 2021, as may be amended, clarified or updated from time to time.
SEBI Master Circular	SEBI master circular bearing reference number SEBI/HO/DDHS/PoD1/P/CIR/2023/119 dated August 10, 2021 titled 'Master Circular for Issue and Listing of Non-Convertible Securities, Securitised Debt Instruments, Security Receipts, Municipal Debt Securities and Commercial Paper', as may be amended, clarified or updated from time to time.
SEBI Regulations	Collectively, SEBI NCS Regulations, SEBI LODR Regulations, SEBI (Debenture Trustees) Regulations, 1993, SEBI Debenture Trustee Master Circular, SEBI Master Circular and such other applicable rules, regulations, notifications and circulars issued by SEBI from time to time.
Security Trustee	Axis Trustee Services Limited acting as the 'security trustee' pursuant to the fourth amended and restated security trustee agreement dated June 4, 2019 executed <i>inter alia</i> , among the Issuer and the Security Trustee, and as amended, acceded to or replaced from time to time.
SGSA	State Government Support Agreement entered into between the Government of the National Capital Territory of Delhi and DIAL on April 26, 2006 and subsequent amendments thereto.
SHA	Shareholders Agreement entered into between AAI, GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited), GMR Energy Limited, GMR Airports Limited (formerly GMR Airports Holding Limited), Fraport AG Frankfurt Services Worldwide, Malaysia Airports (Mauritius) Private Limited, India Development Fund and the Company on April 4, 2006 and subsequent amendments thereto.
SSA	State Support Agreement entered into between the Government of India and DIAL on April 26, 2006.
Substitution Agreement	Substitution agreement dated June 08, 2023 with AAI and Axis Trustee Services Limited as lender's agent for the 'Lenders' under Issuers financing arrangements.
TDSAT	Telecom Disputes Settlement and Appellate Tribunal.
Transaction Documents	The transaction documents executed or to be executed by the Issuer with respect to each Issuance <i>inter alia</i> recording the terms and conditions upon which the relevant NCS will be issued by the Issuer.
Transfer Assets	Has the meaning ascribed to such term in the OMDA.
Trust and Retention Account Agreement	Fifth amended and restated trust and retention account agreement entered into between the Company, the Security Trustee and the account bank, dated June 4, 2019, as may be further amended, replaced or supplemented from time to time.

WDM	Wholesale Debt Market of the BSE.
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Note: Other terms used but not defined in this General Information Document shall have the meanings ascribed to such term in the Transaction Documents and the relevant Key Information Document.

III. DISCLOSURE REQUIREMENTS UNDER FORM PAS-4 (Pursuant to section 42 of Companies Act, 2013 read with Rule 14(1) of Companies (Prospectus and Allotment of Securities) Rules, 2014) – Please refer to Section 3 of the General Information Document.

SECTION 1: RISK FACTORS

Investing in the NCS involves significant risk. Investors of the NCS should consider carefully all of the information in the Offer Documents, including in particular, the risk factors discussed below. Unless the context requires otherwise, the risk factors described in the Offer Documents apply alone to the Issuer. If any of the following risks actually occur, our business, results of operations, cash flow, financial condition and prospects could be materially and adversely affected. In addition, other risks and uncertainties not currently known to us or that we currently deem immaterial may also materially and adversely affect our business, financial condition, cash flows and results of operations. This could, in turn, affect adversely our ability to make payments on the NCS offered pursuant to the Offer Documents.

Unless specified or quantified in the relevant risk factors, the Issuer is not in a position to quantify the financial or other implications of any risk mentioned herein below.

In this section, a reference to “we”, “us”, or “our” means Delhi International Airport Limited or the Issuer, unless the context otherwise requires.

The risks in relation to investing in NCS are mentioned in the relevant Key Information Document..

1. RISKS RELATED TO OUR BUSINESS

1.1. *Any outbreaks of contagious diseases such as the outbreak of COVID-19 may have a material adverse effect on our business operations, financial condition and results of operations. The COVID-19 pandemic has had a material, negative impact on our business operations, financial condition and results of operations and there is uncertainty as to how and how long it will continue to do so.*

The outbreak of COVID-19 had spread rapidly and globally across multiple countries around the world. The outbreak of contagious diseases such as COVID-19, the H1N1 virus (Swine Flu) and H7N9 strain of flu (Avian Flu) could be severe and widespread and may result in protracted volatility in international markets and/or result in a global or local recession or depression as a consequence of disruptions to travel and retail sectors, tourism and manufacturing supply chains. In particular, since February 2020, the COVID-19 outbreak had caused stock markets worldwide to experience significant volatility and had impacted economic activity worldwide. COVID-19 posed a serious public health threat as the number of infected cases and fatalities continue to rise. On March 11, 2020, the World Health Organization (the “WHO”) declared the outbreak of COVID-19 to be a pandemic. A number of governments have revised GDP growth forecasts for 2020 downward in response to the economic slowdown caused by the spread of COVID-19, and it is possible that the outbreak of COVID-19 will cause a prolonged global economic crisis, recession or depression despite monetary and fiscal interventions by governments and central banks globally. India’s GDP contracted by 5.8% in the fiscal year 2020-21 however the growth in GDP in 2021-22 was 9.1% as a part of rebounding process from pandemic situation. The growth in GDP in FY 2022-23 is 7.2% and it is expected to be at 6.5% as per RBI during FY2023-24.

Concerns about the outbreak and rapid spread of such contagious diseases, including COVID-19, have caused governments to take measures to prevent the spread of the virus. The outbreak of COVID-19 has resulted in restrictions on travel and transportation, and prolonged closures of workplaces, businesses and schools, with employees being asked to work from home and citizens being advised to stay at home, which has had a significant impact on our business operations and financial condition.

In particular, the entry restrictions, travel bans and quarantine measures implemented across the globe since the outbreak of COVID-19 have negatively impacted the aviation and travel industry, causing a significant drop in our passenger and cargo traffic. In order to curtail the spread of COVID-19, the Government of India also imposed travel restrictions in relation to various countries, and suspensions of certain visas. The Government of India also imposed a country-wide lockdown from March 25, 2020, which extended until September 30, 2020, with certain limited exceptions. As a result, our operations (including the duty free operations) were closed from March 25, 2020 to May 24, 2020 (except for cargo and evacuation and rescue flights), which materially impacted our business operations. Restrictions on the operation of domestic flights were partially lifted from May 25, 2020 whereas international flight movement was limited to special evacuation flights under the Vande Bharat Mission. While restrictions on domestic flights were eased in a phased manner, international flights were operating only under Vande Bharat or special Bubble Airport arrangements done bilaterally. As a result the mix of our revenue shifted even more towards domestic flights, which are less profitable. Restrictions on capacity of operating Domestic flights were fully removed in

October 2021 whereas for international flights regular scheduled operations were resumed by government of India on March 27, 2022. Even the current resumption of scheduled operations is accompanied by some restrictions on certain destinations.

For the financial year ended March 31, 2023 and financial year ended March 31, 2022, total passenger traffic at the Airport was 65.33 million passengers and 39.34 million passengers compared to 22.58 million passengers for the same period in financial year ended March 31, 2021 respectively. Total domestic passenger traffic at the Airport for the financial year ended March 31, 2023 and financial year ended March 31, 2022 was 49.68 million passengers and 32.82 million passengers compared to 19.37 million passengers for the same period in financial year ended March 31, 2021, while international passenger traffic at the Airport for the financial year ended March 31, 2023 and financial year ended March 31, 2022 was 15.66 million passengers and 6.51 million passengers compared to 3.20 million passengers for the same period in financial year ended March 31, 2021 respectively. Total cargo traffic at the Airport for the financial year ended March 31, 2023 and financial year ended March 31, 2022 was 895.51 metric tons and 924.34 metric tons compared to 737.43 metric tons for the same period in financial year ended March 31, 2021 respectively. Air travel demand has remained weak as a result of the continuation of India's entry restrictions for non-residents, as well as immigration restrictions and quarantine measures implemented in different countries and regions in past. The reduced aviation traffic due to COVID-19 has also affected our non-aeronautical operations, including, among others, duty free and retail operations, food and beverages, land and space rentals, and others. Accordingly, the drop in our traffic throughput materially and negatively affected both of our aeronautical and non-aeronautical revenue, thereby adversely impacting our overall business, financial condition and results of operations. Revenue from aeronautical services and non-aeronautical services for the year ended March 31, 2023 and March 31, 2022 increased by 49.42% and 36.18%, respectively, compared to the same period in March 31, 2022 and March 31, 2021. We have loss of Rs. 284.86 crores for the year ended March 31, 2023 compared to a profit of Rs. 17.68 crores for the same period in 2022, While there have not been any reservations or qualification or adverse remarks in Auditor's Report for last five financial years. However, there is emphasis of matters in audit/ review report on financial statements of for financial year, 2021-22, 2020-21 and 2019-20 which pertains to uncertainties due to COVID 19 for ongoing litigation/ arbitration proceedings between the Company and Airports Authority of India (AAI) in respect of Monthly Annual Fee (MAF) for the period 1st April, 2020 to 31st March, 2022 for which the Company has sought to be excused from making payment to AAI as triggered from a force majeure event, which could have a significant impact on the Financial Statement, if the potential exposure were to materialize.

There can be no assurance that further movement restrictions, lockdowns and travel restrictions on domestic and international travel will not be imposed in case of any outbreaks of contagious diseases.

In addition to the impact on passenger and cargo traffic, COVID-19 significantly disrupted our supply chains and our operations as well as our ability to deliver capital development projects within forecast timelines and budget. We are also experiencing a shift in the overall timeline of our Phase 3A Expansion by fifteen months with completion rescheduled to September, 2023 due to prolonged lockdown in India and supply chain and manpower disruptions. The occurrence of a pandemic and the consequential effects thereof could also prevent our customers (including airlines) and other contract counterparties from meeting their contracted obligations. This could result in certain of our customers entering into voluntary administration or insolvency. Under such circumstances, any arrears payments owed to us would be at risk of non-recovery.

The extent of the pandemic's impact on our operational and financial performance will depend on future developments, including the duration, spread and intensity of the outbreak and government response to control the spread of the pandemic, all of which are uncertain and difficult to predict considering the rapidly evolving situation. We are closely monitoring developments and our operations, liquidity and capital resources and are actively working to minimize the impact of the unprecedented situation. However, in the event of any further regulatory change in law or spread of pandemic there may be further adverse effects on our short and medium-term business operations and we expect to see the impact of COVID-19 on our financial statements for subsequent periods. The pandemic may also adversely impact our ability to raise additional capital or require additional reductions in capital expenditures that are otherwise needed to implement our strategies, including completing the Phase 3A Expansion. Additionally, if any of our employees are identified as a possible source of spreading COVID-19, Swine Flu, Avian Flu or any other similar epidemic, we may be required to close our offices, and to quarantine employees that are suspected of being infected, as well as others that have come into contact with those employees, which may result in a temporary suspension of our business operations and expose us to operational risk.

Furthermore, capital markets and economies worldwide have also been negatively impacted by the COVID-19 pandemic. Continuing economic disruption could have a material adverse effect on our business as consumers reduce travel expenditure and discretionary spending. Policymakers around the globe have responded with fiscal policy actions to support certain areas of the travel industry and economy as a whole. The overall effectiveness of these actions as well as the future magnitude of unannounced measures and their overall effectiveness remains uncertain. The travel industry tends to experience poorer financial performance during general economic downturns. There is a risk that business travel following the lifting of the travel bans and the quarantines will not return to pre-COVID-19 levels. We are also not able to predict whether the COVID-19 pandemic will result in permanent changes to consumer behavior, with such changes including but not limited to a permanent reduction in business travel as a result of increased usage of virtual, video conferencing and teleconferencing platforms (such as Zoom, Microsoft Teams and WebEx) and more broadly a general reluctance to travel by consumers, each of which may have a material impact on our business.

There can also be no assurance that the policies and controls for outbreak prevention and disease recurrence or any stimulus or relief packages introduced by the Government of India or other governments will be successful in preventing disease outbreaks or recurrences or that any actual or suspected outbreak of COVID-19 or other contagious disease affecting India or elsewhere will not occur. There can also be no assurance that any future outbreak of contagious diseases will not have a material adverse effect on our business, financial condition and results of operations. To the extent the COVID-19 pandemic continues to adversely affect our business, financial conditions and results of operations, it may also have the effect of heightening many of the other risks described in this “Risk Factors” section.

1.2. *We may not be able to generate sufficient cash flows to meet our debt service obligations.*

We have incurred indebtedness in connection with the development and operation of the Airport. As at March 31, 2023, March 31, 2022 and March 31, 2021, our total debt, which includes non-current borrowings, current borrowings, current maturities of non-current borrowings and interest accrued but not due on borrowings (included in other financial liabilities), was INR 12,958.08 crores, INR 11,320.39 crores and INR 13,251.61 crores respectively. In addition, we are currently undertaking the Phase 3A Expansion. We estimate the total capital expenditures required for the Phase 3A Expansion to be approximately INR 11,550 crores (including interest during construction). The work was expected to be completed in June 2022 but has been rescheduled to September, 2023 due to the COVID-19 pandemic and the lockdowns imposed consequent to the same. As of March 31, 2023, we have spent approximately INR 9,794.84 crores (including interest during construction) in capital expenditure on the Phase 3A Expansion.

Our ability to make scheduled payments on, or to refinance our obligations with respect to, our indebtedness, including the NCS offered under the Offer Documents, will depend on our financial and operating performance, which in turn will be affected by general economic conditions and by financial, competitive, regulatory and other factors beyond our control. For example, there is uncertainty over traffic recovery at the Airport due to the COVID-19 pandemic. See “—Any outbreaks of contagious diseases such as the outbreak of COVID-19 may have a material adverse effect on our business operations, financial condition and results of operations. The COVID-19 pandemic has had a material, negative impact on our business operations, financial condition and results of operations and there is uncertainty as to how and how long it will continue to do so.” It will also depend on the successful implementation of the Phase 3A Expansion. Furthermore, it will depend on our revenue, which will depend on various factors including the tariff rates to be set in future control periods. See “— Our operations and the fees we charge for aeronautical services — which comprise a substantial portion of our revenues — are regulated by the Government of India, through AERA, and the terms of our Concession Agreements. Accordingly, government regulations and the terms of our Concession Agreements (including with respect to the determination of tariffs for our aeronautical services) have materially affected our historical results of operations, cash flows and financial condition, and will continue to affect our future results of operations, cash flows and financial condition.” We may not generate sufficient cash flow from operations, and future sources of capital may not be available to us in an amount sufficient to enable us to service and pay principal on our indebtedness, including the NCS offered under the Offer Documents, or to fund our other liquidity needs.

If we are unable to generate sufficient cash flow and capital resources to satisfy our debt obligations or other liquidity needs, we may have to undertake alternative financing plans, such as refinancing or restructuring our debt, selling assets or stakes in our joint ventures or associates, reducing or delaying capital investments or seeking to raise additional capital, including debt. There is no assurance that any refinancing would be

possible, that any assets could be sold or, if sold, of the timing of the sales and the amount of proceeds that may be realized from those sales, or that additional financing could be obtained on acceptable terms, if at all. In the absence of such cash flow and resources, we could face substantial liquidity problems and might be required to dispose of assets (other than Transfer Assets, which we cannot dispose) to meet our debt service and other obligations. Other credit facilities and the Transaction Documents will restrict our ability to dispose of assets and use the proceeds from the disposition. We may not be able to consummate those dispositions or obtain the proceeds which we could realize from them, and any such proceeds may not be adequate to meet any debt service obligations then due. Our inability to generate sufficient cash flows to satisfy our debt obligations, or to refinance our indebtedness on commercially reasonable terms and in a timely manner, or at all, would materially and adversely affect our financial condition, cash flows and results of operations and the ability to satisfy our obligations under the NCS offer under the Offer Documents.

1.3. *Our substantial leverage could adversely affect our ability to raise additional capital to fund our operations and prevent us from meeting our obligations under our Concession Agreements, particularly our obligations to construct and develop additional facilities at the Airport including those set forth in the Phase 3A Expansion.*

We are highly leveraged. As of March 31, 2023 and March 31, 2022, our total debt, which includes non-current borrowings, current borrowings, current maturities of non-current borrowings and interest accrued but not due on borrowings (included in other financial liabilities), was INR 12,958.08 crores and 11,320.39 crores respectively.

If certain conditions are met, we are obligated under our Concession Agreements to undertake significant capital expenditures for the construction and development of additional facilities at the Airport, including new terminals and the related facilities necessary to support these terminals, such as roads and security infrastructure. Additionally, in the past, regulatory bodies have also required us to accelerate the timing of certain capital projects. For example, MoCA instructed us to begin construction in 2013 of a new air traffic control tower, using funds previously borrowed, which originally had been scheduled in the Master Plan for construction in the sub-phase beginning in 2016.

In March 2019, we commenced work on the Phase 3A Expansion. We estimate the total capital expenditures required for the Phase 3A Expansion to be approximately INR 11,550 crores (including interest during construction). Although the Phase 3A Expansion was to be completed by June 2022, completion has been rescheduled to September, 2023 due to the COVID-19 pandemic and the lockdowns imposed consequent to the same. As of March 31, 2023, we have spent approximately INR 9,794.84 crores (including interest during construction) in capital expenditure on the Phase 3A Expansion. This could limit our ability to expand capacity at the Airport, increase our operating or capital expenses, and adversely affect our business. See “— *We expect to incur significant capital expenditure in connection with the Phase 3A Expansion, which we may not fully recover through tariff increases.*” in **Section 1** of the relevant *Key Information Document*.

As and when we are required to construct additional infrastructure or other capital projects at the Airport, we will need to raise additional indebtedness, as we will not be able to fund much of these required capital expenditures solely with our operating cash flows. Our substantial leverage could adversely affect our ability to raise this additional indebtedness on acceptable terms or at all. Moreover, any additional indebtedness incurred to fund our required capital expenditures will compound the adverse consequences of our high leverage as described below.

Our high degree of leverage could have additional adverse consequences, including:

- requiring a substantial portion of cash flow from operations to be dedicated to the payment of principal and interest on our indebtedness, therefore reducing our ability to use our cash flow to fund our operations and capital expenditures;
- limiting our ability to raise additional capital for working capital, debt service and other general corporate requirements;
- increasing our vulnerability to downturns or adverse changes in general economic conditions and adverse changes in the regulations affecting our business;

- currency risk in respect of our Existing Notes;
- making it difficult for us to satisfy our obligations with respect to the NCS offered under the Offer Documents and our other indebtedness; and
- exposing us to the risk of increased interest rates, as a portion of our borrowings are at variable rates of interest.

Any difficulties we may encounter, both in raising additional indebtedness to fund our capital expenditures and satisfying our increased debt service requirements, could have a material and adverse effect on our liquidity and results of operations and, possibly, result in the breach of our obligations under the Concession Agreements. In addition, as our existing indebtedness matures, we may need to refinance or secure new debt which may not be available on favorable terms or at all.

The OMDA and the SSA also require us to establish and comply with the Master Plan for the long-term development of the Airport, as well as with certain major development plans. If certain conditions are met, the Master Plan requires the commencement and completion of certain additional expansions and upgrades to the Airport in order to fulfill the saturation phase goal of accommodating 119 million passengers and 3.5 million tons of cargo annually by 2036. We are now undertaking the Phase 3A Expansion to meet additional traffic demand in compliance with the Master Plan for the long-term development of the Airport. We cannot guarantee that we will be able to fulfill our investment commitments without delay or within the estimated budget for such projects, nor that we will be able to obtain the financing necessary to complete such projects.

1.4. *Significant capital expenditure has been incurred in connection with the Phase 3A Expansion, which we may not fully recover through tariff increases.*

Under the terms of the SSA and the OMDA, we submitted to MoCA in 2016 a revised Master Plan consisting of various phases of development. Our current phase of development, the Phase 3A Expansion, includes, among others: (i) expansion of Terminal 1, including improvements to the buildings, the apron and the surrounding infrastructure; (ii) construction of a fourth runway and the refurbishment of one of our existing runways; (iii) enhancement of airfields and construction of new taxiways, including the north parallel taxiway and dual eastern parallel cross taxiways; and (iv) the widening of existing roads and curbs and the construction of new roads and a new access tunnel. Upon completion of the Phase 3A Expansion, we expect passenger capacity of the Airport to increase from current capacity of 74 million passengers per year to 100 million passengers per year.

The capital expenditure (including interest during construction) required for Phase 3A Expansion is expected to be funded principally through (i) cash on hand and cash generated from operations of INR 2,600 crores, (ii) deposits from our commercial property development business of INR 1,500 crores, (iii) the incurrence of INR indebtedness in the form of the NCDs of INR 1,350 crores, (iv) the incurrence of additional US\$ indebtedness in the form of the Existing Notes offered INR 3,500 crores, (v) through 2027 NCDs issuance of INR 1,000 crores, and (vi) through 2030 NCDs issuance of INR 1200 crores, and (vii) the balance through equipment lease financing. The final capital expenditures and the composition of the Phase 3A Expansion are based on our estimates and are thus subject to change as a result of detailed design and final bid amounts. They are also subject to consultation with stakeholders and regulatory approvals. The sources of funds may also change.

AERA has approved in-principle total capital expenditures (excluding Interest during construction) for the Phase 3A Expansion of INR 9,126 crores, as compared to our estimated costs of approximately INR 9,794 crores. AERA, in its order, mentioned that it will examine our Phase 3A Expansion capital expenditures after the actual incurrence of the costs and our submission of justification therefor. We cannot assure you that AERA will adopt our final costs of the Phase 3A Expansion, which may have a negative impact on the determination of our tariff in future periods.

Although the Transaction Documents will contain a covenant restricting the incurrence of additional indebtedness, it will permit us to incur additional indebtedness for capital expenditure of this nature (i.e., related to the Master Plan) and we may become more leveraged in the course of implementing any future capital expenditure plans of this nature, which would result in increased debt- servicing requirements. We cannot guarantee that we would be able to obtain such indebtedness on a timely basis, on favorable terms, or at all. The terms of any future U.S. dollar-denominated debt may differ from the terms of Rupee-

denominated debt, including the NCS offered pursuant to the Offer Documents. See “— *Our substantial leverage could adversely affect our ability to raise additional capital to fund our operations and prevent us from meeting our obligations under our Concession Agreements, particularly our obligations to construct and develop additional facilities at the Airport including those set forth in the Phase 3A Expansion.*” The significant capital expenditure expected in connection with the Phase 3A Expansion may adversely affect our financial performance, cash flows and results of operations.

1.5. *Phase 3A Expansion construction costs could increase to levels that make the Phase 3A Expansion too expensive to complete or make the return on our investment less than expected.*

In order to cater to the anticipated growth in passenger traffic at the Airport, we have embarked on the Phase 3A Expansion, which entails a significant capital outlay. The Phase 3A Expansion was undertaken based on traffic triggers and projected double digit growth before the COVID-19 pandemic. However, the COVID-19 pandemic has significantly impacted the traffic at the Airport. In the event traffic growth does not recover as anticipated, the return on our investment would be less than expected.

There may be delays or unexpected developments in completing the Phase 3A Expansion, which could cause construction costs and other expenses of the Phase 3A Expansion to exceed our projections. Significant delays in the completion of the Phase 3A Expansion could have a material adverse effect on our business, results of operations, cash flows, financial condition and prospects, in particular since the current passenger traffic at the Airport has exceeded the passenger capacity of the Airport, and may also result in us losing the right to operate the Concession.

We have engaged Larsen & Toubro Limited to act as our EPC contractor for the execution of the project. AAI has engaged Engineers India Limited as an independent engineer pursuant to the OMDA. However, there can be no assurance that the Phase 3A Expansion will be completed on time as the performance of these contractors may be impacted due to various extraneous circumstances including COVID-19 like situation and is beyond our control. In particular, any restrictions imposed by the Government may hamper or impair our contractor’s ability to carry out the Phase 3A Expansion as per our contracted schedule, or at all.

Any delay on the part of any of these contractors in the construction and commissioning of the Phase 3A Expansion may lead to a significant rise in cost. Although the contractors have given us warranties in connection with design and engineering work, as well as provided guarantees and indemnities to cover cost overruns and additional liabilities, these guarantees and indemnities may not address all losses, damages or risks or cover the full loss or damage suffered due to construction delays, performance shortfalls, or the entire amount of any cost overruns. We may also be required to engage new contractors as a result of the failure or under-performance of these contractors, thereby adversely affecting the cost of project. There can be no assurance that any such new contractors may be capable of completing the work on time or to the design specifications envisaged. The EPC contract requires the contractor to meet certain schedules and milestones, and provides for liquidated damages in case of delay, but such liquidated damages may not exceed 5% of the contract sum. We may not be able to recover liquidated damages that we are contractually entitled to from any of these contractors, including any new contractors, for a delay in completion of the Phase 3A Expansion if such contractor becomes bankrupt or undergoes financial difficulties,

Since the project execution requires certain employee skillsets, an adverse change in human resource policy of any of these contractors may affect employee retention, thereby causing disruption in implementation of the Phase 3A Expansion. As execution of the Phase 3A Expansion is labor intensive with heavy dependence on low- to semi-skilled employees, we are vulnerable to strikes, unionism and other industrial relations issues with respect to any of these contractors. Any of these events may have a material adverse effect on our business, results of operation, cash flows, financial condition and prospects.

1.6. *We have in the past not been compliant with certain covenants in the Existing Indentures and may not be in full compliance with the Trust and Retention Account Agreement. Our failure to comply with any covenants under our financing agreements could result in an event of default under the relevant financing agreements and the OMDA.*

On or about April 29, 2019, we became aware that due to misinterpretation of the requirements in calculating the restricted payment basket, we have not been compliant with the limitations on restricted payments covenant under the Existing Indentures as a result of our INR 400 Crores inter corporate loan to GMR

Airports Infrastructure Limited (formerly GMR Infrastructure Limited) during the fiscal year ended March 31, 2019, which was cured through the complete repayment on March 12, 2020, by GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited). Simultaneously, we became aware that we have not been compliant with the reporting covenant under the Existing Indentures as a result of our omission to provide operating and financial review, together with the quarterly financial statements that were provided, which has been cured subsequently through our provision of operating and financial review for all relevant periods.

In addition, we may not be in full compliance with the account-funding and usage requirements of the Trust and Retention Account Agreement. Specifically, we have not strictly followed, and may not be in full compliance with, the waterfall-funding mechanism for certain accounts under the Trust and Retention Account Agreement, which we may be required to maintain under the Trust and Retention Account Agreement.

In the future, we may face difficulties complying with the covenants under our financing agreements. Any such non-compliance may result in an event of default under those agreements, and our lenders would have the right to, among others, accelerate payment of all amounts outstanding under the relevant financing agreements and declare such amounts immediately due and payable together with accrued and unpaid interest. In addition, any such event of default may trigger cross-default or cross-acceleration clauses under our other financing agreements, including the Transaction Documents, which could result in an event of default under such other financing agreements and simultaneous accelerated repayments of additional material amounts of indebtedness. Further, under the OMDA, a material default by us under any provisions of the financing documents, except to the extent that the lenders are willing to excuse such default as certified by a written notice to AAI or give us an opportunity to cure it, is an event of default. We cannot assure you that our assets or cash flow would be sufficient to fully repay our borrowings or satisfy guarantees or security claims under our outstanding financing agreements if accelerated or that we would be able to refinance or restructure the payments due under those financing agreements. Accordingly, any such action by our creditors could have a material adverse effect on our business, prospects, financial condition, cash flows and results of operations.

1.7. *Our operations and the fees we charge for aeronautical services — which comprise a substantial portion of our revenues — are regulated by the Government of India, through AERA, and the terms of our Concession Agreements. Accordingly, government regulations and the terms of our Concession Agreements (including with respect to the determination of tariffs for our aeronautical services) have materially affected our historical results of operations, cash flows and financial condition, and will continue to affect our future results of operations, cash flows and financial condition.*

A substantial portion of our revenues is earned from aeronautical services, and the aeronautical service fees we charge to airlines and passengers for such services — including, but not limited to, landing charges, user development fees, baggage x-ray charges and parking and housing fees — are regulated by AERA in accordance with our Concession Agreements. For fiscal years 2023, 2022 and 2021 is 22.04%, 20.52%, 15.86%, of our total income, respectively, was from aeronautical services. AERA determines the rates we charge for aeronautical services through a consultative process involving us and other stakeholders, such as relevant government agencies, airlines and passenger advocacy groups, and we do not have the ability to unilaterally change or increase the aeronautical service fees we charge to airlines or passengers. AERA's rate determinations are based on, among other things, our submissions of forecasts for our operation and maintenance expenses and our revenue from non-aeronautical assets and our finance costs. AERA's rate determinations are for a "control period" of five years each and can be periodically re-examined. While AERA's determination of rates for aeronautical services is a consultative process, AERA may not agree with our submissions and forecasts, and the rates determined by AERA for any control period could be revised downwards. Additionally, we bear the risk of AERA adopting any stand as a public policy, or in public interest which is in variance from the Concession Agreements. We may also have to bear the risk for adverse changes in our operation and maintenance expenses, our revenue from non-aeronautical services and our finance costs. Accordingly, if there are unanticipated increases in our operating costs or finance costs, or shortfalls in our non-aeronautical services revenue, the same will have significant impact on our revenues and AERA may not allow us to make compensatory adjustments in our aeronautical service fees in the next tariff control period in case the variations do not pass the efficiency test. Any adverse change in AERA's determinations of our aeronautical service fees would have a material and adverse effect on our results of operations, cash flow and financial condition.

In addition to the regulation of our aeronautical charges, the effective dates of AERA's rate determinations have had — and will continue to have — a material impact on our results of operations. For example, the aeronautical charges for the first control period spanning fiscal years 2010 through 2014 were not declared effective by AERA until May 15, 2012, at which time, AERA permitted us to recover in-full — over the remaining 22 and one-half months of the control period — those aeronautical charges we should have earned prior to May 15, 2012 had AERA's rate determination been effective from the beginning of the first control period. As a result of this later-occurring effective date, our revenue from aeronautical services for fiscal years 2013 and 2014 experienced much higher growth than the earlier years during the first control period. Similarly, the tariff determination exercise for the second and third control period took considerable time and was declared after 22 months of delay and the tariff for the third control period was declared after 21 months of delay. As a result of this later-occurring effective date, our revenue from aeronautical services saw a significant decline following effectiveness. Any such increases or decreases in our revenue due to the amount and timing of AERA's rate determinations may lead to substantial volatility and unpredictability in our results of operations and could make period-on-period comparisons of our results of operations potentially misleading.

AERA passed an order dated April 24, 2012- which determined the amount of aeronautical tariff to be levied at the Airport for the fourth and fifth year of the first control period (2009-2014). We filed an appeal against this order on May 23, 2012 before the AERAAT over certain disputed issues in the order. On January 22, 2015, Delhi High Court ordered that the tariff determined by AERA for the first control period shall continue to apply till the disposal of our pending appeals against the said Tariff order before the AERAAT.

Subsequently, AERA released the tariff order dated December 8, 2015 for the second control period (2014-2019). The Ministry of Finance, Government of India directed the merger of the AERAAT under the Airports Economic Regulatory Authority Act, 2008 into the TDSAT.

The Supreme Court, while presiding over a special leave petition filed by Air India vacated the stay on the implementation of the tariff of second control period vide, its judgment dated July 3, 2017 and directed the TDSAT to dispose off our pending appeals within two months. Following this judgment, we implemented the tariff order for the second control period dated December 8, 2015, on July 7, 2017. This resulted in a reduction of the aeronautical tariff by 89.4% from the tariff for the first control period. We subsequently applied to AERA on December 14, 2017 for upward adjustment of the tariff to the Base Airport Charges plus 10% thereof, i.e. the minimum aeronautical tariff that we are entitled to in any year during the concession term as per the provisions of the SSA. AERA issued an order on November 19, 2018 by which it set the tariff for the second control period to the Base Airport Charges plus 10% escalation as provided for in the SSA.

Our appeals with respect to the first control period pending before the TDSAT were concluded along with the appeals of several airlines by a TDSAT order dated April 23, 2018. This order provided clarity on some of the issues that were pending for six years and laid down the principles to be followed by AERA in the third control period (2019-2024).

On July 12, 2018, we filed an appeal against the TDSAT order before the Supreme Court of India in relation to the following issues: (i) calculation of tax for the purposes of determination of target revenue; (ii) calculation of hypothetical regulatory asset base; (iii) treatment of fuel throughput charges for determination of tariff for the Airport; (iv) treatment of revenue from area of terminal building disallowed by AERA as part of regulatory asset base, which should not be considered in determination of the aeronautical tariff; and (v) application of CPI-X.

We are also a respondent, along with AERA, in several cases brought by airlines, some of which are our customers, seeking reductions in the aeronautical tariffs set by AERA in the first five-year control period.

All these appeals have been disposed of by the Hon'ble Supreme Court by its judgement and order dated 11th July, 2022, whereby all of our contentions as well as the contentions of the airlines in their respective appeals have been rejected except the Hon'ble Supreme Court has concurred with our submissions on the issue relating to calculation of tax for the purposes of determination of target revenue. The Hon'ble Supreme Court has also observed that AERA is required to compute the tariff and keeping in mind the principles listed in Schedule-1 of SSA.

We had also filed an appeal on January 11, 2016 on certain other aspects of AERA's order dated December 8, 2015 for the second control period before the TDSAT.

We are currently in the third control period. AERA passed an order for third control period on December 30, 2020. AERA has allowed us to continue minimum tariff (i.e. BAC plus 10%) for the remaining duration of third control period plus a compensatory tariff on account of abolition of fuel throughput charges since the present value of the project revenue according to the minimum tariff is higher than the revenue determined by the building block approach. We believe that AERA has not considered some of the principles of determining tariff which include consistency and concession in its order. We have challenged the said order before TDSAT on January 29, 2021 on the following grounds, (i) true up of over recovered revenue on account of Base Airport Charges; (ii) treatment of other income as part of revenue from revenue share assets (revenue share assets are defined as part of S factor in Schedule-1 of SSA under formula of target revenue); (iii) failure to allow foreign exchange loss as part of operating expense in the first control period and truing up the same; (iv) consideration of refinance costs as part of foreign exchange losses for the true up for second control period; (v) inclusion of annual fee in determination of S-factor (as described under Schedule-1 of SSA under formula of Target Revenue); (vi) disallowance of part of the capital expenditure undertaken by the appellant for phase 3A expansion; (vii) consideration of S-factor as part of aeronautical revenue base for computation of aeronautical taxes for the second and third control period; (viii) disallowing CSR expenses as part of operating expense; (ix) consideration of only interest during construction instead of financing allowance; (x) exclusion of revenue from existing assets.

Arguments in both the appeals for second control period tariff order and the third control period tariff order was heard by TDSAT and the judgement was pronounced on July 21, 2023. Further, with respect to the nature of the cargo and ground handling services at Indira Gandhi International Airport, AERA has communicated that cargo services and ground handling services would be Regulated Services and hence the tariff for these services has to be determined by AERA, in so far as these services are being provided by third parties appointed by us, even though TDSAT had vide its order April 23, 2018 had held that colour of service does not change by an act of delegation and also that the revenue from cargo services and ground handling services at the Indira Gandhi International Airport is Non-Aeronautical revenue. We had filed an appeal before TDSAT against such decision of AERA and could succeed in quashing the aforesaid communications issued by AERA. TDSAT has vide its order dated 13th January, 2023 upheld the nature of cargo and ground handling services being provided at Indira Gandhi International Airport as Non-Aeronautical Services regardless of the party providing such services. However, AERA has challenged this order before the Hon'ble Supreme Court.

1.8. *Our revenue is highly dependent on levels of air traffic, which depend in part on factors beyond our control, including economic and political conditions and regulatory environment.*

Our revenue is closely linked to passenger and cargo traffic volumes and the number of air traffic movements at the Airport. These factors directly determine our revenue from aeronautical services and indirectly determine our revenue from non-aeronautical services. Passenger and cargo traffic volumes and air traffic movements depend in part on many factors beyond our control, including, among others:

- health scares and outbreaks of contagious diseases, including the ongoing global outbreak of COVID-19;
- political factors and the regulatory environment, which are both beyond our control;
- macroeconomic events (including changes in fuel prices and currency exchange rates), whether or not affecting the Indian economy or the global economy generally;
- adverse changes in domestic or international regulation or policy;
- increased competition or operations of other airports near the Airport, which may make the Airport less attractive compared to other airports;
- the development of efficient and viable alternatives to air travel, including the improvement or expansion of existing surface transport systems, the introduction of new transport links or technology, and the increased use of communications technology;

- consumer response to advocacy against air travel based on environmental concerns;
- grounding of aircraft for financial reasons, such as non-payment of aircraft leases by an airline or delay in the delivery of the aircraft, or for other reasons;
- shortages of qualified pilots and other critical personnel or strikes by pilots and other aircraft crew or air traffic control personnel;
- increase in air fares due to reduction in operations of competing carriers or increases in aviation fuel prices;
- discontinuance of operations of any airlines, for instance the discontinuance of operations of Jet Airways, which led to a reduction in ATMs at the Airport;
- decisions by airlines regarding airfares due to increased airline costs, and the number, type and capacity of aircraft, as well as the routes on which particular aircraft are utilized;
- major airport maintenance programs, including runway repairs, as conducted from time to time;
- increase in the number of sectors existing airlines are operating in;
- enhanced security measures due to the current political tensions between India and Pakistan;
- bad weather and other seasonal factors which can impact flights and passenger demand, such as the fog experienced at the Airport during winter, especially during the months of December and January;
- accidents or other security incidents at the Airport or other airports in India;
- shortages of available parking slots at the Airport or airports to from which airlines using the Airport are operating; and
- wars, riots, political action, health scares, outbreaks of contagious diseases, disruptions caused by natural disasters, and acts of terrorism or cyber-security threats.

In addition, as the passenger traffic at the Airport nears the passenger capacity of the Airport, increasing our revenue beyond the constraints imposed by the current facilities of the Airport will depend on the successful implementation of the Phase 3A Expansion, which includes, among others: (i) expansion of Terminal 1, including improvements to the buildings, the apron and the surrounding infrastructure; (ii) construction of a fourth runway and the refurbishment of one of our existing runways; (iii) enhancement of airfields and construction of new taxiways, including the north parallel taxiway and dual eastern parallel cross taxiways; and (iv) the widening of existing roads and curbs and the construction of new roads and a new access tunnel. Implementation of the Phase 3A Expansion will involve complex construction planning and passenger traffic diversion. Upon completion of the Phase 3A Expansion, we expect passenger capacity of the Airport to increase from current capacity of 74 million passengers per year to 100 million passengers per year. The failure to successfully implement any aspect of the Phase 3A Expansion could result in failure to capture additional revenue from increased passenger traffic or loss of revenue from disruption to current passenger traffic.

Although under the SSA any decrease in our aeronautical services revenue due to drops in air traffic below that projected in AERA's tariff determinations are required to be compensated for by AERA when determining the tariffs for the subsequent control period, there is no guarantee that AERA would provide such compensation. Any decreases in air traffic to or from the Airport as a result of the above and other factors could have a material adverse effect on our business, financial condition, cash flows and results of operations.

As a result of the COVID-19 pandemic, passenger and cargo traffic at the Airport declined significantly. See “—Any outbreaks of contagious diseases such as the outbreak of COVID-19 may have a material adverse effect on our business operations, financial condition and results of operations. The COVID-19 pandemic has had a material, negative impact on our business operations, financial condition and results of operations and there is uncertainty as to how and how long it will continue to do so.”

Implementation of the Phase 3A Expansion involves complex construction planning, management of multiple EPCs and the incurrence of a significant amount of additional indebtedness. We will not be able to recover the capital expenditure we have made with respect to the Phase 3A Expansion if air traffic does not recover in the years to come due to any impact that any force majeure event may have on air travel, rendering the expanded terminal and airside facilities under-utilized, which may cause AERA not to allow passing on the entire cost of Phase 3A Expansion to the passengers and airlines in the form of aeronautical charges. The failure to successfully operationalise any aspect of the Phase 3A Expansion and associated capital expenditure on account of adverse economic and political conditions or regulatory environment, or any other reason, could result in failure to capture additional revenue from increased passenger traffic or loss of revenue from disruption to current passenger traffic.

Under prevailing regulatory practice, AERA may compensate us through tariffs in subsequent control periods for decreases in our revenues from aeronautical operations due to drops or variations in air traffic or passenger traffic caused by economic cycles which are below projections in AERA's tariff determinations, however, there is no guarantee that AERA would provide such compensation. Any decrease in air traffic to or from the Airport as a result of the above and other factors could have a material adverse effect on our business, financial condition and results of operations.

Our revenue from non-aeronautical operations is partially linked to passenger numbers and expenditures by such passengers at the Airport. Levels of retail revenue may also be affected by changes in the buying behavior of the passengers on account of any pandemic, the mix of long- and short- haul, transfer, origin and destination of passengers and also the mix of international and domestic passengers. In addition, international passenger traffic declined more significantly due to COVID-19 and is expected to recover more slowly as compared to domestic passenger traffic. In addition, retail tenant failures, lower retail yields on lease re-negotiations, redevelopments or reconfiguration of retail facilities, reduced competitiveness of the airport retail offering, reduced hand luggage and other carry-on restrictions and reduced shopping time as a result of more rigorous and time consuming security procedures may lead to a temporary or permanent decline in retail concession fees. Other non-aeronautical operations revenue could be reduced as a result of a decrease in demand from airport users or airlines leasing check-in counters. Further, airport terminals are periodically renovated and refurbished, such as is currently being undertaken as part of the Phase 3A Expansion, and during such periods we may experience reduced earnings from non-aeronautical operations. Any of these factors could have a material adverse effect on our business, financial condition and results of operations.

1.9. *The Government of India may impose fines on us and/or terminate the OMDA under certain circumstances.*

The OMDA and the SSA provide that the Government of India may impose fines and other penalties on us in the event that we breach any of our obligations under these agreements, including by failing to meet certain agreed performance requirements. We cannot assure you that we will be able to satisfy our obligations under the OMDA and that the Government of India will not impose any such penalties on us if we do not satisfy our obligations under the OMDA.

The OMDA may be terminated by the Government of India prior to the expiration of the term of the agreement for certain prescribed reasons, including if there is an event of default declared by the "Lenders" (as defined in the OMDA) or a force majeure event causing an interruption to the performance of our obligations beyond a specified period, or if it is determined that it is in the public interest to do so. For example, any un-remedied material default under the primary agreements relating to the Concession, any financing documents, the Master Plan or any major development plans, or any permanent or sustained halt in our operations or any failure to pay the annual fee or any damages resulting from our operations could result in the OMDA being terminated. The OMDA may also be terminated upon an event of default under our term loan facilities or working capital facilities, our insolvency, winding-up or liquidation or administration, trust or receivership of all or substantially all of our assets or upon certain violations of Indian laws or regulations. In addition, AAI has raised a counter-claim in our ongoing Arbitration with respect to the excuse of payment of annual fees on account of force majeure, seeking to terminate OMDA for non-payment of annual fee for the period of more than 365 days. AAI may also assume the operation of the Airport in the event of any emergency, including war, public disturbance or a threat to national security. We cannot assure you that the Government of India will not terminate the OMDA if we are unable to satisfy our obligations thereunder or any of the events described above occur.

Pursuant to communication sent on March 19, 2020, March 27, 2020, and March 31, 2020, we informed the AAI of our inability to pay our monthly annual fee due to the outbreak of COVID-19 and its consequent adverse impact on our business operations, financial condition and results of operations. We invoked the force majeure provisions under the OMDA, which was acknowledged by AAI pursuant to the letter dated April 4, 2020, but instead of excusing the payment of monthly annual fee, AAI proposed to only defer the payment by three months. Despite the exchange of further correspondence, including the letter dated September 18, 2020 where we requested for an amicable settlement of the matter, AAI did not agree to excuse the payment obligation. Accordingly, we invoked to settle the dispute through arbitration under the provisions of the OMDA and initiated steps for the constitution of the arbitral tribunal. Pending constitution of the arbitral tribunal, on December 5, 2020, we filed a petition under section 9 of the Arbitration and Conciliation Act, 1996 before the Delhi High Court seeking certain interim reliefs. The Delhi High Court passed an order dated January 5, 2021 providing certain ad interim reliefs, including directing the escrow bank to transfer any amounts deposited into the AAI Fee Account back into the Proceeds Account and to not deposit any further amounts into the AAI Fee Account. Further, the Delhi High Court allowed us to utilize the money standing to the credit of the Proceeds Account to meet our operational expenses and directed AAI to file an affidavit setting out its submissions with respect to our financial position and as to our inability to perform our obligations under the OMDA as a result of the force majeure event, and directed us to file responses to the affidavit in two weeks' time thereafter. In May 2022 with mutual arrangement between us and the AAI, the petition and appeal pending in the High Court of Delhi have been withdrawn and we have commenced paying our monthly annual fee to the AAI from April, 2022 onwards, subject to the final outcome of the arbitration proceedings. We cannot assure you that the decision of the relevant court and/or arbitral tribunal will be in our favor. Should the relevant court and/or arbitral tribunal make a ruling against our favor and in favor of AAI we may be required to pay the monthly fee from the month of January 2021 onwards until March 2022. Further, the arbitral tribunal and/or the relevant court may also impose interest on the unpaid amounts, and such payments may materially affect our financial condition, cash flows and our ability to meet other payment obligations, including debt service obligations.

In the event of a reversion of the public domain assets that are the subject of our Concession, or "Transfer Assets," AAI is required, and the Government of India has guaranteed, subject to several conditions, to compensate us by, among other things, making payment of 100% if AAI defaults, or 90% if we default under the OMDA, of the "Debt" related to the Transfer Assets to repay our lenders of certain of our debt that is related to such Transfer Assets and to pay us the fair market value for certain other assets it has the option to acquire. There can be no assurance that we will receive compensation equivalent to the value of our investment in or any additional damages related to our Concession and related assets upon the occurrence of such event. Thus, the loss of our Concession would have a material adverse effect on our business, financial condition, cash flows and results of operations and may result in the loss of all principal and interest owed to the holders of NCS issued pursuant to the Offer Documents.

Furthermore, we are allowed under the OMDA to meet all our financing requirements through suitable debt arrangements, and we are additionally allowed to secure certain debt by creating liens over certain assets in favor of the "Lenders" qualified under the OMDA. "Financing institutions, banks, multilateral funding agencies and similar bodies undertaking lending business" qualify as "Lenders" under the OMDA. There is a possibility that the holders of NCS issued pursuant to the Offer Documents may not qualify within the definition of "Lenders."

Upon termination of the OMDA as a consequence of a default by us or AAI or in certain prescribed other circumstances, AAI may acquire the Transfer Assets by making certain required payments. The payments for such acquisition of the Transfer Assets are calculated to include "Debt." However, any amounts outstanding in relation to the NCS held by holders of NCS issued pursuant to the Offer Documents, if such holders do not qualify within the definition of "Lender," may not be included in the calculation of "Debt" under the OMDA for the purpose of making transfer payments by AAI. This may adversely impact the amount of funds available to holders of NCS issued pursuant to the Offer Documents from the transfer payments made by AAI upon termination of the OMDA. A court may also take the view that none of the holders of NCS issued pursuant to the Offer Documents qualify as "Lenders" under the OMDA, in which case no funds would be available to holders of NCS issued pursuant to the Offer Documents from the transfer payments made by AAI upon termination of the OMDA.

In addition, "Debt," as defined in the OMDA, means the outstanding principal amount of debt payable to "Lenders" and does not include, among other things, debt not secured by a first-priority charge and debt on which we have defaulted and which has become payable prior to the date on which AAI terminates our

Concession. Accordingly, any amounts representing defaulted interest or other payments due under the NCS (up to and including the entire amount owed on the NCS if the NCS had prior to such time been accelerated following an Event of Default) as of the date of the termination of our Concession, the “Transfer Date” under the OMDA, would not be considered “Debt” for the purposes of the OMDA, and AAI would not be obliged to repay 90% of such amounts. In such event, the funds paid by AAI would not be sufficient to repay holders of NCS issued pursuant to the Offer Documents, and such holders of NCS would only receive partial or no repayments of amounts owed under the NCS.

1.10. *Our business is subject to extensive and evolving Indian law and regulations.*

Our operations, including the scope and extent thereof, are regulated and restricted by the Government of India and the terms of our Concession Agreements. Principal regulators of the Government of India that formulate and implement policies affecting our business include AERA, MoCA, the DGCA and the Bureau of Civil Aviation Security. We also are required to obtain governmental and regulatory approvals with respect to a variety of matters affecting our operations. In addition, new laws or regulations could be implemented that could have a direct or indirect adverse effect on our operations. While we seek to maintain the favorable relations we believe we enjoy with the regulators who oversee our business, there can be no assurance that these regulators will not formulate and implement policies which adversely affect our business. There can be no assurance that the Government of India or any state government in India will not implement new laws, regulations or policies that could adversely affect our business model and, consequentially, our revenue. Key areas of our business that are subject to regulatory oversight include the rate-setting process applicable to aeronautical service tariffs, security, health and environmental safety, and labor relations. There can be no assurance that the regulatory agencies overseeing our operations will rule favorably for us or that the laws and regulations governing our business will not be established or change in the future or be applied or interpreted in a way that could have a material adverse effect on our business, financial condition, cash flows and results of operations.

Our operations require us to obtain and comply with the terms of various approvals, permits and registrations. While certain approvals, permits and registrations are one-time in nature, which remain valid unless or until cancelled, certain other approvals are only valid for stipulated periods of time and require periodic renewals. For example, we are required to obtain, and renew from time to time, the aerodrome licenses issued by the DGCA with respect to the Airport; our combined consent to operate under the Water (Prevention and Control of Pollution) Act, 1974, and the Air (Prevention and Control of Pollution) Act, 1981, and authorizations under the Hazardous Wastes (Management and Handling) Rules 1989, each as subsequently amended. Additionally, we may be required to obtain or renew from time to time approvals and licenses at the central, state and municipal levels in relation to our commercial property development projects. There can be no assurance that we will be able to obtain or renew such approvals and licenses in time or at all. Furthermore, the environmental approvals are granted to us based on certain assumptions on the number of people using the airports. Such assumptions may not be accurate and if we obtain or renew environmental approvals based on inaccurate assumptions, our business and operations may be materially and adversely affected. In addition, such approvals, permits and registrations contain various conditions and restrictions that we (as well as our contractors, concessionaries and other relevant third parties) are required to comply with. These include the requirement, in certain cases, to maintain registers and to file periodic returns with the appropriate authorities.

Our compliance costs (including penal or remedial costs in the event of any failure to comply) may be substantial. In certain circumstances, such approvals, permits and registrations may also be revoked or suspended by the issuing authorities or by the Government of India or the competent courts or appellate forums on account of our, or our contractors’ or relevant third parties’, failure to comply with applicable requirements or restrictions. Any failure to obtain, renew or comply with the terms of applicable approvals, permits and registrations could materially and adversely affect our business, financial condition, cash flows and results of operations, and also result in reputational damage.

AERA determines the rates we charge for aeronautical services through a consultative process involving us and other stakeholders, based on agreed-upon principles provided in the SSA and our submissions of forecasts for our operation and maintenance expenses, revenues from non-aeronautical services and our finance costs, as well as other factors. While AERA’s determination of rates for aeronautical services is a consultative process, AERA may not agree with our forecasts and other calculations included in the tariff applications we submit to AERA. See “— *Our operations and the fees we charge for aeronautical services — which comprise a substantial portion of our revenues — are regulated by the Government of India,*

through AERA, and the terms of our Concession Agreements. Accordingly, government regulations and the terms of our Concession Agreements (including with respect to the determination of tariffs for our aeronautical services) have materially affected our historical results of operations, cash flows and financial condition, and will continue to affect our future results of operations, cash flows and financial condition.”

