

04 August 2025

India | Equity Research | Results Update

InterGlobe Aviation

Aviation

Q1 turbulence well navigated, steady outlook for FY26; remain positive on macro-opportunity

Our initial estimates factored in spread compression in FY25 vs. FY24. While, in H1FY25, this played out more than expected, there was substantial recovery in H2. This underlines our belief that a structurally lower supply industry situation in the medium term is a bigger investment thesis despite any short-term possible demand blip. The same is also ratified from a relative steady FY26 outlook shared by management despite a tough Q1, which was impacted by external challenges. Spreads get a boost from steady crude price and flattish management guidance on CASK ex-fuel. The combination of business class introduction, loyalty programme, accelerated long-haul foray with wide-body aircraft and induction of XLR underline possible new market/segment opportunities; further, highlighting that the twin strategies of internationalisation and premiumisation are firmly underway, and perhaps even picking up pace. Retain **BUY**. Key risks include demand decline and adverse geopolitical events.

Ability to clock ~INR 100bn PAT exists, notwithstanding any interim challenges; this, plus macro-opportunity, leads to increase in multiples

We raise our valuation multiple from 25x to 28x for IndiGo and assume full tax rate in FY27 against 4.4%/5.8% in FY25/Q1FY26. The macro-opportunity is premised on 1) improvement in air traffic penetration; 2) increase in international traffic; and 3) favourable supply demand situation within Indian aviation. There have been some improvements in the supply chain and aircraft delivery situation globally, which might eventually restore supply, and eventually impact yields. While this is a risk, it still seems less likely in the near term.

- We factor RASK of INR 4.85/INR 4.92 for FY26E/FY27E vs. INR 5.13/INR 4.85 in FY25/Q1FY26. FY26 RASK is an interplay of: 1) impacted Q1; 2) no benefit of Maha Kumbh which aided Q4FY25; 3) impact of higher share of international/premium segments; and 4) reducing contribution from OEM compensation with improving AOG.
- We assume fuel/ex-fuel CASK (ex-forex) of INR 1.43/INR 3.12 in FY26E and INR 1.44/INR 3.12 in FY27E vs. INR 1.66/INR 3.09 in FY25 and INR 1.38/INR 3.13 in Q1FY26. While lower Brent prices drive the fuel expense lower, CASK ex-fuel is benefitting from returning of damp leases with reduced aircraft on ground. Management guidance of CASK ex-fuel ex-forex remains flat in FY26 over FY25.

Financial Summary

Y/E March (Rs mn)	FY24A	FY25A	FY26E	FY27E
Net Revenue	6,89,043	8,08,029	8,59,274	10,03,058
EBITDA	1,70,350	1,96,762	2,13,443	2,56,723
EBITDA Margin (%)	24.7	24.4	24.8	25.6
Reported PBT	87,667	92,113	97,806	1,23,238
Reported PAT	81,725	72,584	92,069	92,182
EPS (INR)	230.3	229.7	238.3	238.6
P/E (x)	25.1	25.2	24.3	24.2
CEPS (INR)	396.8	454.4	502.7	542.6
EV/E (x)	14.6	13.1	11.6	9.4
RoCE (%)	19.8	15.0	13.7	14.0

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Market Data

Market Cap (INR)	2,237bn
Market Cap (USD)	25,560mn
Bloomberg Code	INDIGO IN
Reuters Code	INGL BO
52-week Range (INR)	6,019 / 3,779
Free Float (%)	51.0
ADTV-3M (mn) (USD)	99.9

Price Performance (%)	3m	6m	12m
Absolute	10.3	28.9	31.4
Relative to Sensex	9.8	24.9	33.0

ESG Score	2023	2024	Change
ESG score	72.2	70.9	(1.3)
Environment	57.6	52.1	(5.5)
Social	72.9	74.9	2.0
Governance	78.4	80.7	2.3

Note - Score ranges from 0 - 100 with a higher score indicating higher ESG disclosures.

Source: SES ESG, I-sec research

Previous Reports

22-05-2025: [Q4FY25 results review](#)

26-01-2025: [Q3FY25 results review](#)

- Our estimated operating spread (RASK-CASK) stands at INR 0.30/INR 0.36 for FY26E/FY27E vs. INR 0.38 in FY25 and INR 0.33 in Q1FY26. This CASK includes depreciation and interest cost, but not forex, while RASK is ex-other income. Beyond this spread, investment income continues to increase with Q1FY26 run-rate of ~INR 10.5bn. IndiGo had ~INR 130bn of unabsorbed tax losses as of H1FY25.
- We maintain **BUY** with a revised target price of INR 6,680 (earlier INR 6,377), based on 28x FY27E EPS of INR 239 (post full tax).

Strong performance in a quarter marred with external challenges

Q1FY26 was a challenging quarter for India's aviation industry marked by geopolitical tensions, airspace restrictions and a tragic accident. As per management, the quarter started on a strong note in Apr'25. However, the latter half of Apr'25 was affected by the Pahalgam attacks, which led to weakening of demand, especially for the Srinagar region. This was followed by the closure of Pakistan's air space for Indian carriers, impacting air time of 30 flights daily, and the cancellation of flights to Tashkent and Almaty. In the beginning of May'25, the closure of 10 airports in North India led to cancellation of ~170 daily flights for more than a week. In Jun'25, when travel demand was recovering, the tragic Air India accident on 12 Jun'25 led to caution in air travel sentiment, particularly on the international side. Mid-Jun'25 was also impacted by the conflict of Iran and Israel, which led to cancellation of ~100 daily flights for two days. Despite all these headwinds, IndiGo reported a strong performance in Q1FY26.

- Total passengers decreased 2.8% YoY but increased 11.5% QoQ in Q1FY26 to 31mn. Total ASK increased 16.5% YoY to 42.3bn. RPK increased 13.3% YoY to 35.7bn leading to PLFs being lower at 84.4% (86.8% in Q1FY26).
- IndiGo reported PRASK of INR 4.21 (vs INR 4.55 in Q1FY25 and INR 4.65 in Q4FY25); RASK of INR 4.85 (vs INR 5.39 in Q1FY25 and INR 5.26 in Q4FY25); Fuel CASK of INR 1.38 (vs INR 1.77 in Q1FY25 and INR 1.60 in Q4FY25); and CASK ex fuel of INR 3.13 (vs INR 3.02 in Q1FY25 and INR 3.16 in Q4FY25). Spread (RASK – CASK) for Q1FY26 stood at INR 0.33 in Q1FY26 (vs. INR 0.6 in Q1FY25 and INR 0.5 in Q4FY25).
- IndiGo reported EBITDA (Including forex loss of INR 1.5bn) of INR 52.3bn and EBITDA margin of 25.5%.
- IndiGo reported PAT of INR 21.8bn in Q1FY26 (INR 23.2bn ex-forex).

Air travel demand shows signs of stabilisation in Jul'25; management expects trends to improve ahead

As per the daily data from MoCA, Jul'25 has seen a downward trend in domestic passengers while international passengers are at similar levels to Jun'25. Average daily domestic passengers for Jul'25 stands at 416k vs 462k in Jun'25, 463k in May'25 and 490k in Apr'25. Average daily international passengers stand at 100k in Jul'25 vs. 100k in Jun'25, 113k in May'25 and 118k in Apr'25. In the Q1FY26 earnings call, management stated that it is seeing travel demand stabilising in Jul'25 and expect recoveries in Aug/Sep'25.

Management expects yield to remain flat on a YoY basis in Q2FY26 basis trends.

Capacity guidance lower for Q2FY26; unchanged for full-year FY26

Management has given a guidance of mid to high single-digit growth on a YoY basis for capacity in Q2FY26. However, on a full-year basis, management remains firm on guidance of early double-digit growth in capacity. As per management, low growth guidance for Q2FY25 is a planned step to align capacity with demand by adjusting

frequencies on certain low-demand sectors in a seasonally weak Q2. At the same time, management would be using the downtime to conduct structural inspections on some aircraft and implementing fleet upgrades, ensuring fleet is fully prepared for the seasonally strong Q3.

Costs expected to remain stable as company reduces damp leases

As the AOG situation keeps getting better for IndiGo, the company is slowly reducing its damp leased aircraft, which they had taken as mitigation measures. In Q1FY26, IndiGo redelivered 16 damp leased aircraft as the AOG situation remains stable at 40 aircraft. Considering the impact of this reduction in damp leases and natural inflation/escalations in the other line items, management expects CASK-ex fuel to remain stable on a YoY basis, which is an unchanged guidance. Fuel/ASK also saw a significant decline to INR 1.38 in Q1FY26 vs. INR 1.6 in Q4FY25. As per management, this decline is a factor of: 1) lower ATF prices (INR 86k/KL in Q1FY26 vs. INR 94k/KL in Q4FY25 and INR 101k/KL in Q1FY25); 2) re-delivery of older generation aircraft, which were taken on damp leases; and 3) negotiations done by IndiGo with oil marketing companies. While ATF prices are not in control of IndiGo, the other two points could incrementally benefit IndiGo's fuel/ASK going ahead.

Premiumisation via IndiGo Stretch to extend to international destinations as well

IndiGo, in Nov'24, started its business class product, 'IndiGo Stretch', on the DEL-BOM route. As of Q1FY26, the business class offering is operational on 5 domestic routes as well as the Delhi-Bangkok route. Basis the insights and good feedback received by the company on the Delhi-Bangkok route, IndiGo has decided to expand its stretch offering, using its A321 aircraft, across select regional international markets. Since the beginning of Jul'25, IndiGo has started a phased rollout of its stretch product across all frequencies to Bangkok, Singapore, Dubai and Phuket from both Delhi and Mumbai.

International expansion firmly on track with long-haul flight to Europe

IndiGo signed an agreement to get six 787 widebodies on damp lease with Norse Atlantic Airways. IndiGo has received one 787 aircraft and expect the other five 787 widebodies to arrive during FY26. The currently inducted one 787 is flying from Mumbai to Amsterdam and Manchester. As per management, the initial feedback from customers is very encouraging and based on this feedback, IndiGo is enhancing its frequencies from Sep'25 to 6 weekly flights to Amsterdam and 4 weekly flights to Manchester. On these long-haul flights, management has seen bookings from both the European as well as from the Indian diaspora. Some of the European customers are transiting at Mumbai and using the Indigo flight to connect to places in Southeast Asia, Sri Lanka and other parts of IndiGo network. Management plans to launch new routes to London and Copenhagen next.