The rights granted to us under the OMDA and the SSA are our principal assets. Our rights under these agreements may be revoked by the Government of India for certain prescribed reasons, including any event of default on our obligations or any force majeure event. If we were to lose our rights, or any portion of them, under the OMDA, the SSA and other Concession-related agreements, such loss could have a material adverse effect on our business, financial conditions, cash flows and results of operations.

1.11. *The Government of India has granted new concessions that compete with the Airport, and has granted a concession for the Jewar Airport, which is located within 150 kilometers of the Airport.*

MoCA announced the results of a public bidding for a concession for a new airport located in the town of Jewar, Uttar Pradesh (the “**Jewar Airport**”) in November 2019, which will be within 150 kilometers of the Airport. We participated in the bidding for the concession for Jewar Airport, but Zurich Airport AG emerged as the successful bidder and signed a concession agreement for the construction and operation of Jewar Airport on October 7, 2020. The commercial operation date of the Jewar Airport is expected to occur in late fiscal year 2025. Competition from the Jewar Airport could have a material and adverse effect on our business, financial condition, cash flows, results of operations, and growth prospects.

Governmental authorities could grant additional concessions to operate existing government- managed airports or authorize construction of new airports — any or all of which could compete directly with the Airport. For example, MoCA has granted site clearance to Delhi Mumbai Industrial Corridor Development Corporation (DMICDC) in July 2017 for setting up a greenfield airport near Bhiwadi, District Alwar, Rajasthan, within 150 kilometers of the Airport. Also, while the facilities at the Airport are being upgraded in connection with the Phase 3A Expansion, the Hindon airbase has been handling, as selected by MoCA, the operation of regional flights under the Regional Connectivity Scheme (“RCS”) from March 2019. Furthermore, the Aviation Policy 2016 permits development of satellite airports or non-commercial airports within a 150-kilometer radius of existing PPP (public- private partnership) airports, such as the Airport, subject to the provisions of OMDA or any concession agreements. If we are unable to compete effectively with the Jewar Airport or any such new airports, our business, financial condition, cash flows and results of operations could be materially and adversely affected.

1.12. *The loss of one or more of our key customers or a reduction in their operations could result in a loss of a significant amount of our revenue.*

Air India Limited (now transferred to the Tata group) accounted for 18.14%, 21.9% and 22.3% of our revenue from aeronautical services for the financial years ended March 31, 2023, March 31, 2022 and March 31, 2021, respectively, while IndiGo accounted for 24.09%, 23.3% and 21.6% of our revenue from aeronautical services over the same periods. We expect that these airlines will continue to account for a significant percentage of our revenue in the future. None of our contracts with our airline customers obligate them to use the Airport for a minimum number of flights or passenger numbers. Decisions by, legal disputes with, financial difficulties at, or the failure of, a significant airline customer, or the withdrawal of their landing rights, could lead to a reduction in flights and passenger numbers and/or failure or delay in recovering aeronautical services revenues. For example, in April 2019, Jet Airways (including its affiliate, Jet Lite) discontinued its operations due to the deterioration of its financial health, which has resulted in a reduction of ATMs at the Airport. The amount of revenue from aeronautical services recognized by us from Jet Airways and its subsidiaries during fiscal year 2020 totaled INR 4.64 Crores. Recently, GoFirst has also filed voluntary bankruptcy proceeding under the Bankruptcy Code. If any of our key customers were to reduce their use of the Airport or cease to operate at the Airport, we cannot guarantee that we would be able to derive revenue from other airlines to offset the loss of revenue from these key customers. In addition, as a result of this reliance, the growth of our revenue is effectively constrained by the number of flights operated by our key customers, the number of passengers they service at the Airport and the size of the aircraft used by these airlines. The interests of our key customers may conflict with our interests, and their pricing policies, business strategies, marketing, capital expenditures and other initiatives may result in disputes or cause them to decrease their use of the Airport. If any of these key customers decreases their flights into and out of the Airport or there is a significant reduction in the number of passengers using these airlines or the size of the aircraft that they use, our results of operations could be adversely affected. We

cannot assure you that our revenue generated from these key customers will reach or exceed historical levels in any future period. The loss of such customers could also impact our non-aeronautical services revenue or revenue from commercial property development, for which, unlike drops in our aeronautical services revenue due to decreases in air traffic below those projected in AERA's tariff orders, the SSA does not require AERA to compensate when determining the tariffs for the subsequent control period. Any loss or cancellation of business from, or decreases in the rates we charge for our services to, these key customers could materially adversely affect our business, financial condition, cash flows and results of operations.

Recently, the Government of India has made a divestment of Air India Limited (now transferred to TATA Group) and, we cannot guarantee that the new management of Air India Limited would retain the same frequency of flights operating from the Airport. Further, Air India Limited may plan to scale down certain operations, and this would impact our revenues if flights to and from the Airport operated by Air India are reduced. In addition, the airline industry in India has been experiencing near-term headwinds due to various operational challenges, including, among others, poor financial health of airlines, grounding of aircraft due to non-payment of aircraft leases, shortages of trained pilots and a ban by the industry regulator DGCA on the flying of Boeing 737 MAX aircraft, leading to widespread cancellations of flights and a surge in ticket prices, which in turn affect air passenger traffic. Airlines have been undergoing operational turbulence, resulting in reduced frequency of their flights to and from the Airport. If any of our key customers were to reduce their use of the Airport or cease to operate at the Airport, we cannot guarantee that we would be able to derive revenue from other airlines to offset the loss of revenue from these key customers.

1.13. *We are exposed to certain credit risks and we may be unable to collect on our receivables.*

In recent years, many airlines have reported increased leverage and some have reported substantial losses. The financial health of these airlines has further deteriorated due to total or partial flight restrictions and lockdown restrictions imposed by the Government of India and subsequently truncated level of operations to contain the spread of COVID-19.

Our revenues from airlines and other aeronautical services are typically secured by a performance bond or other types of guarantees, but such guarantees may not fully cover the amount owed by an airline at a certain date. In the event of insolvency of any of our airline customers, we may be unable to collect any or all amounts invoiced to that airline in respect of passenger charges or other fees. For example, we are party to legal proceedings against Kingfisher Airlines and their officers in connection with the fees that we have not recognized as revenue since October 1, 2012, due to the lack of certainty that we would recover them. Recently, GoFirst has also filed voluntary bankruptcy proceeding under IBC resulting in inability to recover the dues in a timely manner. We are also not sure of recovery of such charges if GoFirst is declared insolvent or the insolvency resolution does not yield the recovery of our dues being the unsecured creditor.

In addition, should any of our principal airline customers refuse to continue to make payments to us, or should they refuse to pay increases in our charges for aeronautical services in future years, our results of operations could be adversely impacted by decreased cash flows from operations.

1.14. *The interests of the GMR Group, our majority shareholder, may differ from our interests or the holders of NCS issued pursuant to the Offer Documents.*

The GMR Group, primarily through GMR Airports Limited, holds 64% of our shares, and also develops and/or operates other airports, including Hyderabad's Rajiv Gandhi International Airport, under a concession arrangement, a greenfield airport at Mopa, Goa, India under a concession arrangement, a greenfield airport at Bhogapuram, Andhra Pradesh, India under a concession arrangement, Medan Airport (Kualanamu International Airport) through a special purpose company in Indonesia with its majority shareholding partner Angkasa Pura II, a new greenfield airport at Crete (Greece) through a special purpose company in Greece with its shareholding partner Terna S.A. and the civilian enclave of Bidar Airport in Karnataka. Further, the GMR Group has been issued a letter of award in March 2019 with respect to the concession for the development of Nagpur Airport in Maharashtra, India. As a result of its majority shareholding in us, the GMR Group, in many instances, is in a position to control our management and operations and to determine generally the outcome of many matters requiring the consent of our board of directors. Furthermore, GMR Airports Limited may increase its holdings of our shares, including through the acquisition of our shares of existing shareholders (other than AAI), which would further increase its control over our management and operations in case of any opportunity available in future.

In addition, we rely on the support of the GMR Group for certain managerial and operational assistance. Since the GMR Group manages a portfolio of different projects, the interests of the GMR Group may not coincide with our requirements. We cannot assure you that the GMR Group would act completely in the interest of the holders of NCS issued pursuant to the Offer Documents or that possible conflicts of interests would be resolved in favor of the holders of NCS issued pursuant to the Offer Documents. Further, we cannot assure you that GMR Group will continue to hold its entire stake in GMR Airports Limited and GMR Group will not sell its stake in GMR Airports Limited.

On February 20, 2020, GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited) announced that it had signed a share purchase agreement with Groupe ADP, pursuant to which Groupe ADP acquired a 49% stake in GMR Airports Limited. As a part of the transaction, GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited) retains management control over GMR Airports Limited, with Groupe ADP having customary rights and representation on the boards of directors of GMR Airports Limited and its key subsidiaries, including DIAL. The share purchase closed in July 2020 and Groupe ADP has appointed its board and management representatives in DIAL. Although Groupe ADP has experience in the development and management of airports, differences may arise between GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited) and Groupe ADP in the management of GMR Airports Limited and the interests of GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited) and Groupe ADP may not always be aligned. Any such differences or disputes between the key shareholders of GMR Airports Limited could have a material adverse effect on our business financial condition, cash flows and results of operations.

1.15. *We have entered into, and will continue to enter into, related party transactions, and there can be no assurance that we have achieved as favorable terms as had such transactions not been entered into with related parties.*

As permitted under the OMDA, we have entered into transactions with several related parties, including entities controlled by our majority shareholder, the GMR Group, and we will enter into related party transactions in the future. While we believe that all such transactions have been conducted on an arm's-length basis and in accordance with the provisions under the OMDA, there can be no assurance that we have achieved as favorable terms as had such transactions not been entered into with related parties. Furthermore, while we believe that all such transactions have been conducted on an arm's length basis and in accordance with the OMDA, any future transactions with our related parties could potentially involve conflicts of interest. These related party transactions, *inter alia*, include sales and purchases of goods, rendering of services, sales and purchases of fixed assets, payments of dividends, the making and borrowing of loans and capital advances. There can be no assurance that such future transactions, individually or in the aggregate, will not have an adverse effect on our business, financial condition, cash flows and results of operations.

1.16. *AAI acts as our shareholder and indirect competitor, and this may give rise to conflicts of interest.*

We may face or suffer potential conflicts of interest arising from the fact that AAI plays multiple roles in our business. While we have entered into several agreements and contracts with AAI in relation to our Concession, including a shareholders' agreement governing AAI's equity ownership in us, in some instances AAI may also be regarded as our competitor. For example, in one role AAI holds 26% of the shares in us, and pursuant to the terms of the OMDA, AAI has the right to nominate at least one director to our board of directors even if AAI is no longer one of our shareholders and it also has certain corporate governance rights, including the authority to veto certain reserved matters at our board and shareholder levels. AAI is responsible for communication, navigation and surveillance, and air traffic management services at the Airport, while other governmental agencies are also responsible for providing certain services, such as customs, immigration and security services in respect of aeronautical assets, health, meteorology and quarantine. In another role, however, AAI is an operator of other airports in India under the MoCA. Since AAI also has interests in the operations of other airports, certain conflicts of interest (including in terms of actual or perceived public or national interest or policy objectives) may arise, and there can be no assurance that AAI will act in our favor, which may result in loss of our business or restrictions on our operations, and materially adversely affect our business, financial condition, cash flows and results of operations.

1.17. *Increase in prices of aviation fuel could result in airlines increasing their airline ticket prices, which, in turn, could reduce demand for air travel.*

Aviation fuel costs represent a significant part of the operating costs of all airlines, including those which use the Airport. Aviation fuel prices have experienced periods of significant increases in the past, due to a number of factors including, but not limited to, macroeconomic conditions, regional hostilities in areas such as the Middle East and oil industry production limitations, and may be subject to further increases in the future. Such increases in airlines' aviation fuel costs have, in the past, resulted in higher airline ticket prices and, in turn, have decreased demand for air travel. Accordingly, any such future increases in aviation fuel prices could result in further increases in airline ticket prices and decreased demand for travel on airlines which use the Airport, thereby adversely affecting our revenues and results of operations. Moreover, increased aviation fuel prices likely will have a more pronounced and adverse impact on those airlines which use less fuel-efficient airline fleets, a group which could include some of the airlines which use the Airport. Such an impact would, in turn, have a negative effect on our revenues and results of operations.

1.18. *International and domestic events could have a negative impact on international air travel.*

Historically, we have derived a substantial amount of our revenue from aeronautical services, a principal source of which is user development fees. User development fees (including passenger service fees) are payable for each passenger (other than diplomats, infants and transit passengers) departing from the Airport. In the financial year ended March 31, 2023, March 31, 2022 and March 31, 2021, revenue from user development fees directly represented 8.39%, 6.59% and 3.00% respectively, of our total income. Catastrophic events involving passenger aircraft have a negative impact on the aviation industry, such as the recent aircraft crashes which have previously led to the grounding of Boeing 737 MAX aircraft by a number of aviation regulators globally. Events such as Brexit, Russia's invasion of Ukraine, the war in Syria, international tension on the border between India and Pakistan and on the Korean Peninsula, natural disasters such as the recent floods in Assam and other parts of North Eastern India, the volcanic eruptions in Iceland in 2011 and the Indian Ocean earthquake and tsunami in 2004 and public health crises, such as the Coronavirus (including 2019-nCov) outbreak globally, the Ebola outbreak in the western and central regions of Africa, the SARS crisis, the outbreak of the Zika virus and the swine flu (H1N1) epidemic, may negatively affect the frequency and pattern of air travel worldwide. The COVID-2019 pandemic has had a significant impact on our results of operations and financial condition to date and, while the long-term impact of COVID-19 on our business remains uncertain, as health concerns related to a pandemic by passengers will result in a reduction in air passenger traffic at the Airport and other airports for the next few years. Furthermore, we are not able to predict whether the COVID-19 pandemic will result in permanent changes to consumer behavior, such as a permanent reduction in business travel as a result of increased usage of virtual, video conferencing and teleconferencing platforms or more broadly, a general reluctance to travel by consumers, each of which may have a material impact on our business. See "Risk Factors — Risks Related to Our Business — *Any outbreaks of contagious diseases such as the outbreak of COVID-19 may have a material adverse effect on our business operations, financial condition and results of operations. The COVID-19 pandemic has had a material, negative impact on our business operations, financial condition and results of operations and there is uncertainty as to how and how long it will continue to do so.*"

The effect of such incidents on the aviation industry may include increased security and insurance costs, increased concerns about future terrorist attacks, airport shutdowns, flight cancellations and delays due to security breaches and perceived safety threats, and reduced passenger traffic due to the subsequent drop in demand for air travel globally. Because our revenue is largely dependent on the level of passenger traffic at the Airport, any general increase of hostilities relating to reprisals against terrorist organizations, tension on the international borders of India, outbreaks of health epidemics or other events of international concern (and any negative economic impact from such events) could result in decreased passenger traffic and increased costs to the air travel industry and, as a result, could have a material adverse effect on our business, financial condition, cash flows and results of operations.

1.19. *Terrorist attacks may have a severe negative impact on the international air travel industry.*

As with other airport operators, we are subject to the risk of terrorist attacks. The terrorist attack on the United States on September 11, 2001 had a severe adverse impact on the air travel industry. Significant terror attacks have occurred in the past in India, such as attacks in Mumbai in 2008 and 2011, in New Delhi in 2011, in Uri in the state of Jammu and Kashmir in 2016 and in Pulwama in the state of Jammu and Kashmir in 2019. India has, from time to time, experienced domestic social and civil unrest and hostilities with neighboring countries, such as Sri Lanka and Pakistan. Isolated troop conflicts and terrorist attacks continue to take place in south Asian region. The potential for hostilities between India and Pakistan could

be particularly threatening because both India and Pakistan are nuclear powers. These hostilities and tensions could lead to political or economic instability in India and a possible material adverse effect on our business, financial condition, cash flows and results of operations.

Military activity or terrorist attacks in the future could adversely impact the Indian economy by disrupting communications and making travel more difficult, and such tensions could create a greater perception that investments in Indian companies involve higher degrees of risk. In addition, any deterioration in international relations may result in investor concern regarding regional stability which could adversely affect the price of the NCS. Such incidents could also create an increased perception that investment in Indian companies involves a higher degree of risk and could materially adversely affect our business, financial condition, cash flows and results of operations.

In the event of a terrorist attack directly on the Airport, airport operations would be disrupted or suspended, resulting in the cancellation or delay of flights during the time necessary to conduct rescue operations, investigate the incident, and repair or rebuild damaged or destroyed facilities. Security measures taken to comply with future security directives or in response to a terrorist attack or threat could reduce passenger and cargo capacity at the Airport due to increased passenger and baggage screening and slower security checkpoints, impose additional limitations on airport capacity for retail space, and increase our operating costs. We may not be able to pass on any additional operating costs we incur as a result of increased security. Any terrorist attacks would likely have a negative impact on the reputation of the Airport and could lead to fewer airlines and passengers using the Airport. In addition, our insurance policies do not cover all losses and liabilities resulting from terrorism, and our future insurance premiums would likely increase. All of the above factors may have a substantially adverse effect on our business, financial condition, cash flows and results of operations.

1.20. *Failure in our airport security could have a material adverse effect on us.*

Airport security is the responsibility of the Government of India. We are responsible, however, for adopting security measures at the Airport necessary to assist the Government of India in protecting the public and maintaining the security of passengers. Under the terms of the OMDA and the SSA, we must provide certain space and facilities necessary for the Government of India to provide its required security measures. Security measures taken by us or the Government of India to comply with future security directives or in response to a terrorist attack or threat could reduce passenger capacity at the Airport due to increased passenger screening and slower security checkpoints. In addition, any failure in any of the security measures at the Airport that results in a serious security breach or a public security scare may result in reputational damage to passenger traffic, which would have a material and adverse effect on our business, financial condition, cash flows and results of operations.

1.21. *Our strategy to develop commercial property development projects at the Airport may be unsuccessful.*

As part of our Concession, we have the right to develop approximately 230 acres at the Airport available for certain commercial purposes only. Areas which we have given out include approximately 45 acres for a hospitality district. AAI considers the area of our hospitality district to be approximately 62.5 acres after accounting for the common infrastructure area. We are challenging AAI's position, but should AAI prevail, the area available to us for commercial property development at the Airport would be reduced by an additional 17.5 acres. We have also recently given the first tranche of development rights for 4.9 million sq. feet of commercial space in two phases, with phase 1 involving development rights for 2.73 million sq.ft. commercial space and phase 2 involving development rights for 2.16 million sq.ft. commercial space from April 2023 onwards. In connection with this transaction, we have given options for an additional tranche of development, and although we expect to receive security deposits and regular lease rentals with respect to such subsequent tranches, there can be no guarantee that the developer will exercise such options or that the developer will be able to complete development of the first tranche. Furthermore, we intend to fund a portion of the capital expenditure for the Phase 3A Expansion with such security deposits, so, should the developer choose not to exercise or delay in exercising its options, we may need to find alternative sources of funding, including additional debt financing.

A number of local and national real estate companies also focus on developing projects in the commercial property sector. In particular, in and around the Gurugram region, close to where the Airport is located, the market for commercial property is extremely competitive. Moreover, the business of commercial property development may be affected by many external factors, such as demand for and supply of commercial

property, and the economic, legal, regulatory and political environment. Commercial property development in India is highly regulated at the state and local level, as well as cyclical, which could result in time and cost overruns in the event that the development companies are unable to obtain necessary approvals and permits in time or to negotiate and manage customer contracts such that their cash flows are not disrupted. Additionally, the proximity of some of our land parcels to the Airport (which is considered a high security area) may raise security concerns and require our lessees to comply with more stringent security requirements as compared to commercial property elsewhere, thereby requiring them to incur higher costs to comply with such security requirements, along with the possibility of delays in obtaining security clearances from security agencies, which may adversely affect the demand for our land parcels and adversely affect the revenues we can expect to generate from such land.

In particular, the success of our commercial property developments could be adversely affected by the inability of customers to obtain credit to finance the acquisition of interests in our commercial properties, the financial position of customers to pay our rents, shortages of required construction materials, equipment and labor, labor unrest, or disputes with or insolvency of key contractors resulting in construction delays, or disputes with, or insolvency of, key tenants in our commercial and retail properties. Some of these factors could adversely affect the ability of the lessees to pay their lease rentals and license fee to us. In addition, we are exposed to risks obtaining requisite approvals (including security clearances). Further, we are exposed to risks generally associated with the grant of long-term rights of real property to third parties, such as a decline in rental market demand, occupancy rates or rent levels, non-payment by tenants or a weakening of the real estate market. Moreover, our commercial property assets are located on or adjacent to the Airport and serve a particular sector of the rental market, thus exposing us to demand and fluctuations in this specific market.

Any of these risks could adversely affect the profitability of our commercial property development activities and, consequently, our business, financial condition, cash flows and results of operations.

1.22. *Our results of operations may fluctuate from period to period due to the cyclical and seasonal nature of the air transportation industry.*

Since the air transportation industry is vulnerable to economic cycles, the air transportation industry has historically experienced significant financial losses during economic downturns and periods of political and social instability. According to KPMG's 'Global Aviation Summit 2019' report, due to the global economic downturn in 2008, India's total passenger traffic declined by 4% from 73 million in 2008 to 70 million in 2009 whereas India's total passenger traffic had been growing at a CAGR of 20% in the previous five years. Any future general reduction in passenger traffic (which may be caused by economic, political and social factors that we cannot control) may adversely affect our financial condition, cash flows and results of operations. In addition, the industry tends to be seasonal in nature, and we typically experience increased passenger traffic, in particular international passenger traffic, and ATMs in the first and third quarter of each fiscal year as travelers visit northern India during school holidays and the relatively cooler weather, and lower passenger traffic and ATMs in the second and fourth quarters.

1.23. *A significant part of non-aeronautical operations is conducted by third parties that we do not control or may not operate solely for our benefit. We may in the future conduct more of our business through such third parties.*

We have entered into agreements with third parties and allowed them to undertake significant part of non-aeronautical operations as part of our business and growth strategy. In relation to provision of certain non-aeronautical services we have entered into joint ventures with third parties. In our joint ventures, we share ownership and management of a company with one or more parties who may not have the same goals, strategies, priorities, or resources that we do. Operating a business as a joint venture often requires additional organizational formalities, as well as time-consuming procedures for sharing information and making decisions. In our joint ventures, we are required to pay more attention to our relationship with our co-owners and, if a co-owner changes, our relationship may be materially and adversely affected. Additionally, our influence over the corporate governance of our joint venture companies may be limited. In addition, the benefits from a successful joint venture are shared among the co-owners, so we do not receive all the benefits from our successful joint ventures. The success of our joint ventures depends significantly on the satisfactory performance by our co-owners of their contractual and other obligations. As we do not control our co-owners, we face the risk that they may not fulfill their obligations. In such a circumstance, we may

be required to make additional investments, which could result in reduced profits or, in some cases, significant losses.

Investments through joint ventures with third parties may involve certain other risks, including the possibility of joint venture partners failing to meet their financial obligations on time or at all. We, along with the other shareholders, have pledged our shares in our joint ventures to the lenders of such joint ventures. If any of these joint ventures is unable to satisfy its debt service requirements, its lenders may foreclose on our shares in it, which could have a material and adverse effect on our business, financial condition, cash flows and results of operations. In addition, we may be required to make additional investments in our joint ventures to maintain our equity interest and any failure to make such investments due to a lack of funds or any other reason could significantly dilute our ownership in such joint ventures and have a material and adverse effect on our financial condition, cash flows and results of operations. Such investments may also run the potential risk of impasses on certain key decisions. Any disputes that may arise between us and our joint venture partners may cause delay in completion, suspension or complete abandonment of a project. In addition, we may, in certain circumstances, be liable for the actions of our joint venture partners, or be limited in our ability to increase our equity interest or divest our equity interest in the joint venture, any of which could materially and adversely affect our business, financial condition, cash flows and results of operations.

1.24. *Our revenue and profitability may not increase if we fail in our business strategy.*

Our ability to increase our revenue and profitability will depend in part on our business strategy, which consists of increasing our airport users' consumption, developing infrastructure to accommodate expected growth in passenger traffic, and continuing to improve the commercial offerings at the Airport.

Our ability to increase our revenue from commercial activities depends heavily on increasing passenger traffic at the Airport, among other factors. COVID-19 has significantly impacted passengers' travel plans and buying behaviors and overall trends in passenger traffic, requiring us to reconsider our strategies and be more innovative in conducting our non-aeronautical businesses. We cannot assure you that we will be successful in implementing our strategy of increasing our revenue from commercial activities. The passenger traffic volume in the Airport depends primarily on factors beyond our control, such as the attractiveness of the commercial, industrial and tourist centers that the Airport serves, as well as economic, social and political conditions generally. Accordingly, there can be no assurance that the passenger traffic volume in the Airport, and the resulting revenues derived from commercial activities, will increase.

1.25. *Routing and other operational decisions by airlines or airline alliances can affect traffic volumes and our operations.*

Routing, stop-over and connection decisions or the creation or designation of a hub by individual airlines or airline alliances could result in significant shifts in passenger flows. Although Air India and certain other airlines use the Airport as their hub, there is no assurance that they will continue using it as they currently do. In addition, an airline's decision to use larger or smaller types of aircraft at our airports could result in changes to operational and facility requirements, which may require us, for example, to modify or construct new gate facilities to accommodate new, larger aircraft operated by airlines. We currently have a number of gate facilities at the Airport that are able to accommodate larger aircraft operated by various airlines that utilize the Airport, such as the Airbus A380. However, we may be unable to adapt in time for any future developments in new aircraft that require modifications to our existing facilities. Airline or airline alliance routing and hub designation decisions may affect the revenue we derive from landing charges, parking and housing charges, baggage x-ray charges and user development fees or may require us to incur substantial costs in establishing new types of facilities and services. These and other possible activities and operational decisions by airlines or airline alliances could have a material adverse effect on our business, financial condition, cash flows and results of operations.

1.26. *Our airport competes with other modes of transport to and from Delhi, as well as other destinations and airports in India and in nearby countries, such as Singapore and Dubai. Due to COVID-19, airline services, and accordingly, our airport business is also competing with "video conferencing" and similar platforms, which has made it possible for people to interact virtually rather than travel to attend meetings physically.*

The airport business is dependent on passenger and air cargo traffic, which compete with each other and with alternative modes of transportation, particularly transport by highways and rail. In India, although air travel is generally significantly more convenient and comfortable for passengers, the cost of air travel is usually much higher than the cost of travel by highways and rail. Cargo transport by highways and rail are the principal sources of competition to air cargo traffic, particularly in the case of large or heavy loads or goods for which speed is not a priority. In recent years, large investments have been made in the improvement of the rail network and highways in India. This may further intensify the competition for passenger and freight traffic between air transport and transport by highways or rail.

The principal factor affecting our business is the number of passengers that use the Airport. The number of passengers using the Airport is dependent upon the level of business and economic activity in India and elsewhere, and our passenger traffic volume may be adversely affected by economic instability. In addition, our passenger traffic volume may be adversely affected by the attractiveness, affordability and accessibility of competing tourist destinations in South Asia and Southeast Asia, such as Sri Lanka, Thailand, Indonesia and the Philippines. The attractiveness of the destinations served by airlines from the Airport is also likely to be affected by perceptions of travelers as to the safety and political and social stability of India. There can be no assurance that business activity and tourism levels, and therefore the number of passengers using the Airport, will, in the future, match or exceed current levels.

Although we currently do not face significant competition from other airports in northern India, the Airport faces competition from other airports in South Asia and elsewhere, including Mumbai's Chhatrapati Shivaji International Airport, Singapore's Changi Airport, Thailand's Bangkok International Suvarnabhumi Airport, Dubai International Airport and Hong Kong International Airport. Any attempts we make to develop the Airport into a hub for international airlines will involve competition with these airports. Although Air India and, certain other airlines currently use the Airport as their hub, the Airport's potential to attract other airlines to use it as an aviation hub depends on factors such as connectivity (that is, the number of connecting flights available for arriving airlines), capacity and passenger satisfaction levels. There can be no assurance that the Airport will continue to act as a hub, become a hub for any other international airlines or successfully compete with other airports in India or around Asia. Furthermore, any arrangements with an airline for using the Airport as a hub will likely not be for any definite period and may be terminated at any time. Such an event is likely to have an adverse effect on our revenues and result of operations.

Furthermore, the COVID-19 pandemic has changed the travel dynamics, particularly for our business travel passengers as a result of increased usage of virtual, video conferencing and teleconferencing platforms (such as Zoom, Microsoft Teams, WebEx and so on), which has made it possible for people to interact virtually rather than travel to attend meetings physically amidst the COVID-19 pandemic. We may face significant competition as such platforms advance, and there can be no assurance that the need to meet in person will not become obsolete leading to a permanent reduction in business travel, and more broadly a general reluctance to travel by consumers, each of which may have a material impact on our business. If our Airport is unable to compete effectively with other modes of transport or other airports, as applicable, or the relative costs of air traffic are too high, or if the COVID-19 pandemic has changed business behavior so that business people interact virtually rather than travel to attend meetings physically so that our competition with virtual, video conferencing and teleconferencing platforms increases, our business, financial condition, cash flows and results of operations may be materially and adversely affected.

If our Airport is unable to compete effectively with other modes of transport or other airports, as applicable, or the relative costs of air traffic are too high, our business, financial condition, cash flows and results of operations may be materially and adversely affected.

1.27. *A change in relations with our labor force could have an adverse impact on our business.*

The airport industry in particular has been subject to work stoppages and strikes. Although we believe we currently maintain good relations with our labor force, any conflicts with our employees resulting in strikes or other disruptions could have a negative impact on our business. The Airport experienced at least one labor strike prior to the beginning of our Concession. We cannot assure you that we will be able to prevent our employees from undertaking work stoppages.

Further, India has stringent labor legislation that protects the interests of workers. This legislation sets out detailed procedures for industrial dispute resolution and employee compensation for injury or death sustained in the course of employment and imposes financial and other obligations on the employer in

respect of occupational health and safety and in case of lay-offs (and also, in certain circumstances, on the principal employer, where a contractor does not or cannot fulfill its obligations towards its employees). Such labor legislation may restrict our ability to maintain flexible human resource policies or to downsize our operations. If we terminate any of our employment contracts without cause, we may be required by Indian labor law to make severance payments. There are proceedings against us pertaining to the termination of some of our employees. Further, we cannot assure you that we will not have to terminate employees without cause, subjecting us to payments which could, in the aggregate, materially and adversely affect our business, financial condition, cash flows and results of operations.

In addition, we also employ contract laborers at the Airport, the number of which varies from time to time based on the nature and extent of work contracted to independent contractors. All contract laborers engaged at our facilities are assured minimum wages fixed by the relevant state governments and are paid and insured by us directly.

While we believe that such a high proportion of employees on contract gives us the necessary flexibility and helps us run our business in an efficient and cost-effective manner, it also makes us more susceptible to sudden shortages of skilled personnel in the markets in which we operate, whether driven by competitors or otherwise. A significant portion of our workers at the Airport, including contract laborers, are represented by labor unions. We have not had any material incidents or issues with labor unions in the past and we consider the current labor relations to be good, but there can be no assurance that we will not experience future disruptions to our operations due to disputes or other problems with our work force, which could adversely affect our business and future results of operations. Any upward revision of wages, offers of permanent employment or unavailability of the number of contract laborers we require may have a material adverse effect on our business, prospects, results of operations, cash flows and financial condition.

1.28. *We are exposed to risks inherent to the operation of airports.*

While the Government of India provides security services at the Airport, we are also obligated to protect the public and to reduce the risk of accidents at the Airport. We must implement measures for the protection of the public, such as hiring private security services, maintaining the Airport's infrastructure and fire safety in public spaces, and providing emergency medical services. We are also obligated to take certain measures related to our aeronautical services, such as maintenance, management and supervision of aeronautical assets, rescue and fire-fighting services for aircraft, measurement of runway friction coefficients, flood control measures and measures to control the threat from birds and other wildlife at the Airport. These obligations could increase our liability to third parties for personal injury or property damage, thereby adversely affecting our business, financial condition, cash flows and results of operations.

Airports are exposed to the risk of incidents, including accidents, as a result of a number of factors, including extreme weather conditions, movement of large number of passengers, variable aircraft movements, traffic congestion, equipment failure, human error and terrorist activities. These incidents could result in injury or loss of human life, damage to airport infrastructure, short or long term closure of an airport's facilities and damage to the reputation of the Airport and may have an impact on passenger traffic levels, which in turn could have a material adverse effect on our business, financial condition, cash flows and results of operations.

1.29. *The operations of the Airport may be affected by actions of third parties, which are beyond our control.*

The operation of the Airport is largely dependent on the services of third parties and the Government of India for the rendering of services to passengers and airlines, such as air traffic control, security, electricity, immigration and customs services, plant and animal quarantine services, health services and meteorological services. In addition, we are dependent on third party providers of certain complementary services such as baggage handling, fuel services, catering and aircraft maintenance and repair. Rail, bus and taxi services at the Airport are also provided by third party ground transportation providers. Furthermore, one of our shareholders, Fraport, has acted as the operator of the Airport and provided us with essential management and consultancy services since the commencement of our Concession. We are not responsible or liable for, and cannot control, the services provided by these third parties. Any disruption in, or adverse consequence resulting from, their services, including a work stoppage or other similar event, could have a material adverse effect on our business, financial condition, cash flows and results of operations.

1.30. *We are exposed to risks related to handling cargo.*

The air cargo system at the Airport is a complex, multi-faceted network that handles a vast amount of freight, packages and mail carried aboard passenger and all-cargo aircraft. The air cargo system is vulnerable to security threats, some of which are beyond our control including potential plots to place explosives aboard aircraft, illegal shipments of hazardous materials, and criminal activities, such as smuggling and theft and potential hijackings and sabotage by persons with access to aircraft. Although we have put into place several procedural and technology initiatives to enhance air cargo security and deter terrorist and criminal threats, we may be subject to related risks or the reduction of our cargo traffic volume. The occurrence of such events could adversely affect our business, financial condition and result of operations.

1.31. *We are exposed to the risk of non-performance by our concessionaires and licensees.*

We have granted concessions and licenses to third parties and our joint ventures and associates to provide certain services which are necessary for our operations, such as activities relating to commercial air transport, including hangar and aircraft maintenance, fuel distribution, platform services and catering. In the event that our concessionaires or licensees fail to perform their obligations under our agreements with them, we could incur extra costs in replacing them or the services provided by them in order to comply with our obligations.

1.32. *We may not be able to enter into or renew certain of our revenue-generating and other commercial agreements on terms that are acceptable to us, or at all.*

We have entered into various revenue-generating and other commercial agreements for the purposes of our business at the Airport and are dependent on ongoing commercial relationships with certain third parties. We have formed joint ventures and continue to enter into agreements to form joint ventures or for other commercial or retail business carried out at the Airport. We will seek to renew or replace such agreements as and when they expire. However, if we are unable to renew or replace the contracts on economically beneficial terms, or at all, it could have a material adverse effect on our business, financial condition, cash flows and results of operations. We may not be able to grant new concessions or renew existing concessions on terms that are acceptable to us. Notably, the COVID-19 pandemic has had a negative impact on our ability to enter into new concession arrangements and this may have a follow-on impact on the contractual and economic terms that we are able to enter into with potential concessionaires, if at all.

1.33. *Our business is exposed to various operational and systems risks.*

Our success depends in part on the efficient and uninterrupted operation of IT systems at the Airport as well as our computer and communications hardware systems. We actively rely on these systems for the management and operation of the Airport, including our safety management, operation of our check-in process, operation of our baggage and cargo tracking and management of passenger and other data. Various agencies of the Government of India that provide services to passengers and airlines at the Airport, such as air traffic control, security, electricity and immigration and customs services, plant and animal quarantine services, health services and meteorological services, also rely on IT systems as well as our computer and communications hardware systems. These systems could be damaged or interrupted by fire, flood, power loss, telecommunications failure, computer viruses, physical or electronic break-ins, and similar events or disruptions. Any of these events could cause system interruptions, delays, malfunctioning and loss of critical data, and could impair or even halt some or all of the operations at the Airport. In addition, our concessionaires' or licensees' or the Government of India's computer systems may be vulnerable to computer viruses, physical or electronic break-ins and other similar disturbances, which could lead to interruptions, delays, loss of data or the inability to operate the Airport.

Our risk management strategies may not be adequate against all possible operational and systems risk we face. While we currently maintain insurance coverage for losses due to business interruption, we cannot assure you that this coverage would be sufficient to cover all of our potential losses. If any of these operational or systems failures were to occur, it could damage our reputation, be expensive to remedy and could have a material adverse effect on our business, financial condition, cash flows and results of operations.

Our business is also exposed to operational risks such as fraud or unauthorized access by employees, contractors or outsiders, incorrect data provided by third parties, unauthorized transactions by employees and operational errors, including clerical or record-keeping errors or errors resulting from faulty computer or telecommunications systems. Further, our risk management strategies might prove to be inadequate,

especially if unanticipated circumstances or risks come to pass, in which case we might incur substantial, unexpected losses. Any losses suffered as a result of these and other factors could have a material adverse effect on our business, financial condition, cash flows and results of operations.

1.34. *We are subject to foreign exchange risk with respect to our U.S. dollar-denominated debt financing and certain revenue sources.*

As at March 31, 2023, we had an aggregate of Rs. 8,415.43 crores (US \$ 1,024.22 million) of non-current borrowings outstanding representing U.S. dollar-denominated indebtedness in the form of senior secured foreign currency notes, which represent the Existing Notes. We engage in certain hedging transactions, but such transactions may not sufficiently protect us against significant foreign currency fluctuations. The Rupee may appreciate, depreciate or fluctuate significantly against the U.S. dollar or other currencies in the future. An appreciation of the Rupee against the U.S. dollar may increase our required additional financing needs, while a depreciation of the Rupee against the U.S. dollar may increase our repayment costs. However, all of our outstanding borrowings are currently hedged through call spread options. The effective average hedge cost is approximately 3.10% — 3.55% of foreign currency borrowings. Although we earn a portion of our revenue in U.S. dollars, we convert such revenue into Rupees, and therefore we rely, and expect to continue to rely, on foreign exchange markets to meet the majority of our U.S. dollar-repayment costs, and we cannot assure you that we would be able to generate additional revenue sufficient to offset such increased costs. As a result, fluctuations in the value of the Rupee against the U.S. dollar may materially adversely affect our financial condition, cash flows and results of operations.

1.35. *Our insurance policies may not provide sufficient coverage against all liabilities.*

While we seek to insure against all reasonable risks, we can offer no assurance that our insurance policies will cover all of our liabilities and losses in the event of an accident, terrorist attack or other incidents causing damage to our facilities or a third party or interruption to our business. The insurance market for airport liability coverage generally, and for airport construction in particular, is limited, and a change in coverage policy by the insurance companies involved could reduce our ability to obtain and maintain adequate or cost-effective coverage. Should losses occur, there can be no assurance that such losses will not exceed the pre-established limits on any of our insurance policies. Additionally, we are required under the OMDA to maintain certain types and levels of insurance coverage and our Concession could be subject to termination if we fail to maintain the required coverage.

1.36. *We may become subject to legal or regulatory claims or investigations against us.*

From time to time, we may become involved in legal or regulatory proceedings, claims or investigations, including by governmental bodies, customers, suppliers, former employees, class action plaintiffs and others. On an ongoing basis, we attempt to assess the likelihood of any adverse judgments or outcomes to these proceedings or claims, although it is difficult to predict final outcomes with any degree of certainty.

We do not believe that any of the proceedings or claims to which we are currently party will result in costs, charges or liabilities that will have a material adverse effect on our business, financial position and results of operations. However, we cannot assure you that the costs, charges and liabilities associated with these matters will not be material, or that those costs, charges and liabilities will not exceed any amounts reserved for them in our financial statements. In future periods, if any of these matters are resolved unfavorably to us, we could be subject to cash costs or non-cash charges to earnings and be required to reflect liabilities in our financial statements for which we previously had not made provisions in our financial statements.

In addition, in March 2012, the CAG of India released reports on the implementation of the public-private partnership for the Airport. The reports portrayed certain aspects of the OMDA as being disproportionately favorable to us, such as favorable renewal terms, certain aspects of our usage and development fee structures, and the classification under the OMDA of certain joint ventures as “non-aeronautical” operations. Additionally, in connection with the Comptroller and Auditor General of India’s reports, the Public Accounts Committee (“PAC”) of the Lok Sabha (the lower house of the Parliament of India) released a report in February 2014 about the implementation of the public-private partnership for the Airport. Like the CAG’s reports, it portrayed certain aspects of the OMDA as being disproportionately favorable to us although the final report of the PAC did not have any adverse observation against us. There has been a follow up report of PAC in 2018 -19. The observations and queries of the PAC have been suitably responded to by DIAL as well as MoCA. Although there is no apparent immediate risk on DIAL, the scope of powers

of CAG (whose reports are subject to review by PAC) are wide, and may result in further enquiry into the functioning of DIAL, which may have negative impact on DIAL.

While these reports do not make any recommendations specific to the OMDA and our Concession and CAG's attempt to audit us was rejected by the Delhi High Court, it is possible that further public debate concerning our status due to regulatory pressure may have an adverse impact on our rights under the Concession Agreements and have a material adverse effect on our business, financial condition, cash flows and results of operations.

1.37. *We are subject to various environmental laws and regulations, and our failure to comply with environmental and other regulations could seriously harm us.*

We and the airlines using the Airport are subject to a variety of laws and regulations relating to, among other things, airports, aircraft, noise limitations and the use, discharge and disposal of waste materials produced by aircraft and inflight catering operations using the Airport. We believe that we are in substantial compliance with currently applicable environmental laws and regulations; however, environmental claims or the failure to comply with present or future regulations could subject us to future liabilities, including the assessment of damages, fines and orders to cease or modify certain construction projects. In addition, new laws or regulations could require us to modify airport operations or incur other expenses that could have a material adverse effect on our business, financial condition, cash flows and results of operations.

We maintain limited insurance policies that guard against, among other things, losses resulting from environmental harm caused by us. While we believe our insurance coverage is reasonable, we cannot assure you that it would be sufficient to cover all of our potential losses.

Expansion and improvement of the Airport also depends on the receipt of environmental approvals as well as planning, zoning and other approvals granted by municipal, regional and other Indian public authorities. For example, before we were able to commence the Phase 3A Expansion we were required to conduct an environmental assessment evaluating what impact the Phase 3A Expansion would have on air quality, ground water, levels of noise and waste generation on the areas immediately surrounding the Airport as well as the longer-term impact the Phase 3A Expansion may have on air quality across Delhi due to increased operations at the Airport. Upon completion of such assessment and before we could commence construction of the Phase 3A Expansion we were required to submit our findings to, and seek approval from, the Ministry of Environment, Forest and Climate Change as well as the Delhi Pollution Control Committee. While we have taken steps to mitigate any impact the Phase 3A Expansion may have on the environment immediately surrounding the Airport as well as Delhi more generally, we cannot assure you that such steps will be sufficient to completely neutralize any negative externalities, or that we will continuously be in full compliance with regulations imposed on us by the Ministry of Environment, Forest and Climate Change, the Delhi Pollution Control Committee or other national or local regulators with respect to our construction of the Phase 3A Expansion. Any such negative impacts or non-compliance on our part may lead to complaints being lodged against us by the communities surrounding the airport, or activist groups, any of which may have a material adverse effect on our business, financial condition, cash flows and results of operations. Further, should environmental regulators adopt a more restrictive regulatory framework for any of these areas, our ability to expand the Airport and meet increased demand could be limited.

In addition, the implementation of environmental regulations imposing taxes on carbon emissions could increase the cost of air travel services to consumers. Such increased prices could reduce demand for air travel and have a material adverse effect on our business, financial condition, cash flows and results of operations.

1.38. *We are subject to risks related to tax disputes with certain tax authorities.*

We are party to various tax proceedings with certain tax authorities at the central and state-level governments in India, including the GST and income tax authorities and the Municipal Corporation of Delhi, Delhi Cantonment Board. These proceedings relate to disputes between us and these authorities regarding, among others, (a) the tax treatment applicable to the annual fee payable to AAI, (b) the imposition of GST on our licensing of certain property and the development fees we collect, (c) the assessment of property taxes, (d) the applicability of stamp duty on the agreements executed with the developers of commercial property and (e) our arrangement with MoCA with respect to the use of the security component of passenger service fees for certain Rupee-denominated loans. All of these proceedings are at various stages of

adjudication and are currently pending. If unfavorable decisions are rendered in one or more of these proceedings, we could be required to pay substantial amounts and be required to reflect liabilities in our financial statements for which we previously had not made provisions in our financial statements. For certain of these disputes, but not all, we have established provisions only for part of the amounts in dispute, based on the likelihood of success.

1.39. *Our ability to retain, attract and train and retain executives and other qualified employees is critical to our business, results of operations and future growth.*

Our business and future growth is substantially dependent on the continued services and performance of our key executives, senior management and skilled personnel, especially personnel with experience in our industry and our information technology and systems. While the attrition rates for our senior management and key executives are not significant, any of them may choose to terminate his or her employment with us at any time. We cannot assure you that we will be able to retain such persons or find adequate replacements in a timely manner, or at all. The industry relationships and specialized experience that we require can be time-consuming and difficult to acquire and develop. We may require a long period of time to hire and train replacement personnel if and when skilled personnel terminate their employment with us. Our ability to compete effectively depends on our ability to retain and motivate our existing employees and to attract new employees. We may be required to increase our levels of employee compensation more rapidly than in the past in order to remain competitive in managing employee attrition and attracting the skilled employees that we require. If we do not succeed in retaining or motivating existing employees and attracting appropriately qualified new employees, our business and prospects for growth could be adversely affected.

1.40. *We have had, and may in the future have, working capital deficits.*

A working capital deficit means that our current liabilities exceed our current assets. Current liabilities include those due for payment within one year of the balance sheet date and include a portion of any of our indebtedness and fixed payment obligations. Current assets are assets that are expected to be converted to cash or otherwise utilized within one year of the balance sheet date and, therefore, may be used to pay current liabilities as they become due during that period.

Due to the nature of our business, our current liabilities will generally exceed our current assets. Current liabilities primarily arise from trade payables, interest accrued but not due on borrowings and current maturities of trade deposits. As on March 31, 2023, we have working capital deficits of INR 560.89 crores. However, we did not have any working capital deficits as of March 31, 2022, 2021 and 2020 at which times our current assets exceeded our current liabilities by INR 595.47 crores, INR 2,269.23 crores and INR 3,575.01 crores respectively due to increase investments in Mutual funds, Fixed deposits in light of our plan for current Phase 3A expansion. Our trade deposits consist primarily of deposits we receive from our aeronautical and non-aeronautical services customers, including certain of our joint ventures and associates. In the past we have relied on our net cash generated from operating activities, cash and cash equivalents, bank balance other than cash and cash equivalents and funds from financing sources to satisfy our current liabilities as they became due. Depending on our capital requirements, market conditions and other factors, we may raise additional funds, which could further increase our working capital deficits. We cannot assure you that we will be able to secure adequate capital to continue our business, and our failure to do so could have a material adverse effect on our business, financial condition, cash flows and results of operations. See “— *Our substantial leverage could adversely affect our ability to raise additional capital to fund our operations and prevent us from meeting our obligations under our Concession Agreements, particularly our obligations to construct and develop additional facilities at the Airport including those set forth in the Phase 3A Expansion.*”

1.41. *Our ability to raise capital outside India may be constrained by Indian law, which could adversely affect our financial condition and prospects.*

India’s policy on external commercial borrowing, as set out in the ECB Master Directions, provides guidelines for the raising of external commercial borrowings, in addition to the regulations relating to the end-use of proceeds, creation of security in favor of eligible offshore lenders, maximum interest payable, and repatriation of payments towards such offshore lenders. External commercial borrowing by an eligible borrower is permitted under the automatic route up to certain limits in a year, with the stipulated minimum average maturity, for permissible end-uses. External commercial borrowing not complying with these requirements is permitted with the prior approval of the RBI, in accordance with the ECB Master Directions.

These limitations on external commercial borrowing could constrain our ability to raise cost-effective funding for implementing asset purchases, servicing or refinancing existing indebtedness, or financing acquisitions and other strategic transactions in the future, which may adversely affect our financial condition and prospects.

2. RISKS RELATED TO INDIA

2.1. *All of our assets and operations are located in India, and we are subject to regulatory, economic, social and political uncertainties in India.*

All of our assets and employees are located in India. Consequently, our financial performance will be affected by changes in exchange rates and controls, interest rates, commodity prices, subsidies and controls, changes in government and also their respective policies, including taxation policies, social and civil unrest and other political, social and economic developments in or affecting India. The Government of India has exercised and continues to exercise significant influence over many aspects of the Indian economy. The Government of India has historically played a key role, and is expected to continue to play a key role, in regulating, reforming and restructuring the Indian aviation industry. The Government of India has in the past, among other things, imposed controls on the price of a broad range of goods and services, restricted the ability of business to expand existing capacity and reduce the number of their employees, and determined the allocation to businesses of raw materials and foreign exchange. Since 1991, successive Indian governments have pursued policies of economic liberalization, including by significantly relaxing restrictions on the private sector and allowing partial privatization of the airport industry. Nevertheless, the role of the Indian Central and State governments in the Indian economy as producers, consumers and regulators has remained significant, and there can be no assurance that such liberalization policies will continue. The rate of economic liberalization could change, and specific laws and policies affecting metals and mining companies, foreign investments, currency exchange rates and other matters affecting investment in India could change as well. Further, government corruption scandals and protests against privatization, which have occurred in the past, could slow the pace of liberalization and deregulation. The rate of economic liberalization and specific laws and policies affecting foreign investment, currency exchange rates and other matters affecting investment in India are subject to change, and any adverse change in India's economic liberalization and deregulation policies, particularly those relating to the airport industry, could disrupt business and economic conditions in India generally and our business in particular. A significant change in India's policy of economic liberalization and deregulation could adversely affect business and economic conditions in India generally, and our business in particular, if new restrictions on the private sector are introduced or if existing restrictions are increased. Further, the elections in India at the central and state level may contribute to political uncertainties that may in turn impact our operations and the stability of the economic environment in India.

2.2. *We are subject to changes in the Government's policy on direct and indirect taxation.*

All our revenue is derived from domestic activities. Our profitability is also significantly dependent on the policies of the central and state governments in India relating to various direct and indirect taxes (including GST and income tax), duties and levies (including import duties) related to our operation. Any change in policies relating to such taxes or duties could materially adversely affect our business, financial condition, cash flows and results of operations. These changes may increase our income tax liability (prospectively or retrospectively), currently or in the future, or result in tax authorities assessing our tax liability to be materially different from our existing provisions for tax liabilities.

The Government of India has enacted several new tax policies recently, including the comprehensive GST, the General Anti-Avoidance Rules (“GAAR”), Significant Economic Presence (SEP), Place of Effective Management (POEM) and the Income Computation and Disclosure Standards (“ICDS”). The GST has subsumed most indirect taxes and levies by the central and state governments into a unified tax law. GST has been in force with effect from July 1, 2017. GAAR has been in effect since April 1, 2017. The tax consequences of the GAAR could result in denial of tax benefits and other consequences, and it may have an adverse tax impact on us. The ICDS has been applicable in computing taxable income, and payment of income taxes thereon, from April 1, 2016 and onwards. ICDS applies to all taxpayers following an accrual system of accounting for the purpose of computation of income under the headings of “profits and gains of business or profession” and “income from other sources.” Any increases in or amendments in the tax applicable to us due to the GST, GAAR or ICDS may result in additional taxes becoming payable by us.