IndiGo also signed an MOU with Airbus to convert 30 purchase rights to firm orders for the Airbus 350, which takes their total orders for wide-body aircraft to 60. The delivery of initially ordered widebodies will likely start from CY27, and the deliveries of these additional 30 aircraft are expected to start from CY32. Additionally, XLR is supposed to also come in FY26.

Balance sheet remains strong

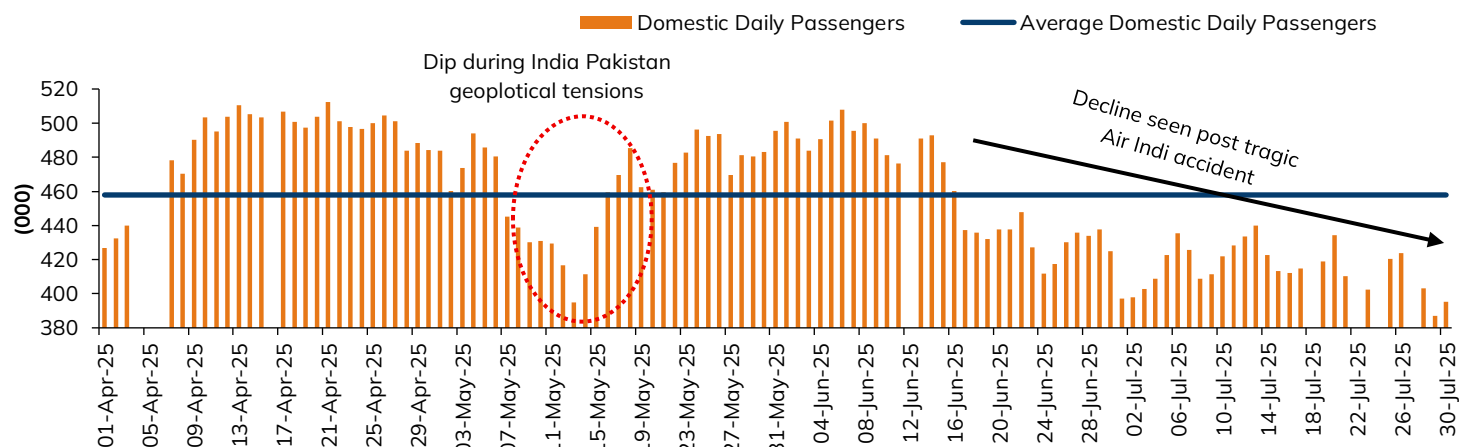
IndiGo's total cash balance increased to INR 494bn, comprising INR 348bn of free cash and INR 146bn of restricted cash in Q1FY26 (from INR 482bn, comprising INR 332bn of free cash and INR 150bn of restricted cash in Q4FY25). The capitalised operating lease liability for IndiGo is INR 468bn in Q1FY26 vs. INR 480bn in Q3FY25. Total debt (including capitalised operating lease liability) increased to INR 684bn in Q1FY26, from INR 668bn in Q4FY25.

Exhibit 1: Q1FY26 Result Review

(INR mn)	Q1FY26	Q1FY25	Y-Y(%)	Q4FY25	Q-Q(%)
Total operating Income	2,04,963	1,95,707	4.7	2,21,519	(7.5)
Fuel	58,326	64,165	(9.1)	67,530	(13.6)
Net Rentals	4,925	6,241	(21.1)	8,641	(43.0)
Supplementary Rentals	30,705	26,033	17.9	30,126	1.9
Stock	1,019	837		1,078	
Change in inventory	24	19		(4)	
Employee	20,499	17,572	16.7	19,472	5.3
Other Expenses	35,727	28,673	24.6	35,148	1.6
Foreign Exchange (gain)/loss	1,473	575		(1,366)	
Total operating Expense	1,52,698	1,44,115	6.0	1,60,625	(4.9)
EBITDA	52,265	51,592	1.3	60,894	(14.2)
(Margin%)	25.5	26.4		27.5	
EBITDAR	57,190	57,833	(1.1)	69,535	
(Margin%)	27.9	29.6		31.4	
Other Income	10,463	6,782	54.3	9,456	10.6
Depreciation	25,660	18,758	36.8	24,914	3.0
Finance Costs	13,961	11,576	20.6	13,742	1.6
Exceptionals	-	-		-	
EBIT	37,068	39,616	(6.4)	45,436	
PBT	23,107	28,040	(17.6)	31,694	
Tax	1,344	752		1,019	
PAT	21,763	27,288	(20.2)	30,675	(29.1)
Adjusted PAT	23,236	27,863	(16.6)	29,309	(20.7)
Total ASK (000)	4,23,00,000	3,63,00,000	16.5	4,21,00,000	0.5
PLF (%)	84.4	8,677.7		87.4	
PAX Revenue (Rs mn)	1,77,917	1,65,091	7.8	1,95,673	(9.1)
Ancillary revenue (Rs mn)	27,046	30,616	(11.7)	25,846	4.6
PAX RASK	4.21	4.55	(8)	4.65	(9.5)
Fare (Rs)	5,739	5,939	(3.4)	6,134	(6.4)
Passengers(mn)	31.0	27.8	11.5	31.9	(2.8)
Operating RASK	4.85	5.39	(10.1)	5.26	(7.9)
PAX	31.00	27.80	11.5	31.90	(2.8)
Fuel CASK	1.38	1.77	(22.0)	1.60	(14.0)
Total CASK (ex-Fuel)	3.13	3.02	3.6	3.16	(0.9)
Total CASK (ex-Fuel)	0.33	0.60	(44.4)	0.50	(32.6)

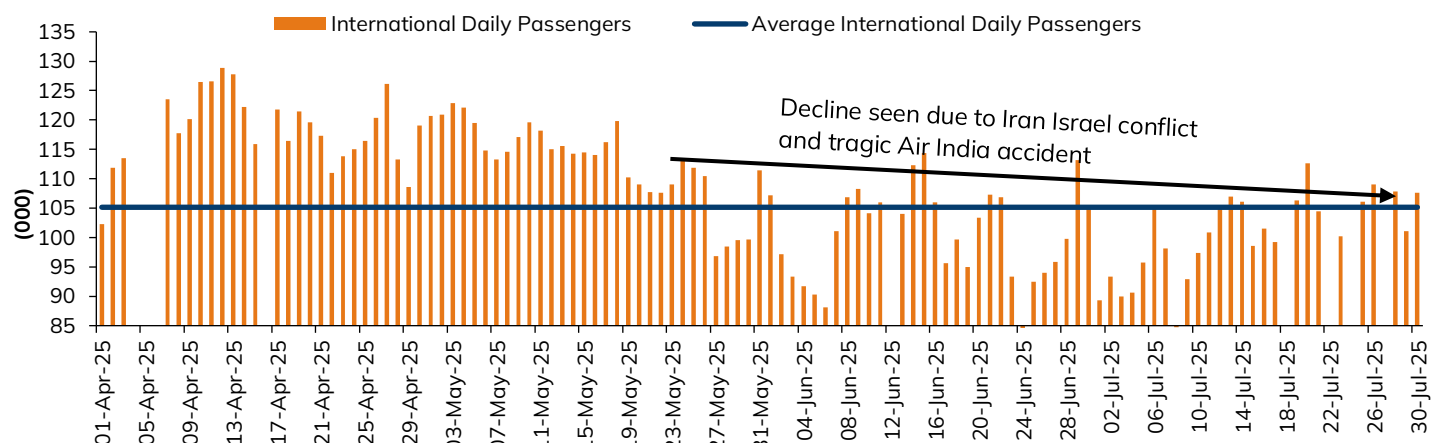
Source: I-Sec research, Company data

Exhibit 2: Average daily domestic passenger trend



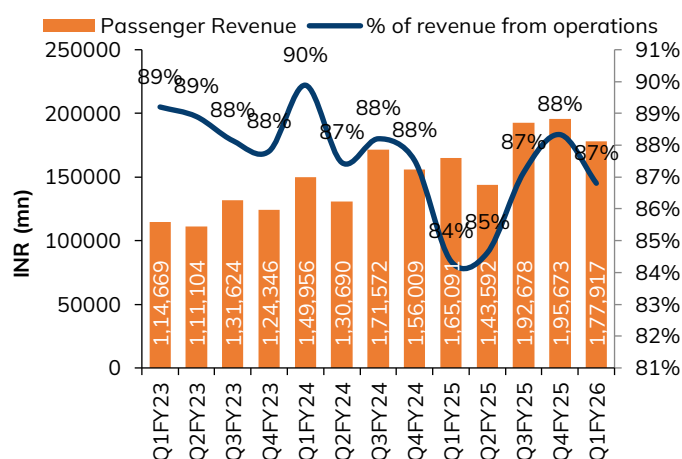
Source: I-Sec research, MoCA

Exhibit 3: Average daily international passenger trend



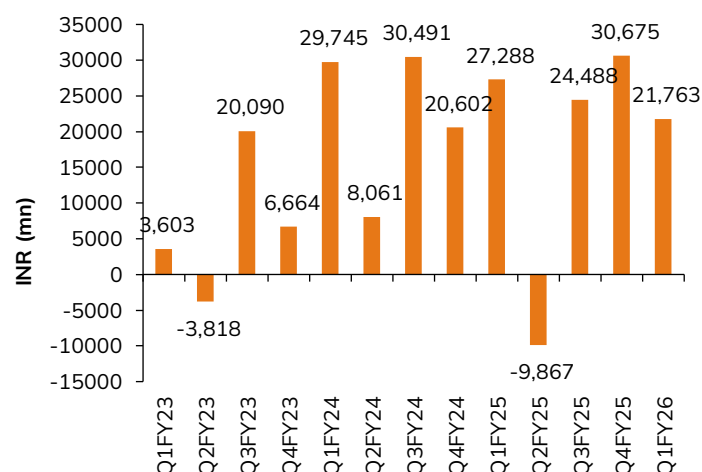
Source: I-Sec research, MoCA

Exhibit 4: Quarterly passenger revenue trend



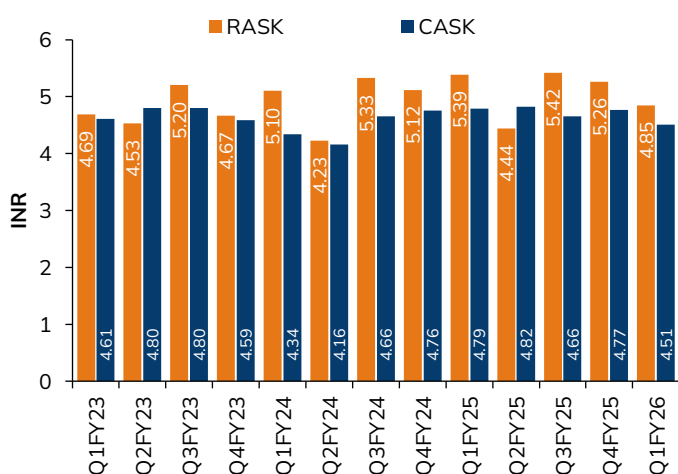
Source: I-Sec research, Company data

Exhibit 5: Quarterly Reported PAT trend



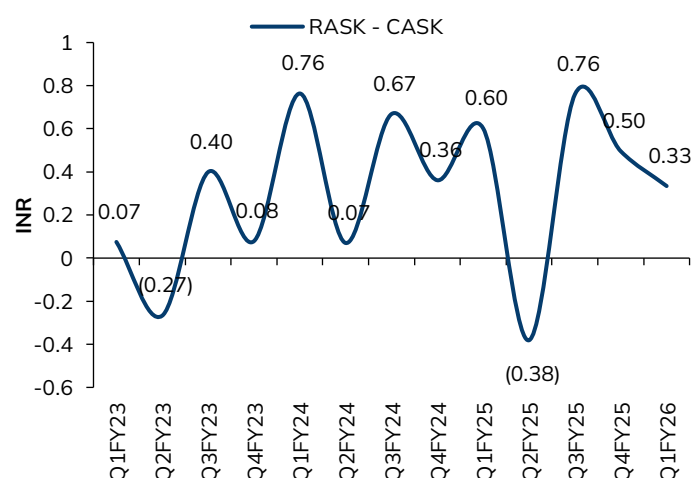
Source: I-Sec research, Company data

Exhibit 6: Quarterly RASK and CASK trend

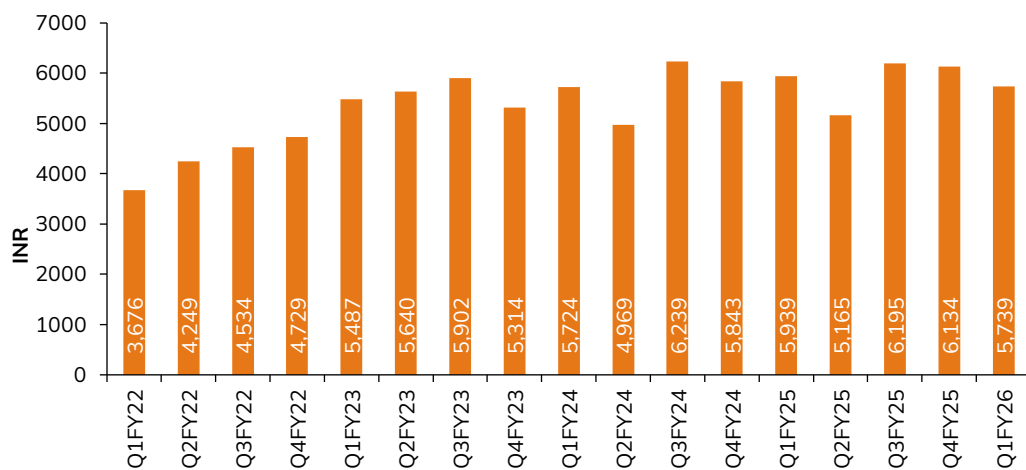


Source: I-Sec research, Company data

Exhibit 7: Quarterly RASK-CASK spread trend



Source: I-Sec research, Company data