The Government of India also introduced thin capitalization rules under the Income Tax Act which become applicable following an interest expenditure of more than Rs. 10 million. Once these rules are triggered, the deduction of interest paid to a non-resident associated enterprise (as defined in the Income Tax Act) is capped at 30% of the borrower's EBITDA in the relevant year, although the excess interest can be carried forward for the next eight financial years and be eligible for deduction (provided the interest deduction limit for the relevant financial year is unutilized). Amongst other prescribed circumstances, an entity is deemed to be an associated enterprise, if it advances a loan to a borrowing entity which constitutes at least 51% of the book value of the assets of the borrower. Such provisions could lead to a higher tax incidence on us.

2.3. *A prolonged slowdown in economic growth in India or financial instability in other countries could cause our business to suffer.*

A slowdown in the Indian economy could adversely affect our business and its lenders and contractual counterparties, especially if such a slowdown were to be prolonged. India's nominal GDP grew at an average rate of 4.3% per annum over calendar years 2015 to 2020, and the International Monetary Fund expects India's nominal GDP to grow at a CAGR of 8.2% in fiscal year 2022, from a low base in fiscal year 2020 due to the impact of COVID-19. The Indian economy continues to sustain high levels of inflation. Although the Government of India has initiated several economic measures to curb the rise in inflation rates, it is unclear at this stage whether these measures will have the desired effect. Any increase in inflation in the future, because of increases in prices of commodities such as oil or otherwise, may result in a tightening of monetary policy and affect growth in the Indian economy.

The uncertainty regarding liquidity and interest rates and any increase in interest rates or reduction in liquidity could adversely impact our business, financial condition, cash flows and results of operations. In addition, the Indian market and the Indian economy are influenced by economic and market conditions in other countries, particularly those of emerging market countries in Asia. Investors' reactions to developments in one country may have adverse effects on the economies of other countries, including the Indian economy. A loss of investor confidence in the financial systems of other emerging markets may cause increased volatility in the Indian financial markets and, indirectly, in the Indian economy in general. Any worldwide financial instability could influence the Indian economy and could have a material adverse effect on our business, financial condition, cash flows and results of operations.

The global credit and equity markets have experienced substantial dislocations, liquidity disruptions and market corrections. In Europe, the exit of the United Kingdom from the European Union could have a significant negative impact on international markets. In Asia, the ongoing trade war between China and the United States is also expected to negatively impact international trade. Globally, the ongoing COVID-19 outbreak has resulted in significant market uncertainty, and the actual extent of the outbreak and its impact on travel, aviation and the economy generally remains uncertain and may be severe. These could include further declines in stock exchange indices and/or greater volatility of markets in general due to the increased uncertainty. These and other related events could have a significant impact on the global credit and financial markets as a whole, and could result in reduced liquidity, greater volatility, widening of credit spreads and a lack of price transparency in the global credit and financial markets. Further, the recent outbreak of Russia-Ukraine war is also impacting the world economies including India, which may adversely impact our business, financial condition, cash flows and result of operations.

There are also concerns that a tightening of monetary policy in emerging markets and some developed markets will lead to a moderation in global growth. In particular, there are rising concerns of a possible slowdown in the Chinese economy, and China is one of India's major trading partners. Such factors might also result in a slowdown in India's export growth momentum.

2.4. *Terrorist attacks, civil disturbances and regional conflicts in South Asia may have a material adverse effect on our business, financial condition, cash flows and results of operations.*

India has, from time to time, experienced social and civil unrest within the country and hostilities with neighboring countries. There have been continuing tensions between India and Pakistan over the states of Jammu and Kashmir. From May to July 1999, there were armed conflicts over parts of Kashmir involving the Indian army, resulting in a heightened state of hostilities, with significant loss of life and troop conflicts. Isolated troop conflicts and terrorist attacks continue to take place in such regions. The potential for hostilities between India and Pakistan could be particularly threatening because both India and Pakistan are nuclear powers. These hostilities and tensions could lead to political or economic instability in India and a

possible material adverse effect on our business, financial condition, cash flows and results of operations. There can be no assurance that such situations will not recur or be more intense than in the past. Terrorist attacks and other acts of violence or war may adversely affect global markets and economic growth. These acts may also result in a loss of business confidence, make travel and other services more difficult, and have other consequences that could have an adverse effect on our business, results of operations, cash flows and financial condition. Military activity or terrorist attacks in the future could adversely impact the Indian economy by disrupting communications and making travel more difficult, and such tensions could create a greater perception that investments in Indian companies involve higher degrees of risk. In addition, any deterioration in international relations may result in investor concern regarding regional stability which could adversely affect the price of the NCS. India has witnessed localized terrorist attacks from time to time, including attacks in Mumbai in 2008 and 2011, attacks in Delhi in 2011, bombings in Hyderabad in 2013, attacks in Uri in 2016 and bombings in Pulwama in 2019. In February 2019, a suicide bomber attacked a paramilitary convoy in Kashmir, and in April 2019, a series of coordinated suicide bombings occurred at churches and hotels in Sri Lanka. On August 5, 2019 the special autonomous status given to the state of Jammu and Kashmir was revoked by the Indian Government and the state was divided into the territory of Jammu and Kashmir and the territory of Ladakh, which has resulted in increased tensions in the region. Hostilities and political tensions could also create an increased perception that investment in Indian companies involves a higher degree of risk and could materially adversely affect our business, financial condition, cash flows and results of operations.

2.5. *Natural calamities and health epidemics and other events outside our control could adversely affect the Indian economy.*

India has experienced natural calamities such as earthquakes, a tsunami, cyclones, floods and drought in the past few years. The extent and severity of these natural disasters determines their impact on the Indian economy, and more particularly on the tourism industry. In addition, our facilities are subject to other natural or man-made disasters such as fires, acts of terrorism, failures of utilities and epidemics. If any such event were to occur, our business could be affected as a result of the event itself or our inability to effectively manage the consequences of such event.

Further, prolonged spells of below average rainfall or other natural calamities could have a negative impact on the Indian economy, thereby materially and adversely affecting our business, financial condition, cash flows and results of operations. Similarly, global or regional climate change or natural calamities in other countries where we operate could affect the economies of those countries. Any future outbreak of health epidemics may restrict the level of business activity in affected areas, which may, in turn, materially adversely affect our business, financial condition, cash flows and results of operations.

2.6. *Any downgrading of India's debt rating by an international rating agency could have a negative impact on our business.*

As of the date of this General Information Document, India's sovereign rating is Baa3 (Moody's), BBB- (S&P) and BBB- (Fitch). Any adverse revisions to India's credit ratings for domestic and international debt by international rating agencies may adversely affect our ratings, the terms on which we are able to finance future capital expenditure, or our ability to refinance any existing indebtedness. This could have an adverse effect on our capital expenditure plans, business and financial performance.

2.7. *The new bankruptcy code in India and limited jurisprudence on the same may affect us.*

The Bankruptcy Code was notified on August 5, 2016. The Bankruptcy Code offers a uniform and comprehensive insolvency legislation encompassing all companies, partnerships and individuals (other than financial firms). It allows creditors to assess the viability of a debtor as a business concern, and agree upon a plan for its revival or a liquidation. The Bankruptcy Code creates a new institutional framework, consisting of a regulator, insolvency professionals, information utilities and adjudicatory mechanisms, which will facilitate a formal and time-bound insolvency resolution and liquidation process. Under the Bankruptcy Code, upon initiation of a corporate insolvency resolution process ("CIRP"), a committee of creditors is constituted by the interim resolution professional, wherein each financial creditor is given a voting share proportionate to its admitted claim against the company. Any decision of the committee of creditors must be taken by a vote of thresholds varying between 50 and 66% of the voting share of all financial creditors (other than for withdrawal of the company from a CIRP, which requires 90% of the total weighted voting

share of the committee of creditors). Any resolution plan approved by the committee of creditors is binding upon all stakeholders. In case the corporate debtor is subjected to a liquidation process, the Bankruptcy Code provides for a fixed order of priority in which proceeds from the sale of the debtor's assets are to be distributed. In this order of priority, the insolvency resolution and liquidation process costs rank higher than the admitted claims of secured creditors. Secured creditors may decide to opt out of the liquidation process, in which case they are permitted to realize their security interests separately.

Any insolvency proceedings with regard to us would be based on and governed by the Bankruptcy Code. As a result, in the event of our insolvency, the claims of holders of NCS issued pursuant to the Offer Documents against us will be subject to the Bankruptcy Code. Further, once the petition for the CIRP is admitted against a corporate debtor, the moratorium provisions under the Bankruptcy Code prohibits, among other things, the creation of encumbrances, disposing of assets of the corporate debtor, any action to enforce the security interest of the corporate debtor and the institution or continuation of legal proceedings against the debtor. In addition, if an invocation and realization of security interest is sought in respect of us, such claim will also be subordinated to certain payments, including certain liabilities preferred by law such as workmen's dues, wages to employees, government dues and certain other liabilities.

The provisions of the Bankruptcy Code with regard to rights of creditors, priority claims and procedure and may contain provisions that are unfavorable to the holders of NCS issued pursuant to the Offer Documents. In India, after the occurrence of, among other things, an insolvency event, secured lenders have additional rights with respect to insolvency proceedings, including the right to direct the disposition of any assets subject to security. As a result, the ability of a Noteholder to realize claims against us in the event that we become insolvent may be limited.

2.8. *The insolvency laws of India shall operate in addition to the rights of substitution under the Substitution Agreement.*

AAI has the right to terminate our Concession if we default on certain of our obligations under the OMDA, including any material default under the applicable Transaction Documents or our other debt instruments. Pursuant to the Substitution Agreement, upon notice by AAI of its intention to terminate our Concession, certain "Lenders" (as defined under the Substitution Agreement) have the right to nominate another party as may be acceptable to AAI (the "Selectee") to assume our rights and obligations under the Concession. Such Lenders may also initiate our substitution by the Selectee in certain circumstances, without the issuance by AAI of a notice of intention to terminate, if a "financing event of default" has occurred and has not been cured, remedied or revoked in accordance with the financing documents. While this is a contractual right provided under the Substitution Agreement, the Lenders shall also have the right to initiate insolvency proceedings against us, under the provisions of the Bankruptcy Code.

2.9. *Indian accounting principles and audit standards differ from those which prospective investors may be familiar with in other countries.*

Our financial statements are prepared under Ind-AS, and no attempt has been made to reconcile any of the information given in this General Information Document to any other accounting principles. Ind-AS differs in certain respects from IFRS, and prospective investors in the NCS might be unfamiliar with the accounting principles that underlie the Ind-AS financial statements including in this General Information Document.

2.10. *We cannot guarantee the accuracy of statistical and other information with respect to India, the Indian economy or the airport industry contained in this General Information Document.*

Statistical and other information in this General Information Document relating to India, the Indian economy or the airport industry have been derived from various government publications and obtained in communications with various Indian government agencies that we believe to be reliable. However, we cannot guarantee the quality or reliability of such source of materials. While we have taken reasonable care in the reproduction of the information, the information has not been prepared or independently verified by us, or any of our affiliates or advisors and, therefore, we make no representation as to the accuracy of such facts and statistics, which may not be consistent with other information compiled within or outside India. These facts and other statistics include the facts and statistics included in the section titled "Industry" in this General Information Document. Due to possibly flawed or ineffective collection methods or discrepancies between published information and market practice and other problems, the statistics herein may be inaccurate or may not be comparable to statistics produced for other economies and should not be unduly

relied upon. Further, there is no assurance that they are stated or compiled on the same basis or with the same degree of accuracy as may be the case elsewhere. In all cases, investors should give consideration as to how much weight or importance they should attach to, or place on, such facts or statistics.

SECTION 2: DISCLOSURES UNDER SEBI NCS REGULATIONS

2.1 DETAILS OF PROMOTERS OF THE ISSUER:

A complete profile of all the promoters of the Issuer, including their name, date of birth, age, personal addresses, educational qualifications, experience in the business or employment, positions/posts held in the past, directorships held, other ventures of each promoter, special achievements, their business and financial activities, photograph, Permanent Account Number.

The details of the Promoters of the Issuer are as follows:

(a) **GMR Airports Limited**



(i) CIN: U65999HR1992PLC101718.

Registered Address: TEC Cybercity, Level 18, DLF Cyber City, Building No. 5, Tower A, Phase - III, Gurugram, Haryana - 122002 India

(ii) Tel: +91 11 47197000.

(iii) E-mail: Sushil.Dudeja@gmrgroup.in.

(iv) Website: www.gmrgroup.in.

(v) Contact Person: Mr. Sushil Dudeja.

(vi) Experience in the business: Incorporated since February 6, 1992.

(vii) Their business and financial activities:

GMR Airports Limited is a leading global airport developer possessing a marquee airport asset portfolio. Its strengths lie in bidding, financing, project and operations management and partnership development. This has helped GMR Airports Limited in bidding for large airports and enabling it to extend its presence in international markets. The airport portfolio comprises of four operational assets viz., Delhi International Airport (largest and fastest growing airport in India), Hyderabad International Airport (pioneering greenfield airport known for technological innovations), GMR Goa International Airport Limited in India and Medan Airport (Kualanamu International Airport) in Indonesia.

The portfolio has expanded by bagging the rights for developing New Heraklion International Airport in Greece in 2017. Besides this, the GMR group has also been awarded the concession for the development, operations and management of Bhogapuram Airport in Andhra Pradesh. Expanding its overseas footprint, GMR Airports Netherlands B.V., a subsidiary of GMR Airports Limited (GAL) has signed the Shareholders' Agreement (SHA) and Share Subscription Agreement (SSA) with Angkasa Pura II (AP II) for the development and operation of Kualanamu International Airport (Project) in Medan, Indonesia. Thereafter, the joint venture company (named PT Angkasa Pura Aviassi) executed Master Agreement with Angkasa Pura II on June 3, 2022 and started its operations on July 7, 2022.

(viii) Permanent Account Number: AAACM7791H.

(ix) Bank Account Number: 10057844842.

Note: The Board of Directors of each of GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited) (GIL), GMR Airports Limited (GAL) and GMR Infra Developers Limited (GIDL) have approved a Composite Scheme of Amalgamation and Arrangement between GAL into GIDL and the merged GIDL into GIL (“Merger”).

Post completion of Merger, GMR Group will remain as the single largest shareholder of the merged GIL and would continue to have management control over the merged GIL.

(b) **GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited)**



- (i) CIN: L45203HR1996PLC113564.
- (ii) Registered Address: Unit No. 12, 18th Floor, Tower A, Building No. 5, DLF Cyber City, DLF Phase– III, Gurugram– 122002, Haryana, India.
- (iii) E-mail: Gil.Cosecy@gmrgroup.in.
- (iv) Website: www.gmrinfra.com
- (v) Contact Person: Mr. Venkat Ramana Tangirala.
- (vi) Experience in the business: Incorporated since May 10, 1996.
- (vii) Their business and financial activities:

GMR Airports Infrastructure Limited [formerly known as GMR Infrastructure Limited] (GIL/Company), was incorporated on May 10, 1996. GIL is a listed Company and the equity shares of the Company are listed on National Stock Exchange of India Limited (NSE) and BSE Limited (BSE).

GIL is flagship Company of GMR Group and is holding Company for predominantly the Airport Business of the GMR Group. GIL is engaged in infrastructure activities, development, operations and maintenance of airports alongwith the offering of integrated security solutions either by itself or through Special Purpose Vehicles (SPV) created for this purpose.

The Company through its subsidiary GMR Airports Limited (GAL) is managing the Airports segments and through its wholly owned subsidiary RAXA Security Services Limited (RAXA) is managing the security solutions business.

Note: The Board of Directors of each of GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited) (GIL), GMR Airports Limited (GAL) and GMR Infra Developers Limited (GIDL) have approved a Composite Scheme of Amalgamation and Arrangement between GAL into GIDL and the merged GIDL into GIL (“Merger”).

Post completion of Merger, GMR Group will remain as the single largest shareholder of the merged GIL and would continue to have management control over the merged GIL.

- (viii) Permanent Account Number: AABCG8889P.
- (ix) Bank Account Number: 920030072815889.

(c) **GMR Energy Limited**



- (i) CIN: U85110MH1996PLC274875.
- (ii) Registered Address: 701, 7th Floor, Naman Centre, Plot No. C-31, Bandra Kurla Complex, Bandra East, Mumbai Bandra Suburban MH 400051.
- (iii) E-mail: ENERGY-SECRETARIAL@gmrgroup.in.
- (iv) Website: www.gmrgroup.in and www.gmrpui.com
- (v) Contact Person: Mr. Nikhil Dujari, CFO- Operations Energy, Finance & Accounts
- (vi) Experience in the business: Incorporated since October 10, 1996.
- (vii) Their business and financial activities:
GMR Energy is a part of GMR group, which is one of the largest diversified infrastructure conglomerates in India. With an operating capacity of around 3020 MW, it has a balanced fuel mix of coal, gas as well as renewable sources of hydro, wind and solar energy. Apart from this, plants of around 1775 MW generation capacity are under various stages of development in India and Nepal.
- (viii) Permanent Account Number: AA ACT8420A.
- (ix) Bank Account Number: 1030010143741.

Apart from the above, a) GMR Airports Limited jointly with Mr. Srinivas Bommidala and b) GMR Airports Limited jointly with Mr. Grandhi Kiran Kumar are also under the category of Promoters.

Declaration: The Issuer confirms that the Permanent Account Number and Bank Account Number(s) of the promoters and Permanent Account Number of directors shall be submitted to the stock exchanges on which the NCS are proposed to be listed, at the time of filing the Offer Document.

Details of Promoter Holding in the Company as on the date of this General Information Document:

Sr No	Name of the shareholders	Total No of Equity Shares	No of shares in demat form	Total shareholding as % of total no of equity shares	No of Shares Pledged	% of Shares pledged with respect to shares owned.
1	GMR Airports Limited	1,567,999,798	1,567,999,798	64%	NIL	NIL
2	GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited)	100	100	NIL	NIL	NIL
3	GMR Energy Limited	100	100	NIL	NIL	NIL
4	GMR Airports Limited jointly with Mr. Srinivas Bommidala	1	1	NIL	NIL	NIL
5	GMR Airports Limited jointly with	1	1	NIL	NIL	NIL

Sr No	Name of the shareholders	Total No of Equity Shares	No of shares in demat form	Total shareholding as % of total no of equity shares	No of Shares Pledged	% of Shares pledged with respect to shares owned.
	Mr. Grandhi Kiran Kumar					

2.2 DETAILS OF CREDIT RATING ALONG WITH LATEST PRESS RELEASE OF THE CREDIT RATING AGENCY IN RELATION TO THE ISSUE AND DECLARATION THAT THE RATING IS VALID AS ON THE DATE OF ISSUANCE AND LISTING. SUCH PRESS RELEASE SHALL NOT BE OLDER THAN SIX MONTHS FROM THE DATE OF THE OPENING THE ISSUE.

The rating details in relation to each issuance of NCS shall be mentioned in relevant Key Information Document.

2.3 NAME(S) OF THE STOCK EXCHANGE(S) WHERE THE NON-CONVERTIBLE SECURITIES ARE PROPOSED TO BE LISTED AND THE DETAILS OF THEIR IN-PRINCIPLE APPROVAL FOR LISTING OBTAINED FROM THESE STOCK EXCHANGE(S).

Please refer to the relevant Key Information Document.

2.4 ISSUE SCHEDULE

Particulars	Date
Issue opening date	As per the relevant Key Information Document
Issue closing date	As per the relevant Key Information Document
Pay-in Date	As per the relevant Key Information Document
Deemed Date of Allotment	As per the relevant Key Information Document

2.5 NAME AND ADDRESS OF THE FOLLOWING:

Issuer	<p>Delhi International Airport Limited</p>  <p>Registered Address: New Udaan Bhawan, Opp. Terminal-3, Indira Gandhi International Airport, New Delhi – 110037 Corporate Office: New Udaan Bhawan, Opp. Terminal-3, Indira Gandhi International Airport, New Delhi – 110037 Tel: + 91 11 4719 7000 E-mail: DIAL-CS@gmrgroup.in Website: www.newdelhiairport.in</p> <p>Company Secretary of the Issuer: Abhishek Chawla Address: New Udaan Bhawan, Opp. Terminal-3, Indira Gandhi International Airport, New Delhi – 110037 Phone No.: + 91 11 47197433</p> <p>Compliance Officer of the Issuer: Abhishek Chawla Address: New Udaan Bhawan, Opp. Terminal-3, Indira Gandhi International Airport, New Delhi – 110037 Phone No.: + 91 11 47197433</p> <p>Chief Financial Officer of the Issuer: Hari Nagrani Address: New Udaan Bhawan, Opp. Terminal-3, Indira Gandhi International Airport, New Delhi – 110037</p>
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	Phone No.: + 91 11 47197307
Debenture Trustee	As per the relevant Key Information Document.
Credit Rating Agency	As per the relevant Key Information Document.
Registrar to the Issue	As per the relevant Key Information Document.
Legal Counsel of the holders of NCS	As per the relevant Key Information Document.
Arrangers	As per the relevant Key Information Document.

2.6 ABOUT THE ISSUER

i. General Information

Name	: Delhi International Airport Limited
Registered Office of Issuer	: New Udaan Bhawan, Opposite Terminal-3, Indira Gandhi International Airport, New Delhi – 110037
Corporate Office of Issuer	: New Udaan Bhawan, Opposite Terminal-3, Indira Gandhi International Airport, New Delhi – 110037
Corporate Identity Number	: U63033DL2006PLC146936
Phone No.	: + 91 11 4719 7000
Contact Person	: Abhishek Chawla
Email	: DIAL-CS@gmrgroup.in

ii. Overview and a brief summary of the business / activities of the Issuer.

(a) Overview and brief summary of the business / activities of the Issuer:

We hold the exclusive right to operate, manage and develop Indira Gandhi International Airport — the busiest and largest airport in India in terms of passenger traffic and passenger capacity, according to data compiled by the Airports Authority of India, or AAI. Our core activities include the development, management, maintenance and operation of the Airport and management of commercial and other activities conducted at the Airport. The Airport serves New Delhi and the entire National Capital Region of India, which constitutes the second largest urban agglomeration in the world with 29 million inhabitants, according to the United Nations report ‘World Urbanization Prospects: The 2018 Revision’. Servicing 63 passenger airlines flying direct to 143 destinations, including 63 international destinations and 80 domestic destinations as of March 31, 2023, the Airport is a leading aviation hub in South Asia. Prior to the COVID-19 pandemic, the Airport handled more passenger traffic than any other airport in India, according to AAI.

The Airport’s operations have been significantly impacted by the COVID-19 pandemic. Civil aviation in India was suspended by the Government on March 23, 2020, and the Government of India also imposed a country-wide lockdown from March 25, 2020, which it extended until September 30, 2020 (with certain limited exceptions) to contain the spread of COVID-19. Restrictions on domestic flight operations were partially lifted from May 25,

2020, and domestic passenger traffic has been gradually returning in line with a phased increase in flight activity in accordance with directives from the Government of India.

Located within the city of New Delhi between the Connaught Place central business district and the key commercial and residential suburb of Gurugram, the Airport is connected to the surrounding region by several links, including a dedicated high-speed Airport Express metro line connecting directly to Terminal 3, an eight-lane access road linked to National Highway 8, a major transportation artery in the National Capital Region and Terminal 1 has been recently joined to the Delhi Metro network, connecting it with all parts of the National Capital Region.

In March 2010, we successfully completed the first phase of our Master Plan for the Airport, which included construction of a third runway and a new state-of-the-art passenger terminal, at a total capital expense of Rs. 125 billion, as recognized by the Airports Economic Regulatory Authority of India, or AERA. The only airport in India with four runways and Eastern cross taxiway (ECT), the Airport currently has the capacity to handle 74.0 million passengers and 1.8 million tons of cargo per year. The Airport's facilities include two cargo terminals and three passenger terminals, with a total of 344 check-in counters and 78 aerobridges. The current phase of our Master Plan, the Phase 3A Expansion, includes, among others: (i) expansion of Terminal 1, including improvements to the terminal approach, the buildings, the apron and the surrounding infrastructure; (ii) construction of a fourth runway and the refurbishment of one of our existing runways; (iii) enhancement of airfields and construction of new taxiways, including the north parallel taxiway and dual eastern parallel cross taxiways; and (iv) the widening of existing roads and curbs and the construction of a grade separator, new roads and a new access tunnel. Upon completion of the Phase 3A Expansion, we expect passenger capacity of the Airport to increase from 74 million passengers per year to 100 million passengers per year.

Under our management, the Airport has received numerous awards and has been recognized in various rankings in recent years, including the following: "Best Airport in Asia Pacific" by ACI-ASQ for 2022 along with the accolade on Cleanest Airport in the region "Platinum Recognition" in 2022 by ACI Asia Pacific in over 25 Million passenger category, "Gold Recognition" in the 2020 and 2019 ACI Asia-Pacific Green Airports Recognition awards in the over 35 million passengers per annum category; "Cargo Airport of the year India Region" by The STAT Times International for excellence in the 2020 Air Cargo awards; "Aviation Sustainability and Environment Award" and "Covid Champion Award" in Wings India 2022, organised by Ministry of Civil Aviation, Best Airport in India and South Asia' in 2022 Skytrax World Airport Awards, received the Best Airport accolade for the fifth consecutive year (2019-2023). Global 4 Star Airport for the second consecutive year by Skytrax in 2019 and 2020, the only airport in India to receive this award, Delhi Airport has also been adjudged as the "Cleanest Airport in India and South Asia" by SKYTRAX in 2022. Skytrax World Airport Awards with IGIA being the only Indian airport to be in the league of the World's Top 50 Airports. "Excellent Energy Efficient Unit" at the National Awards for Excellence in Energy Management by CII-Green Business Centre (GBC) in 2019, 2020 and 2021; "National Energy Leader Award" at the National Awards for Excellence in Energy Management by CII-Green Business Centre (GBC) in 2020 & 2021; Airport Health Accreditation by the Airports Council International in 2018, 2019 2020 & 2021; Gold for Digital & CRM and Silver for Crisis Management at the Mobexx Awards in 2020; the best airport in the over 40 million passengers per annum (MPPA) category in the Asia Pacific region by the ACI ASQ 2019, 2020 & 2021 rankings; certified as a 'Single Use Plastic Free Airport' by CII-ITC Centre of Excellence for Sustainable Development; "Best New Age Employer for Employee Engagement Practices," and runners up in "Best New Age Employer for Career Growth" from Jobbuzz Workplace 2025 Conclave; 3rd Prize in the 2nd National Award for Excellence in Water Management in 2019 awarded by the Ministry of Jal Shakti, Government of India; Golden Certification in CII National 5S Competition in 2019; Performance Excellence in Electricity Renewal – PEER Certification (first Airport to achieve PEER Platinum Certification) by the United States Green Building Council; "2020 Greenbuild Leadership Award" by United States Green Building Council; and "IGBC Green Existing building Platinum" awarded by CII-Indian Green Building Council 2016-2019. DIAL has also awarded as the "Busiest Airport

of the Year” and the “Best Sustainable Airport” for FY 2022 at Assocham 14th International Conference cum Awards on Civil Aviation held during Jan’23; "GOLD AWARD in 7th CII National Competition on Low Cost Automation for its “Automated Tray Retrieval System” (ATRS) project;

Incorporated in March 2006, we were formed following a competitive bidding process in which a consortium, led by the GMR Group, was awarded an exclusive concession to operate, maintain and develop the Airport. Our Concession has an initial term of 30 years, and we have an option to extend for an additional 30 years to 2066 without a renewal fee, subject to the non-occurrence of a default under Operation, Management and Development Agreement, or OMDA, that we entered into with AAI. The OMDA governs our rights and obligations under the Concession, while the SSA and SGSA entered into with the Government of India and the Government of the National Capital Territory of Delhi, or GONCT, respectively, provide for certain support services and incentives to us for the development of the Airport. The Government of India has guaranteed AAI’s payment obligations to us of all undisputed transfer payments, which include debt (as defined in the OMDA), subject to certain parameters.

Our Concession also includes the right to commercially develop approximately 230 acres of land at the Airport for certain identified commercial purposes. We have already awarded development rights to third parties for hospitality, retail and commercial spaces, with the aim of progressively transforming the Airport into an international-caliber “aerotropolis”. We expect demand for space and land in our land bank, which is centrally located in the Delhi region, to continue to grow and contribute visible and predictable revenues generated by long-term leases. Passenger traffic at the Airport has grown substantially under our management, from 16.2 million passengers in 2006 at the beginning of our Concession, to 67.3 million passengers in fiscal year 2020, a compound annual growth rate (“CAGR”) of over 10.8%. The CAGR until the fiscal year ended March 31, 2019 was 10.9% but reduced in the fiscal year ended March 31, 2021 and 2022 due to the impact of the COVID-19 pandemic. Cargo volume has also increased rapidly, from 383,052 tons in fiscal year 2006 to 955,858 tons in fiscal year 2020. In the fiscal years ended March 31, 2023, 2022 & 2021 total passenger traffic at the Airport was 65.3, 39.3, & 22.6 million, respectively, while our total cargo traffic in tons was 895,918; 924,343; & 737,432 respectively, for the same periods. In fiscal year 2020, the Airport handled 4,64,058 air traffic movements, or ATMs, which are all aircraft arrivals and departures to and from the Airport. Subject to tariff levels, increasing passenger and cargo traffic through the Airport is a key driver of our growth and increased revenue.

For the fiscal year ended March 31, 2023, we had total income of INR 4,254.27 crores and EBITDA of INR 1,188.80 crores, an increase of INR 1,196.93 crores and decrease of INR 289.74 crores respectively from total income of INR 3,057.34 crores and EBITDA of INR 1,478.54 crores respectively for fiscal year ended March 31, 2022.

Our majority shareholder is GMR Airports Limited, which is a subsidiary of GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited), a part of the GMR Group - a leading diversified infrastructure group in India with substantial experience in the development and operation of airports, power plants, roads and urban infrastructure. The remaining 49% stake in GMR Airports Limited is owned by Groupe ADP, which develops and manages airports, including Paris-Charles de Gaulle, Paris-Orly and Paris-Le Bourget. Our other shareholders include AAI, a Government of India enterprise and Fraport AG Frankfurt Airport Services Worldwide, a leading international airport operator.

(b) **Structure of the Group:**

Corporate Structure of the Issuer:

S. No.	Name of Shareholders	No. of Shares	Percentage Holding
1.	GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited)	100	-
2.	GMR Energy Limited	100	-
3.	GMR Airports Limited	1,567,999,798	64%
4.	Fraport AG Frankfurt Airport Services Worldwide	245,000,000	10%
5.	Airports Authority of India	637,000,000	26%
6.	GMR Airports Limited jointly with Mr. Srinivas Bommidala	1	-
7.	GMR Airports Limited jointly with Mr. Grandhi Kiran Kumar	1	-
	TOTAL	2,450,000,000	100%

Note: The Board of Directors of each of GMR Airports Infrastructure Limited (formerly known as GMR Infrastructure Limited) (GIL), GMR Airports Limited (GAL) and GMR Infra Developers Limited (GIDL) have approved a Composite Scheme of Amalgamation and Arrangement between GAL into GIDL and the merged GIDL into GIL (“Merger”).

Post completion of Merger, GMR Group will remain as the single largest shareholder of the merged GIL and would continue to have management control over the merged GIL.

(c) **Overview and brief summary of the business / activities of the subsidiaries of the Issuer:**

The Company does not have any subsidiaries.

(d) **Details of the branches or units where the Issuer carries on its business activities, if any:**

The Company’s corporate office and registered office is situated at ‘New Udaan Bhawan, Opp. Terminal-3, Indira Gandhi International Airport, New Delhi – 110037’. The Company does not have any other branches or units.

(e) **Project cost and means of financing, in case of funding of new projects**

Total Project cost for Phase 3A expansion is estimated at INR 11,550 crores which shall be financed from the following means:

Particulars	Means of Finance (Amount in INR Crores)
Internal Accruals	2,600.00
CPD Deposits	1,500.00
Total Shareholder’s fund (A)	4,100.00
Debt (USD 500 million)	3,500.00

Particulars	Means of Finance (Amount in INR Crores)
Equipment Lease Financing	400.00
2025 NCDs (unlisted and issued in 2021)	1,350.00
2027 NCDs (listed and issued in 2022)	1,000.00
2030 NCDs (listed and issued in 2023)	1,200.00
Total Debt (B)	7,450.00
Total (A)+(B)	11,550.00

2.7 EXPENSES OF THE ISSUE

As per the relevant Key Information Document.

2.8 FINANCIAL INFORMATION:

- i. Audited financial statements (i.e. Profit & Loss statement, Balance Sheet and Cash Flow statement) both on a standalone and consolidated basis for a period of three completed years which shall not be more than six months old from the date of the General Information Document or issue opening date of the relevant NCS, as applicable. Such financial statements have been audited and certified by the Joint Statutory Auditor(s) of the Issuer and are annexed as **Annexure A** (*Audited Financial Statements both standalone and consolidated for the Last Three Financial Years, i.e. FY 21, FY 22 and FY 23*). Each of the Joint Statutory Auditor holds a valid certificate issued by the Peer Review Board of the Institute of Chartered Accountants of India i.e. 13569 for M/s. K.S. Rao & Co. and 14158 for M/s. Walker Chandiok and Co LLP.

Columnar representation of the Standalone Audited Financial Statements (i.e. Profit & Loss statement, Balance Sheet and Cash Flow statement):

Standalone Statement of Profit and Loss

(All amounts in Rupees Crore, except otherwise stated)

		March 31, 2023	March 31, 2022	March 31, 2021
I	REVENUE			
	Revenue from operations	3,989.87	2,914.07	2,423.47
	Other income	264.30	143.27	98.60
	Total revenue	4,254.27	3,057.34	2,522.07
II	EXPENSES			
	Annual fee to Airports Authority of India (AAI)	1,857.67	192.70	338.12
	Employee benefits expense	251.98	228.45	213.33
	Depreciation and amortization expense	655.79	588.29	568.85
	Finance costs	810.32	862.48	696.09
	Other expenses	896.52	779.22	1,188.82
	Total expenses	4,472.28	2,651.14	3,005.21
III	(Loss) / profit before exceptional items	(218.01)	406.20	(483.14)
IV	Exceptional items	59.30	378.43	-
V	(Loss) / profit before tax [(III)-(IV)]	(277.31)	27.77	(483.14)

		March 31, 2023	March 31, 2022	March 31, 2021
	Current tax	-	10.46	-
	Current tax - earlier years	7.55	-	-
	Deferred tax (credit)	-	-	(165.73)
	Deferred tax reclassified from Cash flow hedge reserve on account of hedge settlement	-	(0.37)	-
	Total tax expense/(credit)	7.55	10.09	(165.73)
	(Loss) / profit for the year	(284.86)	17.68	(317.41)
VI	Other comprehensive income			
A	Items that will not be reclassified to profit or loss in subsequent periods			
	Re-measurement (loss)/gain on defined benefit plans	(1.82)	(0.12)	0.91
	Income tax effect	-	-	(0.32)
B	Items that will be reclassified to profit or loss in subsequent periods			
	Net movement of cash flow hedges	(309.91)	(198.85)	198.72
	Income tax effect	-	-	(69.54)
	Total other comprehensive (loss)/income for the year (net of tax) (A+B)	(311.73)	(198.97)	129.77
	Total comprehensive (loss) / profit for the year (net of tax)	(596.59)	(181.29)	(187.64)
	Earnings per equity share: [nominal value of share Rs. 10]			
	(1) Basic	(1.16)	0.07	(1.30)
	(2) Diluted	(1.16)	0.07	(1.30)

Standalone Balance Sheet as at

(All amounts in Rupees Crore, except otherwise stated)

	March 31, 2023	March 31, 2022	March 31, 2021
ASSETS			
Non-current assets			
Property, Plant and Equipment and Intangible assets			
(i) Property, plant and equipment	6,453.31	6,142.50	5,714.96
(ii) Intangible assets	355.25	364.19	373.04
Right of use asset	10.80	12.26	18.04
Capital work in progress	8,082.88	5,537.69	3,633.80
Investment in subsidiary, associates and joint ventures	249.44	254.60	288.07
Financial assets			
(i) Investment	0.01	0.01	0.01
(ii) Other financial assets	1,257.41	1,134.43	1,181.71
Other non-current assets	2,163.65	2,860.71	2,502.58
Non-Current income tax assets	10.48	5.06	4.25
	18,583.23	16,311.45	13,716.46
Current assets			
Inventories	5.53	7.23	6.27
Financial assets			
(i) Investments	914.25	775.65	1,210.57
(ii) Trade receivables	76.80	158.98	94.84
(iii) Cash and cash equivalents	279.09	1,282.93	3,334.20
(iv) Bank balance other than cash and cash equivalents	47.27	216.63	449.80
(v) Other financial assets	590.16	238.42	840.09

	March 31, 2023	March 31, 2022	March 31, 2021
Other current assets	177.06	220.23	106.83
	2,090.16	2,900.07	6,042.60
Total Assets	20,673.39	19,211.52	19,759.06
EQUITY AND LIABILITIES			
Equity			
Equity share capital	2,450.00	2,450.00	2,450.00
Other equity			
(i) Retained earnings	(291.59)	(4.91)	(22.47)
(ii) Cash flow hedge reserve	(382.89)	(72.98)	127.29
	1,775.52	2,372.11	2,554.82
Non-current liabilities			
Financial liabilities			
(i) Borrowings	12,614.18	10,960.76	10,674.40
(ii) Lease liabilities	8.59	10.51	14.40
(iii) Other financial liabilities	1,305.09	1,168.65	933.32
Deferred revenue	2,130.44	2,210.41	1,757.52
Deferred tax liabilities (net)	-	-	-
Other non-current liabilities	185.45	177.89	47.70
Long term provisions	3.06	6.59	3.53
	16,246.81	14,534.81	13,430.87
Current liabilities			
Financial liabilities			
(i) Borrowings	-	22.00	264.75
(ii) Lease liabilities	3.99	3.89	3.61
(iii) Trade payables	-	-	-
-Total outstanding dues of micro enterprises and small enterprises	36.02	37.43	17.77
-Total outstanding dues of creditors other than micro enterprises and small enterprises	410.02	269.21	347.53
(iii) Other financial liabilities	1,561.10	1,434.76	2,683.09
Deferred revenue	190.70	192.04	93.25
Other current liabilities	296.65	192.28	213.80
Short term provisions	152.58	152.99	149.57
	2,651.06	2,304.60	3,773.37
Total Liabilities	18,897.87	16,839.41	17,204.24
Total Equity and Liabilities	20,673.39	19,211.52	19,759.06

Standalone Cash Flow Statement for the period

(All amounts in Rupees Crore, except otherwise stated)

Notes	March 31, 2023	March 31, 2022	March 31, 2021
Cash flow from operating activities			
Profit/(loss) before tax	(277.31)	27.77	(483.14)
<i>Adjustment to reconcile profit/(loss) before tax to net cash flows</i>			
Depreciation and amortization expenses	655.79	588.29	568.85
Provision for doubtful debts / bad debts written off	0.56	0.29	-
Reversal of Lease revenue (net of MAF)	54.14	325.16	-
Interest Receivable written off	-	19.90	-
Provision for diminution in value of non-current investment	5.16	33.37	-
Non Current investment written off	-	0.10	-
Interest income on deposits/current investment	(40.50)	(63.58)	(45.54)
Exchange differences unrealised (net)	0.75	1.85	1.39
Gain on sale of current investments-Mutual fund	(19.21)	(23.03)	(12.06)
Loss/(profit) on discard of Capital work in progress and Property, plant and equipments	12.50	1.60	(0.16)
Profit on sale of property, plant and equipment	(0.36)	-	-

Notes	March 31, 2023	March 31, 2022	March 31, 2021
Profit on relinquishment of assets rights	(59.57)	-	-
Dividend income on non current investments carried at cost	(135.03)	(50.00)	(27.38)
Interest on borrowings	575.17	557.48	406.54
Call spread option premium	152.31	181.99	201.26
Other borrowing costs	1.67	4.29	0.29
Redemption premium on borrowings	-	1.94	15.41
Rent expenses on financial assets carried at amortised cost	0.62	0.90	0.12
Provision against advance to Airports Authority of India (AAI)	-	43.21	446.21
Excess provision written back	-	-	-
Interest expenses on financial liability carried at amortised cost	75.73	73.35	71.13
Deferred income on financial liabilities carried at amortized cost	(113.92)	(107.81)	(104.72)
Fair value gain on financial instruments at fair value through profit or loss	(1.09)	(0.98)	(3.72)
Interest income on financial asset carried at amortised cost	(6.50)	-	-
	880.91	1,616.09	1,034.48
Working capital adjustment:			
(Decrease)/increase in trade payables	137.71	(16.44)	37.24
Increase/(decrease) in other non current liabilities	7.56	130.18	(0.44)
(Decrease)/increase in other current liabilities	105.71	(23.30)	(46.00)
Increase in non current deferred revenue	33.95	452.78	2.28
Increase/(decrease) in current deferred revenue	(1.34)	85.32	(5.96)
Increase in non current financial liabilities	93.25	287.27	260.93
(Decrease)/ increase in current financial liabilities	2.98	(31.83)	70.57
(Increase)/decrease in trade receivables	65.50	(64.43)	(18.32)
(Increase)/decrease in inventories	1.70	(0.96)	0.28
Increase in other non current assets	(272.78)	(602.22)	(1,212.06)
(Increase)/decrease in other current assets	43.73	(73.36)	321.14
Increase in other current financial assets	(324.65)	(37.80)	(382.64)
Decrease/(increase) in other non current financial assets	286.63	135.44	(15.59)
Increase/(decrease) in non current provisions	(3.52)	3.06	2.81
Increase in current provisions	(0.41)	3.42	-
Cash generated from operations	1,056.93	1,863.22	48.72
Direct taxes (paid)/ refund (net)	(12.98)	(11.26)	49.47
Net cash flow from operating activities (A)	1,043.95	1,851.96	98.19
Cash flows from investing activities			
Purchase of property, plant and equipments, including CWIP and capital advances	(2,016.37)	(1,472.83)	(1,502.97)
Proceeds from sale of property, plant and equipment and CWIP	0.70	0.32	0.59
Inter corporate deposits refund / (given)	-	-	-
Security deposit given for equipment lease	-	-	(401.20)
Purchase of current investments	(8,139.35)	(7,781.29)	(5,572.79)
Sale/maturity of current investments	8,021.05	8,240.21	5,654.68
Sale of investment in Joint ventures	-	-	-
Dividend income	105.91	50.00	27.38
Interest received	124.25	149.29	139.17
Investment of margin money deposit	(0.01)	(0.02)	(0.02)
Redemption of fixed deposits with original maturity of more than three months (net)	169.36	233.17	377.29
Net cash (used in) investing activities (B)	(1,734.46)	(581.15)	(1,277.87)
Cash flows from financing activities			
Principal payment of lease liability	(4.99)	(3.61)	(4.23)
Interest payment of lease liability	(1.34)	(1.68)	(1.59)
Proceeds from short term loan from banks	-	-	264.75

Notes	March 31, 2023	March 31, 2022	March 31, 2021
Repayment of short term loan from banks	(22.00)	(242.75)	-
Proceeds from non-current borrowings	-	-	3,213.63
Repayment of non-current borrowings	1,000.00	(2,142.77)	-
Redemption Premium paid	-	(16.38)	-
Proceeds from hedge cancellation	-	264.60	-
Upfront premium received on borrowings	-	-	-
Option premium paid	(260.25)	(298.87)	(310.21)
Borrowing cost paid	(15.03)	(28.14)	(31.30)
Interest paid	(1,009.72)	(852.48)	(666.47)
Net cash (used in)/flow from financing activities (C)	(313.33)	(3,322.08)	2,464.58
Net (decrease)/ increase in cash and cash equivalents (A + B + C)	(1,003.84)	(2,051.27)	1,284.90
Cash and cash equivalents at the beginning of the year	1,282.93	3,334.20	2,049.30
Cash and cash equivalents at the end of the Period/ year	279.09	1,282.93	3,334.20
Components of cash and cash equivalents			
Cash on hand	0.08	0.05	0.08
Cheques/ drafts on hand	-	0.58	0.19
With banks			
- on current account	27.87	16.43	387.67
- on deposit account	251.14	1,265.87	2,946.26
Total cash and cash equivalents	279.09	1,282.93	3,334.20

Columnar representation of the Consolidated Audited Financial Statements (i.e. Profit & Loss statement, Balance Sheet and Cash Flow statement):

Consolidated Statement of Profit and Loss for the year ended

(All amounts in Rupees crore, except otherwise stated)

Particulars	March 31, 2023	March 31, 2022	March 31, 2021
REVENUE			
Revenue from operations	3,989.97	2,914.07	2,423.47
Other income	129.27	93.27	71.22
Total Revenue	4,119.24	3,007.34	2,494.69
EXPENSES			
Annual fee to Airports Authority of India (AAI)	1,857.67	192.70	338.12
Employee benefits expenses	251.98	228.45	213.33
Depreciation and amortization expenses	655.79	588.29	568.85
Finance costs	810.32	862.48	696.09
Other expenses	896.53	779.22	1,188.82
Total Expense	4,472.29	2,651.14	3,005.21
Profit/(loss) before share of (loss)/profit of associates and joint ventures and tax	(353.05)	356.20	(510.52)
Exceptional Items	54.14	396.66	-
Share of profit/(loss) of associates and joint ventures	146.89	116.49	(8.82)
Loss before tax	(260.30)	76.03	(519.34)
Current tax	-	-	-
Deferred tax (credit)/expense	7.55	(80.66)	(176.18)
Total tax (credit)/expense	7.55	(80.66)	(176.18)
Profit/(loss) for the year	(267.85)	156.69	(343.16)
Other Comprehensive Income			

	Particulars	March 31, 2023	March 31, 2022	March 31, 2021
A	Items that will not be reclassified to profit or loss in subsequent years			
	Re-measurement (loss) / profit on defined benefit plans	(1.82)	(0.12)	0.91
	Income tax effect	-	-	(0.32)
B	Items that will be reclassified to profit or loss in subsequent years			
	Net movement of cash flow hedges	(309.91)	(198.85)	198.72
	Income tax effect	-	-	(69.54)
	Share of other comprehensive loss / profit of associates and joint ventures	(0.15)	(0.14)	0.23
	Total Other Comprehensive (loss) / income for the year (net of tax) (A+B)	(311.88)	(199.11)	130.00
	Total comprehensive loss for the year (net of tax)	(579.73)	(42.42)	(213.16)
	Earning per equity share: [nominal value of share Rs. 10]			
	(1) Basic	(1.09)	0.64	(1.40)
	(2) Diluted	(1.09)	0.64	(1.40)

Consolidated Balance Sheet as at

(All amounts in Rupees crore, except otherwise stated)

	March 31, 2023	March 31, 2022	March 31, 2021
ASSETS			
Non-current assets			
Property, plant and equipment	6,453.31	6,142.50	5,714.96
Right of use asset	10.80	12.26	18.04
Capital work in progress	8,082.88	5,537.69	3,633.80
Intangible Assets	355.25	364.19	373.04
Investment in associates and joint ventures	544.34	532.65	518.00
Financial assets			
(i) Investment	0.01	0.01	0.01
(ii) Loans	-	-	407.99
(ii) Other financial assets	1,257.41	1,134.43	773.72
Other non-current assets	2,163.65	2,860.71	2,502.58
Current tax assets	10.48	5.06	4.25
	18,878.13	16,589.50	13,946.39
Current assets			
Inventories	5.53	7.23	6.27
Financial assets			
(i) Investments	914.25	775.65	1,210.57
(ii) Trade receivables	76.80	158.98	94.84
(iii) Cash and cash equivalents	279.09	1,282.93	3,334.20
(iv) Bank balance other than cash and cash equivalents	47.27	216.63	449.80
(v) Loans	-	-	3.78
(vi) Other financial assets	590.16	238.42	836.31
Other current assets	177.06	220.23	106.83
	2,090.15	2,900.07	6,042.60
Total Assets	20,968.29	19,489.57	19,988.99
EQUITY AND LIABILITIES			
Equity			
Equity share capital	2,450.00	2,450.00	2,450.00

	March 31, 2023	March 31, 2022	March 31, 2021
Other equity			
(i) Retained earnings	3.32	273.14	116.71
(ii) Cash flow hedge reserve	(382.89)	(72.98)	127.29
	2,070.42	2,650.16	2,694.00
Non-current liabilities			
Financial liabilities			
(i) Borrowings	12,614.18	10,960.76	10,674.40
(ii) Lease liabilities	8.59	10.51	14.40
(iii) Other financial liabilities	1,305.09	1,168.65	933.32
Deferred revenue	2,130.44	2,210.41	1,757.52
Deferred tax liabilities (net)	-	-	90.75
Other non-current liabilities	185.45	177.89	47.70
Long term provisions	3.06	6.59	3.53
	16,246.81	14,534.81	13,521.62
Current liabilities			
Financial liabilities			
(i) Borrowings	-	22.00	264.75
(ii) Trade payables			
-Total outstanding dues of micro enterprises and small enterprises	36.02	37.43	17.77
-Total outstanding dues of creditors other than micro enterprises and small enterprises	410.02	269.21	347.53
(iii) Lease liabilities	3.99	3.89	3.61
(iv) Other financial liabilities	1,561.10	1,434.76	2,683.09
Deferred revenue	190.70	192.04	93.25
Other current liabilities	296.65	192.28	213.80
Short term provisions	152.58	152.99	149.57
	2,651.06	2,304.60	3,773.37
Total Liabilities	18,897.87	16,839.41	17,294.99
Total Equity and Liabilities	20,968.29	19,489.57	19,988.99

Consolidated Statement of Cash Flows for the year ended

(All amounts in Rupees crore, except otherwise stated)

	March 31, 2023	March 31, 2022	March 31, 2021
Cash flow from operating activities			
Profit/(loss) before tax	(260.30)	76.03	(519.34)
<i>Adjustment to reconcile loss before tax to net cash flows</i>			
Depreciation and amortization expenses	655.79	588.29	568.85
Provision for bad debts / bad debts written off	0.56	0.29	-
Interest income on deposits/current investment	(40.50)	(63.58)	(45.54)
Exchange differences unrealised (net)	0.75	1.85	1.39
Gain on sale of current investments-mutual fund	(19.21)	(23.03)	(12.06)
Loss on sale of investment in associate	-	-	-
(Profit)/Loss on discard of property plant and equipments	12.50	1.60	(0.16)
Profit on sale of property, plant & equipment	(0.36)	-	-
Profit on relinquishment of assets rights	(59.57)	-	-
Share of loss/(profit) of associates and joint ventures	(146.89)	(116.49)	8.82
Interest on borrowings	575.17	557.48	406.54
Call spread option premium	152.31	181.99	201.26
Other borrowing costs	1.67	4.29	0.29
Redemption premium on borrowings	-	1.94	15.41
Provision against advance to Airports Authority of India (AAI)	-	43.21	446.21
Interest expenses on financial liability carried at amortised cost	75.73	73.35	71.13