Exhibit 8: Quarterly trend of average fares for IndiGo

Source: I-Sec research, Company data

Exhibit 9: IndiGo domestic market share stood at 64.5% in Jul'25

Domestic market share	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Air India	14.6	14.3	14.7	15.1	19.4	24.4	26.4	25.7	27.3	26.7	27.2	26.5	27.1
SpiceJet	3.8	3.1	2.3	2.0	2.4	3.1	3.3	3.2	3.2	3.3	2.6	2.4	1.9
IndiGo	60.8	62.0	62.4	63.0	63.3	63.6	64.4	65.2	63.7	64.0	64.1	64.6	64.5
Air Asia	4.8	4.5	4.4	4.1	-	-	-	-	-	-	-	-	-
Vistara	9.7	10.0	10.3	10.0	9.1	2.9	-	-	-	-	-	-	-
Akasa Air	4.8	4.7	4.5	4.4	4.5	4.7	4.6	4.7	4.7	5.0	5.0	5.3	5.3
Rest	1.5	1.4	1.4	1.4	1.3	1.3	1.3	1.2	1.1	1.0	1.1	1.2	1.2
Tata Airlines (Air Aisa + Air India+ Vistara)	29.1	28.8	29.4	29.2	28.5	27.3	26.4	25.7	27.3	26.7	27.2	26.5	27.1