	March 31, 2023	March 31, 2022	March 31, 2021
Rent expenses on financial assets carried at amortised cost	0.62	0.90	0.12
Deferred income on financial liabilities carried at amorized cost	(113.91)	(107.81)	(104.72)
Fair value gain on financial instruments at fair value through profit or loss	(1.09)	(0.98)	(3.72)
Reversal of Lease revenue (net of MAF)	54.14	325.16	-
Interest Receivable written off	-	19.90	-
Provision for diminution in value of non-current investment	-	51.60	-
Non Current investment written off	-	0.10	-
Interest income on financial asset carried at amortised cost	(6.50)	-	-
	880.91	1,616.09	1,034.48
Working capital adjustment:			
(Decrease)/increase in trade payables	137.71	(16.44)	37.24
Increase/(decrease) in other non current liabilities	7.56	130.18	(0.44)
(Decrease)/ increase in other current liabilities	105.71	(23.30)	(46.00)
Increase in non-current deferred revenue	33.95	452.78	2.28
increase/(decrease) in current deferred revenue	(1.34)	85.32	(5.96)
Increase / (decrease) in non current financial liabilities	93.25	287.27	260.93
Increase/ (decrease) in current financial liabilities	2.98	(31.83)	70.57
(Increase)/ decrease in trade receivables	65.50	(64.43)	(18.32)
(Increase)/decrease in inventories	1.70	(0.96)	0.28
Increase in other non current assets	(272.78)	(602.22)	(1,212.06)
Decrease/ (increase) in other current assets	43.73	(73.36)	321.14
Increase in other current financial assets	(324.65)	(37.80)	(380.21)
(Increase)/ decrease in other non current financial assets	286.63	135.44	(17.38)
Decrease/ (increase) in non current loans	-	-	1.79
(Decrease) in current loans	-	-	(2.43)
Increase/ (decrease) in non current provisions	(3.52)	3.06	2.81
Increase in current provisions	(0.41)	3.42	-
Cash generated from operations	1,056.93	1,863.22	48.72
Direct taxes refund (net)	(12.98)	(11.26)	49.47
Net cash flow from operating activities (A)	1,043.95	1,851.96	98.19
Cash flows from investing activities			
Purchase of property plant and equipments (including capital advances)	(2,016.37)	(1,472.83)	(1,502.97)
Proceeds from sale of property plant and equipments	0.70	0.32	0.59
Security deposit given for equipment lease	-	-	(401.20)
Sale of investment in Joint ventures	-	-	-
Purchase of current investments	(8,139.35)	(7,781.29)	(5,572.79)
Sale/maturity of current investments	8,021.05	8,240.21	5,654.68
Dividend received from associates and joint ventures	105.91	50.00	27.38
Inter corporate deposits refund	-	-	-
Interest received	124.25	149.29	139.17
Investment of margin money deposit	(0.01)	(0.02)	(0.02)
Investments in fixed deposits with original maturity of more than three months (net)	169.36	233.17	377.29
Net cash flows used in investing activities (B)	(1,734.46)	(581.15)	(1,277.87)
Cash flows from financing activities			
Principal payment of lease liability	(4.99)	(3.61)	(4.23)
Interest payment of lease liability	(1.34)	(1.68)	(1.59)
Option premium paid	(260.25)	(298.87)	(310.21)
Proceeds from short term borrowing	-	-	264.75
Proceeds from long term borrowing	-	-	3,213.63
Upfront premium received on borrowings	-	-	-

	March 31, 2023	March 31, 2022	March 31, 2021
Borrowing cost paid	(15.03)	(28.14)	(31.30)
Interest paid	(1,009.72)	(852.48)	(666.47)
Repayment of short term loan from banks	(22.00)	(242.75)	-
Repayment of non-current borrowings	1,000.00	(2,142.77)	-
Redemption Premium paid	-	(16.38)	-
Proceeds from hedge cancellation	-	264.60	-
Net cash flows from financing activities (C)	(313.33)	(3,322.08)	2,464.58
Net increase in cash and cash equivalents (A + B + C)	(1,003.84)	(2,051.27)	1,284.90
Cash and cash equivalents at the beginning of the year	1,282.93	3,334.20	2,049.30
Cash and cash equivalents at the end of the year	279.09	1,282.93	3,334.20
Components of cash and cash equivalents			
Cash on hand	0.08	0.05	0.08
Cheques/ drafts on hand	-	0.58	0.19
With banks			
- on current account	27.87	16.43	387.67
- on deposit account	251.14	1,265.87	2,946.26
Total cash and cash equivalents	279.09	1,282.93	3,334.20

For details please refer **Annexure A** (Audited Financial Statements both standalone and consolidated for the Last Three Financial Years, i.e. FY 21, FY 22 and FY 23).

ii. **Key Operational and Financial Parameters on a consolidated and standalone basis:**

Consolidated Financial Statement

(INR in crores)

Parameters	FY 2022- 23	FY 2021-22	FY 2020-21
For Non-Financial Sector Entities			
Net Fixed assets	14,902.24	12,056.64	9,739.84
Current assets	2,090.16	2,900.07	6,042.60
Non-Current assets	3,975.89	4,532.86	4,206.55
Total assets	20,968.29	19,489.57	19,988.99
Non-Current Liabilities (including maturities of long-term borrowings and short-term borrowings) Financial (borrowings, trade payables, and other financial liabilities) Provisions	13,927.87	12,139.92	11,622.12
Deferred tax liabilities (net)	3.06	6.59	3.53
Other non-current liabilities	-	-	90.75
	2,315.89	2,388.30	1,805.22
Current Liabilities (including maturities of long-term borrowings) Financial (borrowings, trade payables, and other financial liabilities) Provisions	2,011.13	1,767.29	3,316.75
Current tax liabilities (net)	152.58	152.99	149.57
Other current liabilities	-	-	-
	487.35	384.32	307.05
Total liabilities	18,897.87	16,839.41	17,294.99
Equity	2,070.42	2,650.16	2,694.00
Total equity and liabilities	20,968.29	19,489.57	19,988.99
Profit and Loss			
Total revenue From operations	3,989.97	2,914.07	2,423.47
Other income	129.27	93.27	71.22
Total Expenses	4,472.29	2,651.14	3,005.21
Total comprehensive income: Profit / loss before tax	(260.30)	76.03	(519.34)

Parameters	FY 2022-23	FY 2021-22	FY 2020-21
Other comprehensive income	(311.88)	(199.11)	130.00
Profit / loss after tax	(267.85)	156.69	(343.16)
Earnings per equity share: (a) basic; and	(1.09)	0.64	(1.40)
(b) diluted	(1.09)	0.64	(1.40)
Continuing operations	-	-	-
Discontinued operations	-	-	-
Continuing and discontinued operations	-	-	-
Net cash generated from operating activities	1,043.95	1,851.96	98.19
Net cash used in / generated from investing activities	(1,734.46)	(581.15)	(1,277.87)
Net cash used in financing activities	(313.33)	(3,322.08)	2,464.58
Cash and cash equivalents	279.09	1,282.93	3,334.20
Balance as per statement of cash flows	279.09	1,282.93	3,334.20
Net worth	2,070.42	2,650.16	2,694.00
Cash and Cash Equivalents	279.09	1,282.93	3,334.20
Current Investments	961.52	992.28	1,660.37
Net Sales	3,989.97	2,914.07	2,423.47
EBIDTA	1,205.81	1,526.80	745.60
EBIT	550.03	938.51	176.75
Dividend amounts	-	-	-
Long term debt to working capital	(22.50)	18.42	4.71
Current Liability ratio – Current liabilities / Non-current liabilities	0.16	0.16	0.28
Total Debts to Total assets	0.60	0.56	0.53
Debt Service Coverage Ratios	0.91	1.13	0.91
Interest service coverage ratio	0.93	1.36	0.91

Standalone Financial Statement

(INR in crores)

Parameters	FY 2022-23	FY 2021-22	FY 2020-21
For Non-Financial Sector Entities			
Net Fixed assets	14,902.24	12,056.64	9,739.84
Current assets	2,090.16	2,900.07	6,042.60
Non-Current assets	3,680.99	4,254.81	3,976.62
Total assets	20,673.39	19,211.52	19,759.06
Non-Current Liabilities (including maturities of long-term borrowings and short-term borrowings)	13,927.86	12,139.92	11,622.12
Financial (borrowings, trade payables, and other financial liabilities)			
Provisions			
Deferred tax liabilities (net)	3.06	6.59	3.53
Other non-current liabilities	-	-	-
	2,315.88	2,388.30	1,805.22
Current Liabilities (including maturities of long-term borrowings)			
Financial (borrowings, trade payables, and other financial liabilities)	2,011.14	1,767.29	3,316.75
Provisions			
Current tax liabilities (net)	152.58	152.99	149.57
Other current liabilities	-	-	-
	487.35	384.32	307.05
Total liabilities	18,897.87	16,839.41	17,204.24
Equity	1,775.52	2,372.11	2,554.82
Total equity and liabilities	20,673.39	19,211.52	19,759.06
Profit and Loss			
Total revenue From operations	3,989.97	2,914.07	2,423.47
Other income	264.30	143.27	98.60
Total Expenses	4,472.28	2,651.14	3,005.21
Total comprehensive income: Profit / loss before tax	(277.31)	27.77	(483.14)

Parameters	FY 2022-23	FY 2021-22	FY 2020-21
Other comprehensive income	(311.73)	(198.97)	129.77
Profit / loss after tax	(284.86)	17.68	(317.41)
Earnings per equity share: (a) basic; and	(1.16)	0.07	(1.30)
(b) diluted	(1.16)	0.07	(1.30)
Continuing operations	-	-	-
Discontinued operations	-	-	-
Continuing and discontinued operations	-	-	-
Net cash generated from operating activities	1,043.95	1,851.96	98.19
Net cash used in / generated from investing activities	(1,734.46)	(581.15)	(1,277.87)
Net cash used in financing activities	(313.33)	(3,322.08)	2,464.58
Cash and cash equivalents	279.09	1,282.93	3,334.20
Balance as per statement of cash flows	279.09	1,282.93	3,334.20
Net worth	1,775.52	2,372.11	2,554.82
Cash and Cash Equivalents	279.09	1,282.93	3,334.20
Current Investments	961.52	992.28	1,660.37
Net Sales	3,989.97	2,914.07	2,423.47
EBIDTA	1,188.80	1,478.54	781.80
EBIT	533.01	890.25	212.95
Dividend amounts	-	-	-
Long term debt to working capital	(22.50)	18.42	4.71
Current Liability ratio – Current liabilities / Non-current liabilities	0.16	0.16	0.28
Total Debts to Total assets	0.61	0.57	0.66
Debt Service Coverage Ratios	0.90	1.03	0.93
Interest service coverage ratio	0.92	1.24	0.94

Debt: Equity Ratio of the Issuer (both on a standalone and consolidated basis):-

Please refer to the relevant Key Information Document.

- iii. **Details of any other contingent liabilities of the issuer based on the last audited financial statements including amount and nature of liability:**

Please see **Annexure F**.¹

- iv. **The amount of corporate guarantee or letter of comfort issued by the Issuer along with details of the counterparty (viz. Name and nature of the counterparty, whether a subsidiary, joint venture entity, group company etc.) On behalf of whom it has been issued:**

NIL.

2.9 BRIEF HISTORY OF THE ISSUER SINCE ITS INCORPORATION GIVING DETAILS OF ITS FOLLOWING ACTIVITIES:

- (a) Details of Share Capital as on June 30, 2023:-

Share Capital	
Authorized Share Capital	₹ 30,000,000,000
Issued, Subscribed and Paid-up Share Capital	₹ 24,500,000,000

- (b) Changes in its capital structure as at last quarter end, for the preceding three financial years and current financial year:-

Date of Change (AGM/EGM)	Particulars
NA	NA

¹ Please note that the Company has provided details for the 3 financial years ending March 31, 2021, March 31, 2022 and March 31, 2023.

(c) Details of the equity share capital for the preceding three financial years and current financial year as on the date of the General Information Document:-

Date of Allotment	No of Equity Shares	Face Value (₹)	Issue Price (₹)	Consideration (Cash, other than cash, etc.)	Nature of Allotment	Cumulative			Remarks
						No. of Equity Shares	Equity Share Capital (₹)	Equity Share Premium (₹)	
30 March, 2006	100,000	10	10	Cash	Subscribers to the MOA & AOA	100,000	1,000,000	NA	
19 April, 2006	300,000	10	10	Cash	Allotment against Initial Allotment Money	300,000	3,000,000	NA	
19 May, 2006	199,600,000	10	10	Cash	Allotment against Initial Allotment Money	199,600,000	1,996,000,000	NA	
14 March, 2008	500,000,000	10	10	Cash	Further issue of Capital u/s. 81 of the Companies Act, 1956.	500,000,000	5,000,000,000	NA	
18 March, 2009	500,000,000	10	10	Cash	Further issue of Capital u/s. 81 of the Companies Act, 1956.	500,000,000	5,000,000,000	NA	
15 March, 2011	1,250,000,000	10	10	Cash	Further issue of Capital u/s. 81 of the Companies Act, 1956.	1,250,000,000	12,500,000,000	NA	

(d) Details of any acquisition of or amalgamation with any entity in the preceding one year:

NA

(e) Details of any reorganization or reconstruction in the preceding one year:-

Type of Event	Date of Announcement	Date of Completion	Details
NA	NA	NA	NA

(f) Details of the Shareholding of the Issuer as at June 30, 2023, as per the format specified under the listing regulations :-

Category (I)	Category of shareholder (II)	Nos. of shareholders (III)	No. of fully paid up equity shares held (IV)	No. of Partly paid-up equity shares held (V)	No. of shares underlying Depository Receipts (VI)	Total nos. shares held (VII) = (IV)+(V)+(VI)	Shareholding as a % of total no. of shares (calculated as per SCRR, 1957) (VIII) As a % of (A+B+C2)	Number of Voting Rights held in each class of securities (IX)			No. of Shares Underlying Outstanding convertible securities (including Warrants) (X)	Shareholding, as a % assuming full conversion of convertible securities (as a percentage of diluted share capital) (XI) = (VII)+(X) As a % of (A+B+C2)	Number of Locked in shares (XII)		Number of Shares pledged or otherwise encumbered (XIII)		Number of equity shares held in dematerialized form (XIV)	
								No of Voting Rights					Total as a % of (A+B+C)	No	As a % of total Shares held (a)	No		As a % of total Shares held (b)
								Class X	Class Y	Total								
(A)	Promoter & Promoter Group	5	15,68,000,000	NA	NA	15,68,000,000	64%	NA	NA	NA	NA	64%	NA	NA	15,68,000,000			
(B)	Public	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA			
(C)	Non Promoter - Non Public	2	882,000,000	NA	NA	882,000,000	36%	NA	NA	NA	NA	36%	NA	NA	882,000,000			
(C1)	Shares underlying DRs	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA			
(C2)	Shares held by Employee Trusts	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA			
	Total	7	2,450,000,000	NA	NA	2,450,000,000	100%	NA	NA	NA	NA	100%	NA	NA	2,450,000,000			

(g) List of top 10 holders of equity shares of the Issuer as on the latest quarter end, i.e. June 30, 2023:-

S. No.	Name of the shareholders	Total no. of Equity Shares	No. of shares in demat form	Total Shareholding as % of total no of equity shares
1.	GMR Airports Limited	1,567,999,798	1,567,999,798	64%
2.	Airports Authority of India	637,000,000	637,000,000	26%
3.	Fraport AG Frankfurt Airport Services Worldwide	245,000,000	245,000,000	10%
4.	GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited)	100	100	NA
5.	GMR Energy Limited	100	100	NA
6.	GMR Airports Limited jointly with Mr. Srinivas Bommidala	1	1	NA
7.	GMR Airports Limited jointly with Mr. Grandhi Kiran Kumar	1	1	NA
8.	NA	NA	NA	NA
9.	NA	NA	NA	NA
10.	NA	NA	NA	NA

Note: The Company has 7 holders of equity shares.

2.10 FOLLOWING DETAILS REGARDING THE DIRECTORS OF THE ISSUER:

i. Details of the current directors of the Issuer as on the date of this General Information Document:

Name, Designation and DIN	Age	Address	Date of Appointment	Details of other directorship	Whether willful defaulter (Yes/ No)
Mr. G.M. Rao - Executive Chairman DIN: 00574243	About 74 years	D-17, Varalakshmi Nilayam, Pushpanjali Farms Dwarka Link Road, Delhi – 110061	Appointed as Executive Chairman with effect from 01/04/2018 and Re-appointed as Executive Chairman w.e.f. 01.04.2021. Previously Director and Chairman (Non-Executive) in the Company since 19/04/2006.	As per Annexure G	No
Mr. G.B.S. Raju - Managing Director	About 49 years	D-17, Varalakshmi Nilayam, Pushpanjali	Appointed as Managing Director with effect from 01/04/2018 and Re-appointed as	As per Annexure G	No

Name, Designation and DIN	Age	Address	Date of Appointment	Details of other directorship	Whether willful defaulter (Yes/ No)
<i>DIN:</i> 00061686		Farms Dwarka Link Road, Delhi - 110061	Managing Director w.e.f. 01.04.2021. Previously, holding position of Director in the company since 19/04/2006.		
Mr. Indana Prabhakara Rao - Executive Director <i>DIN:</i> 03482239	About 64 years	Flat No. 501, Block-25, Manhattan Personal Floor Heritage City, Gurgaon	Appointed as Executive Director with effect from 01/04/2018 and Re-appointed as Executive Director w.e.f. 01.04.2021	As per Annexure G	No
Mr. Kada Narayana Rao – Whole Time Director <i>DIN:</i> 00016262	About 68 years	C-5/23, Grand Vasanth, Vasant Kunj, Delhi	17.04.2007	As per Annexure G	No
Mr. Grandhi Kiran Kumar - Non Executive Director <i>DIN:</i> 00061669	About 47 years	–The 118, Apartment 36, Foundation Street, Dubai, United Arab Emirates	"Appointed as Director on 19/04/2006. Also appointed as Managing Director/Executive Director of the Company from time to time. Appointed as Non-Executive Director on 01/06/2018."	As per Annexure G	No
Mr. Srinivas Bommidala - Non Executive Director <i>DIN:</i> 00061464	About 60 years	SY No. 7/26/1 Nitte Meenakshi Engineering College Road Vodeyarapura, Yelanhaka Hobli, Bengaluru	"Appointed as Director on 19/04/2006. Also appointed as Managing Director/Executive Director of the Company from time to time. Appointed as Non-Executive Director on 01/04/2018."	As per Annexure G	No
Mr. Philippe Pascal - Non Executive Director <i>DIN:</i> 08903236	About 51 years	21 Résidence de la Madeleine, Chevreuse, France – 78460	24.05.2021	As per Annexure G	No

Name, Designation and DIN	Age	Address	Date of Appointment	Details of other directorship	Whether willful defaulter (Yes/ No)
Mr. Regis Lacote - Non Executive Director <i>DIN:</i> 09135168	About 50 years	9 Quai Aulagnier 92600 Asnieres – SUR- Seine France	24.05.2021	As per Annexure G	No
Mr. Anil Kumar Pathak - Non Executive Director <i>DIN:</i> 08213061	About 59 years	Bungalow No. C – 1, Jor Bagh, Delhi	29.01.2019	As per Annexure G	No
Ms. Rubina Ali - Non Executive Director <i>DIN:</i> 08453990	About 56 years	C-2/19, Rabindra Nagar, Near Khan Market, Lodhi Road, Central Delhi, Delhi - 110003, India	06.06.2019	As per Annexure G	No
Ms. Vidya Vaidyanathan - Non Executive Director <i>DIN:</i> 08366688	About 56 years	C-9/9783, Vasant Kunj, New Delhi – 110070	14.11.2022	As per Annexure G	No
Dr. Emandi Sankara Rao - Independent Director <i>DIN:</i> 05184747	About 62 years	B 23, 24 Albert Mansion, Prabhat Colony, Plot No. 85, Road no. 7, Santacruz East, Mumbai	20.09.2021	As per Annexure G	No
Mr. Amarthaluru Subba Rao - Independent Director <i>DIN:</i> 00082313	About 63 years	308, 14 th Cross, 8th Main, Sector-6 , HSR Layout, Bangalore	20.09.2021	As per Annexure G	No
Ms. Bijal Tushar Ajinkya - Independent Director <i>DIN:</i> 01976832	About 47 years	1001, 10 th Floor, Hari Bhawan, Tejpal Lane, Near August Kranti Maidan, Gamdevi, Mumbai, 400007	06.09.2022	As per Annexure G	No
Dr. Mundayat Ramachandran - Independent Director	About 73 years	Flat No. RSD, 032, Block D, DLF Riverside, Janatha Road, Vytilla,	13.10.2016	As per Annexure G	No

Name, Designation and DIN	Age	Address	Date of Appointment	Details of other directorship	Whether willful defaulter (Yes/ No)
<i>DIN:</i> 01573258		Ernakulam, Kerala-682019			
Ms. Denitza Weismantel - Non Executive Director <i>DIN:</i> 07466436	About 48 years	18, Ebersheimstrasse, Frankfurt Am Main, Germany, Frankfurt-60320	28.04.2016	As per Annexure G	No

Mr. Matthias Engler – Alternate Director (acting as alternate to Ms. Denitza Weismantel).

*Company to disclose name of the current directors who are appearing in the RBI defaulter list and/or ECGC default list, if any. **None.**

ii. Details of change in directors in the preceding three financial years and current financial year:-

Name, Designation and DIN	Date of Appointment	Date of cessation, if applicable	Date of resignation, if applicable	Remarks
Mr. Anuj Aggarwal – Director <i>DIN:</i> 06575625	01/08/2018	22/04/2021	NA	NA
Mr. Gunuputi Subba Rao – Director <i>DIN:</i> 00064511	19/04/2006	24/05/2021	NA	NA
Mr. K. Vinayak Rao - Non Executive Director <i>DIN:</i> 00074942	28/06/2021	NA	NA	NA
Mr. Philippe Pascal - Non Executive Director <i>DIN:</i> 08903236	24/05/2021	NA	NA	NA
Mr. Regis Lacote - Non Executive Director <i>DIN:</i> 09135168	24/05/2021	NA	NA	NA
Mr. R.S.S.L.N. Bhaskarudu – Independent Director <i>DIN:</i> 00058527	18/03/2009	19/09/2021	NA	NA
Mr. N.C. Sarabeswaran - Independent Director	22/07/2014	19/09/2021	NA	NA

Name, Designation and DIN	Date of Appointment	Date of cessation, if applicable	Date of resignation, if applicable	Remarks
<i>DIN:</i> 00167868				
Dr. Emandi Sankara Rao - Independent Director <i>DIN:</i> 05184747	20/09/2021	NA	NA	NA
Mr. Amarthaluru Subba Rao - Independent Director <i>DIN:</i> 00082313	20/09/2021	NA	NA	NA
Ms. Siva Kameswari Vissa - Independent Director <i>DIN:</i> 02336249	04/03/2015	05/09/2022	NA	NA
Ms. Bijal Tushar Ajinkya - Independent Director <i>DIN:</i> 01976832	06/09/2022	NA	NA	NA
Mr. K. Vinayak Rao – Non-Executive Director <i>DIN:</i> 00074942	28/06/2021	31/10/2022	NA	NA
Ms. Vidya Vaidyanathan – Non-Executive Director <i>DIN:</i> 08366688	14/11/2022	NA	NA	NA

iii. Details of directors' remuneration, and such particulars of the nature and extent of their interests in the Issuer (during the current year and preceding 3 (three) financial years):-

(a) Remuneration payable or paid to a director by the Issuer, its subsidiary or associate company;

Please refer to **Annexure C**.

(b) Shareholding of the director in the Issuer, its subsidiaries and associate companies on a fully diluted basis;

None of the directors of the Issuer holds any shares in the associate companies of the Issuer. Further, the Issuer does not have any subsidiary. For the details of the shareholding pattern of the Issuer, please refer to **Section 2.9 (f)** above.

(c) Appointment of any relatives to an office or place of profit of the Issuer, its subsidiary or associate company;

NIL.

(d) Full particulars of the nature and extent of interest, if any, of every director:

I. in the promotion of the Issuer;

NIL

- II. in any immovable property acquired by the Issuer in the 2 (two) years preceding the date of the issue document or any immovable property proposed to be acquired by it

NIL

- III. where the interest of such a director consists in being a member of a firm or company, the nature and extent of his interest in the firm or company, with a statement of all sums paid or agreed to be paid to him or to the firm or company in cash or shares or otherwise by any person either to induce him to become, or to help him qualify as a director, or otherwise for services rendered by him or by the firm or company, in connection with the promotion or formation of the Issuer shall be disclosed.

NIL

- iv. Contribution being made by the directors as part of the offer or separately in furtherance of such objects.

As per the relevant Key Information Document.

2.11 ANY FINANCIAL OR OTHER MATERIAL INTEREST OF THE DIRECTORS, PROMOTERS, KEY MANAGERIAL PERSONNEL OR SENIOR MANAGEMENT IN THE OFFER AND THE EFFECT OF SUCH INTEREST IN SO FAR AS IT IS DIFFERENT FROM THE INTERESTS OF OTHER PERSONS.

As per the relevant Key Information Document.

2.12 FOLLOWING DETAILS REGARDING THE AUDITORS OF THE ISSUER:-

- i. Details of the auditor of the Issuer:-

Name	Address	Auditor since
Walker Chandiook & Co LLP	21st Floor, DLF Square, Jacaranda Marg, DLF Phase-II, Gurugram, Haryana – 122002	01/04/2019
K.S. Rao & Co.	2 nd Floor, 10/2 Khivraj Mansion, Kasturba Road Bengaluru – 560001, India	01/04/2017

- ii. Details of change in auditor for preceding three financial years and current financial year:-

Name of the Auditor	Address	Date of Appointment	Date of cessation, if applicable	Date of resignation, if applicable
NA	NA	NA	NA	NA

2.13 DETAILS OF FOLLOWING LIABILITIES OF THE ISSUER AS AT THE END OF THE PRECEDING QUARTER, OR IF AVAILABLE, A LATER DATE:-

- i. Details of outstanding secured loan facilities: As on June 30, 2023:

Name of the Lender	Type of Facility	Amt Sanctioned	Principal Amount Outstanding	Repayment Date / Schedule	Security
Citi Corp International on behalf of Bond holders	Foreign Currency Notes	USD 522.60 million	USD 522.60 million	October, 2026	<i>Pari Passu</i> charge on Collateral as defined in Section 2.25 (Security) below
Citi Corp International on behalf of Bond holders	Foreign Currency Notes	USD 500.00 million	USD 500.00 million	June, 2029	
Axis Trustee Services Limited on behalf of Debenture holder i.e. India Airport Infra (FPI)	Non-Convertible Debentures#	INR 3,257.10 crores	INR 3,257.10 crores	October, 2025	
Axis Trustee Services Limited on behalf of Debenture holders	Non-Convertible Debentures#	INR 1,000.00 crores	INR 1,000.00 crores	June, 2027	
ICICI Bank	WC facility	INR 384.00 crores	INR 30.95 crores*	February, 2024	
ICICI Bank	WCDL facility	INR 100.00 crores	Nil	February, 2024	

* Outstanding towards Non Fund based facility availed.

Unsecured as per Companies Act, 2013 and SEBI NCS Regulations.

ii. Details of outstanding unsecured loan facilities:-

Name of the Lender	Type of Facility	Amount Sanctioned	Principal Amount outstanding	Repayment Date / Schedule	Credit Rating, if applicable
NA	NA	NA	NA	NA	NA

iii. Details of outstanding non-convertible securities:

1.

Series of NCS	ISIN	Tenor / Period of Maturity	Coupon	Amount Outstanding	Date of Allotment	Redemption Date/ Schedule	Credit Rating	Secured / unsecured	Security
NA	INE657H07011	4 years 7 months	10.964 %	INR 3257, 09, 84, 700	March 30, 2021	October 24, 2025	unrated	Unsecured for the purpose of Companies Act,	<i>Pari Passu</i> charge on Collateral

Series of NC S	ISIN	Tenor / Period of Maturity	Coupon	Amount Outstanding	Date of Allotment	Redemption Date/ Schedule	Credit Rating	Secured / unsecured	Security
								2013 and SEBI Regulations	as defined in Section 2.25 (Security) below

2.

Series of NC S	ISIN	Tenor / Period of Maturity	Coupon	Amount outstanding	Date of Allotment	Redemption Date/ Schedule	Credit Rating	Secured / unsecured	Security
NA	INE657H08019	5 years	Until 36 months from the Deemed Date of Allotment: 9.52% p.a. payable monthly. From 37 months until 60 months from the Deemed Date of Allotment: 9.98% p.a. payable monthly	INR 10,000,000,000	June 22, 2022	June 22, 2027	Rated	Unsecured for the purpose of Companies Act, 2013 and SEBI Regulations	<i>Pari Passu</i> charge on Collateral as defined in Section 2.25 (Security) below

3.

Series of NC S	ISIN	Tenor / Period of Maturity	Coupon	Amount outstanding	Date of Allotment	Redemption Date/ Schedule	Credit Rating	Secured / unsecured	Security
NA	INE657H08027		The initial coupon	INR	April 13, 2023	April 13, 2030	Rated	Unsecured for the purpose	<i>Pari Passu</i> charge

Series of NC S	ISIN	Tenor / Period of Maturity	Coupon	Amount outstanding	Date of Allotment	Redemption Date/ Schedule	Credit Rating	Secured / unsecured	Security
			rate is 9.75% per annum, payable quarterly, subject to reset after the 5 th anniversary from the deemed date of allotment	12,000,000,000				of Companies Act, 2013 and SEBI Regulations	on Collateral as defined in Section 2.25 (Security) below

iv. Details of commercial paper issuances as at the end of the last quarter i.e., June 30, 2023

Series of NC S	ISIN	Tenor / Period of Maturity	Coupon	Amount outstanding	Date of Allotment	Redemption Date/ Schedule	Credit Rating	Secured / unsecured	Security	Other details viz. details of Issuing and Paying Agent, details of Credit Rating Agencies
NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

v. List of Top 10 holders of non-convertible securities in terms of value (in cumulative basis), as on the date of this General Information Document:

Sr. No.	Name of holders	Category of holder	Face value of holding (in ₹)	Holding as a % of total outstanding non-convertible securities of the Issuer
1	India Airport Infra (formerly Clifton Limited)	Foreign investor portfolio	3257,09,84,700	59.69%
2	Aseem Infrastructure Finance Limited	Qualified Institutional Buyer	575,00,00,000	10.54%

Sr. No.	Name of holders	Category of holder	Face value of holding (in ₹)	Holding as a % of total outstanding non-convertible securities of the Issuer
3	Aditya Birla Finance Limited	Qualified Institutional Buyer	250,00,00,000	4.58%
4	Tata Cleantech Capital Limited	Qualified Institutional Buyer	150,00,00,000	2.75%
5	Axis Finance Limited	Qualified Institutional Buyer	100,00,00,000	1.83%
6	ICICI Bank Limited	Qualified Institutional Buyer	165,00,00,000	3.02%
7	Aditya Birla Finance Limited	Qualified Institutional Buyer	100,00,00,000	1.83%
8	Tata Capital Financial Services Limited	Qualified Institutional Buyer	60,00,00,000	1.10%
9	The Federal Bank Limited	Qualified Institutional Buyer	200,00,00,000	3.66%
10	India Infrastructure Finance Company Limited	Qualified Institutional Buyer	600,00,00,000	10.99%

- vi. List of top ten holders of Commercial Paper in terms of value (in cumulative basis)

Sr. No.	Name of holders	Category of holder	Face value of holding (in ₹)	Holding as a % of total outstanding commercial paper of the Issuer
NIL	NIL	NIL	NIL	NIL

- vii. Details of bank fund based facilities/ rest of the borrowing (if any, including hybrid debt like Foreign Currency Convertible Bonds (FCCB), Optionally Convertible Debentures/ Preference Shares) from financial institutions or financial creditor:

Name of Party (in case of Facility) / Name of Instrument	Type of Facility / Instrument	Amount Sanctioned /Issued	Principal Amount outstanding	Date of Repayment /Schedule	Credit Rating	Secured / Unsecured	Security
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

2.14 THE AMOUNT OF CORPORATE GUARANTEE OR LETTER OF COMFORT ISSUED BY THE ISSUER ALONG WITH NAME OF THE COUNTERPARTY (LIKE NAME OF THE SUBSIDIARY, JOINT VENTURE ENTITY, GROUP COMPANY, ETC.) ON BEHALF OF WHOM IT HAS BEEN ISSUED, CONTINGENT LIABILITY INCLUDING DEBT SERVICE RESERVE ACCOUNT GUARANTEES/ ANY PUT OPTION ETC. (DETAILS OF ANY OUTSTANDING BORROWINGS TAKEN/ DEBT SECURITIES ISSUED FOR CONSIDERATION OTHER THAN CASH). THIS INFORMATION SHALL BE DISCLOSED WHETHER SUCH BORROWING/ DEBT SECURITIES HAVE BEEN TAKEN/ ISSUED: (I) IN WHOLE OR IN PART; (II) AT A PREMIUM OR DISCOUNT, OR (III) IN PURSUANCE OF AN OPTION OR NOT.

NIL.

2.15 WHERE THE ISSUER IS A NON-BANKING FINANCE COMPANY OR HOUSING FINANCE COMPANY THE DISCLOSURES ON ASSET LIABILITY MANAGEMENT (ALM) SHALL BE PROVIDED FOR THE LATEST AUDITED FINANCIALS:

The Issuer is not a Non-Banking Finance Company or Housing Finance Company.

2.16 DETAILS OF ALL DEFAULT/S AND/OR DELAY IN PAYMENTS OF INTEREST AND PRINCIPAL OF ANY KIND OF TERM LOANS, DEBT SECURITIES, COMMERCIAL PAPER (INCLUDING TECHNICAL DELAY) AND OTHER FINANCIAL INDEBTEDNESS INCLUDING CORPORATE GUARANTEE OR LETTERS OF COMFORT ISSUED BY THE COMPANY, IN THE PRECEDING THREE YEARS AND THE CURRENT FINANCIAL YEAR.

No such default.

2.17 ANY MATERIAL EVENT/ DEVELOPMENT OR CHANGE HAVING IMPLICATIONS ON THE FINANCIALS/CREDIT QUALITY (E.G. ANY MATERIAL REGULATORY PROCEEDINGS AGAINST THE ISSUER/PROMOTERS, LITIGATIONS RESULTING IN MATERIAL LIABILITIES, CORPORATE RESTRUCTURING EVENT ETC.) AT THE TIME OF ISSUE WHICH MAY AFFECT THE ISSUE OR THE INVESTOR'S DECISION TO INVEST / CONTINUE TO INVEST IN THE NON-CONVERTIBLE SECURITIES/COMMERCIAL PAPER:

Please refer to Annexure E.

2.18 ANY LITIGATION OR LEGAL ACTION PENDING OR TAKEN BY A GOVERNMENT DEPARTMENT OR A STATUTORY BODY OR REGULATORY BODY DURING THE THREE YEARS IMMEDIATELY PRECEDING THE YEAR OF THE ISSUE OF GENERAL INFORMATION DOCUMENT AGAINST THE PROMOTER OF THE ISSUER:

Please refer to Annexure E.

2.19 DETAILS OF DEFAULT AND NON-PAYMENT OF STATUTORY DUES FOR THE PRECEDING THREE FINANCIAL YEARS AND CURRENT FINANCIAL YEAR:

Undisputed amounts payables in respect thereof, which were outstanding at the year-end for a period of more than six months from the date they became payable are as follows:

Statement of arrears of statutory dues outstanding for more than six months:

Name of the statute	Nature of the dues	Amount (₹ crores)	Period to which the amount relates	Due Date	Date of Payment
Income Tax Act, 1961	Tax deducted at source	0.55	Financial year ended 31 March 2022	30 April 2022	29 April 2023

b) Statement of Disputed Dues

Name of the Statue	Nature of Dues	Gross amount (₹ crores)	Amount paid under protest (₹ crores)	Period to which the amount relates	Forum where dispute is pending
Cantonment Act, 2006	Property tax	4,330.43	8.00	Financial year 2016-17 to 2020-21	Delhi High Court
Income Tax Act, 1961	Income tax	42.90	-	Assessment year 2008-09	Delhi High Court

Income Tax Act, 1961	Income tax	21.39	-	Assessment year 2007-08	Income Tax Appellate Tribunal
Finance Act, 1994	Service tax	54.31	-	Financial year 2010-11	Supreme Court
Finance Act 1994	Service tax	9.86	-	Financial year 2009-10 to 2013-14	Commissioner of Service Tax
Finance Act, 1994	Service tax	2.35	-	Financial year 2009-10 to 2012-13	Commissioner of Service tax, New Delhi
Finance Act, 1994	Service tax	1.58	-	Financial year 2006-07 to 2009-10	Commissioner of Service tax, New Delhi
Finance Act, 1994	Service tax	1.30	-	Financial year 2016-17 to 2017-18	Additional Commissioner Central Excise, Service tax & GST Delhi South Commissionerate
Finance Act, 1994	Service tax	0.07	-	Financial year 2011-12 (April- June 2010)	Commissioner of Service tax, New Delhi
Finance Act, 1994	Service tax	0.22	-	Financial year 2011-12	Commissioner (Appeals) of Service Tax, New Delhi
Delhi Value Added Tax Act, 2004	Value added tax	1.48	-	Financial year 2010-11	Assistant Commissioner (Special Zone), DVAT
Foreign Trade (Development and Regulation) Act, 1992	Served From India Scheme scrips pertaining to destuffing activity on the import of goods	0.30	-	Financial year 2009-10	Additional Director General of Foreign Trade, New Delhi
Customs Act, 1962	Customs duty	0.12	-	Financial year 2009-10	Additional Commissioner of Customs

**Matters disputed under Income Tax Act 1961, wherein disallowances result in reduction in 'returned loss' as per the return of income have not been considered for above disclosure. Tax impact of reduction in loss amounts to Rs. 54.02 crores.*

2.20 DETAILS OF PENDING LITIGATION INVOLVING THE ISSUER, PROMOTER, DIRECTOR, SUBSIDIARIES, GROUP COMPANIES OR ANY OTHER PERSON, WHOSE OUTCOME COULD HAVE MATERIAL ADVERSE EFFECT ON THE FINANCIAL POSITION OF THE ISSUER, WHICH MAY AFFECT THE ISSUE OR THE INVESTOR'S DECISION TO INVEST / CONTINUE TO INVEST IN THE DEBT SECURITIES AND/ OR NON-CONVERTIBLE REDEEMABLE PREFERENCE SHARES.

Please see **Annexure E**.

2.21 DETAILS OF ACTS OF MATERIAL FRAUDS COMMITTED AGAINST THE ISSUER IN THE PRECEDING THREE FINANCIAL YEARS AND CURRENT FINANCIAL YEAR, IF ANY, AND IF SO, THE ACTION TAKEN BY THE ISSUER.

NIL

2.22 DETAILS OF PENDING PROCEEDINGS INITIATED AGAINST THE ISSUER FOR ECONOMIC OFFENCES, IF ANY.

NIL

2.23 RELATED PARTY TRANSACTIONS ENTERED DURING THE PRECEDING THREE FINANCIAL YEARS AND CURRENT FINANCIAL YEAR WITH REGARD TO LOANS MADE OR, GUARANTEES GIVEN OR SECURITIES PROVIDED.

Please see **Annexure B**.

2.24 IN CASE THE ISSUER IS A NON-BANKING FINANCE COMPANY (NBFC) AND THE OBJECTS OF THE ISSUE ENTAIL LOAN TO ANY ENTITY WHO IS A 'GROUP COMPANY' THEN DISCLOSURES SHALL BE MADE IN THE FORMAT PROVIDED.

The Issuer is not a Non-Banking Finance Company.

2.25 IN ORDER TO ALLOW INVESTORS TO BETTER ASSESS THE ISSUE, THE FOLLOWING ADDITIONAL DISCLOSURES TO BE MADE IN THE GENERAL INFORMATION DOCUMENT: (I) A PORTFOLIO SUMMARY WITH REGARDS TO INDUSTRIES/ SECTORS TO WHICH BORROWINGS HAVE BEEN GRANTED BY NBFCs; (II) QUANTUM AND PERCENTAGE OF SECURED VIS-À-VIS UNSECURED BORROWINGS GRANTED BY NBFC; (III) ANY CHANGE IN PROMOTERS' HOLDINGS IN NBFCs DURING THE PRECEDING FINANCIAL YEAR BEYOND THE THRESHOLD SPECIFIED BY THE RESERVE BANK OF INDIA FROM TIME TO TIME.

The Issuer is not a Non-Banking Finance Company.

2.26 CONSENT OF DIRECTORS, AUDITORS, BANKERS TO ISSUE, TRUSTEES, SOLICITORS OR ADVOCATES TO THE ISSUE, LEGAL ADVISORS TO THE ISSUE, REGISTRAR TO THE ISSUE, AND LENDERS (IF REQUIRED, AS PER THE TERMS OF THE AGREEMENT) AND EXPERTS.

Please refer to the relevant Key Information Document.

2.27 DEBENTURE TRUSTEE:

Please refer to the relevant Key Information Document.

2.28 UNDERWRITING

Please refer to the relevant Key Information Document.

2.29 WHETHER SECURITY IS BACKED BY GUARANTEE OR LETTER OF COMFORT OR ANY OTHER DOCUMENT/LETTER WITH SIMILAR INTENT. IN CASE SUCH DOCUMENT DOES NOT CONTAIN DETAILED PAYMENT STRUCTURE (PROCEDURE OF INVOCATION OF GUARANTEE AND RECEIPT OF PAYMENT BY THE INVESTOR ALONG WITH TIMELINES), THE SAME SHALL BE DISCLOSED IN THE OFFER DOCUMENT:

Please refer to the relevant Key Information Document.

2.30 DISCLOSURE OF CASH FLOW WITH DATE OF INTEREST/DIVIDEND/ REDEMPTION PAYMENT AS PER DAY COUNT CONVENTION:

- i. The day count convention for dates on which the payment in relation to non-convertible securities which need to be made: As per the relevant Key Information Document.
- ii. Procedure and time schedule for allotment and issuance of securities:

Issue opening date	As per the relevant Key Information Document
Issue closing date	As per the relevant Key Information Document
Pay-in Date	As per the relevant Key Information Document
Deemed Date of Allotment	As per the relevant Key Information Document

- iii. **Cash flow emanating from the non-convertible securities by way of illustration:**

As per the relevant Key Information Document.

2.31 DISCLOSURES PERTAINING TO WILFUL DEFAULT

Neither the Issuer, nor any of its promoters, the promoter group or directors are debarred from accessing the securities market or dealing in securities by SEBI, or are wilful defaulters. None of the promoters or directors of the Issuer is a fugitive economic offender, or a promoter or whole-time director of another company which is a wilful defaulter.

2.32 DECLARATION BY THE ISSUER

The Issuer hereby confirms that this General Information Document is in compliance with and that nothing in the General Information Document is contrary to the provisions of Companies Act, the Securities Contracts (Regulation) Act, 1956 and the Securities and Exchange Board of India Act, 1992 and the rules and regulations made thereunder.

2.33 RATING RATIONALE ADOPTED BY THE RATING AGENCIES

Please refer to the relevant Key Information Document..

2.34 DIRECTOR'S CERTIFICATE

Please refer to the relevant Key Information Document.

2.35 SECURITY

Please refer to the relevant Key Information Document.

2.36 LISTING

Please refer to the relevant Key Information Document.

2.37 Other details

- i. Creation of Debenture Redemption Reserve - relevant legislations and applicability.
Please refer to the relevant Key Information Document.
- ii. Issue/instrument specific regulations - relevant details (Companies Act, RBI guidelines, etc.).
Please refer to the relevant Key Information Document.
- iii. Default in Payment:
Please refer to the relevant Key Information Document.
- iv. Delay in Listing:

Please refer to the relevant Key Information Document.

- v. Delay in allotment of securities:

Please refer to the relevant Key Information Document.

- vi. Issue Details:

Please refer to the relevant Key Information Document.

- vii. *Application process:

During the period of the Issue, the Eligible Investors can subscribe to the NCS in accordance with the application process mentioned in the relevant Key Information Document.

- viii. Disclosure prescribed under PAS-4 of Companies (Prospectus and Allotment of Securities) Rules, 2014

Please refer to the Key Information Document.

- ix. Project Details: gestation period of the project; extent of progress made in the project; deadlines for completion of the project; the summary of the project appraisal report (if any), schedule of implementation of the project:

- DIAL had started the construction activities for Phase 3A Expansion in March 2019 as per Master Plan. We estimate the total capital expenditures required for the Phase 3A Expansion to be approximately INR 11,550 crores (including interest during construction).
- The work was expected to be completed in June 2022 but has been rescheduled to September, 2023 due to the COVID-19 pandemic and the lockdowns imposed consequent to the same.
- As of March 31, 2023, approximately 86% of the total work has already been completed and we have spent approximately INR 9,029 crores (including interest during construction) in capital expenditure on the Phase 3A Expansion. Out of above, assets amounting to Rs. 1691.72 crores has already been put to use for operations as on March 31, 2023.

2.38 THE BROAD LENDING AND BORROWING POLICY INCLUDING SUMMARY OF THE KEY TERMS AND CONDITIONS OF THE TERM LOANS SUCH AS RE-SCHEDULING, PREPAYMENT, PENALTY, DEFAULT; AND WHERE SUCH LENDING OR BORROWING IS BETWEEN THE ISSUER AND ITS SUBSIDIARIES OR ASSOCIATES, MATTERS RELATING TO TERMS AND CONDITIONS OF THE TERM LOANS INCLUDING RE-SCHEDULING, PREPAYMENT, PENALTY, DEFAULT SHALL BE DISCLOSED.

As on the date of this General Information Document, no terms loans are outstanding.

2.39 THE AGGREGATE NUMBER OF SECURITIES OF THE ISSUER AND ITS SUBSIDIARY COMPANIES PURCHASED OR SOLD BY THE PROMOTER GROUP, AND BY THE DIRECTORS OF THE COMPANY WHICH IS A PROMOTER OF THE ISSUER, AND BY THE DIRECTORS OF THE ISSUER AND THEIR RELATIVES, WITHIN SIX MONTHS IMMEDIATELY PRECEDING THE DATE OF FILING THE GENERAL INFORMATION DOCUMENT WITH THE REGISTRAR OF COMPANIES, SHALL BE DISCLOSED.

The Promoter group, the directors of the Promoter, directors of the Issuer and their relatives have neither purchased or sold any security of the Issuer and its subsidiary.

2.40 THE SUMMARY OF RESERVATIONS OR QUALIFICATIONS OR ADVERSE REMARKS OF AUDITORS IN THE THREE FINANCIAL YEARS IMMEDIATELY PRECEDING THE YEAR OF ISSUE OF GENERAL INFORMATION DOCUMENT, AND OF THEIR IMPACT ON THE FINANCIAL STATEMENTS AND FINANCIAL POSITION OF THE ISSUER, AND THE

CORRECTIVE STEPS TAKEN AND PROPOSED TO BE TAKEN BY THE ISSUER FOR EACH OF THE SAID RESERVATIONS OR QUALIFICATIONS OR ADVERSE REMARKS.

No reservations or qualification or adverse remarks in audit report for March 31, 2023 and last five financials years. However, there is emphasis of matters in auditor's report of, 2021-22, 2020-21 and 2019-20 which pertains to MAF payment to Airports Authority of India and uncertainties due to COVID-19 in last 3 financial years ended March 31, 2022, March 31, 2021 and March 31, 2020.

- 2.41 THE DETAILS OF: (A) INQUIRY, INSPECTIONS OR INVESTIGATIONS INITIATED OR CONDUCTED UNDER THE SECURITIES LAWS OR COMPANIES ACT, 2013 OR ANY PREVIOUS COMPANIES LAW; (B) PROSECUTIONS FILED, IF ANY (WHETHER PENDING OR NOT); AND (C) FINES IMPOSED OR OFFENCES COMPOUNDED; IN THE THREE YEARS IMMEDIATELY PRECEDING THE YEAR OF ISSUE OF ISSUE DOCUMENT IN THE CASE OF THE ISSUER BEING A COMPANY AND ALL OF ITS SUBSIDIARIES.**

NIL

- 2.42 THE DETAILS OF ACTS OF MATERIAL FRAUDS COMMITTED AGAINST THE ISSUER IN THE PRECEDING THREE FINANCIAL YEARS AND CURRENT FINANCIAL YEAR, IF ANY, AND ACTIONS TAKEN BY THE ISSUER.**

NIL

- 2.43 UNDERTAKING OF THE ISSUER**

Please refer to the relevant Key Information Document.

- 2.44 DUE DILIGENCE BY THE DEBENTURE TRUSTEE**

Please refer to the relevant Key Information Document.

- 2.45 OBJECTS OF THE ISSUE**

Please refer to the relevant Key Information Document.

- 2.46 SUMMARY OF THE TERMS OF THE ISSUE**

Please refer to the relevant Key Information Document.

- 2.47 THE MATTERS RELATING TO: (I) MATERIAL CONTRACTS; AND (II) TIME AND PLACE AT WHICH THE CONTRACTS TOGETHER WITH DOCUMENTS WILL BE AVAILABLE FOR INSPECTION FROM THE DATE OF GENERAL INFORMATION DOCUMENT UNTIL THE DATE OF CLOSING OF SUBSCRIPTION LIST**

Please refer to the relevant Key Information Document.

- 2.48 INCONSISTENCY/REPUGNANCE**

In the event of any inconsistency between this (a) General Information Document and the relevant Key Information Document, the provisions of the relevant Key Information Document shall prevail; and (b) General Information Document and the relevant Transaction Documents, the provisions of the relevant Transaction Documents shall prevail.

SECTION 3: DISCLOSURES UNDER COMPANIES ACT, 2013

1. GENERAL INFORMATION

- i. Name, address, website and other contact details of the Company, indicating both registered office and the corporate office:

Name : Delhi International Airport Limited

Registered Office of Issuer : New Udaan Bhawan, Opposite Terminal-3, Indira Gandhi International Airport, New Delhi – 110037

Corporate Office of Issuer : New Udaan Bhawan, Opposite Terminal-3, Indira Gandhi International Airport, New Delhi – 110037

Corporate Identity Number : U63033DL2006PLC146936

Phone No. : + 91 11 4719 7000

Contact Person : Abhishek Chawla

Email : DIAL-CS@gmrgroup.in

Website : www.newdelhiairport.in

Fax : +91 11 4719 7181

- ii. Date of Incorporation of the Company: March 1, 2006

- iii. Business carried on by the Issuer and its subsidiaries with the details of branches or units, if any:

It is engaged in the business of *inter alia* operating, managing, developing and maintaining Indira Gandhi International Airport located in New Delhi (“**Airport**”) and other incidental activities conducted at the Airport. The Company is authorized by its Memorandum of Association to undertake the following activities:

- To operate the Airport.
- To operate, maintain, develop, design, construct, upgrade, modernize and manage the Airport and in this regard, to enter into contracts, with third parties, for or in relation to the above or any part thereof.
- To renovate, expand and manage the Airport, including all assets and infrastructure, such as runways, taxiways, aprons, terminals for passengers and provide cargo amenities, ancillary buildings to provide the aeronautical facilities and services, including but not limited to, flight operation assistance and crew support systems, movement and parking of aircraft and control facilities, hangarage of aircraft, flight information display screens, rescue and fire fighting services and non-aeronautical services, including but not limited to, aircraft cleaning services, airline lounges, cargo handling, cargo terminal, ground handling services and other general aviation services to provide other essential services like toilets, trolleys, passenger baggage handling, drinking water, etc.; and aero-bridges, control systems, flight kitchens, shopping areas, fire stations, parking, fuel hydrants, link taxiways for domestic and international flights etc.
- To provide adequate space and site for services relating to customs, immigration, security at the Airport, health, meteorology, plant and animal quarantine and CNS/ATM services and other statutory or sovereign functions upon instructions of Government of India and/or Airports Authority of India (“**AAI**”) (as the case may be).