Source: I-Sec research, DGCA

Note: Air India Domestic Market share in Oct'24 is post-merger of Air India express and Air Asia

Note: Vistara November month data is till 11 Nov 2024. Effective 12 Nov 2024 Vistara merged with Air India and hence Vistara is not considered in rating

Exhibit 10: IndiGo's international market share stood at 44.7% in Jul'25

Int'l market share (%)	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25
IndiGo	40.3	40.5	41.0	41.5	42.4	42.6	43.8	43.5	43.7	44.3	44.2	44.7
Spicejet	5.2	4.5	3.7	3.5	4.1	4.6	4.4	3.9	3.8	3.8	3.4	3.6
Air India	27.1	26.1	26.4	27.3	26.1	30.3	32.3	32.1	33.4	33.2	31.1	30.8
Air India Express	17.7	18.9	18.8	18.1	18.2	18.1	18.0	19.0	17.7	17.1	19.7	19.5
Vistara	9.2	8.9	8.6	8.0	7.7	2.8	-	-	-	-	-	-
Rest	0.5	1.1	1.6	1.5	1.4	1.5	1.6	1.5	1.5	1.5	1.6	1.4
Tata Airlines	54.0	53.9	53.8	53.4	52.0	51.3	50.3	51.1	51.1	50.2	50.8	50.3

Source: I-Sec research, DGCA

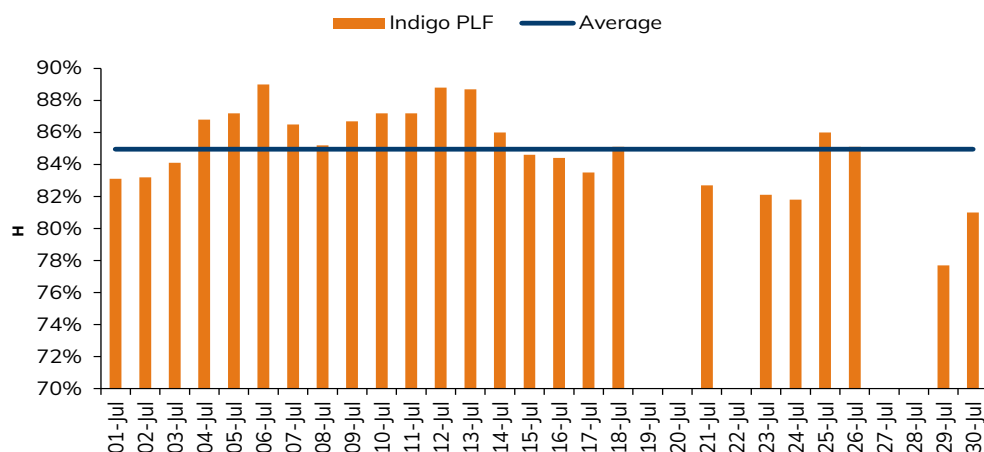
Exhibit 11: Domestic PLF stood at 85.4% in Jul'25

PLF trend (%)	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Chg. in PLF MoM (bps)
Air India	84.7	82.2	80.1	80.1	80.8	87.3	84.7	84.4	87.2	80.6	83.3	80.2	81.5	130
SpiceJet	91.5	90.3	81.0	80.4	81.0	87.9	87.4	87.1	91.2	84.8	86.0	84.0	85.2	120
IndiGo	87.0	84.6	82.3	82.6	82.3	90.3	90.6	89.8	91.7	84.6	86.9	85.1	85.4	30
Air Asia	88.6	85.7	84.4	81.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
Akasa Air	89.6	86.4	85.5	85.9	85.7	92.6	93.3	93.7	95.1	92.5	93.0	91.4	91.4	-
Vistara	91.0	90.0	88.7	90.9	86.1	88.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-

Source: I-Sec research, DGCA

Note: Air India PLF from Oct'24 is post-merger of Air India express and Air Asia

Note: Vistara November month data is till 11 Nov 2024. Effective 12 Nov 2024 Vistara merged with Air India and hence Vistara is not considered in rating

Exhibit 12: Daily data shows average PLF of 85-86% in Jul'25 for IndiGo


Source: I-Sec research, MocA

Exhibit 13: IndiGo had best OTP in Jul'25 at 4 metro airports

OTP at 4 metros	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Air India (Dom)	60.6	57.4	66.0	68.1	66.3	58.8	67.6	69.8	73.4	82.0	74.2	79.7	76.6
SpiceJet	46.1	29.3	31.0	30.4	63.8	62.5	61.5	54.8	59.0	72.1	60.0	50.1	55.6
IndiGo	75.6	62.0	66.0	69.2	71.9	74.5	73.4	75.5	80.2	88.1	80.0	84.0	86.3
Vistara	79.0	70.3	68.6	69.1	71.4								
Air Asia	78.4	64.6	66.8	70.1									
Alliance Air	58.6	52.1	55.3	53.8	54.4	58.9	55.6	57.6	53.7	64.9	60.4	53.5	58.3
Akasa Air	79.5	64.2	71.2	62.1	67.2	66.4	62.7	71.5	78.6	86.9	77.5	78.6	82.9
Best	Akasa Air	Vistara	Akasa Air	Air Asia	IndiGo	IndiGo	IndiGo	IndiGo	IndiGo	IndiGo	IndiGo	IndiGo	IndiGo