- To provide for repairing, servicing, engine overhauling, online maintenance facilities and to create necessary infrastructure, such as hangers and maintenance bays, for providing such services to all types of aircrafts etc.
- Subject to applicable laws, to promote, operate, maintain, develop, design, construct, upgrade, modernize, manage, renovate, expand and/or alter the infrastructure facilities, including airport Workshops for maintenance of aircraft, hotels, restaurants, retiring rooms, tourist resort rooms, transport package, golf-courses, convention and exhibition facilities, commercial complexes, information technology parks, auditorium, theatre, logistics, redistribution centres, aircraft maintenance centers, aviation training academics, booking counters and warehouses, railway links (light rail, mono-rails, maglev), mass rapid transit systems, air-linkages and road linkages, either individually or jointly with any third party, including any companies, Government of India, any State Government, statutory authority or organization.
- To determine appropriate rate of charges, fees, and levies, and to collect the same from users of the Airport and infrastructure facilities thereof.

(A) Details of subsidiaries or branches or units of the Issuer:

The Company does not have any subsidiary. The Company does not have any branch/unit offices.

iv. Brief particulars of the management of the Issuer:

Following is the composition of the Board of Directors, as on date.

S. No.	Name of the Director	Designation
1.	Mr. G. M. Rao	Executive Chairman
2.	Mr. G. B. S. Raju	Managing Director
3.	Mr. Grandhi Kiran Kumar	Director
4.	Mr. Srinivas Bommidala	Director
5.	Mr. Indana Prabhakara Rao	Executive Director
6.	Mr. Kada Narayana Rao	Whole Time Director
7.	Ms. Rubina Ali	Director
8.	Ms. Vidya Vaidyanathan	Director
9.	Mr. Anil Kumar Pathak	Director
10.	Ms. Denitza Weismantel	Director
11.	Mr. Philippe Pascal	Director
12.	Mr. Regis Lacote	Director
13.	Ms. Bijal Tushar Ajinkya	Independent Director
14.	Dr. Mundayat Ramachandran	Independent Director
15.	Dr. Emandi Sankara Rao	Independent Director
16.	Mr. Subba Rao Amarthaluru	Independent Director

Note: Mr. Matthias Engler is an Alternate Director to Ms. Denitza Weismantel.

v. Name, address, DIN and occupations of the directors:

S. No.	Name of the Director	Occupation	DIN No	Address
1.	Mr. G.M. Rao	Entrepreneur	00574243	D-17, Varalakshmi Nilayam, Pushpanjali Farms Dwarka Link Road, Delhi - 110061

S. No.	Name of the Director	Occupation	DIN No	Address
2.	Mr. G.B.S. Raju	Entrepreneur	00061686	D-17, Varalakshmi Nilayam, Pushpanjali Farms Dwarka Link Road, Delhi - 110061
3.	Mr. Indana Prabhakara Rao	Service	03482239	Flat No. 501, Block-25, Manhattan Personal Floor Heritage City, Gurgaon
4.	Mr. Kada Narayana Rao	Service	00016262	C-5/23, Grand Vasanth, Vasant Kunj, Delhi
5.	Mr. Grandhi Kiran Kumar	Entrepreneur	00061669	The 118, Apartment 36, Foundation Street, Dubai, United Arab Emirates
6.	Mr. Srinivas Bommidala	Entrepreneur	00061464	SY No. 7/26/1 Nitte Meenakshi Engineering College Road Vodeyarapura, Yelahanka Hobli, Bengaluru
7.	Mr. Philippe Pascal	Service	08903236	21 Résidence de la Madeleine, Chevreuse, France – 78460
8.	Mr. Regis Lacote	Service	09135168	9 Quai Aulagnier 92600 Asnieres – SUR- Seine France
9.	Mr. Anil Kumar Pathak	Service	08213061	Bungalow No. C – 1, Jor Bagh, Delhi
10.	Ms. Rubina Ali	Service	08453990	C-2/19, Rabindra Nagar, Near Khaan Market, Lodhi Road, Central Delhi, Delhi - 110003, India
11.	Ms. Vidya Vaidyanathan	Service	08366688	C-9/9783, Vasant Kunj, New Delhi – 110070
12.	Dr. Emandi Sankara Rao	Professional	05184747	B 23, 24 Albert Mansion, Prabhat Colony, Plot No. 85, Road no. 7, Santacruz East, Mumbai
13.	Mr. Subba Rao Amarthaluru	Professional	00082313	308, 14 th Cross, 8 th Main, Sector-6, HSR Layout, Bangalore
14.	Ms. Bijal Tushar Ajinkya	Professional	01976832	1001, 10th Floor, Hari Bhawan, Tejpal Lane, Near August Kranti Maidan, Gamdevi, Mumbai, 400007
15.	Dr. Mundayat Ramachandran	Professional	01573258	Flat No. RSD, 032, Block D, DLF Riverside, Janatha Road, Vytilla, Ernakulam, Kerala-682019
16.	Ms. Denitza Weismantel	Service	07466436	18, Ebersheimstrasse, Frankfurt Am Main, Germany, Frankfurt- 60320

Mr. Matthias Engler (*DIN*: 06363447), residing at Merianstraße 27,60316 Frankfurt am Main, Germany, is an Alternate Director to Ms. Denitza Weismantel.

- vi. Management perception of Risk Factors: Please refer to **Section 1** of this General Information Document read with the relevant Key Information Document.
- vii. Details of defaults, if any, including therein the amount involved, duration of default, and present status, in repayment of:
- | | |
|--|-----|
| A. Statutory Dues: | NIL |
| B. Debentures and interest thereon: | NIL |
| C. Deposits and interest thereon: | NIL |
| D. Loans from any banks or financial institution and interest thereon: | NIL |
- viii. Name, designation, address and phone number, email ID of the nodal / compliance officer of the Company, if any, for the Issue:
- Name: Mr. Abhishek Chawla
- Designation: Company Secretary and Compliance Officer
- Address: New Udaan Bhawan, Opposite Terminal-3, Indira Gandhi International Airport, New Delhi 110037.
- Phone No.: +91 4719 7433
- Email: Abhishek.Chawla@gmrgroup.in
- ix. Details of any default in annual filing of the Issuer company under the Companies Act, 2013 or the rules made thereunder:

NIL.

2. **PARTICULARS OF OFFER**

Financial position of the Company for the last 3 financial years (i.e. FY 21, FY 22 and FY 23) ²	Please refer to Annexure A of this General Information Document.
Date of passing of Board Resolution	As per the relevant Key Information Document.
Date of passing of resolution in general meeting, authorizing the offer of securities	As per the relevant Key Information Document.
Kind of securities offered (i.e. whether share or debentures) and class of security; the total number of shares or other securities to be issued.	As per the relevant Key Information Document.
Price at which the security is being offered, including premium if any, along with justification of the price	As per the relevant Key Information Document.
Name and address of the valuer who performed valuation of the security offered, and basis on which the price has been arrived at along with report of the registered valuer;	As per the relevant Key Information Document.

² Please note that the Company has provided audited financial statements for the 3 financial years ending March 31, 2021, March 31, 2022 and March 31, 2023 in the General Information Document.

Relevant date with reference to which the price has been arrived at (Relevant Date means a date at least 30 days prior to the date on which the general meeting of the Company is scheduled to be held)	As per the relevant Key Information Document.			
The class or classes of persons to whom the allotment is proposed to be made	As per the relevant Key Information Document.			
Intention of promoters, directors or key managerial personnel to subscribe to the offer (applicable in case they intend to subscribe to the offer)	As per the relevant Key Information Document.			
The proposed time within which the allotment shall be completed	As per the relevant Key Information Document.			
The names of the proposed allottees and the percentage of post private placement capital that may be held by them	As per the relevant Key Information Document.			
The change in control, if any, in the company that would occur consequent to the private placement	As per the relevant Key Information Document.			
The number of persons to whom allotment on preferential basis/ private placement/ rights issue has already been made during the year, in terms of securities as well as price	S. no.	Name of NCD Holder	Number of NCDs allotted	Total consideration
	1	ICICI Bank Limited	20,000	₹ 200,00,00,000/-
	2	Aditya Birla Finance Limited	10,000	₹ 100,00,00,000/-
	3	Tata Capital Financial Services Limited	6,000	₹ 60,00,00,000/-
	4	The HongKong and Shanghai Banking Corporation Limited – Mumbai	12,000	₹ 120,00,00,000/-
	5	Barclays Bank PLC, Mumbai branch,	12,000	₹ 120,00,00,000/-
	6	India Infrastructure Finance Company Limited	60,000	₹ 600,00,00,000/-
		Total	1,20,000	₹ 1200,00,00,000
The aforementioned were initial allotments and thereafter, the initial investors are permitted to transfer the 2030 NCDs to various other QIBs and some initial investors have, as on the date of this General Information Document, transferred the 2030 NCDs to various other QIBs. The holders of the above allotment as on the date of				

	this General Information Document is as given in Section 2.13 of this General Information Document.	
The justification for the allotment proposed to be made for consideration other than cash together with valuation report of the registered valuer	As per the relevant Key Information Document.	
Amount, which the Company intends to raise by way of securities	Upto the maximum borrowing limit of the Issuer (i.e., INR 15000,00,00,000/- (Indian Rupees Fifteen Thousand Crores only)) as permitted by the Shareholders of the Issuer under Section 180 (1) (c) of the Companies Act <i>vide</i> its resolution dated April 23, 2019.	
Terms of raising of securities:	Duration, if applicable:	As per the relevant Key Information Document.
	Coupon	As per the relevant Key Information Document.
	Mode of Payment	As per the relevant Key Information Document.
	Mode of Repayment	As per the relevant Key Information Document.
Proposed time schedule for which the Issue is valid	As per the relevant Key Information Document.	
Purpose and objects of the Issue	As per the relevant Key Information Document.	
Contribution being made by the Promoters or directors either as part of the offer or separately in furtherance of the object	As per the relevant Key Information Document.	
Principal terms of assets charged as security	As per the relevant Key Information Document.	
The details of significant and material orders passed by the Regulators, Courts and Tribunals impacting the going concern status of the Company and its future operations	NIL	
The pre-issue and post-issue shareholding pattern of the Company: As per the relevant Key Information Document.		

3. **MODE OF PAYMENT FOR SUBSCRIPTION**

- As per the relevant Key Information Document.

4. **DISCLOSURES WITH REGARD TO INTEREST OF DIRECTORS, LITIGATION, ETC.**

Any financial or other material interest of the directors, promoters or key managerial personnel in the Issue and the effect of such interest in so far as it is different from the interests of other persons	As per the relevant Key Information Document.
Details of any litigation or legal action pending or taken by any Ministry or Department of the Government or a statutory authority against any Promoter of the Company during the last 3 (three) years immediately preceding the year of the issue of this General Information Document and any direction issued by	Please refer to Annexure E

such Ministry or Department or statutory authority upon conclusion of such litigation or legal action shall be disclosed	
Remuneration of directors (during the current year and last 3 financial years)	Please refer to Annexure C
Related party transactions entered during the last 3 (three) financial years immediately preceding the year of issue of this General Information Document including with regard to loans made or, guarantees given or securities provided	Please refer to Annexure B
Summary of reservations or qualifications or adverse remarks of auditors in the last 5 (five) financial years immediately preceding the year of issue of this General Information Document and of their impact on the financial statements and financial position of the Company and the corrective steps taken and proposed to be taken by the Company for each of the said reservations or qualifications or adverse remark	No reservations or qualification or adverse remarks in audit report for March 31, 2023 and last five financials years. However, there is emphasis of matters in auditor's report of, 2021-22, 2020-21 and 2019-20 which pertains to MAF payment to Airports Authority of India and uncertainties due to COVID-19 in last 3 financial years ended March 31, 2022, March 31, 2021 and March 31, 2020.
Details of any inquiry, inspections or investigations initiated or conducted under the Act or any previous company law in the last 3 (three) years immediately preceding the year of circulation of this General Information Document in the case of the Company and all of its subsidiaries, and if there were any prosecutions filed (whether pending or not) fines imposed, compounding of offences in the last 3 (three) financial years immediately preceding the year of this General Information Document and if so, section-wise details thereof for the Company and all of its subsidiaries	NIL. Further, the Company does not have any subsidiaries, as on the date of this General Information Document.
Details of acts of material frauds committed against the Company in the last 3 (three) financial years, if any, and if so, the action taken by the company	NIL

5. FINANCIAL POSITION OF THE ISSUER:

i. The capital structure of the Issuer company in the following manner in a tabular form:

The authorised, issued, subscribed and paid up capital (number of securities, description and aggregate nominal value)				
Particulars	Authorized	Issued	Subscribed	Paid-up
Description of shares	Equity Shares	Equity Shares	Equity Shares	Equity Shares
No. of shares	3,000,000,000	2,450,000,000	2,450,000,000	2,450,000,000
Nominal value per share (INR)	10	10	10	10

Aggregate nominal value (INR)	30,000,000,000	24,500,000,000	24,500,000,000	24,500,000,000
Total	30,000,000,000	24,500,000,000	24,500,000,000	24,500,000,000

Size of the Present Issue As per the relevant Key Information Document.

Paid-up Capital:

A. After the offer:

As per the relevant Key Information Document.

B. After the conversion of convertible instruments (if applicable)

As per the relevant Key Information Document.

Share Premium Account: As per the relevant Key Information Document.

A. Before the offer:

B. After the offer:

Details of the existing share capital of the Issuer:

i) Equity Share Capital:

S. No.	Date of Allotment	Number of shares Allotted	Face Value of Shares Allotted (in INR)	Price of Shares (in INR)	Form of Consideration
1	30 March, 2006	100,000	10	1,000,000	Cash
2	19 April, 2006	300,000	10	3,000,000	Cash
3	19 May, 2006	199,600,000	10	1,996,000,000	Cash
4	14 March, 2008	500,000,000	10	5,000,000,000	Cash
5	18 March, 2009	500,000,000	10	5,000,000,000	Cash
6	15 March, 2011	1,250,000,000	10	12,500,000,000	Cash
Total		2,450,000,000		24,500,000,000	

Details of allotments (number and price) made by the Issuer for consideration other

NIL

than cash in the last one year preceding the date of this General Information Document along with the details of consideration in each case.					
Profits of the Issuer, before and after making provision for tax, for the 3 (three) financial years immediately preceding the date of circulation of this General Information Document	S. No.	Particulars	F.Y. 20-21 *	F.Y. 21-22	F.Y. 22-23
				*	
	1.	Profit/(Loss) before tax	(483.13)	27.77	(277.31)
	2.	Profit/(Loss) after tax	(317.41)	17.68	(284.86)
	*Figures are in INR crores				
Dividends declared by the Issuer in respect of the said 3 (three) financial years; interest coverage ratio for last three years (cash profit after tax plus interest paid/interest paid)	No dividends declared by the Company in respect of the said (three) financial years. The interest coverage ratio is as below: Financial Year 2020-21 – 0.94 Financial Year 2021-22 – 1.24 Financial Year 2022-23 – 0.92				
A summary of the financial position of the Issuer as in the 3 (three) audited balance sheets immediately preceding the date of circulation of this General Information Document	Please refer to Annexure A				
Audited cash flow statement for the 3 (three) years immediately preceding the date of circulation of this General Information Document	Please refer to Annexure A				
Any change in accounting policies during the last 3 (three) years and their effect on the profits and the reserves of the Issuer	There were no changes made to the accounting policies in Financial Year 2020-21, 2021-22 and 2022-23.				

6. DETAILS

(To be filed by the Applicant)

Name: [●]

Father's name: [●]

Complete Address including Flat/House Number, Street, Locality, Pin Code: [●]

Phone number, if any: [●]

Email ID, if any: [●]

PAN Number: [●]

Bank Account Details: [●]

Demat Account: [●]

Subscription Amount: [●]

Number of NCS: [●]

Signature

(initial of the officer of the Company designated to keep the record)

ANNEXURE A

AUDITED FINANCIAL STATEMENTS FOR LAST THREE YEARS (i.e. FY 21, FY 22 and FY 23)

(refer next page)

ANNEXURE B

RELATED PARTY TRANSACTIONS

(refer next page)

ANNEXURE C

REMUNERATION OF THE DIRECTORS

In Delhi International Airport Limited:

(Values in ₹)

S. No.	Name of the Director	From April 1, 2023 until June 30, 2023	2022-2023	2021-2022	2020-2021
1	Mr. G.M. Rao*	1,04,43,106	5,56,63,660	5,07,00,000	5,07,00,000
2	Mr. G.B.S Raju*	1,18,27,069	4,74,13,659	4,31,00,000	4,32,00,000
3	Mr. Indana Prabhakara Rao	63,79,239	2,79,78,316	2,42,00,000	2,27,00,000
4	Mr. Kada Narayana Rao	48,09,561	2,12,20,295	1,96,00,000	1,46,00,000
5	Mr. Srinivas Bommidala	20,000	1,20,000	1,00,000	1,00,000
6	Mr. Grandhi Kiran Kumar	20,000	60,000	1,00,000	1,00,000
7	Mr. Anil Kumar Pathak	-	1,00,000	1,00,000	2,00,000
8	Ms. Vidya Vaidyanathan	20,000	60,000	-	-
9	Mr. Amarthaluru Subba Rao	80,000	5,60,000	2,00,000	-
10	Dr. Mundayat Ramachandran	80,000	5,00,000	4,00,000	5,00,000
11	Dr. Emandi Sankara Rao	1,00,000	5,40,000	2,00,000	-
12	Ms. Bijal Tushar Ajinkya	80,000	2,00,000	-	-
13	Mr. R.S.S.L.N. Bhaskarudu [#]	-	-	2,00,000	5,00,000
14	Mr. N.C. Sarabeswaran [#]	-	-	2,00,000	5,00,000
15	Mr. Anuj Agarwal [#]	-	-	-	1,00,000
16	Mr. Gunuputi Subba Rao [#]	-	-	1,00,000	3,00,000
17	Ms. Siva Kameswari Vissa [#]	-	3,00,000	4,00,000	4,00,000
18	Mr. K. Vinayak Rao [#]	-	80,000	40,000	-

* Contribution to PF, superannuation fund or annuity fund to the extent not taxable under Income Tax Act, 1961, Gratuity and Encashment of Leave are exempted from the overall limit of remuneration.

[#] Resignations:

S. No	Name of the Director	No longer a Director on Board from:
1	Mr. R.S.S.L.N. Bhaskarudu	September 20, 2021
2	Mr. N.C. Sarabeswaran	September 20, 2021
3	Mr. Anuj Agarwal	April 22, 2021
4	Mr. Gunuputi Subba Rao	May 24, 2021
5	Ms. Siva Kameswari Vissa	September 05, 2022
6	Mr. K. Vinayak Rao	October 31, 2022

In Subsidiaries and Associate companies of Delhi International Airport Limited:

(values in ₹)

S. No	Name of the Director and Company	From April 1, 2023 until June 30, 2023	2022-2023	2021-2022	2020-2021
1	Mr. Amarthaluru Subba Rao – Delhi Duty Free Services Pvt Ltd	1,00,000	2,00,000	-	-
2	Dr. Emandi Sankara Rao – Delhi Duty Free Services Pvt Ltd	1,25,000	4,50,000	3,00,000	-

ANNEXURE D

CHANGES TO ISSUER'S ACCOUNTING POLICIES

(all amounts are in Rs. Crores, unless stated otherwise)

Summary of significant accounting policies

a. Change in accounting policies and disclosures

Ind AS 116 - Lease

On March 30, 2019, the Ministry of Corporate Affairs (MCA) issued the Companies (Indian Accounting Standards) Amendment Rules, 2019 which notified Ind AS 116 - Leases. The amendment rules are effective from reporting periods beginning on or after April 01, 2019. This standard replaces current guidance under Ind AS 17.

Ind AS 116 sets out the principles for the recognition, measurement, presentation and disclosure of leases and requires lessees to account for all leases under a single on-balance sheet model.

Company as a Lessor:

Lessor accounting under Ind AS 116 is substantially unchanged under Ind AS 17. Lessors will continue to classify leases as either operating or finance leases using similar principles as in Ind AS 17. Therefore, Ind AS 116 did not have an impact for leases where the Company is the lessor, except for recording the lease rent on systematic basis or straightline basis as against Ind AS 17 wherein, there was an exemption for not providing straightlining in case the escalations are in line with inflation. The effect of adoption of Ind AS 116 on the Company as a lessor is as follows:

Particulars	(Rs. in crore)
Revenue from operations	412.87
Lease equalization reserve	412.87
Annual fee to Airports Authority of India (AAI)	189.88
Trade Payable	189.88

Company as a Lessee:

The Company adopted Ind AS 116 using the modified retrospective method of adoption with the date of initial application of April 1, 2019. Under this method, the standard is applied retrospectively with the cumulative effect of initially applying the standard recognised at the date of initial application. The Company elected to use the transition practical expedient allowing the standard to be applied only to contracts that were previously identified as leases applying Ind AS 17 at the date of initial application. The Company also elected to use the recognition exemptions for lease contracts that, at the commencement date, have a lease term of 12 months or less and do not contain a purchase option ('short-term leases'), and lease contracts for which the underlying asset is of low value ('low-value assets').

The effect of adoption of Ind AS 116 as at April 1, 2019 is as follows:

The Company has recognised Right of use assets for Rs. 19.31 crores (including prepayments of Rs. 0.71 crores) and Lease liabilities of Rs. 18.60 crores as at April 1, 2019 i.e., transition date.

Nature and effect of adoption of Ind AS 116

The Company has lease contracts for various buildings. Before the adoption of Ind AS 116, the Company classified each of its leases (as lessee) at the inception date as an operating lease.

Lease payments were apportioned between interest (recognised as finance costs) and reduction of the lease liability. In an operating lease, the leased property was not capitalised and the lease payments were recognised as rent expense in profit or loss on a straight-line basis, (no straight lining was done in case

escalations were considered to be in line with expected general inflation), over the lease term. Any prepaid rent and accrued rent were recognised under Prepayments and Trade and other payables, respectively.

Upon adoption of Ind AS 116, the Company applied a single recognition and measurement approach for all leases, except for short-term leases and leases of low-value assets. The standard provides specific transition requirements and practical expedients, which has been applied by the Company.

Leases previously accounted for as operating leases

The Company recognised right-of-use assets and lease liabilities except for short-term leases and leases of low-value assets. The right-of-use assets for most leases are recognised based on the carrying amount as if the standard had always been applied, apart from the use of incremental borrowing rate at the date of initial application. The right-of-use assets were recognised based on the amount equal to the lease liabilities, adjusted for any related prepaid and accrued lease payments previously recognised. Lease liabilities were recognised based on the present value of the remaining lease payments, discounted using the incremental borrowing rate at the date of initial application.

The Company has applied the available practical expedients wherein it:

- Used a single discount rate to a portfolio of leases with reasonably similar characteristics. On transition to Ind AS 116, the weighted average incremental borrowing rate applied to lease liabilities recognised is 10.73% p.a.
- Relied on its assessment of whether leases are onerous immediately before the date of initial application.
- Applied the short-term leases exemptions to leases with lease term that ends within 12 months at the date of initial application.
- Excluded the initial direct costs from the measurement of the right-of-use asset at the date of initial application.
- Used hindsight in determining the lease term where the contract contains options to extend or terminate the lease.

ANNEXURE E

LEGAL PROCEEDINGS

ANY MATERIAL EVENT/ DEVELOPMENT OR CHANGE HAVING IMPLICATIONS ON THE FINANCIALS/CREDIT QUALITY (E.G. ANY MATERIAL REGULATORY PROCEEDINGS AGAINST THE ISSUER/PROMOTERS, LITIGATIONS RESULTING IN MATERIAL LIABILITIES, CORPORATE RESTRUCTURING EVENT ETC.) AT THE TIME OF ISSUE WHICH MAY AFFECT THE ISSUE OR THE INVESTOR'S DECISION TO INVEST / CONTINUE TO INVEST IN THE NON-CONVERTIBLE SECURITIES

Litigation involving the Issuer

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY</u>	<u>Next Date MM/DD/YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
SUPREME COURT										
1.	AERA vs DIAL	AERA has challenged the Judgment dated 13.01.2023 passed by TDSAT in AERA Appeal No. 7/2021 whereby TDSAT specifically held that Cargo and ground handling services are Non-Aeronautical Services in terms of Schedule 6 of the OMDA and Letter dated 17.03.2021 and 21.04.2.2021 issued by AERA to DIAL and other ISPs were quashed	C.A. No. 3098 - 3099/2023	Supreme Court	Against DIAL	01-May-23	29-Aug-23			For Arguments
HIGH COURT										
1	DIAL v/s UOI & Ors. (PSF petition)	DIAL has filed a Writ petition at Delhi High Court challenging MOCA's Order directing DIAL for reversal of Rs. 24.8 Crores amount in PSF [SC] Account spend by DIAL from PSF for deploying private security personal in the Airport's city side.	WP(C) 8085/2012	Delhi High Court	BY DIAL	22-Feb-23	19-Sep-23	24.48 Cr.	NA	For hearing final
2	DIAL Vs. Union of India (PSF Capex Reversal Issue)	DIAL had filed a Writ Petition challenging the Order dated 18.02.2014 issued by MoCA, whereby DIAL was directed to reverse/ reimburse the amount incurred on account of capital costs/ expenditure towards procurement and maintenance of security systems/ equipment out of the	Writ Petition (Civil) No. 1696 of 2014	Delhi High Court	BY DIAL	08-Aug-23	08-Feb-24	1,80,00,00,000	NA	For hearing final

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
		Passenger Service Fee (SC) Escrow account.								
3	DIAL vs Indus Airways Pvt. Ltd.	DIAL has filed a winding up petition against Indus Airways for non-payment of license fee.	Co. Pet. 111/2013	Delhi High Court	BY DIAL	07-Aug-23	12-Dec-23	NA	1,23,00,000.00	For arguments
4	BOC Aviation Pvt. Ltd. Versus Union of India & Ors	BOC Aviation has filed Writ Petition before the Delhi High Court, wherein DIAL is arrayed as Respondent No. 2. The Petition pertains to aircraft leased by BOC to Kingfisher Airlines which are presently parked at the IGI Airport, New Delhi.	Writ Petition No. 5169/2013	Delhi High Court	Against DIAL	07-Aug-22	31-Oct-23	NA	2,17,00,000.00	Vide order dated 22.02.2016 writ petition has been admitted and the matter will be come up on its own turn
5	ARIA Hotels Versus SDMC and Others	Aria Hotels has filed a Writ Petition (W.P. No.1792/2013) dated March 19, 2014 before the High Court of Delhi against South Delhi Municipal Committee. Whereby the petitioner is challenging the levy of Property tax on the Hotels. Further the Petitioner states in the petition that they are not liable to make the payment of property tax to SDMC as SDMC does not have jurisdiction on the property of the petitioner. DIAL and AAI were also made as respondents in the matter.	W.P. No. 1792/2014	Delhi High Court	Against DIAL	17-Aug-22	29-Aug-23	N.A.	N.A	For arguments
6	Delhi Customs Clearing v/s UOI & ors.	Delhi Customs Clearing has filed writ in Delhi High Court challenging the Policy of DIAL w.r.t free storage period claiming it to be in in variance with AAI policy. The issue pertains to point whether the Holidays are in addition to the 72 Hours of free of demurrage period of the Cargo.	WP (c) 5415/2014	Delhi High Court	Against DIAL	23-May-23	11-Oct-23	N.A	N.A	Petition to place new documents.
7	Kamlesh Sharma v/s DIAL	The petitioner has filed this writ petition under Article 226 and 227 of the Constitution of India, prayed to pass a	WP (c) 3577/2015	Delhi High Court	Against DIAL	10-Oct-22	06-Sep-23	50,00,000.00	NA	For further proceedings.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
		direction for payment of Rs.50,00,000/- . By DIAL on account of death of her son in the pit dug up in CPD area of the Airport.								
8	DIAL v/s UOI & ors. [Writ challenging the UOI Notification under CLRA act] and other connected petitions WP (C) 10267/15 AAI Vs. UOI & W.P. (C) 9505/2016	DIAL has filed a Writ Challenging Notification issued by UOI dated 25.02.2015 of the Ministry of Labour and Employment prohibiting the employment of contract labour in the job of cargo handling namely loaders and packers in the establishment of the petitioner Airport Authority of India (AAI) of Indra Gandhi International Airport, Delhi.	WP(c) 3625/2015	Delhi High Court	BY DIAL	11-May-23	19-Oct-23	NA		For final arguments.
9	Din Bandhu Dass v/s AAI & Others	Din Bandhu Dass has sought quashing of the allotment of Cargo Main Canteen at Cargo Complex, IGI Airport and the Snack Bar Counters near Gate No. 6 of the Domestic Cargo Terminal as well as the outlets located near the truck parking. These allotments were made by DIAL.	WP (C) 3905/2015	Delhi High Court	Against DIAL	8-Feb-23	14-Aug-23	NA	NA	Rejoinder filed by petitioner to counter filed by AAI and MoCA
10	Sh. Bijender Singh Vs Airport Authority of India & Anr.	Hon'ble Court on 10.11.2014 DIAL has been impleaded as a party, DIAL can be deleted from the array of parties, the petitioner has not sought any relief from DIAL.	WP(C)1421/2012	Delhi High Court	Against DIAL	12-Apr-17	To be notified	NA		Matter listed in category of regulars and will come up on its own turn.
11	Airports Authority of India Versus Delhi International Airport Ltd (SFIS matter) listed along with OMP No. 35 /	Petition filed U/s. 34 of Arbitration Act by AAI for setting aside the Award dated 27.12.2018 as passed by Arbitral Tribunal comprising of Justice S S Nijjar, K.S. Panicker Radhakrishnan and Anol N. Chatterji. {Dispute pertaining to the claim of the AAI that the Custom Duty Scrips under Served from India Scheme ('SFIS') is to be treated	OMP (COMM.) 163/ 2019	Delhi High Court	Against DIAL	02-Mar-23	23-Aug-23	41.21 Cr.		Preliminary arguments are to be heard on maintainability of the petition / notice.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
	2019 (AAI Vs. MIAL)	as "Revenue" in terms of the OMDA executed between the DIAL and AAI and liable for Annual Fee in accordance with Article 11.1.2 of the OMDA}								
12	Biman Bangladesh Airlines vs Ram Kishan & anr. (Labour)	Writ petition is filed by BBA against CGIT order dated 15.11.2018 wherein CGIT has granted reinstatement with 50% backwages against Biman Bangladesh. DIAL is respondent no. 2 in the petition. Present petition is filed to quash the award of CGIT.	WPC 6547/19	Delhi High Court	Against DIAL	18-May-23	12-Sep-23	NA	NA	For further hearing.
13	Association of 162 Trolley Retrievers of DIAL through their representative Vs. Union of India & ors.	Pursuant to the order of Supreme Court dated 15.09.2011, the services of trolley retrievers were regularized and accordingly DIAL had issued 'Fix Term Employment Letter' to all trolley retrievers. However, apart from all, other 174 Trolley retrievers preferred a writ before Delhi High Court for regularization of their employment with DIAL. Furthermore, during the pendency of said writ petition, DIAL issued the revised letter of employment to these 174 trolley retrievers and accordingly, the court disposed their writ petition on 05.04.2019. Through present writ trolley retrievers are seeking applicability of AAI Office Order regarding pay scales and other employment Terms & Conditions of AAI, However, DIAL is private company and it has its own standing order and central minimum wages are applicable to it.	WP (C) No. 9507/2019	Delhi High Court	Against DIAL	03-Aug-22	03-Nov-23	Premature to assess	NA	Counter from UoI and rejoinder from the petitioner to DIAL's counter is awaited.
14	DIAL vs NLDC & Ors.	Writ petition under article 226 of the constitution of India, seeking issuance of the writ of mandamus or any other appropriate writ against the respondents to update & re-issue the certificate of accreditation, certificate of registration & certificate of	WP (C) No. 12165/2019	Delhi High Court	By DIAL	31-Jul-23	06-Dec-23	NA	NA	In compliance of High Court directions DIAL has filed an application before CERC

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
		renewable energy in the new name of DIAL for its 2.84mwp solar plant & 5mwp solar plant, pursuant to its representation.								which is still to be adjudicated. Matter is currently pending before Delhi High Court and will be further taken up post decision of CERC.
15	All Services Global Pvt. Ltd. v. Delhi International Airport Ltd.	The said petition had been filed by All Service Global Pvt. Ltd. (ASGPL) against the Arbitration Award passed by Ld. Sole Arbitrator on 25.07.2019 thereby disallowing all claims except the fact that DIAL was directed to pay the amount of last invoice Rs. 17,81,744/-] minus applicable taxes for the services availed. Now being aggrieved of the said award, ASGPL has filed a challenge petition Under Section 34 of the Arbitration and Conciliation Act, 1996 (as amended) for setting aside the said Arbitral Award.	OMP (COMM) no. 477/2019	Delhi High Court	Against DIAL	24-May-23	12-Sep-23			For final arguments.
16	Euro Coffee Machine vs. MoCA & Ors.	Issue regarding waiver of demurrage charges and release of goods	W.P.(C) 3251/2020	Delhi High Court		06-Feb-23	22-Aug-23			Final Arguments
17	Saga Freights Express Private Limited Vs. Union of India & Another	Issue regarding waiver of demurrage charges and release of goods	W.P. (C) No. 3022/2020	Delhi High Court		06-Feb-23	22-Aug-23			For final hearing
18	Euro Safety Footwear (India) Pvt Ltd. Vs.	The Petitioner has sought for refund the demurrage charges collected by R4-8 and modification of notification dated 01.04.2020 issued by the UOI declaring	WP (C) 4054/2020	Delhi High Court		06-Feb-23	22-Aug-23			For final hearing

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
	Union of India & Others	50% waiver of demurrage charges. The Petitioner is seeking for 100% waiver								
20	Air India Vs. Ethiopian Airlines Ltd. and Ors. (DIAL Defendent no. 3)	This is an issue regarding collision of Ethiopian Airlines Aircraft with Air India's (AI) Aircraft whereby damage was caused to LHS wing shark let of AI's Aircraft. Air India has filed a Suit for recovery of Rs. 7,64,33,733/- as on 31.06.2020 + 18% p.a. future interest in its favour and against Ethiopian Airlines, CELEBI and DIAL (jointly or severally).	CS (OS) No. 213/2020	Delhi High Court	Against DIAL	04-Aug-23	29-Jan-24	Claim for recovery of Rs. 7,64,33,733 as on 31.06.2020 + 18% p.a. future interest. FL against DIAL cannot be ascertained at this stage.		Framing of issues
21	Ethiopian Airlines vs. DIAL & Ors.	Ethiopian Airlines has filed a Civil Suit against DIAL, Celebi and Air India seeking for direction to declare DIAL & Celebi jointly and severally liable to indemnify Ethiopian Airlines against any claim made against Ethiopian Airlines by Air India whose aircraft was damaged in the incident. Further, direction has also been sought against DIAL & Celebi to deposit before Delhi High Court a sum of Rs. 7,64,33,733/- which is the sum claimed by Air India till the time the claim of Air India is decided in Air India vs. Ethiopian Airlines & Ors. CS (OS) 213/2020	CS(OS) 256/2020	Delhi High Court	Against DIAL	04-Aug-23	29-Jan-24	Rs. 7,64,33,733/- plus award costs of the proceedings	N/A	Framing of issues
22	Ethiopian Airlines vs. DIAL & Anr.	Ethiopian Airlines has filed another civil suit against DIAL and Celebi GH India Private Ltd post filing of CS 256/2020 seeking recovery of Rs, 3,27,81,464/- as according to Ethiopian Airlines, the collision could have been averted had Celebi carried out push back operation in accordance with SOP and ensured presence of a wing walker during push back, which Celebi failed to do. The faults of DIAL and	CS (OS) 26/2022	Delhi High Court	Against DIAL	01-May-23	26-Sep-23	Rs.3,27,81,464/- plus 10% interest from date of filing of suit till the time the whole amount is paid to Plaintiff.	N/A	Marking of Exhibit.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
		Celebi were recorded in the Final Investigation Report of the inquiry order by DGCA.								
23	Janki Dass Bhardwaj Vs. UoI and Ors.	Cross Appeal filed by appellant Janki Dass Bhardwaj against the judgment, order / decree dated 27.02.2020 passed by District Court Dwarka LAC No.121/2016, whereby the court adjudicated the claim of the appellant which is against the land acquired by the respondents.	L.A App No. ___of 2021	Delhi High Court	Against AAI/ DIAL	28-Apr-23	To be listed along with main matter	NA	NA	Matter is listed in category of regulars.
24	Union of India vs Janki Dass and Ors	Writ filed against judgment dated 27.02.2020 of the District Court Dwarka in LAC No. 121/ 2016 wherein the Court has awarded enhanced compensation along with interest and other incidental payments to Shri Janki Dass in respect to land acquired by the UOI.	L.A. App 81/ 2020	Delhi High Court	Union Of India	28-Apr-23	19-Oct-23	NA	NA	UOI to file its rejoinder.
26	Hotel Corporation of India vs Airports Authority of India & Another	Writ petition filed by HCI seeking direction against DIAL to consider the request for grant of Airside vehicle permit (AEP) vide email dated 23.03.2022, 27.04.2022 and 02.05.2022; to quash and set aside the impugned email dated 05.05.2022 being refusal of AEP issued by DIAL to HCI for operating its own hi-lifts.	WP (C) No. 9309/2022	Delhi High Court	Against DIAL	10-Jan-23	14-Sep-23	NA	NA	For the final argument.
27	DIAL vs DJB	Delhi Jal Board (DJB) has revised the infrastructure charges (IFC) payable by DIAL, by retrospectively applying notifications of revision of IFC and demanded an amount of Rs.16.38 crores towards IFC. Writ petition is filed challenging the letters dated 14.09.2017 and 09.09.2020 vide which such revised IFC have been demanded from DIAL.	WP 6548/2021	Delhi High Court	By DIAL	21-Apr-23	13-Sep-23	NA	Approx. 36 crores	For final hearing

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY</u>	<u>Next Date MM/DD/YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
28	Nivedita Sharma & Anr. vs. MoCA and anr	Being aggrieved by the services provided to the petitioner in her AIR India Flight from San Francisco to New Delhi, the Petitioner has filed a writ petition against MoCA, DGCA, Air India, AAI and GMR Aerocity seeking relief in terms of directions to (i) set up committee to review services of airlines (ii) directions to comply with the necessary guidelines qua the medical services at aerodromes, (iii) demarcation of services amongst airlines/ airports in terms of club carts/wheel chairs, amongst other reliefs.	WPC 4844/2021	Delhi High Court	Against DIAL	12-Sep-22	28-Aug-23	NA	NA	Air India to file affidavit
29	AAI vs. DUAC, DIAL & Ministry of Housing and Urban Affairs	Writ petition filed by AAI seeking quashing of office memorandum dated 11 Feb., 21 {whereby DIAL was treated as 'local body in terms of section 2 (g) of DUAC Act} being ultra vires the provisions of DUAC Act, 1973 being arbitrary, illegal, unlawful, improper and invalid in law	WP (C) 9923/2021	Delhi High Court	Against DIAL	18-Jul-23	16-Aug-23	NA	NA	Reply to be filed by DUAC and Ministry.
30	DTTDCL Vs. AAI and Ors.	Writ petition has been filed against the order of the eviction officer directing the petitioner to pay outstanding dues to the respondents.	WP 2104/22	Delhi High Court	Against AAI/ DIAL	10-May-23	29-Aug-23	NA	NA	4 weeks' time granted to file rejoinder.
31	Buddy (T-1D) Retail Pvt. Vs DIAL	Writ Petition filed seeking issuance of appropriate writ/ directions to Res. No. 1 to grant the petitioner pro-rata reduction in the monthly license fee payable for Zone 32 (Airport Zone) as the Petitioner is unable to open the 3 (three) remaining vends owing to factors outside its control, being the decision taken by Res. no. 2 regarding non-availability of space for 3 vends. Petitioner has also sought interim relief of pro-rata reduction vis-à-vis monthly license fee payable for the month of July, 2022 for 3	WP (C) no. 10189/2022	Delhi High Court	Against Govt./ DIAL	19-Apr-23	12-Oct-23	NA	NA	Listed for filing of rejoinder.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
		vends. R-2 (DIAL) is a pro forma party and relief has been sought against it.								
33	Hotel Corporation of India vs DIAL & others	LPA has been filed against final order and judgement dated 20.10.2022 pass by Hon'ble Justice Yashwant Verma in Writ petition civil no. 134/2022	LPA No. 619/2022	Delhi High Court	Against DIAL	21-Jul-23	14-Sep-23	NA	103 Cr.	For final arguments.
34	Mehmood Parcha vs. The Intelligence Bureau & Ors.	The writ petition has been filed challenging inter-alia a "Look Out Notice" issued by Respondent No.1 i.e. Intelligence Bureau on the basis which an alleged delegation which was to attend a humanitarian programme in Iraq organised by an organisation called "Anjuman-e-Haideri was detained at the airport by the relevant authorities and not allowed to travel to Iraq. The Petitioner is the advocate representing the said delegation. DIAL is Respondent No.5. The relief claimed in the petition pertains to inter-alia declaring the actions of the relevant authorities as illegal and challenging the authority and constitutionality of the Respondent No.1. No relief is claimed against DIAL.	WP No. 3826/2015	Delhi High Court	Against DIAL	9-May-23 and 11-May-23 at 3 pm	22-Aug-23 and 23-Aug-23	NA	NA	Notice issued to standing counsel of R 1 and notice to R 1, 2, 3 and 4.
35	Mark D Martin Vs. State of NCT of Delhi & Ors. (DIAL - Resp. 8)	Petitioner U/s 482 Cr. PC. For setting aside of the order dated 07.09.2022 by Ld. ASJ Dwarka courts, dismissing the revision petition (Cr. Rev. Petition no. 255/2020) preferred by the petitioner (Mark D Martin).	CrL MC 6056/2022	Delhi High Court	Against DIAL	08-Aug-23	18-Oct-23	NA	NA	Notice has been issued. Parties are directed to file their counters.
36	AAI vs. DIAL (Vruddhi)	Challenge petition U/s. 34 of Arbitration & Conciliation Act, 1996 filed by AAI against the award dated 17 July, 2022 passed by Arbitral tribunal Justice R V Reveendran, Justice B Sudarshan Reddy and Justice J Chemleshwar	OMP (Comm) no.17/2023	Delhi High Court	Against DIAL	11-Aug-23	16-Aug-23	NA	NA	For arguments of MIAL

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
37	AAI vs DIAL (Centaur Hotel)	AAI has filed LPA against judgement dated 20.10.2022 passed by Ld. Single judge whereby Hon'ble court had upheld the termination of the lease deed of HCI.	LPA 728/2022	Delhi High Court	Against DIAL	21-Jul-23	22-Aug-23	103 Cr.	NA	Listed for final arguments.
	Ahle Harijanan vs UOI & Ors. (DIAL-R4)	Petitioner has filed writ petition praying for compensation including all such benefits which have accrued/ payable to the petitioner in accordance with the provisions of both old/new LA Act.	WP (C) 5353/2023, CM APPL. 20936/2023	Delhi High Court	Against DIAL	25-Jul-23	14-Sep-23	NA	NA	For filing of counter-affidavit and rejoinder.
	SMBC Aviation Capital Limited & Ors. Vs. UOI & ors.- R4	Group of Lessors led by SMBC Aviation Capital Limited have approached the High Court to seek a writ in the form of mandamus to the DGCA for facilitating the de registration application ,filed by Lessors , qua the aircrafts lease to Gofirst	WP(c) 7369/2023	Delhi High Court	Against DIAL	09-Aug-23	17-Aug-23	NA	NA	For Arguments
	Anand Moudgil authorised signatory of sole proprietor firm Harmes Anand Vs, UOI & Ors.	Petitioner namely Anand Moudgilhas filed a Writ Petition before the High Court to seek a writ in the nature of mandamus against MOCA, AAI and DIAL(R-4) seeking declaration that any pre-defined agreement is not a pre-requisite to assess the designated paid bus parking and premium bus parking at T-3 and sought direction against DIAL to not obstruct the entry of the bus belonging to Petitioner in parking at Airport.	WP (C) 7653/2023	Delhi High Court	Against DIAL	14-Jul-23	06-Dec-23	NA	NA	For admission hearing.
TDSAT										
1	DIAL v/s AERA & Ors. (Normative)	An appeal has been filed under Section 18(2) of the Airports Economic Regulatory Authority of India Act, 2008 ("AERA Act") against the Order dated 06.06.2016 (issued on 13.06.2016) passed by the Respondent No.1/Airport Economic Regulatory Authority in the matter of normative approach to building blocks in economic regulation of major airports, fixing tentative	Appeal no 4/16	TDSAT	By DIAL	11-Aug-23	14-Sep-23	No impact on DIAL, but the revenue share will be restricted to 30% in tariff in case of ISPs	NA	For the arguments.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
		ceiling capital cost of Rs. 65,000/- per sqm for the terminal building and Rs. 4,700/- per sqm for the Runway/taxiway/Apron (excluding earthwork upto sub grade level) ("Impugned Order") passed under Section 13(1) (a) of the AERA Act.								
DISTRICT COURTS										
1	DIAL Kingfisher Airlines Ltd. (Compliant No. 263/1, u/s 138 NIA) v/s	Complaint u/s 138 NIA for recovery of amount of dishonoured cheque of Rs. One Crores (one cheque).	Complaint No. 263/1, u/s 138 NIA)	District Courts, Rouse Avenue Court, New Delhi	BY DIAL	08-Jun-23	06-Sep-23	NA	1,00,00,000 (1 cr.)	Listed for the conclusion of cross - examination of the Complainant.
2	DIAL Kingfisher Airlines Ltd. (Compliant No. 262/1, u/s 138 NIA) v/s	Complaint u/s 138 NIA for recovery of amount of dishonoured cheque of Rs. One Crores (one cheque).	Complaint No. 262/1, u/s 138 NIA)	District Courts, Rouse Avenue Court, New Delhi	BY DIAL	08-Jun-23	06-Sep -23	NA	1,00,00,000 (1 Cr.)	Listed for the conclusion of cross - examination of the Complainant.
3	DIAL Kingfisher Airlines Ltd. (Compliant No. 261/1, u/s 138 NIA) v/s	Complaint u/s 138 NIA for recovery of amount of dishonoured cheque of Rs. One Crores (one cheque).	Complaint No. 261/1, u/s 138 NIA)	District Courts, Rouse Avenue Court, New Delhi	BY DIAL	08-Jun-23	06-Sep-23	NA	1,00,00,000 (1 Cr.)	Listed for the conclusion of cross - examination of the Complainant.
4	DIAL Kingfisher Airlines Ltd. (Compliant No. 272/1/12, u/s 138 NIA) v/s	Complaint u/s 138 NIA for recovery of amount of dishonoured cheque of Rs. 22.5 Crores (three cheques of Rs. 7.5 Crores each).	Compliant No. 272/1/12, u/s 138 NIA)	District Courts, Rouse Avenue Court, New Delhi	BY DIAL	08-Jun-23	06-Sep-23	NA	22,05,00,000 (22.5 Cr.)	Listed for the conclusion of cross - examination of the Complainant.
5	DIAL Kingfisher Airlines Ltd. v/s	Complaint u/s 138 NIA for recovery of amount of dishonoured cheque of Rs. Nine	Complaint No. 1115/12, u/s 138	District Courts, Rouse	BY DIAL	08-Jun-23	06-Sep-23	NA	9,00,00,000 (9 Cr.)	Listed for the conclusion of cross -

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	(Compliant No. 1115/12, u/s 138 NIA)	Crores (Two cheques – Rs. 2 Crore and 7 Crore).	NIA/CC No. 41310/2016	Avenue Court, New Delhi						examination of the Complainant.
6	Ashok and Others Versus Airport Authority of India and Others	Ashok has filed an appeal bearing No.16/2007 in the court of ADJ, Tis Hazari, against Airport Authority of India and DIAL. Challenging the dismissal of his suit seeking regularisation of his services with AAI.	RCA DJ/61457/2016	District Courts, Patiala House, New Delhi	Against DIAL	17-Jul-23	04-Oct-23	NA	NA	For final arguments.
7	Airport Authority of India v/s Bir Singh & Others	AAI has filed a case bearing No. RCA 10/2007 against Bir Singh before the ADJ, Tis Hazari. AAI has filed this appeal against the order of the Civil Judge, Delhi in respect of regularisation of the employee of AAI.	RCA DJ/61246/2016	District Courts, Patiala House, New Delhi	Against DIAL	17-Jul-23	04-Oct-23	NA	NA	For final arguments.
8	Archana v/s Lalitendu & Ors.	An Ex-employee has filed a suit claiming damages on account of alleged sexual harassment charges.	CS/54564/2016	District Courts, Patiala House, New Delhi	Against DIAL	31-Jul-23	04-Oct-23	40,00,000.00	NA	For cross.
9	DIAL v/s Himalayan Tiffin & Ors.	Complaint under section 138 of the NIA, for cheque bounce. F&B Outlet Lease rentals.	CC No. 5503/2013	District Courts, Rouse Avenue Court, New Delhi	BY DIAL	27-Jun-23	14-Aug-23	NA	4,00,000.00	During the course of hearing it was apprised to the Ld. Court that both process servers who conducted the proceedings u/s 82 C.R.P,C were unsuccessful. The process server who conducted the proceeding on

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery byDIAL</u>	<u>Remarks / Proceedings</u>
										<p>the accused no 3 at second address as per the memo of parties was also present before the Ld. Court and apprised the Ld. Court that no person was present at the address on record. Owing to the same, the statement of the Process server recorded and discharged.</p> <p>Further, proceedings u/s 82 C.r.p.c against the accused no 2 returned with the report that "No Such Person available".</p> <p>The process server who conducted the proceedings on the accused no 3 on the first address and process server who conducted proceedings on</p>

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
										the second accused was not present before the Ld. Court. Thus, the Ld. Court issued the notice to the Process Servers to be present before the Ld. Court on the next date of hearing.
10	Delhi International Airport Ltd v/s Savita	A Recovery Suit has been filed by DIAL against A Trainee at DIAL for recovery of the money amounting to Rs.2,35,000/-	Suit NO. 773/2017	District Courts, Patiala House, New Delhi	By DIAL	05-Aug-23	To be listed		235000	Listed for Evidence of Defendant.
11	DIAL v/s Isha Natural Beauty Products and Wellness pvt ltd and Ors.	Complaint filed under Section 138 NI Act (Dishonor of Cheque) against Isha Natural Beauty and Wellness Products Pvt. Ltd	CC No. 5951/2019	District Courts, Rouse Avenue, New Delhi	Against DIAL	07-Aug-23	18-Nov-23		50,00,000 (50 Lakhs)	Accused filed exemption application
12	DIAL Vs. Isha Natural Beauty Products and Wellness pvt ltd and Ors.	Complaint filed under Section 138 NI Act (Dishonor of Cheque) against Isha Natural Beauty and Wellness Products Pvt. Ltd	CC No.7644/2019	District Courts, Rouse Avenue, New Delhi	Against DIAL	07-Aug-23	18-Nov-23		31,63,707 (31.63 Lakhs)	For evidence of DIAL witness.
13	Information TV Pvt. Ltd. v. Punjab National Bank & DIAL	Civil Suit filed by Information TV Pvt. Ltd. seeking declaration, permanent & mandatory injunction of bank guarantee in the sum of Rs. 1,14,78,400/against defendants along with stay application for retraining the defendants from encashing the bank guarantee bearing no. 06021LG00417 of Rs, 1,14,78,400/- (Rupees One Crores	CS (COMM)/260/2020	District Courts, Patiala House, New Delhi	Against DIAL	11-Aug-23	XX-Sep-23	Rs, 1,14,78,400	NA	Reserved for orders in Sec 8 application filed by DIAL.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
		Fourteen Lakhs Seventy Eight Thousand Four Hundred only)								
14	Rudra Pratap Singh vs SD Engineering Consultants LLP	Copy of the Suit has not been supplied.	CS/209/2022	District Courts, Patiala House, New Delhi	Against	08-Aug-23	12-Feb-24			For completion of pleading and for Admission/Denial of documents.
15	Aparna Burjwal of M/s Global Coordinates Vs. DIAL	Reference U/s18 of the MSMED Act, 2006	DL/08/S/SEC/00312	District Magistrate (South East), Lajpat Nagar-IV, New Delhi-1124	Against	07-Jul-22	To be listed			Matter referred to Statutory arbitration under MSME Act.
16	State vs Vinod Ravi Dharan	FIR u/s 287, 338 IPC		Patiala House	Against	27-Jul-23	18-Sep-23			Fixed for framing of charge.
CONSUMER										
1	Aziz Khan Versus DIAL & Others	A consumer complaint has been filed due to inefficiency of staff of Air India, due to which his family missed the AIR INDIA flight from IGI airport.	EX 24/2017	District Consumer Commission, Shiekh Sarai, New Delhi	Against DIAL	22-Apr-23	Adjourned Sine	NA	NA	Matter listed for further proceedings.
2	Vinod Pandey & Ors. Vs Indigo Airlines & others	Consumer complaint under section 12 of the consumer protection act, 1986.	Complaint No. 510/2016	District Consumer Disputes Redressal Commission-II, Lucknow	Against DIAL	25-Apr-23	23-Aug-23	No monetary relief sought against DIAL / GMR		For notice

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY</u>	<u>Next Date MM/DD/YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
3	R N Poonia Vs Managing Director DIAL	Consumer complaint filed by the complainant R N Punia, demanding 25 lakhs for medical expenses, harassment, mental agony and inconvenience suffered by the complainant due to illegal / negligent act of the respondents.	C-974/17/2017	State Consumer Redressal Commission, ITO, New Delhi	Against DIAL	23-May-23	8-Dec-23	25 Lakhs		Listed for filing of written submission.
4	Rajnish Dixit vs UOI & Ors.	Notice is yet to be served. (came to know about case from an order of appeal where the case remanded back to consumer forum for further adjudication)	CC No. 530/2015	District Consumer Commission, Lucknow	Against DIAL	14-Jul-23	10-Nov-23	NA		For Notice
5	Varsha Thakkar vs Manager IGI Airport & Ors.	Complaint under section 12 of consumer protection act	Complaint No. 16/2019	District Consumer Commission, Sirohi, Rajasthan	Against DIAL	8-Jun-23	To be listed	NA	NA	Arguments on application under order 1 Rule 10 of CPC.
6	Manoj Kumar Mishra V/s DIAL and Ors.	Complaint under section 12 of consumer protection act	Case No.DF/VII/472/2018	District Consumer Commission, Dwarka, New Delhi	Against	11-Apr-23	26-Aug-23	NA	NA	For opposite party arguments.
7	Pawan Agrawal V/s Air India and Ors.	Complaint under section 12 of consumer protection act	Case No.DF/VII/330/2019	District Consumer Commission, Dwarka Sec 20, Phase I, New Delhi	Against	03-May-23	09-Nov-23	NA	NA	Listed for filing of written arguments by Claimant and Air India..
8	Sanjay Lalvani & Ors. vs Paytm Regional & Ors.	Complaint has been filed under section 12 of consumer protection act. Complainant. air tickets were booked from Jet Airways through Paytm payment mode. The Flight was canceled and till date no refund received by him. Accordingly a complaint had find for refund of Rs.65000 as damage cost plus 6440 for air ticket.	Case No. 112 of 2019	District Consumer Commission, Chindwada, MP	Against	07-Aug-23	To be listed	NA	NA	Notice Sent to Jet Airways.

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9	DIAL Vs. Vishal Arora	Appeal against order dated 06.01.2022 passed by Consumer Commission, Ambala vide which complaint filed by Vishal Arora was allowed Ex-parte and prayer to set aside the order dated 06.01.2022 and dismiss the complaint or in alternative remand back the complaint to the consumer commission for fresh adjudication of the matter.	Case No. A/73/2022	State Commission, Panchkula	By DIAL	09-Dec-22	Nil	NA	NA	Arguments heard, reserved for orders.
10	Mukesh Kumar Swalka v. Spicejet & Anr	Complaint under section 35 of the Consumer Protection Act, 2019 for deficiency of services and unfair trade practice a claiming Rs. 2,00,000/- for expenses incurred in taxi, hotel, etc. along with Rs. 3,00,000/- for mental agony.	CONSUMER COMPLAIN T NO. 95/2022.	Consumer Commission Bhilwara, Rajasthan	Against	02-Aug-23	03-Oct-23	NA	NA	For complainant evidence.
11	Dr. Priya Agrawal and anr. vs. Rajiv Bansal CMD, MOCA and Ors. (DIAL Respondent No. 3)	Complaint under Consumer Protection Act, 2019 for deficiency of services.	CONSUMER COMPLAIN T NO. 40/2022.	Consumer Commission, Bokaro	Against	26-Jul-23	26-Aug-23			For further arguments.
12	Prabhat Tripathi vs DIAL and Alliance Air	Complaint U/s 35 of the consumer protection Act 2019.	CONSUMER COMPLAIN T NO. 347/2022.	Consumer Commission, Bareilly	Against	31-Jul-23	To be listed	NA	NA	For notice to other respondent
NCLT/NCLAT										
1	DIAL Employees Provident Fund Trust vs Infrastructure and leasing financial services	IL & FS is under bankruptcy proceedings under insolvency and bankruptcy code and the matter is ongoing in NCLT. DIAL EPF trust has been investing its surplus fund in IL & FS. In order to protect its interest, DIAL EPF trust had filed an intervention application to participate in the said proceedings.	Diary Number 10535, CA No. 346/2018	National Company Law Appellate Tribunal	By DIAL EPF Trust	24-Feb-23	To be listed	NA	2,70,00,000/- and Interest	For orders on interlocutory application.

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LABOUR										
1	Rajender Kumar & Others V/s Hawk Cargo, Jac Airways & Ors.	Industrial dispute filed by Hawk Kargo Services Pvt. Ltd. & JAC Air Services Pvt. Ltd.'s multiple workmen/loader(Cargo Handling staff etc., whose services were terminated) which hampered the cargo operations claiming to recall their illegal termination. They are praying inter alia that their termination is illegal and they all should be reinstated with full back wages and benefits including seniority in services.	ID No.264/2011	CGIT I	Against DIAL	11-Jul-23	28-Aug-23	NA	NA	For final arguments.
2	Workmen Sinar Jernih India pvt ltd vs Sinar Jernih India pvt ltd (Management no. 2)	Industrial Dispute filed by M/s Sinar Jernih) the workmen/Safai Karmachari(192 numbers) against DIAL /Management No. 1 alleging unfair labour practices and regularization of the trainees as regular workmen alongwith reinstatement with full back wages. Main prayer is against Sinar Jernih/ Management No. 2	ID No.106/2011	CGIT II	Against DIAL	26-Jul-23	18-Oct-23	NA	NA	Cross of workmen.
3	Nand Kumar Singh Versus Nimbus Harbour and Others	An industrial dispute filed by Nimbus Harbor workman/Guest House Attendant against the managements with respect to illegal termination of services seeking relief reinstatement with continuity of services alongwith back wages.	ID No.136/2012	CGIT II	Against DIAL	18-May-23	31-Aug-23	NA	NA	Workmen Evidence / Cross.
4	Vice President, IGIA Aerobridge Workers Union Versus ICS Systems Private Limited and Others	Industrial dispute has been filed by the 36 workmen working in the operation of passenger boarding bridges at the IGI Airport against their dismissal through IGIA Aerobridge Workers Union claiming that the said workmen were dismissed from services without holding any disciplinary proceedings and in violation of Section 33 (1) (b) of the Industrial Disputes Act, 1947	ID No.23/2013	CGIT I	Against DIAL	12-Jul-23	21-Aug-23	NA	NA	Written Arguments

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY</u>	<u>Next Date MM/DD/YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
		("Act") and demanded reinstatement with full back wages.								
5	Vice President, IGI Aerobridge workers Union vs ICS Systems Pvt. Ltd. & others	Industrial dispute has been filed by 3 workers of ICS Systems Pvt. Ltd. through the IGIA Aerobridge Workers Union against their suspension. workers were working in the operation of passenger boarding bridges at the IGI Airport. It is claimed that the said workmen were prevented from performing their duties and entering the airport premises . Dispute was pending before the CGIT under Section10 of ID Act. Prayer requested to recall suspension order dated 12.02.2012 with full back wages.	ID No. 110/2012	CGIT I	Against DIAL	12-Jul-23	21-Aug-23	NA	NA	Written Arguments to be file.
6	Onkar Singh Vs. Bird Worldwide Flight Services India Pvt. Ltd.	This industrial dispute has been filed by the Bird Worldwide Flight Services India Pvt. Ltd. workmen/loader against his termination. It is stated that DIAL engaged the services of Management No.2/BWFS for ground handling and other ancillary services. Kishan Gopal Sharma ("Workman") was appointed as Utility Hand by BWFS/Management No.2 for a period of one year on contract and fix term basis subject to limitation of contract period.	ID No. 42/2013	CGIT I	Against DIAL	03-Aug-23	21-Dec-23	NA	NA	Argument on deletion application
7	Kishan Gopal Sharma Vs. Bird Worldwide Flight Services India Pvt. Ltd.	This industrial disputes has been filed by the Bird Worldwide Flight Services India Pvt Ltd. workmen/loader against his termination. It is stated that DIAL engaged the services of Management No.2/BWFS for ground handling and other ancillary services. Kishan Gopal Sharma ("Workman") was appointed as Utility Hand w.e.f. 01.08.2010 by Management No.2 for a period of one year on contract and	ID No. 41/2013	CGIT I	Against DIAL	03-Aug-23	21-Dec-23	NA	NA	Argument on deletion application

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		fix term basis subject to limitation of contract period .								
8	Jaipal Singh Vs M/s JAC Air Services	This industrial disputes has been filed by the JAC Air Services Pvt. Ltd. workmen against his termination on the ground of unauthorized absenteeism. Jaipal Singh ("Workman"), employed with JAC, has filed the Claim stating that the letter dated 15.07.2011 by which he was informed of the charges against him as well as his dismissal vide letter dated 16.08.2011 were based on frivolous grounds, illegal and arbitrary and was done at the request of Management No.1 and that he was not given any opportunity to present his case, whereas proper Enquiry was held and charges labelled against him found proven. He further alleges that he was made to sign a few papers, the contents of which he did not have any knowledge of and later the Management recorded a finding that he had admitted his faults. He also prayed for direction to the Management to reinstate him with full back wages and continuity in services with all his consequential benefits, till the realization.	ID No. 59/2013	CGIT I	Against DIAL	11-Jul-23	28-Aug-23	NA	NA	Argument on application against workman filed by JAC.
9	Babu Lal Vs. M/s ATC Softway Solution & Ors.	Industrial disputes has been filed by the ATC Softway Solutions Pvt. Ltd (Engaged by Celebi) workmen against his termination on ground of unauthorized absenteeism and also change of service provider from ATC to Agrawal Packers & Movers Ltd. The workman was working for Management No. 1 since September, 2010 to 18.04.2011. Management No.1 . The Workman had taken leave from the Management on the ground that he had to get his wife medically treated but no record is submitted in support.	ID No. 58/2013	CGIT I	Against DIAL	24-Jul-23	08-Sep-23	NA	NA	For final arguments.

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		He states that when he presents himself to rejoin the service on 19.04.2011, he was told that the contract period of Management No.1 had ended and its employees had been absorbed by M/s Agarwal Packers and Movers Limited on the previous terms and conditions. However when he approached M/s Agarwal Packers and Movers Limited for his job, he was refused, hence the complaint.								
10	Devender Singh Vs. M/s JAC & ors	This industrial dispute has been filed by the M/s JAC's workmen/driver against his termination on the ground of theft. The Respondent No.3 i.e. DIAL engaged Celibi Delhi Cargo Terminal which in turn engaged Management No.1. (JAC Air Services Private Limited) and employed the workman as driver. He alleged that his service was terminated mala-fide by leveling untrue allegations of theft. He was charge-sheeted on 01.03.2012 and an enquiry was held which resulted in his termination order dated 25.08.2012. Workman alleged that award dated 25.08.2012 was unlawful and illegal.	ID No. 87/2013	CGIT I	Against DIAL	23-May-23	24-Aug-23	NA	NA	For Filing Reply/ Arguments
11	Harmod Kumar Vs. M/s Bird Worldwide Flights Services India Pvt. Ltd.	Industrial Dispute filed by M/s M/s Bird Worldwide Flight Services (India) Pvt. Ltd. workmen/Loader. It is stated that Harmod Kumar ("Workman") was appointed as Utility Hand w.e.f. 14.12.2010 by BWFS/Management No.2 for a period of one year on contract basis or till the license period granted by the DIAL. Allegations against him is receiving money from passenger unauthorized.	ID No. 44/2013	CGIT I	Against DIAL	03-Aug-23	21-Dec-23	NA	NA	Argument on deletion application.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date</u> <u>MM/DD/YY</u>	<u>Next Date</u> <u>MM/DD/YY</u>	<u>Financial liability</u> <u>against DIAL</u>	<u>Financial recovery</u> <u>by DIAL</u>	<u>Remarks / Proceedings</u>
12	Dharmender Kumar Vs. M/s Bird Worldwide Flights Services India Pvt. Ltd.	Dharmender Kumar (“Workman/Utility Hand”) was appointed as Utility Hand on 01.09.2010 by Bird Worldwide Flight Services/Management No.2 for a period of one year on contract basis. The Workman was performing his duties in the morning shift. However, he was told to report in the night shift from September, 2012. He objected/denied to the change shift stating that he cannot perform duties at night since he has to take care of his mother who had recently undergone eye operation. His request for a change in the shift for the month of October, 2012 was turned down and thereafter, his Photo ID Card was taken by the Management No.2. Subsequently, he was stopped from performing his duty without any notice and claims notice pay, earned wages from 21.09.2011 to 30.09.2011, compensation, enquiry and other legal dues.	ID No. 43/2013	CGIT I	Against DIAL	03-Aug-23	21-Dec-23	NA	NA	Argument on deletion application.
13	Sonu Versus Hawk Cargo Limited & Others	Sonu Singh (“Workman/loader”) was employed with Hawk Cargo Services Pvt. Ltd i.e. Management No.1 in the Export Division. Management No.1 terminated the services of the Workman on 30.09.2008. Claim prayer is mainly against Hawk Cargo.	ID No. 136/2013	CGIT I	Against DIAL	07-May-23	7-Aug-23	NA	NA	Management cross examination.
14	Vijender Versus Cargo & Others	Vijender Kumar (“Workman/loader”) was employed with Hawk Cargo Services Pvt. Ltd i.e Management No.1 in the Export Division. Management No.1 terminated the services of the Workman on 30.09.2008. Claim prayer is mainly against Hawk Cargo.	ID No. 146/2013	CGIT I	Against DIAL	29-May-23	07-Aug-23	NA	NA	Management cross examination.
15	Sumer Singh & Others Versus Impression	Industrial Dispute has been file by Duster Total Solutions Services Pvt. Ltd workmen/loaders (32 numbers) against their termination from services. The Workmen	ID No. 8/2014	CGIT I	Against DIAL	23-Feb-23	3-Aug-23	NA	NA	For cross of all Managements.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
	Services & Others	were employed with M/s Impression. Subsequently, after the expiration of the contract of M/s Impression, the Workmen were on the pay rolls of Management No.2. In June, 2011, the Workmen resigned from their services w.e.f. 30.06.2013. Prayed reinstatement with full back wages.								
16	Vivek Jugran Versus JAC Air Services Private Limited & Others	This industrial disputes has been filed by the workmen/supervisor(Cargo Handling) against his termination. The workman has stated that he was working with Air Go Services Pvt. Ltd. at the IGI Airport since 1997 and which was handling cargo services at the airport. It is stated that the contract of cargo services was subsequently awarded to Respondent No.1 i.e. JAC Air Services Pvt. Ltd. and all employees of Air Go became employees of JAC Air. It is claimed that on 27.01.2012 the Respondent No.1 issued suspension order against the workman and pursuant to that JAC Air initiated arbitrary and illegal enquiry proceedings(involved in theft and pilferages) which culminated into an award dated 1.02.2013 passed by the Enquiry Officer thereby terminating the services of the workman.	ID No. 14/2014	CGIT I	Against DIAL	06-Jul-23	25-Aug-23	NA	NA	Reply of substitution application filed by DIAL.
17	R.K. Saini Versus ICS Systems Private Limited & Others	This industrial disputes has been filed by the Avon Facility management Services Ltd. i.e. Management No.-2 workmen(Safai Karmchari) against her termination. Avon states that workmen never completed her 240 days duty in her entire tenure i.e 197 days only also misbehaved with female passenger while duty hours and unauthorized absented herself from duty. The present claim is filed under Section 25F, 25G and 25H of the Industrial Disputes Act claiming that the workman has not been	ID No. 43/2014	CGIT I	Against DIAL	21-Jul-23	09-Nov-23	NA	NA	listed for Evidence of workman

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
		given her appointment letter, overtime and dearness allowance and that her services were illegally terminated without issuing any show cause notice. The Workman has sought reinstatement along with back wages and other benefits as per law.								
18	Mukesh Kumar Saini Versus ICS Systems Private Limited & Others	The services of the workmen (Electrician) has been terminated by Brady Services. He has challenged the same before the court with a prayer to reinstate his services with full back wages and other benefits.	ID No. 44/2014	CGIT I	Against DIAL	21-Jul-23	9-Nov-23	NA	NA	listed for evidence of workman
19	Rajesh Kushwaha Versus ICS Systems Private Limited & Others	Claimant Harish Kumar & 4 Others (Trolley Retriever) have alleged that their services have been illegally terminated by M/s Black angels and they have prayed in their claim that their services should be reinstated with full back wages and also quoted Supreme Court Order in Trolley Retriever matter.	ID No. 45/2014	CGIT I	Against DIAL	21-Jul-23	9-Nov-23	NA	NA	Matter listed for workman's evidence
20	Ms. Geeta Devi Versus Updater Services Private Limited & Others	A claim petition under Section-33 C (2) of the Industrial Disputes Act, 1947 has been filed by the Applicant computation of benefits in terms of money. The Applicant had filed the present claim against M/s. Updater Services Private Limited as well against the management of DIAL for the period from 01.03.2012 to 31.01.2014 demanding unpaid wages for 23 months, leave encashment for 2 years equivalent to 2 months salary, 2 years bonus. The Applicant has also demanded overtime alleging 4 hours of extra work on daily basis for the period from 08.05.2010 to 01.03.2012. The Applicant in totality has demanded sum of Rs. 290225/- along with interest.	LCA 11/2014	CGIT I	Against DIAL	27-Apr-23	24-Aug-23	NA	NA	For cross-examination of workman.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
21	Suresh Kumar Versus Updater Services Private Limited & Others	An claim petition under Section-33 C (2) of the Industrial Disputes Act, 1947 has been filed by the Applicant computation of benefits in terms of money. The Applicant had filed the present claim against M/s. Updater Services Private Limited as well against the management of DIAL for the period from 03.02.2012 to 31.01.2014 demanding unpaid wages for 24 months, leave encashment for 2 years equivalent to 2 months salary, 2 years bonus. The Applicant has also demanded overtime alleging 4 hours of extra work on daily basis for the period from 02.12.2010 to 04.02.2012. The Applicant in totality has demanded sum of Rs. 259350/- along with interest.	LCA 9/2014	CGIT I	Against DIAL	27-Apr-23	24-Aug-23	NA	NA	For cross-examination of workman.
22	Ms.Rajwati Versus Updater Services Private Limited & Others	An claim petition under Section-33 C (2) of the Industrial Disputes Act, 1947 has been filed by the Applicant computation of benefits in terms of money. The Applicant had filed the present claim against M/s. Updater Services Private Limited as well against the management of DIAL for the period from 01.01.2012 to 31.01.2014 demanding unpaid wages for 25 months, leave encashment for 2 years equivalent to 2 months salary, 2 years bonus. The Applicant has also demanded overtime alleging 4 hours of extra work on daily basis for the period from 08.05.2010 to 03.12.2012. The Applicant in totality has demanded sum of Rs. 284050/- along with interest.	LCA 8/2014	CGIT	Against DIAL	27-Apr-23	24-Aug-23	NA	NA	For cross-examination of workman.
23	Rambir Versus APM Cargo, Celebi & Others	Allegation is that the workman has been illegally retired by management before attaining the requisite age and that amounts to illegal termination as no reterial benefits has been given to him by the Contractors as	ID No. 29/2014	CGIT I	Against DIAL	27-Apr-23	14-Sep-23	NA	NA	Matter listed for Workmen Evidence.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY</u>	<u>Next Date MM/DD/YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
		the Workman has worked at Airport for more than 20 years.								
24	Kartar Singh Versus APM Cargo, Celebi & Others	Allegation is that the workman has been illegally retired by management before attaining the requisite age and that amounts to illegal termination as no reterial benefits has been given to him by the Contractors as the Workman has worked at Airport for more than 20 years.	ID No. 35/2014	CGIT I	Against DIAL	23-Mar-23	10-Aug-23	NA	NA	For Filing Application for substitutions of the A/R.& Fresh M E Affidavit.
25	Ashok Bhatia Versus APM Cargo, Celebi & Others	Industrial dispute has been filed by JAC Air workmen/ Sr. Supervisor- Flight Checking against his termination on ground of gross misconduct and receipt of illegal gratification and prayed seeking his reinstatement with full back wages with continuity in services with all his consequential benefits, till the realization in favour of the Workman.	ID No. 36/2014	CGIT I	Against DIAL	23-Mar-23	10-Aug-23	NA	NA	For Filing Application for substitutions of the A/R.& Fresh M E Affidavit.
26	Omdutt Versus APM Cargo, Celebi & Others	Allegation is that the workman has been illegally retired by management before attaining the requisite age and that amounts to illegal termination as no reterial benefits has been given to him by the Contractors as the Workman has worked at Airport for more than 20 years.	ID No. 37/2014	CGIT I	Against DIAL	23-Mar-23	10-Aug-23	NA	NA	For Filing Application for substitutions of the A/R.& Fresh M E Affidavit.
27	Kanhaiya Lal Versus APM Cargo, Celebi & Others	Industrial Dispute has been file by M/s Impression Services workman/house keeping against his termination on the of unauthorized absenteeism and also alleged that his services have been illegally terminated by M/s Impression Services but surprisingly workman did not approached any competent authority to take him on duty after long absenteeism and prayed in the	ID No. 38/2014	CGIT I	Against DIAL	13-Apr-23	14-Sep-23	NA	NA	Put up For ME Cross examination

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		claim that his services should be reinstated with full back wages.								
28	Fateh Singh Vs APM Cargo, Celebi & Ors.	Allegation is that the workman has been illegally retired by management before attaining the requisite age and that amounts to illegal termination as no reterial benefits has been given to him by the Contractors as the Workman has worked at Airport for more than 20 years.	ID No. 44/2014	CGIT II	Against DIAL	18-Apr-23	8-Aug-23	NA	NA	For Filling ME affidavit.
29	Rajbir Singh Vs APM Cargo, Celebi & Ors.	Allegation is that the workman has been illegally retired by management before attaining the requisite age and that amounts to illegal termination as no reterial benefits has been given to him by the Contractors as the Workman has worked at Airport for more than 20 years.	ID No. 46/2014	CGIT II	Against DIAL	18-Apr-23	8-Aug-23	NA	NA	For filing affidavit.
30	Ram Karan Vs APM Cargo, Celebi & Ors.	Allegation is that the workman has been illegally retired by management before attaining the requisite age and that amounts to illegal termination as no reterial benefits has been given to him by the Contractors as the Workman has worked at Airport for more than 20 years.	ID No. 47/2014	CGIT II	Against DIAL	18-Apr-23	8-Aug-23	NA	NA	For filing ME affidavit.
31	Darshan Singh Vs APM Cargo, Celebi & Ors.	Allegation is that the workman has been illegally retired by management before attaining the requisite age and that amounts to illegal termination as no reterial benefits has been given to him by the Contractors as the Workman has worked at Airport for more than 20 years.	ID No. 48/2014	CGIT II	Against DIAL	18-Apr-23	8-Aug-23	NA	NA	For filing ME affidavit
32	Rakesh Beniwal V/s Updater Services	An claim petition under Section-33 C (2) of the Industrial Disputes Act, 1947 has been filed by the Applicant computation of benefits in terms of money. The Applicant had filed the present claim against M/s.	LCA 10/2014	CGIT I	Against DIAL	27-Apr-23	24-Aug-23	NA	NA	For cross-examination of workman.

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		Updater Services Private Limited as well against the management of DIAL for the period from 01.12.2011 to 31.01.2014 demanding unpaid wages for 26 months, leave encashment for 2 years equivalent to 2 months salary, 2 years bonus. The Applicant has also demanded overtime alleging 4 hours of extra work on daily basis for the period from 27.07.2010 to 08.12.2011. The Applicant in totality has demanded sum of Rs. 537022/- along with interest.								
33	Kadam Singh Saini Versus Celebi Ground Handling Services Private Limited & Others	The workman has claimed that he was employed as a worker by the Management No.1 i.e. Celebi in the Utility Handling since 12.01.2011 and his services have been illegally terminated. It is alleged that there was an incident of alleged theft of a laptop on 15.05.2014 which belonged to a passenger (who had inadvertently left it behind while deplaning) and the Workman has been wrongly accused of the said theft by Celebi and his services were terminated on 19.05.2014 without any enquiry proceedings in violation of the principles of natural justice. The workman has prayed for reinstatement with full back wages.	ID No. 27/2015	CGIT I	Against DIAL	21-Jul-23	01-Sept-23	NA	NA	For Filing workman's evidence or arguments in application of interim relief.
34	Mahesh Kumar Singh versus Impression Services and Ors	Claimant Mahesh Kumar has alleged that his services have been illegally terminated by M/s Impression Services and he has prayed in the claim that his services should be reinstated with full back wages.	ID No. 143/2015	CGIT II	Against DIAL	16-May-23	05-Sep-23	NA	NA	Listed for arguments.
35	Smt Lali Devi Versus AVON Facility Services & Others	This industrial disputes has been filed by the workmen against his termination. Workman (Lali Devi) has filed been employed with M/s Avon Facility Management Services Ltd. i.e. Management No.2. DIAL is Management No.1. The present claim is	ID No. 13/2015	CGIT II	Against DIAL	18-Jul-23	10-Oct-23	NA	NA	for further proceedings.

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		filed under Section 25F, 25G and 25H of the Industrial Disputes Act claiming that the workman has not been given her appointment letter, overtime and dearness allowance and that her services were illegally terminated without issuing any show cause notice. The Workman has sought reinstatement along with back wages and other benefits as per law.								
36	Bhagwan Chand Vs. ATC Softway And Others	This industrial disputes has been filed by the workmen against his termination. Management No.5 (APM Aircargo Terminal Services) entered into a 'Cargo Handling Service Agreement' with Management No.4 (Celebi Delhi Cargo Terminal Management India P Ltd.) and are the service providers for 'Export Cargo Handling' at the IGI Cargo Terminal and had taken over the renewed assignment w.e.f. 01.11.2012.	ID No. 94/2015	CGIT I	Against DIAL	17-Feb-23	17-Aug-23	NA		For Filing Application for substitutions of the A/R adjourned case Put Up, put up for WE.
37	Omdutt Mittal Versus APM Cargo & Others	This industrial disputes has been filed by the workmen against his termination. Management No.1 (APM Aircargo Terminal Services) entered into a 'Cargo Handling Service Agreement' with Management No.4 (Celebi Delhi Cargo Terminal Management India P Ltd.) and are the service providers for 'Export Cargo Handling' at the IGI Cargo Terminal and had taken over the renewed assignment w.e.f. 01.11.2012.	ID No. 96/2015	CGIT I	Against DIAL	17-Feb-23	17-Aug-23	NA		Matter listed for Workmen Evidence
38	Moolchand Vs. Delite System & Others	This industrial disputes has been filed by the workmen against his termination. The Workman was employed as mechanic with the M/s Delite Systems Engineering (I) Pvt. Ltd. ("Delite"), which is a registered contractor of DIAL. The workman claims	ID No. 155/2015	CGIT I	Against DIAL	17-Apr-23	24-Jul-23	NA		For oral final arguments.

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		that Delite has been violating various labour legislations and thus, the workman was constrained to join a Union viz., IGIA Aerobridge Workers Union. It is alleged that thereafter, Delite forced the Workman to sign back dated appointment letters wherein the Workman was shown as a helper instead of mechanic. As the workman refused to sign the said appointment letter his services were illegally terminated by the Delite. He has filed the present claim seeking reinstatement along with back wages.								
39	Sachin Kumar Vs. Delite Systems & Others	This industrial disputes has been filed by the workmen against his termination. The workman was appointed as Mechanic at Delhi Airport on 01.07.2011 by DIAL through Management No. 2, i.e. M/s. Delite Systems Engineering (I) Pvt Ltd. It is alleged that due to unfair labor practices of the management, the Workman joined a union, IGIA Aerobridge Workers Union (Regd.). When the union served a notice upon the ALC for its recognition, it transpired that the management has not even issued appointment letters and Identity Letters to the workmen, when they agreed to rectify the same.	ID No. 151/2015	CGIT I	Against DIAL	17-Apr-23	24-Jul-23	NA		For oral final arguments.
40	Surinder Singh Versus Delite Systems Private Limited & others	This Industrial dispute has been filed by the workman against his termination. It is claimed that the workman was appointed as a "mechanic" at IGI Airport. It is alleged that the Management has been violating various labour legislations and paying wages less than the statutory prescribed minimum wages. As a result various workman organised themselves into a Union viz., IGIA Aerobridge Workers Union. The Union raised an industrial dispute before the	ID No. 157/2015	CGIT I	Against DIAL	17-Apr-23	24-Jul-23	NA		For oral final arguments.

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		Conciliation Officer. Management being annoyed illegally terminated the services of the Workman within any notice, pay etc during the pendency of the Industrial Dispute.								
41	Vice-President Versus Delite Systems Private Limited & Others	The reference pertains to demands under various parameters by the Workman for the workers engaged through Management No. 2, M/s. Delite Systems Engineering (I) Pvt Ltd, including revision of pay scales, adhoc payments, annual increment, house rent allowance, dearness allowance, conveyance allowance, and leaves under various heads w.e.f. 12.06.2014. The demands were placed before the Conciliation Officer which were denied by the Managements and therefore, the matter was referred to CGIT by the Central Government for its adjudication.	ID No. 158/2015	CGIT I	Against DIAL	30-May-23	23-Aug-23	NA		Fresh Evidence by way of affidavit to be filed on behalf of DIAL and matter is listed for evidence of DIAL.
42	Brijesh Kumar Versus Delite Systems Private Limited & Others	The workman was appointed as Aero Bridge Operator w.e.f. 01.04.09 through M/s. Delite Systems Engineering (I) Pvt Ltd, Management No. 2, on a contract basis. The Claimant was involved in operating the Aero Bridge installed at Terminal – 3, IGI Airport and was given mandatory training from a Japanese company, M/s. Shinaywa Industries. Due to alleged non-compliance of labour laws, the Claimant and other employees became members of IGIA Aerobridge Workers Union. The Union served a notice to the management regarding formation of the union and requested recognition of protected workmen before the Asstt. Labour Commissioner (ALC) cum Conciliation Officer and the ALC was informed that the management did not even give appointment letters to the workmen. It	ID No. 156/2015	CGIT I	Against DIAL	17-Apr-23	24-Jul-23	NA		For oral final arguments.

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		is alleged that the management agreed to give appointment letters to the workers including the Claimant. Thereafter the workmen raised an industrial dispute of general demands before the ALC which was referred to the CGIT, Dwarka on 30.06.15 and listed for hearing on 26.08.15.								
43	Ravi Shanker Versus DIAL	The Claimant services were terminated by DIAL. The claimant earlier found guilty of misconduct as well as he was sent behind the bars by the Police in an accident matter but now he has alleged that his services were illegally terminated by DIAL.	ID No. 124/2015	CGIT I	Against DIAL	01-Jun-23	21-Sep-23	NA		Evidence by way of affidavit filed on behalf of DIAL and matter is listed for evidence of DIAL.
44	General Secretary Versus DIAL & Others	This claim has been filed by Hindustan Engineering and Mazdoor Union against the so called termination of the services of the workmen working with M/s Black Angels and others.	ID No. 125/2015	CGIT I	Against DIAL	05-Jul-23	21-Sep-23	NA	NA	Listed for arguments on impleadment application.
45	Manjeet & others Versus Air Services Global & Others	This is a fresh case filed by the Claimant for his illegal termination	ID No. 129/2015	CGIT I	Against DIAL	30-May-23	23-Aug-23	NA		Evidence by way of affidavit filed on behalf of DIAL and matter is listed for evidence of DIAL.
46	Ashok Kumar Versus Brady Services & Others	The services of the workmen have been terminated by Brady Services. He has challenged the same before the court with a prayer to reinstate his services with full back wages and other benefits.	ID No. 25/2015	CGIT II	against DIAL	04-May-23	25-Aug-23	NA		For cross of workman.
47	Rajbir Singh Vs Jac Airways Services & Ors.	Workman was working with JAC Air Services as Loader in cargo handling, alleged that an FIR was lodged against him on cooked story of theft and basis the	ID No. 209/2015	CGIT I	Against DIAL	22-May-23	23-Aug-23	NA		Listed for arguments on

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY</u>	<u>Next Date MM/DD/YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
		alleged FIR his services were terminated on the ground of serious misconduct of theft. the Claimant is claiming reinstatement with back wages.								preliminary issues.
48	Harish Kumar & Others Versus Black Angels, Sindhu Holding & Others	Claimant Harish Kumar has alleged that his services have been illegally terminated by M/s Black angels and he has prayed in the claim that his services should be reinstated with full back wages.	ID No. 89/2014	CGIT II	Against DIAL	26-Jul-23	01-Nov-23	NA	NA	Management evidence/cross.
49	Mohan Lal versus Avon Facility and Anr	The workman was working with M/s AVON Facility Services Private Limited and with M/s Updater Services Limited earlier. His services have been terminated illegally. He has prayed in his claim statement that his services be reinstated with full back wages and other benefits.	ID No. 27/2016	CGIT II	Against DIAL	16-May-23	05-Sep-23	NA	NA	Listed for Evidence of workman
50	Ram Nath versus Avon Facility and Anr	The workman was working with M/s AVON Facility Services Private Limited and with M/s Updater Services Limited earlier. His services have been terminated illegally. He has prayed in his claim statement that his services be reinstated with full back wages and other benefits.	ID No. 28/2016	CGIT II	Against DIAL	16-May-23	05-Sep-23	NA	NA	Matter listed for Workmen Cross.
51	Jitender Kumar versus Avon Facility and Anr	The workman was working with M/s AVON Facility Services Private Limited and with M/s Updater Services Limited earlier. His services have been terminated illegally. He has prayed in his claim statement that his services be reinstated with full back wages and other benefits.	ID No. 29/2016	CGIT II	Against DIAL	16-May-23	05-Sep-23	NA	NA	for Workman Cross
52	Ashok Kumar versus Avon Facility And Anr	The workman was working with M/s AVON Facility Services Private Limited and with M/s Updater Services Limited earlier. His services have been terminated illegally. He has prayed in his claim statement that his	ID No. 30/2016	CGIT II	Against DIAL	16-May-23	05-Sep-23	NA	NA	WW1 Chief Examination of Workman tendered

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		services be reinstated with full back wages and other benefits.								adjourned Workman Cross
53	Vinod Kumar versus Avon Facility and Anr	The workman was working with M/s AVON Facility Services Private Limited and with M/s Updater Services Limited earlier. His services have been terminated illegally. He has prayed in his claim statement that his services be reinstated with full back wages and other benefits.	ID No. 31/2016	CGIT II	Against DIAL	16-May-23	05-Sep-23	NA	NA	For Workman Cross
54	Umesh Chand versus Avon Facility and Anr	The workman was working with M/s AVON Facility Services Private Limited and with M/s Updater Services Limited earlier. His services have been terminated illegally. He has prayed in his claim statement that his services be reinstated with full back wages and other benefits.	ID No. 32/2016	CGIT II	Against DIAL	16-May-23	05-Sep-23	NA	NA	For Workman Cross
55	Kamal versus Avon Facility and Anr	The workman was working with M/s AVON Facility Services Private Limited and with M/s Updater Services Limited earlier. His services have been terminated illegally. He has prayed in his claim statement that his services be reinstated with full back wages and other benefits.	ID No. 34/2016	CGIT II	Against DIAL	16-May-23	05-Sep-23	NA	NA	For Workman Cross
56	Pintu versus Delhi Avon Facility And Anr	The workman was working with M/s AVON Facility Services Private Limited and with M/s Updater Services Limited earlier. His services have been terminated illegally. He has prayed in his claim statement that his services be reinstated with full back wages and other benefits.	ID No. 36/2016	CGIT II	Against DIAL	16-May-23	05-Sep-23	NA	NA	For Workman Cross
57	Chand Singh versus Avon Facility And Anr	The workman was working with M/s AVON Facility Services Private Limited and with M/s Updater Services Limited earlier. His services have been terminated illegally. He has prayed in his claim statement that his	ID No. 37/2016	CGIT II	Against DIAL	16-May-23	05-Sep-23	NA	NA	For Workman Cross

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		services be reinstated with full back wages and other benefits.								
58	Sonu Versus Avon Facility And Anr	The workman was working with M/s AVON Facility Services Private Limited and with M/s Updater Services Limited earlier. His services have been terminated illegally. He has prayed in his claim statement that his services be reinstated with full back wages and other benefits.	ID No. 38/2016	CGIT II	Against DIAL	16-May-23	05-Sep-23	NA	NA	For Workman Cross
59	The President Delhi International Airport Employees Union versus Delhi International Airport Pvt Ltd And Anr	Delhi International Airport Employees Union has filed a case with regard to General Demand.	ID No. 13/2016	CGIT II/ Patiala House Mediation	Against DIAL	30-May-23	19-Sep-23	NA		listed for evidence of Workman
60	Ramesh Gupta & Ors. V/s Cambata Aviation and Anr.	The Compliant has been filed by the Regional labour commissioner central for execution of his award passed by him before the court of metropolitan magistrate for recovery of money from cambata.	ID No. 31/2017	CGIT II	Against DIAL	04-May-23	28-Aug-23			For witness. WE
61	The Vice President Delhi International Airport Employees Union versus Delhi International Airport Pvt Ltd And Anr	Delhi International airport Employees Union has filed this claim alleging Unfair Labour Practice by DIAL.	ID No. 15/2016	CGIT II	Against DIAL	30-May-23	19-Sep-23	NA		listed for evidence of workman.

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62	General Secretary versus Delhi International Airport Pvt Ltd And Anr	The claimant has filed this claim against his illegal termination and has requested before this hon'ble court for reinstatement with full back wages.	ID No. 101/2015	CGIT II	Against DIAL	20-Jul-23	12-Oct-23	NA		For ME.
63	Samarjeet Singh versus Delite Services and Ors.	Delite has terminated the services of his workman without holding proper internal enquiry and the claimant has prayed before the tribunal to reinstate him in services with back wages.	ID No. 241/2015	CGIT II	Against DIAL	17-Apr-23	24-Jul-23			For oral final arguments.
64	General Secretary versus DIAL, Nimbus Harbour And Anr	The claimant has filed this claim against his illegal termination and has requested before this Hon'ble court for reinstatement with full back wages.	ID No. 132/2015	CGIT II	Against DIAL	05-May-23	08-Aug-23	NA		Notice to the Mgt. No.3 & Mgt.No.4 and WE
65	Mohan Swarup Sharma versus Delhi International Airport Pvt Ltd and Anr	The claimant has filed this claim against Earned Wages Bonus, Gratuity, Leave Encashment/Medical allowances and other statutory dues.	ID No. 89/2016	CGIT I	Against DIAL	07-Mar-23	03-Aug-23	NA		Listed for evidence.
66	General Secretary Versus Black Angels Services Private Limited & Others	The claimant has filed this claim against his illegal termination and has requested before this hon'ble court for reinstatement with full back wages.	ID No. 61/2014	CGIT I	against DIAL	25-Jul-23	14-Sep-23	NA		For cross of workmen.
67	Meena Jaiswal & Ors Vs Avon Facility & Ors.	The reference has been filed through the Regional Labour Commissioner, Parliament Street, Jeevan Deep Building, New Delhi through General Secretary, Hindustan Engineering & General Mazdoor Union. The Workmen, Meena Jaiswal and Chinta Devi, were engaged in the House Keeping	ID No. 126/2015	CGIT I	against DIAL	23-Mar-23	31-Oct-23	NA	NA	Notice to workmen.

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		services. It is alleged that the workmen had not been granted appointment letter, attendance card, leave book, ESI, PF, Overtime, Minimum Wage and its arrears, overtime and leave benefits. The Workmen filed their general statement of claim before the Assistant Labour Commissioner.								
68	Chaman Lal Vs Impression Services & Ors.	The Workman has alleged that his services were illegally terminated by the management without giving any opportunity of hearing or show cause w.e.f. 17.01.2014. The Workman filed a claim before the Assistant Labour Commissioner claiming the earned leave, yearly increment, bonus, arrears of salary, etc and reinstatement with full back wages. However, the proceedings before the Assistant Labour Commissioner failed and accordingly, the Workman filed its reference before the Tribunal for reinstatement with full back wages, continuity of service and other lawful benefits.	ID No. 121/2015	CGIT II	against DIAL	18-Jul-23	21-Sep-23	NA		Listed for Evidence of Management..
69	Smt. Usha Devi vs Avon Services & ORS	Workmen has claimed that the management has wrongfully terminated her services vide letter dated 17.06.2015 without giving any reason. It is alleged that the action of the management is in clear violation of Section 25(f), (g) , (h) and (oo) of the Industrial Disputes Act, 1947. The claim is filed seeking reinstatement with full back wages.	ID No. 176/2015	CGIT II	against DIAL	18-Jul-23	21-Sep-23			For ME witness Cross.
70	General Secretary Vs DIAL and & Ors.	Filed by Hindustan Mazdoor Union. The issue is whether non considering demands raised by workmen against the management of M/s Impression Services Pvt. Ltd. is just and fair and what relief workmen are entitled to.	ID No. 214/2015	CGIT I	against DIAL	05-Jul-23	21-Sep-23			Listed for arguments on impleadment application.

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71	Naresh Paswan Vs Avon Facility & Ors.	The workman claims that she was employed by the Management No.3 i.e. Updator Services Pvt. Ltd. which was granted the contract for carrying out maintenance work at the IGI Airport by the Management No.2 i.e. DIAL. The Workman claims that he was transferred by Management No.3 to Management No.4 i.e. M/s Avon Facility Management Services Ltd. It is alleged that he has been denied various benefits such as attendance card, ID Card, Casual/ earned leave, bonus, ESI, PF etc.	ID No. 64/2015	CGIT II	against DIAL	16-May-23	5-Sep-23			For witness Cross.
72	Nand Kishor Jha Vs Nirman India Construction (P) Ltd. & anr.	The claimant was working with M/s Nirman india construction Pvt Ltd. He has alleged that his services have been terminated by the management on 18.01.2014 without giving his legal/statutory dues. He has filed the claim before the court requesting that his services should be reinstated along with the back wages and benefits.	ID No. 18/2017	CGIT I	against DIAL	04-Jul-23	23-Aug-23			For oral final arguments.
73	Airport Employees Union Vs DIAL, Celebi, B R Power	Sonu Singh ("Workman") was employed with Management No.1 in its Export Division. The Management No.1 terminated the services of the Workman.	ID No. 160/2017	CGIT I	against DIAL	07-Mar-23	03-Aug-23	NA	NA	Listed for Evidence of workman.
74	Shri Vinay Vs M/s Uttam Uddan tour and Anr.	The Workman was working with M/s Uttam Udaan and/ or Machlin Engineering. He has alleged that his services have been terminated by the Contractor illegally, arbitrary and without following due process of law. He has prayed for reinstatement in the job.	DID No.293/2017	CGIT I	Against DIAL	11-Apr-23	17-Oct-23	NA		For filing WE Affidavit and workman's cross
75	Shri Gurmeet Singh Vs M/s	The Workman was working with M/s Uttam Udaan and/ or Machlin Engineering. He has alleged that his services have been terminated by the Contractor illegally,	DID No.294/2017	CGIT I	Against DIAL	11-Apr-23	17-Oct-23	NA		For filing WE Affidavit and

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
	Uttam Uddan tour and anr	arbitrary and without following due process of law. He has prayed for reinstatement in the job.								workman's cross
76	Shri Sachin Kumar Sharma V/s Uttam Uddan tour and Anr	The Workman was working with M/s Uttam Udaan and or Machlin Engineering. He has alleged that his services have been terminated by the Contractor illegally, arbitrary and without following due process of law. He has prayed for reinstatement in the job.	DID No.295/2017	CGIT I	Against DIAL	11-Apr-23	17-Oct-23	NA		For filing WE Affidavit and workman's cross
77	Shri Sandeep Dabas, V/s M/s Uttam Uddan Tour and Anr	The Workman was working with M/s Uttam Udaan and or Machlin Engineering. He has alleged that his services have been terminated by the Contractor illegally, arbitrary and without following due process of law. He has prayed for reinstatement in the job.	DID No. 296/2017	CGIT I	Against DIAL	11-Apr-23	17-Oct-23	NA		For filing WE Affidavit and workman's cross
78	Shri Amit Sharma Vs M/s Uttam Uddan tour and Anr	The Workman was working with M/s Uttam Udaan and or Machlin Engineering. He has alleged that his services have been terminated by the Contractor illegally, arbitrary and without following due process of law. He has prayed for reinstatement in the job.	DID No.297/2017	CGIT I	Against DIAL	11-Apr-23	17-Oct-23	NA		For filing WE Affidavit and workman's cross
79	Shri Rohan Yadav CVs M/s Uttam Uddan tour and Anr	The Workman was working with M/s Uttam Udaan and or Machlin Engineering. He has alleged that his services have been terminated by the Contractor illegally, arbitrary and without following due process of law. He has prayed for reinstatement in the job.	DID No.298/2017	CGIT I	Against DIAL	11-Apr-23	17-Oct-23	NA		For filing WE Affidavit and workman's cross
80	Shri Deepak Borji Vs M/s	The Workman was working with M/s Uttam Udaan and or Machlin Engineering. He has alleged that his services have been terminated by the Contractor illegally,	DID No.299/2017	CGIT I	Against DIAL	11-Apr-23	17-Oct-23	NA		For filing WE Affidavit and

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY</u>	<u>Next Date MM/DD/YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
	Uttam Uddan tour and Anr	arbitrary and without following due process of law. He has prayed for reinstatement in the job.								workman's cross
81	Shri Sanjay Dudhwal Vs M/s Uttam Uddan tour and Anr	The Workman was working with M/s Uttam Udaan and or Machlin Engineering. He has alleged that his services have been terminated by the Contractor illegally, arbitrary and without following due process of law. He has prayed for reinstatement in the job.	DID No.308/2017	CGIT I	Against DIAL	11-Apr-23	17-Oct-23	NA		For filing WE Affidavit and workman's cross
82	Shri Vidhya Sagar Vs M/s Uttam Uddan tour and Anr	The Workman was working with M/s Uttam Udaan and or Machlin Engineering. He has alleged that his services have been terminated by the Contractor illegally, arbitrary and without following due process of law. He has prayed for reinstatement in the job.	DID No.309/2017	CGIT I	Against DIAL	11-Apr-23	17-Oct-23	NA		For filing WE Affidavit and workman's cross
83	Ram Ashish Maurya Vs Avon Facility & Ors	The workmen has alleged that his services has been illegally terminated by GMR energy, whereas he was working through the contractor for DIAL	ID No. 71/2017	CGIT I	Against DIAL & GMR Energy	30-May-23	23-Aug-23	NA	NA	Substitution application of AR has to be filed by the Management.
84	Dinesh & Ors vs Impression Services Pvt. Ltd. & Ors	Claimant Dinesh Kumar & Ors. has alleged that his services have been illegally terminated by M/s Impression Services and he has prayed in the claim that his services should be reinstated with full back wages.	ID No. 88/2015	CGIT I	Against DIAL	20-Jul-23	30-Oct-23			Fresh Evidence by way of affidavit to be filed on behalf of DIAL and matter is listed for evidence of DIAL.
85	Mahesh vs. Impression & Anr.	Claimant Mahesh Kumar has alleged that his services have been illegally terminated by M/s Impression Services and he has	ID No. 14/2015	CGIT II	Against DIAL	18-Jul-23	21-Sep-23			Management Evidence.

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		prayed in the claim that his services should be reinstated with full back wages.								
86	Krishna Kumar (Smt. Daywanti) vs DIAL & ORS	Deceased worker was working with Akansha Global (M-2) since 1988, as alleged his services was terminated by M-2 and also his legal heirs demanding unpaid wages of May, June, July, August and September of 2015. Upon demand of outstanding wages his services was illegally terminated on 19.09.2015 without notice and his wife also prays full wages from 19.09.2015 to till his death on 15.05.2017 and service compensation i.e. service in lieu off.	ID No. 42/2017	CGIT II	Against DIAL	09-May-23	05-Sep-23			Put up for filing Rejoinder and framing of issues.
87	Maniram Vs M/s Gannon Dunkerely & Co. Ltd.	An industrial dispute was raised by the applicant alleging that he was working through M/s. Gannon Dunkerely & Company Limited with M/s. DIAL. He has further alleged that his services were illegally and wrongfully terminated on 23.12.2015. On the basis of the contentions of the parties, the appropriate government framed the term of reference i.e. whether the action of management of M/s. Gannon Dunkerely & Company Limited in terminating the services of Applicant and non payment of his salary is illegal and or unjustified.	ID No. 35/18	CGIT II	Against DIAL	29-May-23	18-Sep-23			For Rejoinder and framing of issues.
88	Purushotam Gautam vs M/s Bird worldwide flights service India Pvt ltd.	Illegal Termination of the workmen. The Workman has filed the illegal termination. He has claimed an award of reinstatement in service with full back wages	ID No. 144/2016	CGIT I	Against DIAL	11-Jul-23	23-Aug-23			listed for arguments on preliminary issues.