Source: I-Sec research, DGCA

Note: Air India OTP from Oct'24 is post-merger of Air India express and Air Asia

Note: Vistara November month data is till 11 Nov 2024. Effective 12 Nov 2024 Vistara merged with Air India and hence Vistara is not considered in rating

Exhibit 14: IndiGo had lowest complaints/10k pax in Jun'25

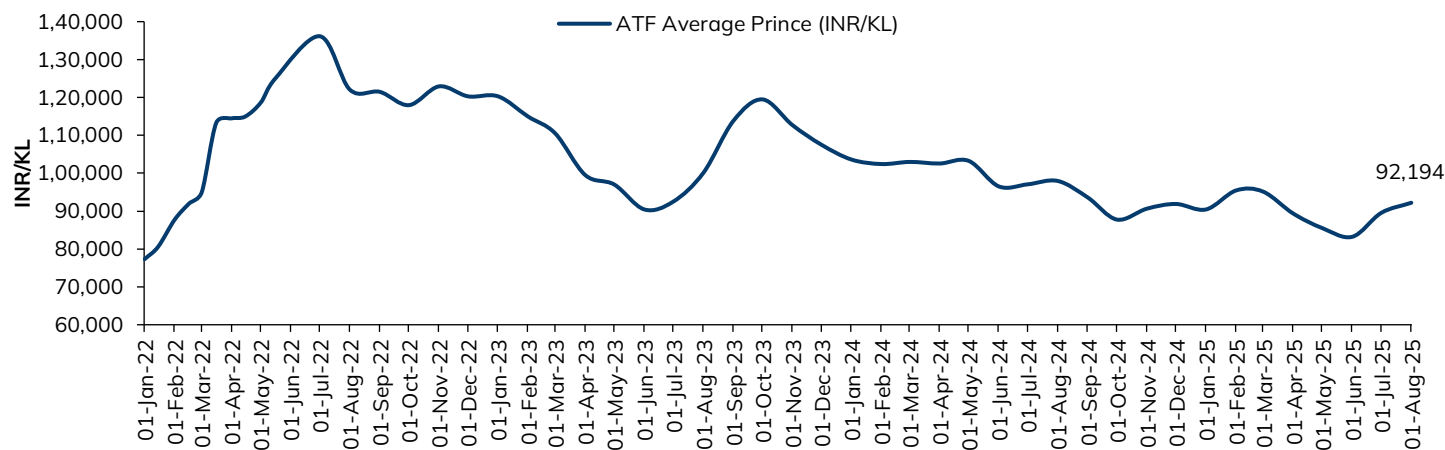
Complaints / 10,000 pax	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25
Air India (Dom)	1.1	1.9	0.2	0.1	0.6	0.7	0.9	0.9	0.7	0.6	0.7	0.8	1.4
SpiceJet	7.3	12.3	2.6	4.1	6.1	3.9	4.2	4.4	2.8	2.8	5.2	5.8	10.8
IndiGo	0.2	0.2	0.6	0.6	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Vistara	0.0	0.0	0.2	0.9	0.0								
Air Asia	0.1	0.2	1.4	0.3									
Alliance Air	2.5	5.3	4.9	4.7	2.1	1.7	3.1	22.4	23.0	20.0	27.5	34.3	35.6
Fly Big	15.7	29.7	20.2	18.0	14.7	20.7	26.4	28.6	42.4	25.8	84.4	32.2	59.0
Star Air	2.2	1.3	0.7	1.1	1.6	1.8	3.0	1.7	0.7	0.3	0.6	2.0	1.8
Akasa Air	0.4	0.5	0.2	1.1	0.5	0.4	0.4	0.5	0.6	0.5	0.5	0.4	0.6
Total domestic	0.6	0.84	0.83	0.85	0.42	0.44	0.55	0.67	0.58	0.51	0.64	0.68	0.94
Best	Vistara	Vistara	Vistara	Air India (Dom)	Vistara	IndiGo	IndiGo	IndiGo	IndiGo	IndiGo	IndiGo	IndiGo	IndiGo

Source: I-Sec research, DGCA

Note: Air India complaints from Oct'24 is post-merger of Air India express and Air Asia

Note: Vistara November month data is till 11 Nov 2024. Effective 12 Nov 2024 Vistara merged with Air India and hence Vistara is not considered in rating

Exhibit 15: ATF price trends



Source: I-Sec research, IOCL

Exhibit 16: Shareholding pattern

%	Dec'24	Mar'25	Jun'25
Promoters	49.3	49.3	43.5
Institutional investors	46.1	45.9	50.0
MFs and others	15.7	15.5	17.2
FIs/Banks	2.1	2.1	5.5
FIIIs	28.3	28.3	27.3
Others	4.6	4.8	6.5

Source: Bloomberg, I-Sec research

Exhibit 17: Price chart



Source: Bloomberg, I-Sec research

Financial Summary

Exhibit 18: Profit & Loss

(Rs mn, year ending March)