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89	General Sec., Sinar Jernih Employees Union & 49 Ors. Vs. Sinar Jenih + AZZ infra serices & Ors.	Airport employees' union filed a general demand notice on behalf of 296 workmen (contract labour) alleging that they had been regularly working as Safai Karamcharis under a name lander and a sham contractor whereas the real employer was the management of DIAL on whose instruction appointment letters were issued. This demand notice was originally filed against the management of DIAL, M/s. Sinar Jernih India Limited and M/s. A to Z Services. An reference was made Industrial Tribunal adjudication with a term of reference as whether action of DIAL in not regularizing the services of the Applicants is illegal or unjustified. Both respondent No. 2 & 3 have been proceeded ex-parte on account of non prosecution. This case is now fixed for recording examination in chief of the Applicants.	ID No. 128/2018	CGIT I	Against DIAL	25-Jul-23	24-Aug-23			For cross examination of the Applicants.
90	General Secretary Versus Black Angels Services Private Limited & Others	Claimant was working with M/s Black Angles, due to expiry of agreement his services were terminated by contractor.	ID No. 8/2014	CGIT II	Against DIAL	18-May-23	31-Aug-23	NA	NA	For cross of workmen.
91	Nikhil Sharma vs TFS & Ors.	An industrial dispute was raised by the Applicant alleging wrongful termination of his services on 01.03.2015 by Respondent No. 2 i.e. M/s. Travel Food Services Private Limited. The management of DIAL was arrayed as Respondent as assuming it as principal employer in respect of the establishment of the Respondent No. 2. The management of DIAL filed its written statement assuming itself as principal employer of Respondent No. 2 whereas no such contract was ever awarded by the	ID No. 38/2018	CGIT II	Against DIAL	10-Jul-23	09-Oct-23	NA	NA	For Rejoinder and framing of issues.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date</u> <u>MM/DD/YY</u> <u>YY</u>	<u>Next Date</u> <u>MM/DD/YY</u> <u>YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
		management of DIAL to Respondent No. 2. Respondent No. 2 was given license to run F&B shop as licensing vendor which was wrongly misconstrued as license issued under Contract Labour (R&A) Act, 1970. M/s. TFS had not performed any services for the work of DIAL nor providing food and beverages is part of the obligation of DIAL.								
92	Rama Shankar Yadav Vs TFA & Ors.	An industrial dispute was raised by the Applicant alleging wrongful termination of his services on 06.11.2017 by Respondents. The management of DIAL was arrayed as Respondent as assuming it as principal employer in respect of the establishment of the Respondent No. 2. The management of DIAL filed its written statement assuming itself as principal employer of Respondent No. 2 whereas no such contract was ever awarded by the management of DIAL to Respondent No. 2. Respondent No. 2 was given license to run F&B shop as licensing vendor which was wrongly misconstrued as license issued under Contract Labour (R&A) Act, 1970. M/s. TFS had not performed any services for the work of DIAL nor providing food and beverages is part of the obligation of DIAL.	ID No. 39/2018	CGIT II	Against DIAL	11-May-23	17-Aug-23	NA	NA	For workman evidence.
93	Anil Kumar and 12 ors. V/s DIAL	The claimant was working with Raxa Security Services as Marshal since 3-Feb-2008. His services were terminated on 12-May-2015. He is claiming reinstatement with back wages along with continuity in Services. Initially DIAL was not impleaded as party. A separate application was moved by workmen before CGIT to implead DIAL as party which was allowed.	ID No. 88/2018	CGIT II	Against DIAL	20-Apr-23	10-Aug-23	NA	NA	For Filling Workman Evidence (Affidavits).

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
94	Anil Kumar vs Micknil Engeneering Ltd.I & Ors.	The claimant was working with Raxa Security Services as Marshal since 3-Feb-2008. His services were terminated on 12-May-2015. He is claiming reinstatement with back wages along with continuity in Services. Initially DIAL was not impleaded as party. A separate application was moved by workmen before CGIT to implead DIAL as party which was allowed.	ID No. 107/2018	CGIT II	Against DIAL	18-Apr-23	8-Aug-23	NA	NA	Listed for Evidence of workman.
96	Nahar Singh Gujjar Vs/ Raxa & Ors.	An industrial dispute alleging wrongful termination was originally filed by the Applicant against the management of M/s. Raxa Security Services alleging therein that the Applicant was appointed as regular employee and that his services were illegally terminated by the said management on 12.05.2015. Subsequently, the applicant filed an application for impleading M/s. DIAL as Respondent No. 2 being principal employer of the Applicant. The said application was contested but allowed on 24.05.2018. This case is now filed for framing of issues on the basis of the pleadings of the parties.	ID No. 71/2016	CGIT I	Against DIAL	10-May-23	26-Sep -23	NA	NA	For workman evidence.
97	Ram Bilas Ram V/s Raxa & Ors.	An industrial dispute alleging wrongful termination was originally filed by the Applicant against the management of M/s. Raxa Security Services alleging therein that the Applicant was appointed as regular employee and that his services were illegally terminated by the said management on 01.03.2014. Subsequently, the applicant filed an application for impleading M/s. DIAL as Respondent No. 2 being principal employer of the Applicant. The said application was contested but allowed on 24.05.2018. This case is now filed for	ID No. 132/2015	CGIT I	Against DIAL	10-May-23	26-Sep-23	NA	NA	For framing of the issues.

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		framing of issues on the basis of the pleadings of the parties.								
98	Krishan Kumar Verma v/s Dial	Workman was working as Security Assistant with CELEBI and terminated by management due to found guilty to sexual harassment at workplace. Workman filed a case for Reinstatement with full back wages due to illegal termination.	ID No. 231/2018	CGIT I	Against DIAL	08-May-23	24-Jul-23	NA	NA	For Rejoinder.
99	Yogesh Chand Tyagi & 54 others vs Cambata Aviation Pvt. Ltd. (DIAL - R2)	Workmen was working with Micknil Engeneering Ltd. from 10-May-16 as a buggy operator. He performed his last duty on 21-Dec-16. Workmen alleged that after meeting with an accident on 23-Dec-16 management terminated him. Workman demanded that management has to pay medical expenses, reinstatement with full back wages etc.	DID 156/2018	CGIT II	Against DIAL	04-May-23	28-Aug-23	NA	NA	For filing ME Affidavit.
100	Sanjay Kumar vs DIAL	Workman was working as Driver/Paint Machine Operator in M/s Metaltech Motors Pvt. Ltd., and filed a case for Reinstatement with full back wages due to illegal termination.	DID 254/2018	CGIT I	Against DIAL	17-Mar-23	08-Aug-23	NA	NA	For rejoinder.
101	Madhuri, Hindustan Engineering Vs Impression Services, DIAL, AAI	The claimant has filed this claim against his illegal termination and has requested before this hon'ble court for reinstatement with full back wages.	ID No. 162/2017	CGIT I	Against DIAL	21-Jul-23	03-Nov-23	NA	NA	Listed for evidence of workman and for filing of rejoinder.
102	Ajay Kumar Gupta V/s DIAL	Workmen was working with Compass India Support Services Pvt. Ltd (Concessionaire of DAPS). from 01-Dec-14 as a Parking Field Boy. He filed a case for illegal termination and reinstatement of work with full back wages.	ID No. 375/2018	CGIT I	Against DIAL	24-Jul-23	20-Nov-23	NA	NA	For W.S. Rejoinder.

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103	Rama Shankar vs Jac air services	An industrial dispute was raised by the Applicant alleging illegal retirement of his services on 01.01.2016. the Applicant has alleged that he was appointed under AAI Act and as such has arrayed the Management of DIAL alleging it a representative of AAI. The Applicant has demanded his service benefits from AAI contending that he has been working with AAI since 03.05.1986 and whereas his contractual relationship was artificially shown with various contractors. In this case, term of reference has been made against M/s. APM Air Cargo Terminal Services.	ID No. 242/2018	CGIT I	Against DIAL	04-Jul-23	17-Aug-23	NA	NA	Case is fixed for filing of written statement by rest of the respondents and for further proceedings.
104	Hari Om and Ors.V/S DIAL & Ors.	Workman were working as Sweeper, House Keeping Boys etc., with Avon Facility till 31.07.2016 due to expiry of contract and filed a case for Reinstatement with full back wages due to illegal termination.	ID No. 20/2019	CGIT II	Against DIAL	04-May-23	28-Aug-23	NA	NA	Listed for framing of issues and filing of Evidence by way of Affidavit.
105	Rajesh Kumar Tomar Vs. DIAL & Ors. (Maa Durge)	Concerned workman was working with Sai Durga Earth Moving Repair Works as a Die Maker, under agreement. His services were terminated due to expiry of the contract.	ID 236/2017	CGIT I	Against DIAL	07-Mar-23	03-Aug-23			Listed for workmen evidence.
106	Sushila vs DIAL & Ors.	Claim Statement yet to be received	ID 106/2019	CGIT II	Against DIAL	30-May-23	19-Sep-23	NA	NA	Listed for Evidence of workman
107	Suraj Dubey Versus BWFS and Anr.	Workman was employed by BWFS as loader on 21.11.2011 and filed the present claim seeking reinstatement with full back wages alleging that the BWFS/M-1 has illegally terminated his services on 12.09.2016 due to his active involvement in Union activity as he alongwith other Union members filed General Demand (For unpaid wages etc.) matter before Labour court,	ID 185/2019	CGIT II	Against DIAL	09-May-23	05-Sep-23	NA	NA	Put Up for Filling management evidence and affidavits.

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		<p>which is still pending and also Mr. Hariom, Manager-HR of BWFS had beaten the workman against which complaint was made and Mr. Hariom was also arrested but later released on bail.</p> <p>As per para 8 of the claim statement, BWFS has terminated his service due to assault & misbehave on its Manager by the workman.</p>								
108	Satyawan and 7 Ors. V/s Kritivaas Logistics (Pvt.) Ltd.	Workmen has claimed that they had been working with the Management on different designations and they were terminated from their services on 19-12-2013 without following rules at the whims and wishes of the management	ID No. 216/2015	CGIT I	Against DIAL	20-Jul-23	30-Oct-23	NA	NA	Listed for Evidence of workman and for filing of Rejoinder.
109	Mohan Lal and 54 Others vs Cambata Avations pvt. Ltd & Ors. (R-2 DIAL)	Claim yet to be received	ID NO. 108/2019	CGIT II	Against DIAL	18-Apr-23	08-Aug-23	NA	NA	Put up for WE cross.
110	Sh. Jitender Yadav vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.75/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
111	Sh. Jitender Kumar vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi	ID No.76/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.

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		Cargo Services Centre Private Limited is a joint venture company of DIAL.								
112	Sh. Sandeep vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.77/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
113	Sh. Kailash Chander vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.78/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
114	Sh. Krishan Kumar vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.79/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
115	Sh. Deep Chand vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.80/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY</u>	<u>Next Date MM/DD/YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
116	Sh. Sunny Rana vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.81/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
117	Sh. Mahipal Beniwal vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.82/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
118	Sh. Ram Gopal vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.83/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
119	Sh. Krishan Kumar vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.84/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
120	Sh. Rajveer Singh Yadav vs Delhi Cargo	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The	ID No.85/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
	Service Center & DIAL	claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.								framing of issues.
121	Sh. Rajbeer Singh vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.86/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
122	Sh. Laxman Singh vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.87/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
123	Sh. Ramakant Prasad vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.88/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
124	Sh. Surjeet vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi	ID No.89/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
		Cargo Services Centre Private Limited is a joint venture company of DIAL.								
125	Sh. Manjeet Singh Solanki vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.90/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
126	Sh. Upender Singh vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.91/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
127	Sh. Parveen Kumar vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.92/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
128	Sh. Manoj Kumar vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.93/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY</u>	<u>Next Date MM/DD/YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
129	Sh. Nirmal Singh vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.94/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
130	Sh. Manohar Singh vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.95/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
131	Sh. Ravi Kumar vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.96/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
132	Sh. Ramesh Chand Thakur vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.97/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
133	Sh. Dharmender Singh vs Delhi	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The	ID No.98/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
	Cargo Service Center & DIAL	claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.								framing of issues.
134	Sh. Rajesh Chandra Joshi vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.99/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
135	Sh. Lalit Mohan Joshi vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.100/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
136	Sh. Krishan Bhadur vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.101/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
137	Sh. Bhupendra Singh Negi vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi	ID No.102/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
		Cargo Services Centre Private Limited is a joint venture company of DIAL.								
138	Sh. Sher Singh vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.103/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
139	Sh. Janak Rana vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.104/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
140	Sh. Gulab Singh vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.105/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
141	Sh. Shyam Lal vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.106/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
142	Sh. Arvind Kumar vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.107/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
143	Sh. Yashvant Singh Negi vs Delhi Cargo Service Center & DIAL	An industrial dispute was raised by the Applicant alleging illegal and wrongful termination of his services on 20.11.2020 along with 40-42 other employees. The claimant has arrayed management of M/s. DIAL as a party alleging that M/s. Delhi Cargo Services Centre Private Limited is a joint venture company of DIAL.	ID No.108/2021	CGIT II	Against DIAL	22-May-23	11-Sep-23	NA	NA	For Rejoinder to WS of M/s Delhi Cargo & DIAL and framing of issues.
144	Rajesh Kumar Sharma- through All India General Mazdoor Trade Union vs DIAL, Bharti Airtel Ltd. and Ors.	Dispute U/s 10 of the ID Act. 1947	ID no.172/2022	CGIT II	Against DIAL	18-May-23	31-Aug-23	NA	NA	For Rejoinder to our Written Statement and Written Statement of other respondents.
145	Amit Kumar Chauhan - through All India General Mazdoor Trade Union vs DIAL, Bharti Airtel Ltd. And Ors.	Dispute U/s 10 of the ID Act. 1947	ID no.173/2022	CGIT II	Against DIAL	18-May-23	31-Aug-23	NA	NA	For Rejoinder to our Written Statement and Written Statement of other respondents.
146	Sandeep Kumar - through All India General Mazdoor Trade Union vs DIAL,	Dispute U/s 10 of the ID Act. 1947	ID no.174/2022	CGIT II	Against DIAL	18-May-23	31-Aug-23	NA	NA	For Rejoinder to our Written Statement and Written Statement of

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY</u>	<u>Next Date MM/DD/YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
	Bharti Airtel Ltd. And Ors.									other respondents.
147	Sunil Yadav - through All India General Mazdoor Trade Union vs DIAL, Bharti Airtel Ltd. And Ors.	Dispute U/s 10 of the ID Act. 1947	ID no.175/2022	CGIT II	Against DIAL	18-May-23	31-Aug-23	NA	NA	For Rejoinder to our Written Statement and Written Statement of other respondents.
148	Vipin Chauhan - through All India General Mazdoor Trade Union vs DIAL, Bharti Airtel Ltd. And Ors.	Dispute U/s 10 of the ID Act. 1947	ID no.177/2022	CGIT II	Against DIAL	18-May-23	31-Aug-23	NA	NA	For Rejoinder to our Written Statement and Written Statement of other respondents.
149	Lalu Prasad - through All India General Mazdoor Trade Union vs DIAL, Bharti Airtel Ltd. And Ors.	Dispute U/s 10 of the ID Act. 1947	ID no.178/2022	CGIT II	Against DIAL	18-May-23	31-Aug-23	NA	NA	For Rejoinder to our Written Statement and Written Statement of other respondents.
150	Omender - through All India General Mazdoor Trade Union vs DIAL, Bharti Airtel Ltd. And Ors.	Dispute U/s 10 of the ID Act. 1947	ID no.179/2022	CGIT II	Against DIAL	18-May-23	31-Aug-23	NA	NA	For Rejoinder to our Written Statement and Written Statement of other respondents.
151	Girish Kumar - through All India General Mazdoor Trade Union vs DIAL,	Dispute U/s 10 of the ID Act. 1947	ID no.180/2022	CGIT II	Against DIAL	18-May-23	31-Aug-23	NA	NA	For Rejoinder to our Written Statement and Written Statement of

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY</u>	<u>Next Date MM/DD/YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
	Bharti Airtel Ltd. And Ors.									other respondents.
152	Kamlesh Kumar-through All India General Mazdoor Trade Union vs DIAL, Bharti Airtel Ltd. And Ors.	Dispute U/s 10 of the ID Act. 1947	ID no.181/2022	CGIT II	Against DIAL	18-May-23	31-Aug-23	NA	NA	For Rejoinder to our Written Statement and Written Statement of other respondents.
153	Bablu vs DIAL	Dispute U/s 2-A of the ID Act. 1947	ID no.169/2022	CGIT II	Against DIAL	30-May-23	19-Sep-23	NA	NA	Listed for Filling of Rejoinder by workman and framing of issues.
154	Anish- through Gen. Sec. hindustan engineering and General Mazdoor Union vs AAI, DIAL and M/s Impression Services Pvt. Ltd.	Dispute U/s 10 of the ID Act. 1947	ID no.14/2020/1692	CGIT I	Against DIAL	30-Jan-23	01-Sep-23	NA	NA	For written statement
155	Pankaj Vs. DIAL and Ors.	Copy of claim is not supplied to DIAL	I D No. 21/2020	CGIT II	Against DIAL	09-May-23	05-Sep-23	NA	NA	For Filling Rejoinder / Issues & Documents
156	Ram Pratap Vs. DIAL and ORs.	Copy of claim is not supplied to DIAL	I D No. 35/2020	CGIT II	Against DIAL	18-Apr-23	08-Aug-23	NA	NA	Listed for Filling Workmen Evidence.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY</u>	<u>Next Date MM/DD/YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
157	Rahul Vs. DIAL and ORs.	Copy of claim is not supplied to DIAL	I D No. 24/2021	CGIT II	Against DIAL	20-Jul-23	12-Oct-23	NA	NA	For filing Rejoinder/ Issues
158	Pramod Kumar and 127 and ORs. Vs. DIAL and ORs	Copy of claim is not supplied to DIAL	I D No. 52/2021	CGIT II	Against DIAL	1-May-23	07-Aug-23	NA	NA	For filing of workmen evidence.
159	Kamal Verma Vs. Bharti Airtel Ltd. and Ors.	Copy of claim is not supplied to DIAL	ID no. 184 / 2022	CGIT II	Against DIAL	18-Jul-23	10-Oct-23	NA	NA	For reply to the application filed by M/s. Bharti Airtel (R1) on account of its merger with R2 and for rejoinder to the written statement of DIAL.
160	Hindustan Engineering and General Mazdoor Union Versus DIAL	Copy of claim is not supplied to DIAL	ID/73/2021	CGIT II	Against DIAL	31-Jul-23	18-Sep-23	NA	NA	For Workmen Evidence.
161	Hindustan Engineering and General Mazdoor Union Versus DIAL	Copy of claim is not supplied to DIAL	ID/74/2021	CGIT II	Against DIAL	31-Jul-23	18-Sep-23	NA	NA	For Workmen Evidence.
162	Sunil Kumar Yadav Vs. Bharti Airtel Ltd. and Ors.	Copy of claim is not supplied to DIAL	ID no. 186/ 2022	CGIT II	Against DIAL	18-Jul-23	10-Oct-23	NA	NA	For reply to the application filed by M/s. Bharti Airtel (R1) on account of its merger with R2 and for

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
										rejoinder to the written statement of DIAL..
163	Shiv Saran Yadav Vs. Bharti Airtel Ltd. and Ors.	Copy of claim is not supplied to DIAL	ID No. 187/2022	CGIT II	Against DIAL	18-Jul-23	10-Oct-23	NA	NA	For reply to the application filed by M/s. Bharti Airtel (R1) on account of its merger with R2 and for rejoinder to the written statement of DIAL.
164	Jitender Vs. Bharti Airtel Ltd. and Ors.	Copy of claim is not supplied to DIAL	ID No. 189/2022	CGIT II	Against DIAL	18-Jul-23	10-Oct-23	NA	NA	For reply to the application filed by M/s. Bharti Airtel (R1) on account of its merger with R2 and for rejoinder to the written statement of DIAL.
165	Pradeep Chauhan Vs. Bharti Airtel Ltd. and Ors.	Copy of claim is not supplied to DIAL	ID No. 188/2022	CGIT II	Against DIAL	18-Jul-23	10-Oct-23	NA	NA	For reply to the application filed by M/s. Bharti Airtel (R1) on account of its merger with R2 and for rejoinder to the written

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY YY</u>	<u>Next Date MM/DD/YY YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
										statement of DIAL..
166	Satyabhan Vs. Bharti Airtel Ltd. and Ors.	Copy of claim is not supplied to DIAL	ID No. 185/2022	CGIT II	Against DIAL	18-Jul-23	10-Oct-23	NA	NA	For reply to the application filed by M/s. Bharti Airtel (R1) on account of its merger with R2 and for rejoinder to the written statement of DIAL.
167	Ravinder Singh Negi vs DIAL and Ors.	Copy of claim is not supplied to DIAL	ID no. 208/2022	CGIT II	Against DIAL	16-May-23	05-Sep-23	NA	NA	Listed for filing of Rejoinder by workman and Framing of issues.
168	Reshmi Vs. DIAL and Ors.	Industrial dispute U/S 2A of the Industrial Dispute Act 1947	ID No. 76/2021	CGIT I	Against DIAL	07-Jul-23	18-Aug-23	NA	NA	For claim statement.
169	Chinta Devi Vs. DIAL and Ors.	Industrial dispute U/S 2A of the Industrial Dispute Act 1947	ID No. 75/2021	CGIT I	Against DIAL	07-Jul-23	18-Aug-23	NA	NA	For claim statement.
170	Durgesh Chand Vs. DIAL and Lion Services Ltd.	Industrial dispute U/S 2A of the Industrial Dispute Act 1947	ID no. 130/2021		Against DIAL	21-Jul-23	01-Sep-23	NA	NA	For appearance/ WS.
171	Ram Kumari Vs. DIAL and Nibus Harbour Facility Management Pvt. Ltd.	Industrial dispute U/S 2A of the Industrial Dispute Act 1947	ID no.119/2022	CGIT I	Against DIAL	17-Mar-23	22	NA	NA	For rejoinder to our written statement.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY</u>	<u>Next Date MM/DD/YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
172	Baleshwar Singh and 25 ors. Vs. DIAL and Spicejet Ltd..	26 claimants were employed as Guard or Head Guard (list attached with claim) with G-4S Secure Solutions India Pvt Ltd (R3). They have alleged that DIAL (R1) and Spice Jet (R2) are the principal employers and have maliciously awarded a contract to G-4S and that the contract between them is a sham contract. The claimants have prayed that the alleged termination on 01.06.2022 be held illegal and have sought reinstatement with full back wages along with all consequential benefits.	ID No. 107/2021	CGIT I	Against DIAL	18-Jul-23	01-Sep-23	NA	NA	For Application Consideration..
173	Rajiv Sharma Vs DIAL	Dispute U/S 2A of Sec 10 of Industrial Dispute Act 1947	ID No.87/2021/95	CGIT I	Against DIAL	20-Jul-23	30-Oct-23	NA	NA	For Filling Rejoinder and workmen cross..
174	Smt. Meena vs AAI & Ors. R2-DIAL		ID no.255/2019	CGIT II	Against DIAL					
175	Smt. Saroj vs AAI & Ors.R2-DIAL		ID no.256/2019	CGIT II	Against DIAL					
176	Smt. Seema vs AAI & Ors. R2- DIAL		ID no.257/2019	CGIT II	Against DIAL					
177	Ankit Kumar Vs. Bharti Airtel Ltd.	Claimant worked as P.C.O. operator since 01.01.2012 on a per month salary of Rs. 3300/- with M/s DIAL (R4)	ID. No. 176/2022	CGIT I	Against DIAL	18-May-23	31-Aug-23	NA	NA	For Rejoinder to our Written Statement and Written

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date</u> <u>MM/DD/YY</u> <u>YY</u>	<u>Next Date</u> <u>MM/DD/YY</u> <u>YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
	And Ors. DIAL R-4.	through management of M/s Bharti Airtel Ltd. (R1), M/s Telesonic Networks (R2) and M/s Bhartiyaam IT Management (R3). He alleges termination on 26.06.2016 and the wages of period 01.06.2016 to 26.06.2016 withheld by the management. Claimant has alleged violation of Section 25F and prays for reinstatement with full backwages.								Statement of other respondents.
ARBITRATION										
1	Sushila Vs. DIAL & Anr	The Petitioner had filed various petitions before the Delhi High Court against the respondents seeking direction from the court for return of the security deposit (FDR's) it had placed while entering into an agreement for removal of garbage at the IG Airport. with the Respondents. It is the stand of the Respondents that such FDRs have been withhold to safeguard the interest of the Respondents with respect to the notice for payment of service taxes on removal of garbage at the IGI Airport had been served on the Respondent no.2, which was objected to before the Commission. The court dismissed all the petitions vide order dated 22.08.2019 with directions that in case the Commission finally decides to levy service tax on the garbage removal services, the question as to who would pay such taxes would be decided by arbitration as provided in the LA between the parties. In pursuance thereof, petition has been filed before the Court for appointment of arbitrator in the matter.	ARB 381/2021	Arbitral Tribunal comprising of Ms. Mayuri	Against DIAL	29-Jul-23	25-Aug-23	Rs. 1, 43,00,000/-		For list of witnesses and evidence affidavit

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY</u>	<u>Next Date MM/DD/YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
2	Servpro vs. DIAL	Claimant has invoked Arbitration clause for adjudication of dispute relating to payment of disputed invoices	NA	Arbitral Tribunal comprising of Ms. Prerna Priyadarshni	Against DIAL	28-Jul-23	01-Sep-23	Rs. 56,00,000/- (exclusive of interest)		For list of witnesses and evidence affidavit.
3	DIAL v. AAI (MAF)	Arbitration claim for suspension of MAF (Monthly Annual Fee) due to force majeure. An Arbitral Tribunal has been constituted comprising of (Retd.) Justice Vikramajit Sen, Justice Amitava Roy and Justice C.K.Thakker, pursuant to Section 9, Arbitration Act application filed before Delhi High Court.	NA	Arbitration	By DIAL	10-Oct-22 to 14-Oct-22 and 17-Oct-22 to 20-Oct-22	Nil		446.21 Cr.	Judgment Reserved
PMLA										
1	DIAL Vs. Shri Surender Malik Deputy Director, Directorate of Enforcement and Others.	Appeal under section 26 of the Prevention of Money Laundering Act, 2002 challenging the order dated 19.09.2019 passed by Id. 19 Adjudicating authority by which it has confirmed the Provisional Attachment Order No. 01/2019 dated 29.03.2019	FPA-PMLA-3296/DLI/2019	Appellate Tribunal	By DIAL	20-Jul-23	20-Sep-23	NA	NA	Reply from ED is awaited. Interim order in favour of DIAL to continue.
EVICITION										
1	DIAL Vs. M/s Global Aviation US LTd.	Eviction petition against M/s Kings Airways Pvt. Ltd. U/s 28 D and 28 E of AAI Act, 1994 for the eviction of parked aircraft N69538 AND N69456 Type CESSNA 340.	Case No.DIAL/EV IC././2 020	Eviction Officer, AAI	By DIAL	07-Jan-21	To be notified	NA	To be ascertained	For consideration.
2	DIAL Vs. M/s Air Charter Services Pvt. Ltd. And NEPC	Eviction petition against M/s Air Charter and NEPC U/s 28 D and 28 E of AAI Act, 1994 for the eviction of parked aircraft Beech C90 A KING AIR.	Case No.DIAL/EV IC././2 020	Eviction Officer, AAI	By DIAL	07-Jan-21	To be notified	NA	To be ascertained	For consideration.

<u>Sl. No.</u>	<u>Case</u>	<u>Details</u>	<u>Case No</u>	<u>Court / Forum</u>	<u>Cases By / Against</u>	<u>Last Date MM/DD/YY</u>	<u>Next Date MM/DD/YY</u>	<u>Financial liability against DIAL</u>	<u>Financial recovery by DIAL</u>	<u>Remarks / Proceedings</u>
3	DIAL Vs. Jagson Airlines Ltd.	Eviction petition against M/s Jagson Airlines Ltd. U/s 28 G 1 & 2 of AAI Act, 1994 seeking directions to pay Rs. 3,17,36,557/- to DIAL towards arrears of license fees, liquidated damages and utility charges, interest etc. alongwith Rs. 2,79,883 and Rs. 2,22,118/- towards damages on account of unauthorized use and occupation of "airport Premises" including interest	Case No.DIAL/RE C./_01/2017	Eviction Officer, AAI	By DIAL	08-Apr-21	To be listed	NA	3,17,36,557/-	Arguments heard. Order awaited.
NCLT										
1	SREI Equipment Finance Ltd. Vs. DIAL & Anr.	Administrator appointed by the RBI has filed an Application under Section 66 of the IBC, 2016 before NCLT, Kolkata against the DIAL therein contending that corporate debtor has made a fraudulent transaction of Rs. 75 Crores through DIAL with a purpose of round tripping	CP 294 (IB) NCLT/2021	NCLT Kolkata	Against DIAL	07-Aug-23	06-Sep-23	Rs. 74 Crores	NA	For an appearance of DIAL. Notice has been served upon DIAL
NCDC										
1.	Mohd. Islam vs Director AAI & Ors.	Appellant had preferred First Appeal against order dated 19.12.2022 passed by State Commission Lucknow, UP whereby State Commission had dismissed the consumer complaint filed by the Appellant therein alleging the deficiency of services suffered at the hands of DIAL.	First Appeal no.272/2023	NCDC	Against DIAL	12-Apr-23	22-Aug-23	Rs 1,24,96,000/-	NA	For an appearance of DIAL

Tax Proceedings of the Issuer

Seven tax proceedings have been initiated against us which relate to, among other things: (i) treating the security component of passenger service fees amounting to Rs. 77.07 Crore as our income under the Income Tax Act, 1961 (the "I.T. Act"), treating disallowance as a deduction under the I.T. Act, of Rs. 195.50 Crore in relation to payment made to AAI with respect to treating them as capital in nature, disallowance of repairs and maintenance expenses of Rs. 24.00 Crore, treating the same as capital expenditure, disallowance of Rs. 0.85 Crore under Section 14A of the I.T. Act for assessment year 2007-2008; (iii) treating the security component of passenger service fees amounting to Rs. 80.73 Crore as DIAL's income under the I.T. Act, disallowance of Rs. 7.59 Crore as a provision made on account of non-deduction of tax under Section 40(a)(ia) of the I.T. Act, disallowance of repairs and maintenance expenses of Rs. 11.14 Crore, treating the same as

capital expenditure, disallowance of club expenses of Rs. 0.34 Crore and disallowance of Rs. 2.37 Crore under Section 14A of the I.T. Act for assessment year 2008-2009; (iv) treating the security component of passenger service fees amounting to Rs. 40.92 Crore as DIAL's income under the I.T. Act, disallowance of Rs.0.11 Crore as a provision on account of non-deduction of tax under Section 40(a)(ia) of the I.T. Act, disallowance of repairs and maintenance expenses of Rs. 14.16 Crore, treating the same as capital expenditure, disallowance of club expenses of Rs. 0.03 Crore and disallowance of Rs. 2.33 Crore under Section 14A of the I.T. Act for assessment year 2009-2010 on the ground that we earned exempt income; (v) not allowing loss on the security component of passenger service fees amounting to Rs. 15.51 Crore under the I.T. Act, disallowance of repairs and maintenance expenses of Rs. 7.95 Crore, treating the same as capital expenditure, disallowance of club expenses of Rs. 0.02 Crore, disallowance of Rs. 0.14 Crore as a provision made on account of non-deduction of tax under Section 40(a)(ia) of the I.T. Act of Rs. 10.07 Crore under Section 14A of the I.T. Act for assessment year 2010-2011; (vi) the imposition of service tax of approximately Rs. 54.31 Crore and penalty of approximately Rs. 54.31 Crore on the advance development costs collected by us; and (vii) the validity of the provisions of GST laws which disallow the claiming of input tax credit on GST paid on works contract. Our appeals relating to points (ii) to (v) above have been disposed of by the Income Tax Appellate Tribunal, Delhi. Further, we have filed appeals before Delhi High Court against the order of ITAT-Delhi in respect of assessment year 2008-2009 to assessment year 2010-2011 (points (iii) to (v) above). In addition, our appeals relating to points (i) and (vi) above have been decided by the Customs, Excise and Service Tax Appellate Tribunal in our favor, setting aside the relevant orders, although the relevant department has filed a Special Leave Petition before the Supreme Court of India with respect to both such appeals. In respect of point (vii) above, our writ was heard by the High Court on July 29, 2020 and a notice was issued to the respondents. The matter was heard on September 15, 2020, on November 20 and January 20, 2023. The next hearing date is April 17, 2023.

In addition to the above proceedings, pursuant to the search operation under Section 132 of the I.T. Act, our assessment has been completed under Section 143(3) and Section 153A of the I.T. Act for assessment year 2007-2008 to assessment year 2013-2014 and thereafter under Section 143(3) for the assessment year 2014-2015 to 2016-2017. The following disallowances have been made: (i) for assessment year 2007-2008, disallowance of Rs. 0.12 Crore on account of non-deduction of tax under Section 40(a)(ia) of the I.T. Act on director sitting fees, disallowance of Rs. 2.74 Crore on account of non-deduction of tax on charges collected by airlines, non-grant of credit for tax refund and self-assessment for Rs. 21.86 Crore and short grant of interest for an amount of Rs. 10.80 Crore; (ii) for assessment year 2008-2009, disallowance of Rs. 4.12 Crore on account of non-deduction of tax on charges collected by airlines and erroneous addition of Rs. 45.6 Crore by treating the duty credit entitlement under SFIS accrued as grant related to revenue; (iii) for assessment year 2009-2010, disallowance of Rs. 3.52 Crore on account of non-deduction of tax on charges collected by airlines, addition of Rs. 22.35 Crore by treating the duty credit entitlement under SFIS accrued as grant related to revenue and withdrawal of relief of Rs. 9.32 Crore, being the amount of depreciation and repair and maintenance expenditure allowed in the earlier assessment order of assessment year 2007- 2008 and assessment year 2008-2009; (iv) for assessment year 2010-2011, disallowance of Rs. 5.13 Crore on account of non-deduction of tax on charges collected by airlines, addition of Rs. 10.73 Crore by treating the duty credit entitlement under SFIS accrued as grant related to revenue, non-grant of credit for advance tax paid of Rs. 0.35 Crore and the tax refund of Rs. 0.54 Crore not actually received by DIAL, which was claimed by the tax authority as granted; (v) for assessment year 2011-2012, inclusion of loss of Rs. 8.54 Crore suffered in PSF (security component), disallowance of Rs. 21.52 Crore under Section 14A of the I.T. Act, and disallowance of director sitting fees of Rs. 0.08 Crore under Section 40(a)(ia) of the I.T. Act, disallowance of Rs. 5.22 Crore of collection charges retained by the airlines and addition of Rs. 13.21 Crore by treating the duty credit entitlement under SFIS accrued as grant related to revenue; (vi) for assessment year 2012-2013, inclusion of loss of Rs. 39.14 Crore suffered in PSF (security component), disallowance of Rs. 5.33 Crore of collection charges retained by the airlines, deduction of the amount of duty free entitlement under SFIS of Rs. 8.64 Crore considering the same as grant related to revenue, addition of revenue of Rs. 69.04 Crore from National Aviation Company Limited (Air India) on an accrual basis, disallowance of Rs. 20.45 Crore under Section 14A of the I.T. Act, disallowance of director sitting fees of Rs. 0.106 Crore on account of non-deduction of tax under Section 40(a)(ia) of the I.T. Act; and (vii) for assessment year 2013-2014, inclusion of loss of Rs. 90.225 Crore suffered in PSF (security component), disallowance of Rs. 4.54 Crore of collection charges retained by the airlines and disallowance of Rs. 15.30 Crore under Section 14A of the I.T. Act, deduction of the amount of duty free entitlement under SFIS of Rs. 7.7 Crore considering the same as grant related to revenue and allowance of Rs. 69.04 Crore from National Aviation Company Limited (Air India) (viii) for Assessment year 2014-2015, disallowance of Rs. 15.274 Crore under Section 14A of the I.T. Act and deduction of the amount of duty free entitlement under SFIS of Rs. 6.843 Crore considering the same as grant related to revenue and (ix) for Assessment year 2015-2016, disallowance of Rs. 9.569 Crore under section 14A of the I.T. Act,

and deduction of the amount of duty free entitlement under SFIS of Rs. 6.086 Crore considering the same as grant related to revenue and (xi) for assessment year 2017-18, and disallowance of Rs. 1.57 Crore under section 14A of the Income Tax Act and deduction of the amount of duty free entitlement under SFIS of Rs. 4.82 Crore considering the same as grant related to revenue. (xii) In respect of assessment year 2018-19, the assessing officer has made an addition under Section 14A of Rs.2.37 Crore and depreciation on duty credit entitlement under SFIS of Rs. 4.29 Crore has been allowed by the Assessing Officer. The matters in respect of the appeals pertaining to assessment year 2007-2008 to 2013-2014 have been disposed of by the ITAT-Bangalore, restoring the file to the Assessing Officer. The Assessing Officer has passed the orders (i) for assessment year 2007-2008 allowing the relief of Rs. 1.09 Crore and upholding the disallowance of Rs. 1.65 Crore on account of non-deduction of tax under Section 40(a)(ia) of the I.T. Act on charges collected by airlines, (ii) for assessment year 2011-12 allowing the relief of Rs. 1.09 Crore and upholding the disallowance of Rs. 4.13 Crore on account of non-deduction of tax under Section 40(a)(ia) of the I.T. Act on charges collected by airlines, (iii) for assessment year 2012-13 allowing the relief of Rs. 1.44 Crore and upholding the disallowance of Rs. 3.90 Crore on account of non-deduction of tax under Section 40(a)(ia) of the I.T. Act on charges collected by airlines, (iv) for assessment year 2013-14 allowing the relief of Rs. 1.65 Crore and upholding the disallowance of Rs. 2.88 Crore on account of non-deduction of tax under Section 40(a)(ia) of the I.T. Act on charges collected by airlines. Appeals have been filed against the above orders passed by the Assessing Officer in respect of assessment years 2007-08, 2011-12, 2012-13 and 2013-14 and a decision is pending. Further, an appeal was filed by DIAL before Bangalore High Court in respect of orders pertaining to assessment year 2011-2012, assessment year 2012-2013 and assessment year 2013-2014. The appeal filed before the Karnataka High Court for the AY 2011-12, AY 2012-13 and 2013-14 has been disposed off by the Karnataka High Court vide order dated 14.12.2021. The Income Tax Department has filed a Special Leave Petition before the Hon'ble Supreme Court against the order passed by the Karnataka High Court in respect of no disallowance u/s 14A. The appeals were filed against the assessment orders passed in respect of assessment year 2014-2015 to 2016-2017 and the CIT(A) has decided the appeals and passed the orders. In respect of assessment year 2017-18 the appeal before CIT(A) has been filed and a decision is pending.

A survey under Section 133A of the I.T. Act was carried out at our premises by the income tax authorities. The income tax department has sought certain information pursuant to its letter dated July 18, 2016. The management has provided such information to the income tax department. The management believes that we are in compliance with all the applicable provisions of the I.T. Act and does not expect any additional tax liability on account of the survey operations.

In addition, we have initiated two cases which relate to, among other things, the eligibility of the consignments that we imported for development of the Airport for benefit under the Project Import Regulations, 1986, entitlement of bills of entries for assessment under the Customs Tariff Act, 1975, and our entitlement to refunds of excess duty paid on such bill of entries involving an aggregate refund of Rs. 4.84 Crore for these cases, pending before the Commissioner (Appeals).

We have filed a writ petition before the Delhi High Court on July 22, 2020 challenging the provisions of the Central Goods and Service Tax Act, 2017 and the Delhi Goods and Service Tax Act, 2017 denying input tax credit on tax paid by us on works contract services as well as goods and services used in the construction of immovable property (other than plant and machinery) as part of the Phase 3A expansion, despite such goods and services being used for the purposes of our business and to provide taxable supplies liable to goods and services tax. We have prayed for a stay on any coercive action being taken against us in this respect and to be allowed to utilize the credit of tax paid on the works contract services and goods and services received for payment of output tax liability. The matter was last heard on January 20, 2023 and the next date of hearing is April 17, 2023.

Litigations involving our promoters

GIL:

Matters filed against GIL

1. A writ petition No.7598 of 2010 has been filed by Kodali Jaya Lakshmi and Kolli Venkateswara Rao against Government of Telengana and five others challenging non allocation of exchange land against the acquired land. The petitioners' lands were acquired for the construction of the Rajiv Gandhi International Airport. The petitioners have made an allegation against that the State Government had agreed to exchange 5.10 guntas of the petitioners' land with 5.10 guntas of State Government land located in survey no. 240 of Mamidipalli Village. GIL has been arrayed as Respondent No.6 in this writ, however no relief has been sought against GIL. The petitioners have sought that a writ of mandamus be issued against the Government of Andhra Pradesh (now State of Telangana) directing to convey the land in survey no. 240 of Mamidipalli Village in favour of the petitioners. The Writ Petition is still pending for admission and will be listed in the due course for hearing.
2. Writ Petition (WP No. 36521/2012) filed by GIL and GHIAL against Image Broadcasting Private Limited (CVR News Channel) to restrain from telecasting any news, reports, etc., directly or indirectly in the matters concerning the GMR Group and to desist from defaming the GMR group through its news channel. The Hon'ble Court granted interim order as prayed for and restrained CVR channel not to re-telecast the news items pertaining to GMR Group before verifying the same from GMR. Matter will be listed further in due course.

A contempt petition (CC No. 2077/12) against Image Broadcasting Private Limited (CVR News) as CVR News broadcasted defamatory News articles in spite of Interim Orders from the Hon'ble High Court of Telangana not to telecast any news pertaining to GMR without prior verification from GMR. Matter will be listed further in due course.

3. A suit was filed before the Andhra Pradesh Wakf Board Tribunal by Nawab Mir Barkat Ali Khan Bahadur and Waqf Committee ("Plaintiff") against Union of India & Others wherein GIL is also one of the Defendants under section 26 read with Order VIII Rule 1 and Order I Rule VIII of Code of Civil Procedure, 1908 read with Section 92 of the Wakf Act 1995, praying that the respondents be directed to vacate and to deliver the vacant, physical and legal and peaceful possession of the entire extent of the suit schedule property to the plaintiffs or in the alternative pay a sum of ₹5 crores per acre towards compensation for having acquired portion of Wakf property and to direct all the respondents to pay plaintiffs a sum of ₹42.62 crores towards mesne profits in respect of suit schedule property from three years preceding the date of institution of the suit. Thereafter, a writ petition has been filed before the High Court of Andhra Pradesh by the "Andhra Pradesh Industrial Infrastructure Corporation Limited" (now TSIIC) requesting to quash the proceedings before the Andhra Pradesh Wakf Board Tribunal. The matter is now pending before High Court of Telangana, after bifurcation of the Andhra Pradesh state. The High court of Telangana has granted stay of all proceedings and it still subsists. The matter is currently pending.
4. Certain complainants have filed five separate complaints between April, 2018 to October, 2020 before the Motor Accidents Claims Tribunal ("MACT") against GIL, the drivers of the vehicles involved in the alleged accidents and others, alleging the commission of an offence under the Motor Vehicles Act, 1988, causing death or injuries on account of which the aggregate compensation claimed under all such complaints is approximately ₹3.06crores. These matters are currently pending before respective MACTs.
5. Certain proceeding has been filed before the respective State Micro & Small Enterprises Facilitation Council against GIL. These matters and connected matters are currently pending.
6. Canara Bank one of the lenders of GMR Rajahmundry Energy Limited ("GREL") has also filed an application before the debt recovery tribunal, Bengaluru ("DRT Bengaluru") seeking recovery of dues with further interest and other dues, from GREL, GGAL and GIL (in their capacity as corporate guarantor). In light of recent notification of MOF dated 4.10.2022 all matters above 100 Crs to be transferred to Chennai Bench. Accordingly, matter has already transferred to Chennai DRT. It is pertinent to mention here that the operation of the said notification was stayed by Bombay High Court and Kerala High Court. Recently Canara Bank has filed a transfer application TA-No 142 of 2022 before DRT-1, Chennai which will come up for hearing on 10.04.2023.

7. Power & Energy International Mauritius Ltd ("PEIML"), a wholly owned subsidiary of TNB TE has filed an Arbitration under SIAC in June, 2021 (a) against GIL and others by exercising its put option on GIL in terms of Shareholder's agreement (SHA) and has called upon GIL to purchase all of its shares in the GMR Energy Ltd (GEL) at the prescribed value; and (b) against GIL by claiming certain indemnification towards SEPCO Petition and failure in financial closure (FC) or extension in date of FC under the Upper Karnali Project Development Agreement in terms of Subscription Agreement (SA). The arbitration matter is currently pending.
8. GIL-SIL JV has filed a claim before DFCC relating to the increase in costs incurred by the GIL-SIL JV over the course of execution of work under two contract agreements in packages 201 and 202, both dated May 27, 2015, owing to a sudden rise in the price of minor minerals like sand, boulders and blanket materials. DFCC refused to accept this claim, following which the claim was presented before the Dispute Adjudication Board, which gave its recommendation in favour of GIL-SIL JV, but DFCC refused to accept this recommendation, leading to invocation of arbitration by GIL-SIL JV under the aforesaid agreements. GIL-SIL JV filed two separate statements of claim where the claim for contract package 201 is of approximately ₹126 crores up to December 31, 2019 along with interest and ₹116.26 crores towards increase in price of minor minerals to be incurred for the balance works from January 1, 2020 till the end of the project which equals to a total of ₹242.86 crores. The claim for contract package 202 is of ₹262.84 crores up to December 31, 2019 along with interest plus ₹282.36 crores towards increase in price of minor minerals to be incurred for the balance works from January 1, 2020 which equals to ₹545.21 crores. Both the parties have concluded their arguments and presentations. Awards are reserved and likely to be pronounced shortly.
9. Due to prolongation of the extended stay of GMR-KALINDEE-TPL JV ("GKT JV") beyond approved timelines due to delay by RVNL in land hand over, LD, cable cutting etc. and other costs involved, the GKT JV has invoked arbitration raising a claim of ₹136 crores and interest for the GKT JV (up to December 31, 2020) (out of which ₹93.43 crores is GIL's claim) in contract package 3. Pleadings have been completed. Matter has been listed on April 24, 2023 for arguments. Under the Scheme of Demerger sanctioned by the National Company Law Tribunal, Mumbai this proceeding is transferred and vested with GPUIL and disclosed in good order.

In view of the ongoing discussion for amicable settlement between the parties, the Arbitral Tribunal has directed both the parties to inform the Tribunal of the outcome of the settlement. If amicable settlement is not possible, then application for substitution of GIL to GPUIL will be filed before the Tribunal.

10. Due to prolongation of the extended stay of the GKT JV beyond the approved timelines for the construction of railway infrastructure, as provided under the contracts forming part of 'contract package 2', due to delays by RVNL in land hand over, LD, cable cutting etc. and other costs involved, the GKT JV had invoked arbitration, raising a claim of ₹69.63 crore, along with unpaid GST, interest and legal expenses for the GKT JV in contract package 2. The Arbitral Tribunal, on February 19, 2020, has pronounced the award, wherein which it rejected a substantial portion of the contentions laid out by the GKT JV. While the Arbitral Tribunal did regard the proceedings as having seen certain delays, its analysis of the extent, impact and contractual treatment of these delays differed from that provided as part of the claims of the GKT JV. However, the Tribunal has allowed reimbursement of claims relating to the extension of BG, CAR insurance policy and refund of penalty recovered from RA bills. RVNL, in compliance with the order of the arbitral tribunal, has released ₹1.54 crore towards claims allowed in favour of the GKT JV. Under the Scheme of Demerger sanctioned by the National Company Law Tribunal, Mumbai this proceeding is transferred and vested with GPUIL and disclosed in good order.
- Aggrieved by the findings of the Tribunal, the GKT JV has filed an application under Section 34 of the Arbitration Act with the Delhi High Court. Proceedings in this matter are pending. Matter is now listed on April 10, 2023 for arguments.
11. Due to prolongation of the extended stay of the GKT JV beyond the approved timelines for the construction of railway infrastructure, as provided under the contracts forming part of 'contract package 1', due to delays by RVNL in land hand over, LD, cable cutting etc. and other costs involved, the GKT JV had invoked arbitration raising a claim of ₹79.03 crore for JV (as on 31.12.2018) (out of which ₹45.63 crore is GIL's share) , ₹69.63 crore plus Interest for JV (up to 30.6.2018) (out of which GIL's claim is ₹53.13 crore). for the GKT JV in contract package 1, along with unpaid GST, interest and legal expenses. The arbitral tribunal, vide its order

dated May 20, 2020, issued the award, whereby the majority of the claims made by the GKT JV were rejected. Against the claims made by the GKT-JV, the arbitral tribunal has directed RVNL to pay an amount of ₹2.9 crore within 90 days of the passing of the award. RVNL, in compliance with the order of the arbitral tribunal, has released ₹2.9 crore towards claims allowed in favour of the GKT JV. Aggrieved by the findings of the Tribunal, on December 24, 2021, the GKT JV has filed an application under Section 34 of the Arbitration Act against the award before Hon'ble Delhi High Court. Matter is now listed on March 27, 2023 for arguments. Under the Scheme of Demerger sanctioned by the National Company Law Tribunal, Mumbai this proceeding is transferred and vested with GPUIL and disclosed in good order.

12. A writ petition has been filed by GREL, GGAL and GIL before Delhi High Court (Writ Petition 10087 of 2021 - GREL & Ors Vs. UOI & Ors before DHC) against lenders of GREL seeking relief from the Delhi High Court that the lenders be directed not to take any coercive steps, including initiation of recovery/insolvency proceedings against GREL, GGAL and GIL till allocation of natural gas to GREL. The Delhi High Court has vide its interim order dated September 13, 2021 directed all the lenders of GREL not to take coercive action against GREL including under the proceedings initiated by Canara Bank pending before the DRT Bengaluru and had stayed operation of the insolvency notice dated September 6, 2021. Delhi High Court vide its interim order dated October 10, 2022 has vacated the stay/interim order dated on September 13, 2021 granted in favour of GREL & Ors. Further, Delhi High Court vide interim order dated November 14, 2022 dismissed the application filed by GREL & Ors for rectification of the order dated October 10, 2022. GREL along with GGAL & GIL has filed a Special Leave Petitions before Supreme Court challenging Delhi High Court order dated October 10, 2022 and November 14, 2022. The said Special Leave Petitions were disposed of by the Supreme Court vide order dated December, 13, 2022 with a direction to Delhi High Court to hear the pending matter expeditiously. The matter is pending before Delhi High Court and is listed for further hearing on April 24, 2023.

Matters filed by GIL

13. Writ Petition (Civil) 5215 Of 2015 - **GMR Infrastructure Ltd & Another Vs. Union of India & Ors., Delhi High Court**

The MCA issued a general circular dated August 27, 2014 bearing circular number Of No. 17/66/2013/CL-V ("Impugned Circular") disallowing capitalisation of costs incurred during the extended delay in commencement of a commercial project after the plant is otherwise ready in accordance with certain accounting standards. GMR Rajahmundry Energy Limited ("GREL") sent two responses to MCA requesting that it be allowed to capitalise the interest incurred on its borrowing as it is unable to commence operations due to lack of natural gas supply. GIL along with GREL has challenged the directions of SEBI to GREL for restatement of accounts in compliance with Accounting Standards AS 10 and AS 16 in terms of MCA Impugned Circular, wherein the applicability of AS 10 and AS 16 has been clarified with respect to interest on borrowed capital during extended period of delay of commercial operations of GREL. GIL has prayed for quashing of the Impugned Circular of MCA. Alternatively, GIL has sought directions from the High Court of Delhi for treating the said expenditure incurred as prior to issuance of the Impugned Circular as deferred revenue expenditure and allowing the same to be amortized over a period of 5 years after commencement of commercial operations in terms of para 9.4 of AS 10. On May 25, 2015, the High Court of Delhi passed interim directions to the respondent including to SEBI to not to insist upon restatement of account of GIL as per the Impugned Circular and asked the petitioners to display the subject matter prominently in the notes on account and subsequently on November, 23, 2016, Delhi High Court ordered that interim order dated May 25, 2015 will remain operative until the disposal of writ petition. During the passage of time this petition has become infructuous accordingly, Delhi High Court vide order dated 02.03.2023 dismissed the writ petition as withdrawn.

14. Two demand notices, both dated December 5, 2017 were issued by the District Magistrate, Fatehpur alleging non-compliance by GIL of the relevant mining rules applicable to the state of Uttar Pradesh on the grounds that GIL had extracted ordinary soil from an impermissible area and consequently raised a demand of approximately ₹0.40 crores and ₹0.25 crores, respectively. GIL filed its representations denying the said allegations and seeking revocation of the demand notices, however the District Magistrate, Fatehpur upheld the demand notices and issued recovery certificates to GIL for recovering the above mentioned demand amounts as arrears of land revenue. GIL has filed two separate appeals before the Commissioner, Prayagraj Division, Prayagraj, against the recovery certificates and the said

appellate authority has issued directions dated December 18, 2019 to stay any action for the recovery of the demand amounts while the matter remains pending. Both the appeals were listed on 23.01.2023 for further hearing. Matter is listed on 15.04.2023 for further proceedings.

15. An order dated December 6, 2019 ("Impugned Order") was passed by the District Magistrate, Chitrakoot under the Uttar Pradesh Minor Minerals (Concession) Rules, 1963 against GIL and Dedicated Freight Corridor Corporation of India Limited ("DFCC") cancelling the lease dated March 7, 2019 entered into between the state of Uttar Pradesh and DFCC for the excavation of sand from certain land for one year to be carried out by GIL acting as an agent of DFCC. Subsequently, a demand notice dated December 20, 2019 and a recovery citation dated January 27, 2020 was issued against GIL and DFCC for recovering ₹0.57 crores+ Interest. GIL and DFCC filed a revision petition before the Secretary to Government, UP Department of Geology & Mining, UP Civil Secretariat, Lucknow ("Authority") against the Impugned Order, said demand notice and recovery citation claiming that in accordance with the lease, DFCC was entitled to surrender the lease on the grounds that the quantity of sand to be excavated was unavailable and accordingly was entitled to a refund of the of the amount involved. Vide Order dated September 09, 2022, the Revision Petition was allowed by the Authority and directed the DM, Chitrakoot to decide afresh after taking into consideration the observations in the order. Under the Scheme of Demerger sanctioned by the National Company Law Tribunal, Mumbai this proceeding is transferred and vested with GPUIL and disclosed in good order.
16. Three notices dated February 4, 2020 ("Impugned Notice") were issued by the District Magistrate, Mahoba under the Uttar Pradesh Minor Minerals (Concession) Rules, 1963 against GIL (through GIL SIL JV) and the DFCC for recovering approximately ₹2.23 crores plus interest which was allegedly payable as instalments in accordance with three lease agreements, all dated February 18, 2019 entered into between the State of Uttar Pradesh and DFCC for the excavation of building stones from certain land to be carried out by GIL acting as an agent of DFCC and ₹0.02 crores towards payment of TCS and ₹0.05 crores towards payment of DMF contribution. GIL and DFCC filed a revision petition before the Secretary to the Government, Uttar Pradesh, Department of Geology and Mining, U.P. Civil Secretariat, Lucknow ("Revisional Authority") against the Impugned Notice claiming that excavation of the said land was halted for three months in accordance with an order of the Government of the state of Uttar Pradesh and for a further period of one month due to monsoon and accordingly the said instalments were not payable for such periods. Vide Order dated September 06, 2022, the Revision Petition was allowed by the Revisional Authority and directed the DM, Mahoba to decide afresh after taking into consideration the observations in the order. Under the Scheme of Demerger sanctioned by the National Company Law Tribunal, Mumbai this proceeding is transferred and vested with GPUIL and disclosed in good order.

17. Mirzapur Stamp Duty Case:

GIL as EPC contractor to GIL SIL-JV entered into agreements with land owners for taking out ordinary earth to be used in DFCCIL project. The Revenue Department, GoUP vide seven separate notices had sought to recover stamp duty approx. ₹ 12.62 Lakhs for all the seven notices) on value of the earth to be taken out from the land parcels. The company has refuted the demand by stating that the circulars relied by the department are not applicable on the transaction. However, the department is not agreeable and is insisting for payment of stamp duty. Matter is pending before the Department and 03.04.2023.

18. Shree Bhagwandeem & Ors. vs. GIL & Anr. before the Courts of WC Commissioner

An accident has occurred in the premises of GMR where the work force of M/s AB Constructions, a sub-contractor, were working thereat. While Pan Mixure, a major machinery part of batching plant was removed, it broke the chain of crane and fell on Pradeep Kumar Prajapati who was standing nearby as a result thereof he was grievously injured and died on the spot. The legal heirs of the deceased workman have filed a claim with the Ld. WC Commissioner under the provisions of the Workmen Compensation Act, 1923. The Ld. WC Commissioner vide order dated 14.06.2022 has directed GIL being the Principal Employer to deposit ₹11,20,000 along with 12% interest, calculated from 30 days from the date of accident i.e. 25.03.2021, within 30 days from the date of the order with the Ld. Commissioner otherwise recovery proceedings will be initiated. GPUIL has filed an application for setting aside the order dated 14.06.2022 of the WC Commissioner. The next date of hearing is 29.03.2023 for further proceedings.

GEL:

Matters filed against GEL

Civil Proceedings

19. Special Leave Petition bearing No. 30392/2011 has been filed by Welspun Maxsteel Limited and another against the Union of India, GEL and others before the Supreme Court of India. The petitioners had challenged the order of the High Court of Bombay and the High Court of Delhi, in the writ petition bearing No. 3748/2011 whereby the High Court of Bombay and the High Court of Delhi had upheld the decisions of the Ministry of Petroleum and Natural Gas dated March 30, 2011, April 21, 2011 and May 4, 2011, restricting the supply of natural gas to iron and steel plants, owing to the short supply of natural gas. The matter is currently pending before the Court and the next date is yet to be notified.
20. Civil Appeals bearing numbers 8439-8440/2014 and C.A. Nos.1041310414/2014 have been filed by the Bangalore Electricity Supply Company Limited and others & Government of Karnataka respectively against GEL, GETL and others under Section 125 of the Electricity Act, 2003 before the Supreme Court of India. The appeal has been filed against the judgement and order dated May 23, 2014 of the Appellate Tribunal for Electricity passed in appeals no. 37 of 2013 and 303 of 2013 in relation to the tariff payable to GEL by the Government of Karnataka. The Government of Karnataka had fixed the tariff at Rs 5.50 per unit. The tariff was revised to Rs 6.90 per unit by the Karnataka Electricity Regulatory Commission by its order dated November 30, 2012. Aggrieved by this order, the Discoms had filed an appeal no 303/2013. GEL had also challenged the quantification of the tariff and claimed a higher tariff in appeal no. 37/2013. The tribunal by its said order had dismissed the appeal filed by the Discoms and partly allowed the appeal filed by GEL allowing interest on the amounts to be paid by the appellants to GEL on the increased tariff. Meanwhile on 15.05.2015 Supreme Court passed an interim order giving directions to Discoms to pay the principal amount (Rs. 67.60 Cr.) against GMR furnishing security of immovable property of equivalent amount. On 07.07.2015, GEL has filed an application before the Hon'ble Supreme Court, seeking a relief to modify its order dated 15.05.2015 to permit it to furnish either an immovable property security or a bank guarantee equivalent to the principal amount. The said application was allowed by SC on 24.07.2015. GEL has given the bank guarantee of the principal amount on 16.11.2015 for 2 years or till disposal of the matter, whichever is earlier. Registrar has accepted the bank guarantee after verification of same by bank officials and has asked the appellants to pay the principal amount in terms of the SC order dated 24.07.2015. Accordingly, Discoms have paid Rs.67.15cr. GEL filed an application for modification of order dated 24.07.2015 to replace BG with corporate guarantee of parent company, GIL. The SC modified the said order vide order dated 14.09.2021 and directed GEL to furnish a corporate guarantee of its parent company i.e. GIL instead of extending the aforementioned bank guarantee. Further, GEL also filed an application claiming outstanding interest claim of Rs. 116.93 Crs and reimbursement of bank charges of Rs. 12.64 Crs paid towards BG from Discoms. The Civil Appeals were listed for hearing on 30.03.2022, wherein after hearing arguments for Discoms, Government of Karnataka and GEL, Supreme Court held that Supreme Court do not find any substantial question of law in aforesaid and accordingly appeals were dismissed. In view of the Supreme Court Order dated 30.03.2022, GEL is entitled to interest amount due from Discoms. GEL has filed the Application before Supreme Court seeking consequential directions for payment of outstanding amounts pursuant to the Supreme Court Order dated 30.03.2022 which remain unpaid despite the dismissal order GEL Filed application for remaining amount (claim 1 - Rs. 35.39 Cr and claim 2 of Rs. 77.02 Cr. Supreme Court issued notice in the matter on 22.10.2022. Replies and rejoinders are filed in the matter and likely to be listed in January-February 2023.
21. BPCL had raised an alleged arbitral dispute against GEL by invoking liquidated damages clause given in FSA, if GEL fails to off take minimum quantity of fuel (AGQ). Arbitral Tribunal has been constituted on directions of Karnataka High Court. BPCL filed its statement of claim for Rs.272.63crs with interest@15%p.a. before the Tribunal and GEL also filed a statement of defence and its counter claim against BPCL for Rs. 35.96 crs with interest @18%p.a. Cross examination & re-examination of GEL's and BPCL's witnesses was completed in full and both the parties argued the matter before the tribunal. On 21.08.2016, Tribunal passed the award directing BPCL to pay Rs. 32.21 crores to GEL towards its Counter Claim and rejected BPCL's claim of Rs. 272 crores. BPCL had filed an appeal under

section 37 of the Arbitration and Conciliation Act, 1996 bearing no. MFA 1736 of 2018 before the Karnataka High Court challenging the order dated 13 December 2017 passed by the Ld. Additional City Civil Judge. The Hon'ble Court vide its order dated 25.04.2018, ordered stay of the Award dated 21.08.2016 subject to BPCL depositing 50% of the Award amount. Accordingly, BPCL has deposited 50% of the Award amount before the Hon'ble Court. GEL filed an IA and prayed for early hearing and offered land documents as security instead of BG.

Current Status:

Matter was listed for hearing on 21.11.2019 and on the said date the Court permitted GEL to withdraw a sum of Rs.16,10,85,640/which has been deposited by the BPCL before the Court. The government bought Vivad se Vishwas II(Contractual Dispute Scheme) 80% of the award amount plus 6% interest which is around Rs. 16 cr which is likely to be finalized in April'23.

The matter is currently pending before the Court and the next date is yet to be notified.

22. GAIL challenged PNGRB (Development of Model GTA) Guidelines 2012 as contrary to PNGRB Act 2006 in a Writ Petition No. 3698/2013 before Delhi HC. GVPGL & GEL impleaded itself as respondents in Writ Petition. Delhi HC vide its order dated 11.09.2014 declared that the benefits provided by PNGRB should be by way of regulations and not by way of guidelines. Tata Power and Lanco have challenged the order of Delhi HC before SC by filing SLP bearing No. 31434/2014 and 5132/2015 where GEL and GVPGL are respondents. SC has passed an order on 21.11.2014 directing to PNGRB to hear the complaint but not to pass the final order till the matter is decided by SC. The matters are pending before the Supreme Court. The next date of hearing is 24.03.2023.
23. The APCPDCL has filed an appeal bearing Writ Appeal No. 1386 of 2013 before the AP High court against GEL and others challenging Order dated June 3, 2013 passed in W.P. No. 4163/2013, wherein AP HC had allowed appeal filed by GEL and GETL and struck down impugned letters of discoms seeking:
 - a) To revise tariff and recover amount already paid GETL at Rs. 4.94 tariff (arrived after tender process & below ceiling price determined by APERC of Rs. 5.50).
 - b) Sought to recover differential amount paid (4.94 - 3.10) i.e. Rs. 1.84 (basis tariff of Rs. 3.10 of IIPs using subsidize gas)
 - c) To enter into long term PPA or gas will be diverted to GVPGL.

After GETL & GEL appeal is allowed AP Discoms have paid Rs. 8,61,79,493/- (8.61 Cr.) to GETL on 26.12.2013. Payment of Rs. 8.61 Cr was subject to outcome of AP Discoms Writ Appeal No. 4163/2013. Arguments were heard in the matter on 21.12.2022 wherein matter was reserved for orders.

24. C.A. 3894 of 2011 - State Government of Karnataka (GoK) had issued direction dated 30.12.2008 in exercise of powers under sub-section (1) of Section 11 of the Act asking all the generators in the State, which included the GMR Energy Ltd (GEL), to supply all its exportable power to the State grid for drawal by the distribution companies in the State. GEL had filed a Writ Petition being WP No. 590-591 of 2009 against GoK directions 30.12.2008 before Hon'ble High Court of Karnataka. The Hon'ble High Court of Karnataka vide its Order dated 26.03.2010 upheld the directions of the State Government under sub-section (1) of section 11. Ministry of Power has preferred a Special Leave Petition being SLP No. 13660 - 013661 of 2010 against Karnataka High Court Order dated 26.03.2010 before Hon'ble Supreme Court. Pursuant to filing of the SLP, SC vide its order dated 22.03.2013 has disposed of the similar matter challenging Karnataka High Court Order dated 26.03.2010 and granted GEL liberty to approach KERC under Section 11(2) of Electricity Act, 2003 seeking appropriate relief.

Current Status: - Petition/Civil Appeal is currently pending and next date of hearing is not notified yet. Further, steps are being taken by GEL for disposal of the SLP as same has become infructuous in terms of the Supreme Court order 22.03.2013 in Civil Appeal 3882 of 2012 and order dated 30.03.2022 in Civil Appeal 8440 of 2014.

25. MSEDCL had filed a petition (Case No. 111 of 2017) before Maharashtra Electricity Regulatory Commission, stating that generators (MSEDCL along with GWEL impleaded GEL as a party to the proceeding) are misusing the flexibility of achieving normative availability on a contract year basis and are indulging into own advantage.

MERC vide its order dated 02.05.2018, disposed of the petition and held that PPA entered under Section 63 of the Electricity Act, 2003 on the basis of Competitive Bidding Guidelines notified by Government of India would not be subject to amendments, if any, in the MYT regulations without the consent of the generators.

On 15.06.2018, MSEDCL filed a petition for review (on 15.06.2018) of the order dated 02.05.2018 vide case no. 186 of 2018. MERC vide its order dated 24.10.2018 modified its earlier order dated 02.05.2018 and held that it has regulatory jurisdiction for making amendments in section 63 PPAs regarding availability, MERC also directed adjustment of availability at the end of each trimester of the year as against the provisions of the Competitive Bidding guidelines providing for recovery of full fixed charges at normative availability on a contract year basis generating stations were impleaded.

JSW Energy has filed an Appeal before APTEL being Appeal No. 375 of 2018 against the MERC Order dated 24.10.2018 passed by MERC. Appeal was admitted and notice was issued on 17.12.2018.

Status - Interim order was ordered to be continued till next date of hearing. Matter is pending.

26. Rattan India Power Ltd has also filed an Appeal against MERC Order dated 24.10.2018 before APTEL (DFR 711 of 2019). Appeal was admitted and notice was issued on 17.12.2018.

Status - On 16.09.2019, pleading was completed in the matter. Matter is pending before APTEL.

27. GWEL has also filed an Appeal against MERC Order dated 24.10.2018 before APTEL (DFR 143/2019).

Status - APTEL vide order dated 16.04.2019 stayed the operation of the MERC order dated 24.10.2018. MSEDCL directed to inform APTEL on the aspect of applicability of the said MERC Order on GWEL, which is Interstate Generating station and is regulated by CERC and not MERC. Matter is pending.

28. On 18.07.2020 GE Energy Parts, Inc., GE Packaged Power, LLC and General Electric International Inc. ("GE") approached International Court of Arbitration of the International Chamber of Commerce (ICC) by filling Emergency Application under ICC Arbitration Rules against GEL alleging GEL has defaulted in payment of USD 2.15 Million under the Settlement Agreements and have sought following urgent relief under Emergency Application:

An Order for restraining GEL from Selling Power Barge

- a) Letter of Credit/Security in favour of GE for an amount of USD 2.15 Million
- b) Escrow Account in favour GE which is subject to the directions and controlled by Emergency Arbitrator.

c) GEL to submit on Affidavit disclosing current details of Barge.

GEL was not able to make payment as per payment schedule agreed under MoS as dues were old for more than 3 years and required statutory mandatory RBI approval for payment of dues to GE (foreign entity). GEL had applied for RBI Approval through Authorise Dealer and same is pending with Reserve Bank of India (RBI) for approval. Further, the creation of any security in favour of a foreign entity requires prior mandatory approval from RBI and it would breach mandatory Indian law to provide the same without RBI permission. EA vide its Order dated 03.08.2020 held as follows:-

- GEL will pay to GE the sum of USD 20,000 towards costs of the Emergency Arbitration Proceedings and 50% cost of hearing and transcript in the sum notified by GE.
- EA has jurisdiction to adjudicate upon one contract i.e. Contract b/w GEL and GE Parts, INC (0.89 USD Mn -Old contract - Indian Law governed).
- Subject to opening of LC or payment to GE or subsequent order by arbitral tribunal, GEL not to remove/encumber/dissipate/deal with/ diminish the value of any asset whether own name / or not/ directly controlled / indirectly controlled upto a value of USD 0.891 Mn till 4th December 2020.
- GEL to provide irrevocable LC to GE for a value of USD 0.89 Mn or irrevocable instruction by or to an internationally reputed first-class bank acceptable to GE with a global credit rating of A.

Current Status

In terms of directions by EA, GEL has already paid GE USD 0.89 Mn on 28.12.2021. Arbitral Tribunal was constituted in the month of January, 2021. Parties have agreed to settle the matter amicably and therefore Arbitral Tribunal has suspended the hearing until 30 April 2022. GEL has remitted the remaining claimed amount of USD 1.6 Million in the month of April, 2022 post receipt of RBI approval. International Court of Arbitration of the International Chamber of Commerce extended the time limit for rendering the final award until 30 April 2023. Matter is currently pending before the International Court of Arbitration.

29. OA No. 160/2020 - Mr. E.A.S Sharma along with K.M. Rao (Applicants) have filed Original Application before NGT, South Zone, Chennai alleging violation of conditions of the CRZ Clearance as well as Environmental Clearance granted by the MoEFCC to East Coastal Concession Pvt. Ltd (ECPL) alleged for dredging in the GEL/ECPL Plant opposite to Coast Guard office, Kakinada. Applicants have not made GEL as party to the proceedings. NGT vide its Order dated 27.08.2020 had constituted an expert committee to go into the allegations and submit a factual as well as action taken report, if there is any violation found. GEL had filed an impleadment application on 18.11.2020 for impleadment of GEL as a party to the matter before NGT, South Zone, Chennai. NGT vide its Order dated 27.09.2022 disposed of the Petition and held that Andhra Pradesh Maritime Board & GEL are jointly and severally liable for the damage caused to the mangroves and mudflats in that area and they are liable to pay environmental compensation to be assessed by the Committee appointed by NGT and mangroves maintenance for a period of five years will have to be undertaken by the GEL under the supervision of the Andhra Pradesh Maritime Board in whose possession the land is now and the Forest Department. Currently, Committee is yet to be formed as per NGT Order and inspect the site. GEL to demonstrate bonafide efforts and work undertaken by GEL for restoration of mangroves due to which mangroves are growing well and in fact better than earlier as whole area is covered in mangroves now. Compensation cannot be ascertained or determined at this stage.

Matters filed by GEL

Civil Proceedings

1. A writ petition bearing W.P. No. 10198/2012 has been filed by GEL against Government of Andhra Pradesh and Chief Electrical Inspectorate to Government of Andhra Pradesh before the High Court of Andhra Pradesh. GEL has sought for quashing the demand notices by the respondent stating that GEL is liable to pay electricity duty (to the tune of Rs. 11.06 cr.) under the Andhra Pradesh Electricity Duty Act, 1939 on the sale of energy made to the trading licensees. The matter is pending for hearing before the Court.
2. A complaint bearing No. F. No./Legal/32 has been filed by GEL against GAIL (India) Limited, the respondent, before the Petroleum and Natural Gas Regulatory Board. The contention of GEL is that the respondent raised illegal invoices in contravention of the gas transmission agreement. The gas transmission agreement contained provisions permitting the respondent to impose ship-or-pay charges on GEL in case of failure to supply gas, and the respondent invoked the same to raise invoices amounting to Rs 8.02 million dated November 30, 2012 and Rs 8.73 million dated December 31, 2012. Payment under protest was made by GEL for both invoices, along with payment of Rs 63.78 million on account of ship-or-pay charges from February 2011 till November 2012. The contention of GEL is that the shortage in supply was caused due to force majeure reasons. GEL has prayed for the invoices to be set aside and quashed and the charges paid thereunder to be refunded. An interim order was passed by the Board on April 12, 2013 directing the respondent not to take any coercive or precipitate steps to enforce payment for invoices which are raised and outstanding after November 15, 2012 and directing GEL to maintain the value of its letter of credit equivalent to the outstanding invoices. As the SC has passed an order on 21.11.2014 directing to PNGRB to hear the complaint but not to pass the final order till the matter is decided by Supreme Court. On 22.09.2022, PNGRB directed parties to file comparative compilation/list of dates in the matter and listed the matter for 11.05.2023 for further consideration.
3. Earlier, a Writ Petition bearing W.P. No. 4163/2013 was filed by GEL and GETL against the Central Power Distribution Company of Andhra Pradesh and others before the High Court of Andhra Pradesh. GEL challenged the twin directions of the Central Andhra Pradesh Distribution Company whereby GEL was asked to convey its concurrence (a) to recover the differential amount of unit rate paid under the short term power purchase agreement (letter of intent) from the benchmark unit rate paid to the new independent power producers, under long term power purchase agreements for the power supplied by GEL from June 1, 2012; (b) for amendment of the letter of intent to agree for a much lower tariff than the unit rate paid to certain other independent power producers, for the supply of power. On June 3, 2013 the Court passed order quashing the arbitrary impugned directions. GETL/ GEL has filed a Writ Petition bearing No. W.P. 33233/2013 seeking payment of outstanding amount of Rs. 94.60 million with surcharge at the rate of Rs. 1.25 million (which amount was withheld by APDISCOMS during pendency of the W.P. No. 4163 of 2013). GETL received an amount of Rs. 86.18 million from AP Discoms towards part payment of total amount due under the purchase order / LOI which is the subject matter under Writ Petition filed by GEL.
4. In August 2013, while considering civil appeals arising out of special leave petitions filed before the Supreme Court of India regarding the impact of hydroelectric power projects being developed on Alaknanda and Bhagirathi river basins, the Supreme Court of India issued directions to the MoEF to form an expert body for assessing if the under-construction or operational hydroelectric power projects have resulted in environmental degradation and whether such degradation contributed to the occurrence of the floods which occurred in the State of Uttarakhand in June 2013. The Supreme Court of India further directed MoEF to examine the report issued by Wildlife Institute of India on 24 on-going hydroelectric power projects on the biodiversity of the Bhagirathi and the Alaknanda rivers (which includes Alaknanda Power Project). Given that the expert body submitted two conflicting reports, the MoEF sought permission from the Supreme Court of India to constitute another committee to examine the aforesaid issue. The Supreme Court of India issued directions vide its order dated May 7, 2014 to MoEF to provide valid reasons for constituting another committee and also imposed a stay on further construction of 24 power projects until further orders. GEL filed a petition for impleadment dated November 3, 2014 before the Supreme Court of India praying to be impleaded as a party to the said civil appeals which was allowed by the Supreme Court of India by its order dated November 5, 2014. The Supreme Court of India has directed the MoEF and State of Uttarakhand to file affidavits about their stand on these projects. We have filed an application in February, 2020 to allow our project. MoEF has filed a detailed affidavit on August 17, 2021 stating that the other Ministries (Ministry of Power; Ministry of Water and Ministry of Jal Shakti) are in consensus and has recommended 7 hydro projects which are currently under construction but the said affidavit is silent about the GMR Alaknanda Hydro Project. GEL filed an application on February 19, 2022 seeking permission of Supreme

Court to allow the implementation of the project in accordance with recommendations of Expert Body-II appointed as per orders of Supreme Court itself (Alaknanda HEP stands recommended). The matter is currently pending before the Supreme Court of India.

5. Writ Petition filed by GVPGL before Delhi High Court (DHC) along with GEL against MoPNG, MoP & ONGC, challenging the conduct of the ministries in not providing the assured quantum of gas to GVPGL and seeking supply of 1.64 MMSCMD of natural gas from ONGC fields in the KG Basin on firm basis. Constitutional validity of MoPNG Notification dated 21 March 2016, has also been challenged. GVPGL also sought stay against any further allocation / supply to new consumers through action / tender or otherwise till existing allocations are not met. Matter is pending before DHC and listed for further hearing on 24.04.2023.
6. Association of Power Producers along with GEL and Others have filed an Appeal before APTEL challenging the Suo-Motu Order dated 13.08.2021 passed by Central Electricity Regulatory Commission in Petition No. 06/SM/2021. CERC formulated a mechanism to determine Compensation on account of installation of Emission Control System by the generating companies in compliance with the Revised Emission Standards issued by Ministry of Environment, Forest & Climate Change, Government of India vide Environment (Protection) Amendment Rules, 2015 on 07.12.2015 in respect of the Thermal Generating stations whose tariff is determined through competitive bidding under Section 63 of the Electricity Act, 2003. Matter is currently pending before APTEL.

DETAILS OF ANY LITIGATION OR LEGAL ACTION PENDING OR TAKEN BY ANY MINISTRY OR DEPARTMENT OF THE GOVERNMENT OR A STATUTORY AUTHORITY AGAINST ANY PROMOTER OF THE OFFEREE COMPANY DURING THE LAST THREE YEARS IMMEDIATELY PRECEDING THE YEAR OF THE CIRCULATION OF THIS GENERAL INFORMATION DOCUMENT AND ANY DIRECTION ISSUED BY SUCH MINISTRY OR DEPARTMENT OR STATUTORY AUTHORITY UPON CONCLUSION OF SUCH LITIGATION OR LEGAL ACTION SHALL BE DISCLOSED

Litigations against our promoters

GIL:

1. Writ Petition (Civil) 5215 Of 2015 - GMR Infrastructure Ltd & Another Vs. Union of India & Ors., Delhi High Court

The MCA issued a general circular dated August 27, 2014 bearing circular number Of No. 17/66/2013/CL-V (“Impugned Circular”) disallowing capitalisation of costs incurred during the extended delay in commencement of a commercial project after the plant is otherwise ready in accordance with certain accounting standards. GMR Rajahmundry Energy Limited (“GREL”) sent two responses to MCA requesting that it be allowed to capitalise the interest incurred on its borrowing as it is unable to commence operations due to lack of natural gas supply. GIL along with GREL has challenged the directions of SEBI to GREL for restatement of accounts in compliance with Accounting Standards AS 10 and AS 16 in terms of MCA Impugned Circular, wherein the applicability of AS 10 and AS 16 has been clarified with respect to interest on borrowed capital during extended period of delay of commercial operations of GREL. GIL has prayed for quashing of the Impugned Circular of MCA. Alternatively, GIL has sought directions from the High Court of Delhi for treating the said expenditure incurred as prior to issuance of the Impugned Circular as deferred revenue expenditure and allowing the same to be amortized over a period of 5 years after commencement of commercial operations in terms of para 9.4 of AS 10. On May 25, 2015, the High Court of Delhi passed interim directions to the respondent including to SEBI to not to insist upon restatement of account of GIL as per the Impugned Circular and asked the petitioners to display the subject matter prominently in the notes on account and subsequently on November, 23, 2016, Delhi High Court ordered that interim order dated May 25, 2015 will remain operative until the disposal of writ petition. During the passage of time this petition has become infructuous accordingly, Delhi High Court vide order dated 02.03.2023 dismissed the writ petition as withdrawn

2. Two demand notices, both dated December 5, 2017 were issued by the District Magistrate, Fatehpur alleging non-compliance by GIL of the relevant mining rules applicable to the state of Uttar Pradesh on the grounds that GIL had extracted ordinary soil from an impermissible area and consequently raised a demand of

approximately ₹0.40 crores and ₹0.25 crores, respectively. GIL filed its representations denying the said allegations and seeking revocation of the demand notices, however the District Magistrate, Fatehpur upheld the demand notices and issued recovery certificates to GIL for recovering the above mentioned demand amounts as arrears of land revenue. GIL has filed two separate appeals before the Commissioner, Prayagraj Division, Prayagraj, against the recovery certificates and the said appellate authority has issued directions dated December 18, 2019 to stay any action for the recovery of the demand amounts while the matter remains pending. Both the appeals were listed on 23.01.2023 for further hearing. Matter is listed on 15.04.2023 for further proceedings.

3. An order dated December 6, 2019 ("Impugned Order") was passed by the District Magistrate, Chitrakoot under the Uttar Pradesh Minor Minerals (Concession) Rules, 1963 against GIL and Dedicated Freight Corridor Corporation of India Limited ("DFCC") cancelling the lease dated March 7, 2019 entered into between the state of Uttar Pradesh and DFCC for the excavation of sand from certain land for one year to be carried out by GIL acting as an agent of DFCC. Subsequently, a demand notice dated December 20, 2019 and a recovery citation dated January 27, 2020 was issued against GIL and DFCC for recovering ₹0.57 crores+ Interest. GIL and DFCC filed a revision petition before the Secretary to Government, UP Department of Geology & Mining, UP Civil Secretariat, Lucknow ("Authority") against the Impugned Order, said demand notice and recovery citation claiming that in accordance with the lease, DFCC was entitled to surrender the lease on the grounds that the quantity of sand to be excavated was unavailable and accordingly was entitled to a refund of the of the amount involved. Vide Order dated September 09, 2022, the Revision Petition was allowed by the Authority and directed the DM, Chitrakoot to decide afresh after taking into consideration the observations in the order. Under the Scheme of Demerger sanctioned by the National Company Law Tribunal, Mumbai this proceeding is transferred and vested with GPUIL and disclosed in good order.
4. Three notices dated February 4, 2020 ("Impugned Notice") were issued by the District Magistrate, Mahoba under the Uttar Pradesh Minor Minerals (Concession) Rules, 1963 against GIL (through GIL SIL JV) and the DFCC for recovering approximately ₹2.23 crores plus interest which was allegedly payable as instalments in accordance with three lease agreements, all dated February 18, 2019 entered into between the State of Uttar Pradesh and DFCC for the excavation of building stones from certain land to be carried out by GIL acting as an agent of DFCC and ₹0.02 crores towards payment of TCS and ₹0.05 crores towards payment of DMF contribution. GIL and DFCC filed a revision petition before the Secretary to the Government, Uttar Pradesh, Department of Geology and Mining, U.P. Civil Secretariat, Lucknow ("Revisional Authority") against the Impugned Notice claiming that excavation of the said land was halted for three months in accordance with an order of the Government of the state of Uttar Pradesh and for a further period of one month due to monsoon and accordingly the said instalments were not payable for such periods. Vide Order dated September 06, 2022, the Revision Petition was allowed by the Revisional Authority and directed the DM, Mahoba to decide afresh after taking into consideration the observations in the order. Under the Scheme of Demerger sanctioned by the National Company Law Tribunal, Mumbai this proceeding is transferred and vested with GPUIL and disclosed in good order.
5. Mirzapur Stamp Duty Case:

GIL as EPC contractor to GIL SIL-JV entered into agreements with land owners for taking out ordinary earth to be used in DFCCIL project. The Revenue Department, GoUP vide seven separate notices had sought to recover stamp duty approx. ₹ 12.62 Lakhs for all the seven notices) on value of the earth to be taken out from the land parcels. The company has refuted the demand by stating that the circulars relied by the department are not applicable on the transaction. However, the department is not agreeable and is insisting for payment of stamp duty. Matter is pending before the Department and 03.04.2023.
6. GIL is involved in 34 cases of direct tax matters and 4 cases of indirect taxation proceedings, which are pending.

GEL:

1. A writ petition bearing W.P. No. 10198/2012 has been filed by GEL against Government of Andhra Pradesh and Chief Electrical Inspectorate to Government of Andhra Pradesh before the High Court of Andhra Pradesh. GEL has sought for quashing the demand notices by the respondent stating that GEL is liable to pay

electricity duty (to the tune of Rs. 11.06 cr.) under the Andhra Pradesh Electricity Duty Act, 1939 on the sale of energy made to the trading licensees. The matter is pending for hearing before the Court.

GAL

1. GAL is involved in 7 cases of direct taxation proceedings involving a total tax demand of ₹ 74.71 crores (against which ₹ 20.54 crores has been paid) which relates to AY 2016-17, AY 2017-18 and AY 2018-19, created due to Disallowance of Interest U/s 36(1)(iii), Disallowance U/s 14A, Disallowance of legal and professional charges, not allowing deduction towards deferred tax amount in book profit and not considering the addition towards interest on income in computation of book profit made upon completion of assessment under Sections 143(3) of the IT Act against which GAL is in appeal before the CIT(A).
2. Assistant Commissioner of Service Tax(Audit-II) issued Show Cause Notice proposing to deny Cenvat Credit and demand Service Tax on non payment of ST on CG – 41858900. Total claim amount is INR 4.18 crores. Reply to notice has been submitted. Order awaited.

Other legal proceedings involving GIL and GEL pertaining to contractual disputes / claims / counter claims with governmental or statutory authorities are disclosed in the section above, namely ***‘any material event/ development or change having implications on the financials/credit quality (e.g. any material regulatory proceedings against the issuer/promoters, litigations resulting in material liabilities, corporate restructuring event etc.) at the time of issue which may affect the issue or the investor's decision to invest / continue to invest in the non-convertible securities’.***

ANNEXURE F

DETAILS OF CONTINGENT LIABILITIES OF THE ISSUER

1. Contingent liabilities not provided for:

	Particulars	March 31, 2023
(i)	In respect of Income tax matters *	64.29
(ii)	In respect of Indirect tax matters [refer note (e), (f) & (g) below and other matters*]	58.53
(iii)	In respect of property tax matter [refer note (a) below]	38.41
(iv)	In respect of Annual fee payable to AAI [refer note (h) & (i) below]	

*Matters disputed under Income Tax Act 1961, wherein disallowances result in reduction in 'returned loss' as per the return of income have not been considered for above disclosure. Tax impact of reduction in loss amounts to Rs. 54.02 crores.

- a) During the year ended March 31, 2017, the Delhi Cantonment Board (DCB) had raised provisional invoice demanding property tax of Rs.9.01 crores in respect of vacant land at IGI Airport for the financial year ended March 31, 2017. However, based on same computation method as used for payment of property tax to South Delhi Municipal Corporation (SDMC), the company has made payment towards property tax for financial year ended March 31, 2017 to the financial year ended March 31, 2022 along with request to DCB to withdraw its demand. DCB has raised provisional invoice on April 29, 2019 and Notice of demand dated November 1, 2019 demanding property tax of Rs. 10.73 crores for the financial year ended March 31, 2020 along with arrears of Rs. 28.78 crores. Accordingly, the Company has disclosed remaining amount of Rs. 38.41 crores in respect of financial year ended March 31, 2017 to financial year ended March 31, 2020 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 has submitted its application for adopting the same computation method as considered by SDMC, while arriving at the demand for the financial year ended March 31, 2017, the amount of liability for earlier years is unascertainable, and therefore no provision has been considered.

The Company had filed a writ petition before the Hon'ble Delhi High court against DCB to set aside the impugned demand notices. The Hon'ble Delhi High court heard the matter on December 2, 2019 and directed to be keep in abeyance the impugned demand notices and directed DCB to grant a detailed hearing to the Company, upon the Company's filing a representation before the DCB, subject to deposit a sum of Rs. 8.00 crores. In compliance of High Court order, the Company had deposited a sum of Rs. 8.00 crores under protest on December 20, 2019.

However, despite many representations made by the Company and ignoring all contentions of the Company, DCB had passed an assessment order dated June 15, 2020 levying the property tax of Rs. 867.21 crores per annum against its earlier assessment of tax of Rs. 9.13 crores per annum and raised the total demand of Rs. 2,601.63 crores for three years i.e. 2016-17 to 2018-19 and the Company has been directed to pay Rs. 2,589.11 crores after making due adjustments of amount already deposited. The order was in violation of the earlier order dated December 2, 2019 passed by the Hon'ble High Court of Delhi and was in breach of the provisions of the Cantonments Act. Accordingly, the Company filed a Writ Petition on July 20, 2020 before the High Court of Delhi challenging the assessment order dated June 15, 2020. The writ petition was heard on various dates in which Honourable Delhi High Court directed DCB not to take any coercive action against the Company till next hearing. Pending writ petition, DCB had assessed additional demand of property tax for Rs. 1733.32 crores for the financial year ended March 31, 2020 and financial year ended March 31, 2021 after considering amount paid by the Company, the Company had filed its additional affidavit for consideration for the financial year ended March 31, 2020 and financial year ended March 31, 2021 in present writ petition. The matter was heard on February 27, 2023 and Ministry of Home Affairs and Ministry of Civil Aviation along with AAI sought 4 weeks time for filing affidavits and the court approved the request for it. The matter was heard was on May 25, 2023 and Hon'ble Court has directed both party to come with amicable solution. .

Basis internal assessment done by the management and legal advice obtained from external legal experts, the management believes that the likelihood of an outflow of resources is remote.

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

The Company had challenged the said circulars issued by MoCA before the Hon'ble High Court of Delhi by way of a Writ Petition. The Hon'ble Court, vide its order dated December 21, 2012, had restrained MoCA from taking any coercive measures in the form of initiation of criminal proceedings against the Company and the matter is now listed on September 19, 2023.

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

MoCA in its order had stated that approximate amount of reversal to be made by the Company towards capital expenditure and interest thereon amounting to Rs. 295.58 crores and Rs. 368.19 crores respectively, subject to the order of the Hon'ble High court of Delhi. The Hon'ble High Court of Delhi, vide its order dated March 14, 2014, stayed recovery of amount already utilized by the Company from PSF (SC) Escrow Account till date. The matter is now listed for hearing on August 8, 2023.

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

However, pursuant to AERA order No. 30/ 2018-19 dated November 19, 2018 with respect to Company's entitlement to collect X-ray baggage charges from airlines, the Company has remitted Rs. 119.66 crores to PSF (SC) for transfer of screening assets from PSF (SC) to the Company with an undertaking to MoCA by the Company that in case the matter pending before the Hon'ble High Court is decided in it's the Company's favour, the Company will not claim this amount back 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 crores, in lieu of payment of import duty in respect of import of fixed assets (including capital work in progress) and accounted the same as grant as per para 15 of erstwhile Accounting Standard 12 and adjusted the same against certain expenditure which in its view are related to obtaining such custom duty credit scrip entitlements. Basis the opinion of the Expert Advisory Committee ('EAC') of the Institute of Chartered Accountants of India.

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

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

The matter was contested in arbitration before Arbitral Tribunal and arbitration award was pronounced in favour of the Company on December 27, 2018, mentioning that the income earned by way of SFIS Scrip does not fall under the definition of Revenue as per OMDA as it is not related with any Aeronautical or Non-Aeronautical activities and it is of the nature of capital receipt. Accordingly, no annual fee is payable to AAI by the Company on SFIS revenue and demand of AAI for annual fee stands rejected. However, AAI has filed an appeal challenging the order of Arbitral Tribunal before the High Court of Delhi on April 25, 2019 for setting aside the arbitration award dated December 27, 2018. The matter is now listed on August 3, 2023 for arguments.

- 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 crores (excluding interest and penalty) considering Advance Development Costs ('ADC') collected by Company from the Commercial Property Developers under the service tax category 'Renting of Immovable Property'.

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

the common use and not for the exclusive use of any developer. Service tax liability on ADC, if any arises, shall be adjusted from ADC amount collected by Company from the Commercial Property Developers.

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

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

Accordingly, the amount of Rs.54.31 crores disclosed as contingent liability as at March 31, 2023. Further, the management of the Company is of the view that no adjustments are required to be made to these 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 crores (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 crores, service tax amounting to Rs 130.17 crores 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 crores (after giving cum duty effect) and out of the said demand has appropriated amount of Rs 130.17 crores already deposited by Company under protest towards service tax, and further imposed a penalty of Rs 131.89 crores in respect of this matter.

However, based on an internal assessment 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 the Company setting aside the order of the Commissioner levying service tax on ADF and penalty amounting to Rs. 262.06 crores. The department has filed SLP before Supreme Court, against the Order dated January 18, 2019 passed by CESTAT in favour of the Company. The Company has filed counter affidavit on August 14, 2020. The matter was heard on various dates and final order was pronounced on May 19, 2023 in favour of the Company.

Accordingly, the amount of Nil (March 31, 2022: Rs. 131.89 crores) has been disclosed as contingent liability.

- g) In certain matters before Hon’ble Delhi High Court or Hon’ble Supreme Court yet to be decided, wherein the Company has been made respondent and the petitions filed by the UOI, others/concessionaires which are relating to the applicability of service tax (under pre-GST regime) on services provided by the Company and the issues under consideration are related to licensing of space in Airport, Service tax on supply of electricity, running of duty free shops to be regarded as Airport Services. The Company initially charged service tax against the services provided, however levy and the applicability was contested by such parties and accordingly they filed petitions before judicial authorities making the Company as a party/respondent in the matters. The management is of the view that these matters will not result in any additional obligation on the Company in case of adverse decisions and in case of any demand or liability arising on account of adjudication of the issues, the same are recoverable from the service recipients.
- h) The Company issued various communications to Airports Authority of India (“AAI”) from month of March 2020 onwards inter-alia under Article 16 (Force Majeure) and informed AAI that consequent to outbreak of Covid-19 pandemic, the entire aviation industry, particularly the Indira Gandhi International (IGI) Airport has been adversely affected. It was specifically communicated that the said crisis has materially and adversely affected the business of the Company which in turn has directly impacted the performance of the Company’s obligations under the Operations Management and Development Agreement (“OMDA”) (including obligation to pay Annual Fee/Monthly Annual Fee) while the Company is continuing to perform its obligation to operate, maintain and manage the IGI Airport. The Company thereby invoked Force Majeure post outbreak of COVID-19 “A Pandemic” as provided under Article 16 of OMDA and claimed that it would not be in a position to perform its obligation to prepare Business Plan and pay Annual Fee/ Monthly Annual fee to AAI. The said event(s) of Force Majeure had also been admitted by AAI in its communication to the Company. Consequently, the Company is entitled to suspend or excuse the performance of its said obligations to pay Annual Fee/Monthly Annual Fee to as notified to AAI. However, AAI has not agreed to such entitlement of the Company under OMDA. This has resulted in dispute between the Company and AAI and for the settlement of which, the Company has invoked on September 18, 2020 dispute resolution mechanism in terms of Article 15 of OMDA. Further, on December 02, 2020, the Company again requested

AAI to direct the ICICI Bank (Escrow Bank) to not to transfer the amounts from Proceeds Accounts to AAI Fee Account, seeking similar treatment as granted by Hon'ble High Court of Delhi to Mumbai International Airport Ltd.

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

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

Meanwhile with the nomination of arbitrators by the Company and AAI and appointment of presiding arbitrator, the arbitration tribunal had commenced from January 13, 2021. The final arguments before arbitration tribunal were closed in February and March 2023 and final order of Arbitration Tribunal is awaited.

Before the Company's above referred Section 9 petition could be finally disposed off, AAI has preferred an appeal against the ad-interim order dated January 5, 2021 under section 37 of the Arbitration and Conciliation Act, 1996 before division bench of Hon'ble High Court of Delhi, which is listed for consideration and arguments.

In compliance with the ad-interim order dated January 5, 2021, AAI had not issued any certificate or instructions to the Escrow Bank from December 09, 2020 onwards regarding the amount of AAI Fee payable by the Company to AAI, as contemplated under the Escrow Agreement and the OMDA. Resultantly both pursuant to the ad-interim order of Hon'ble High Court of Delhi and in the absence of any certificate or instruction from AAI, the Escrow Bank has not transferred any amount pertaining to AAI Fee from Proceeds Account to AAI Fee Account of the Escrow Account from December 09, 2020 onwards.

Basis the legal opinion obtained, the Company is entitled to not to pay the Monthly Annual fee under article 11.1.2 of OMDA to AAI being an obligation it is 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 the Company achieves level of activity prevailing before occurrence of Force majeure. Further, the Company had also sought relief for refund of MAF of an amount of Rs. 465.77 crores appropriated by AAI for the period starting from March 19, 2020 till December 2020.

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

As AAI had already appropriated the Monthly Annual Fee amounting to Rs. 446.21 crores from April 01, 2020 till December 09, 2020, which the company had already protested. Accordingly, the same had been shown as Advance to AAI paid under protest. However, since the recovery of this amount is sub-judice before the Hon'ble High Court of Delhi and the arbitral tribunal, as a matter of prudence, the Company had created a provision against above advance and shown the same in other expenses during financial year 2020-21.

As an interim arrangement the Parties (the Company and AAI) by mutual consent and without prejudice to their rights and contentions in the dispute before the arbitral tribunal, have 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, the Company is paying the MAF to AAI w.e.f. April 1, 2022 onwards as per approved Business Plan.

Consequent to this interim arrangement, both the Company and AAI had filed copy of the agreement in their respective petition and appeal before Hon'ble High Court of Delhi and have withdrawn the pending proceedings. This arrangement is entirely without prejudice to the rights and contentions of the parties in respect of their respective claims and counter claims in the 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.

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

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

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

The Company had shown aforementioned amount of Rs. 43.21 crores as part of advances recoverable from AAI during the financial year ended March 31, 2022. Though the Company had been following up continuously with AAI for adjustment/ refund of the said advances, however, despite several follow up AAI had not refunded/ adjusted the same in past 2 years.

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

ANNEXURE G

DETAILS OF OTHER DIRECTORSHIPS OF THE DIRECTORS OF THE ISSUER

S. No.	NAME OF DIRECTOR	NAME OF COMPANIES IN WHICH DIRECTORSHIP HELD
1	Ms. Bijal Tushar Ajinkya	GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited)
		Delhi International Airport Limited
		GMR Hyderabad International Airport Limited
		GMR Air Cargo And Aerospace Engineering Limited
		GMR Airports Limited
2	Mr. Matthias Engler (Alternate Director to Ms. Denitza Weismantel)	Delhi International Airport Limited
		Xi an Xianyang International Airport Co., Ltd.
		Fraport Asia Ltd.
		Pantares Tradeport Asia Ltd.
		Tradeport Hong Kong Ltd.
		Shanghai Frankfurt Airport Consulting Services Co.Ltd.
3	Mr. Regis Lacote	GMR Visakhapatnam International Airport Limited
		GMR Airport Developers Limited
		Delhi International Airport Limited
4	Ms. Denitza Weismantel	Fraport Asia Limited, Hong Kong
		Pantares Tradeport Asia Limited, Hong Kong
		Fraport Twin Star Airport Management AG, Varna
		Thalita Trading Ltd.
		Fraport Malta Investment Limited
		Fraport Bulgaria EAD
		Fraport TAV Antalya Terminal Isletmeciligi A.S.
		Fraport Turkey Havalimani Yatirimlari A.S
		Fraport TAV Antalya Yatirim Yapim Ve isletme A.S.
		Fraport Antalya Havalimani isletme ve Yatirim A.S.
Delhi International Airport Limited		
5	Dr. Emandi Sankara Rao	GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited)
		Coastal Corporation Limited
		Vizag Profiles Private Limited
		GMR Energy Trading Limited
		Visakha Pharmacy Limited [formerly Ramky Pharma City (India) Limited]
		GMR Power and Urban Infra Limited
		Delhi Duty Free Services Private Limited
		Delhi International Airport Limited
6	Mr. Amarthaluru Subba Rao	GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited)
		GMR Hyderabad International Airport Limited
		Delhi International Airport Limited
		GMR Airports Limited
		Delhi Duty Free Services Private Limited
		Gigleji Teknet Private Limited
		Lendi Enterprises LLP
7	Mr. Indana Prabhakara Rao	GMR Goa International Airport Limited
		Delhi International Airport Limited
		GMR Airports Limited
		GMR Airport Developers Limited
		GMR Nagpur International Airport Limited
		GMR Visakhapatnam International Airport Limited
8	Mr. Philippe Pascal	Média Aéroports de Paris
		GMR Airports Limited
		Delhi International Airport Limited
9	Mr. Mundayat Ramachandran	GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited)
		IDFC Foundation
		GMR Warora Energy Limited

S. No.	NAME OF DIRECTOR	NAME OF COMPANIES IN WHICH DIRECTORSHIP HELD
		GMR Bajoli Holi Hydropower Private Limited
		GMR Kamalanga Energy Limited
		Sanmarg Projects Private Limited
		GMR Goa International Airport Limited
		Delhi International Airport Limited
		GMR Visakhapatnam International Airport Limited
		Cochin Smart Mission Limited
		GMR Energy Limited
		GMR Hyderabad International Airport Limited
10	Mr. Narayana Rao Kada	Delhi International Airport Limited
		GMR Goa International Airport Limited
		Geokno India Private Limited
11	Mr. Grandhi Mallikarjuna Rao	GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited)
		GMR Power and Urban Infra Ltd.
		GMR Hyderabad International Airport Limited
		GMR Varalakshmi Foundation
		Delhi International Airport Limited
		GMR Airports Limited
		AMG Healthcare Destination Private Limited
		Parampara Family Business Institute
		GMR Goa International Airport Limited
		GMR Enterprises Private Limited
		GMR Nagpur International Airport Limited
		GMR Visakhapatnam International Airport Limited
		GMR Energy Limited
12	Mr. Grandhi Kiran Kumar	GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited)
		GMR Power and Urban Infra Limited
		GMR Hyderabad International Airport Limited
		GMR Varalakshmi Foundation
		Delhi International Airport Limited
		GKR Holdings Private Limited
		GMR Airports Limited
		JSW GMR Cricket Private Limited (formerly known as 'GMR Sports Private Limited')
		GMR Goa International Airport Limited
		GMR Hyderabad Aerotropolis Limited
		GMR Enterprises Private Limited
		GMR Technologies Private Limited
		GMR Energy Limited
13	Mr. Srinivas Bommidala	Bommidala Exports Private Limited
		GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited)
		GMR Power and Urban Infra Ltd
		GMR Varalakshmi Foundation
		Delhi International Airport Limited
		GMR Hyderabad International Airport Limited
		BSR Holdings Private Limited
		GMR Airports Limited
		AMG Healthcare Destination Private Limited
		Delhi Duty Free Services Private Limited
		GMR Goa International Airport Limited
		GMR Enterprises Private Limited
		GMR Energy Limited
		GMR Kamalanga Energy Limited
		GMR Megawide Cebu Airport Corporation, Philippines
		Megawide GMR Construction JV Inc.

S. No.	NAME OF DIRECTOR	NAME OF COMPANIES IN WHICH DIRECTORSHIP HELD
14	Ms. Rubina Ali	Mumbai International Airport Limited
		Airport Authority of India
		Delhi International Airport Limited
		Hotel Corporation of India Limited
15	Mr. GBS Raju	GMR Airports Infrastructure Limited (formerly GMR Infrastructure Limited)
		GMR Varalakshmi Foundation
		Delhi International Airport Limited
		GBS Holdings Private Limited
		GMR Goa International Airport Limited
		GMR Enterprises Private Limited
		Delhi Duty Free Services Private Limited
		GMR Air Cargo and Aerospace Engineering Limited
		GMR Airports Limited
		GMR Hyderabad International Airport Limited
		GMR Airport Developers Limited
		GMR Visakhapatnam International Airport Limited
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Delhi International Airport Limited		
Dholera International Airport Company Limited		
Ludhiana International Airport Limited		
Chandigarh International Airport Limited		
Mumbai International Airport Limited		
17	Ms. Vidya Vaidyanathan	Delhi International Airport Limited
		AAI Cargo Logistics & Allied Services Co. Ltd.
		Dholera International Airport Company Limited