	FY24A	FY25A	FY26E	FY27E
Net Sales	6,89,043	8,08,029	8,59,274	10,03,058
Operating Expenses	5,18,694	6,11,267	6,45,831	7,46,336
EBITDA	1,70,350	1,96,762	2,13,443	2,56,723
EBITDA Margin (%)	24.7	24.4	24.8	25.6
Depreciation & Amortization	64,257	86,802	1,02,160	1,17,484
EBIT	1,06,092	1,09,960	1,11,283	1,39,239
Interest expenditure	41,694	50,800	58,261	67,000
Other Non-operating Income	23,268	32,953	44,784	51,000
Recurring PBT	87,667	92,113	97,806	1,23,238
Profit / (Loss) from Associates	-	-	-	-
Less: Taxes	(1,232)	3,350	5,737	31,056
Net Profit (Ex Forex)	88,899	88,763	92,069	92,182
Forex Gain/(Loss)	(7,174)	(16,179)	-	-
Reported Net Profit	81,725	72,584	92,069	92,182

Source Company data, I-Sec research

Exhibit 19: Balance sheet

(Rs mn, year ending March)

	FY24A	FY25A	FY26E	FY27E
Total Current Assets	2,02,820	2,59,283	4,17,688	6,08,592
of which cash & cash eqv.	1,67,206	1,89,629	3,87,254	5,75,912
Total Current Liabilities & Provisions	1,67,928	2,03,295	2,70,988	3,93,237
Net Current Assets	34,892	55,988	1,46,700	2,15,355
Investments	1,65,460	2,60,931	2,47,748	2,47,748
Loans & Advances	52,962	74,933	74,933	74,933
ROU Assets	3,61,052	5,17,518	6,24,566	7,70,342
Capital Work-in-Progress	15	30	30	30
Total Intangible Assets	483	299	299	299
Other assets	35,261	41,249	41,249	41,249
Deferred Tax assets	4,192	4,192	4,192	4,192
Total Assets	6,54,317	9,55,140	11,39,717	13,54,149
Liabilities				
Borrowings	18,917	18,000	18,000	18,000
Lease Liability	4,93,883	6,50,098	7,46,470	8,72,970
Provisions	28,191	41,547	41,547	41,547
Other Liabilities	93,060	1,51,765	1,51,765	1,51,765
Equity Share Capital	3,860	3,864	3,864	3,864
Reserves & Surplus	16,105	89,818	1,78,023	2,65,955
Total Net Worth	19,964	93,682	1,81,887	2,69,819
Minority Interest	-	-	-	-
Total Liabilities	6,54,317	9,55,140	11,39,717	13,54,149

Source Company data, I-Sec research

Exhibit 20: Cashflow statement

(Rs mn, year ending March)

	FY24A	FY25A	FY26E	FY27E
Operating Cashflow	2,12,176	2,41,513	2,85,365	2,88,323
Working Capital Changes	43,502	45,177	44,077	43,242
Capital Commitments	(5,083)	(15,929)	(50,000)	(60,000)
Free Cashflow	2,17,259	2,57,442	3,35,365	3,48,323
Other investing cashflow	(1,13,007)	(1,11,664)	44,784	51,000
Cashflow from Investing Activities	(1,18,090)	(1,27,593)	(5,216)	(9,000)
Issue of Share Capital	417	418	-	-
Interest Cost	(608)	(260)	-	-
Inc (Dec) in Borrowings	-	-	-	-
Dividend paid	-	-	(3,864)	(4,250)
Others	(37,173)	(41,301)	-	-
Cash flow from Financing Activities	(99,785)	(1,10,154)	(82,524)	(90,665)
Chg. in Cash & Bank balance	(5,699)	3,766	1,97,625	1,88,658
Closing cash & balance	6,953	10,731	2,08,356	3,97,014
Bank Balance	1,60,253	1,78,898	1,78,898	1,78,898
Investments	1,65,460	2,60,931	2,47,748	2,47,748
Total Cash & Cash Eqv	3,32,666	4,50,560	6,35,002	8,23,660

Source Company data, I-Sec research

Exhibit 21: Key ratios

(Year ending March)

	FY24A	FY25A	FY26E	FY27E
Per Share Data (INR)				
EPS(Basic Recurring)	230.3	229.7	238.3	238.6
Diluted Recurring EPS	230.3	229.7	238.3	238.6
Recurring Cash EPS	396.8	454.4	502.7	542.6
Book Value per share (BV)	51.7	242.4	470.7	698.3
Growth Ratios (%)				
EBITDA	80.2	15.5	8.5	20.3
EBITDAR	85.2	25.3	8.6	18.9
Recurring Net Income	235.0	(0.2)	3.7	0.1
Revenue	26.6	17.3	6.3	16.7
Valuation Ratios (x)				
P/E	25.1	25.2	24.3	24.2
P/CEPS	14.6	12.7	11.5	10.7
EV / EBITDA	14.6	13.1	11.6	9.4
EV / EBITDAR	13.7	11.4	10.0	8.2
EV / FCF	12.3	11.4	10.5	10.6
FCF Yield	9.0	10.1	10.6	10.3
Operating Ratios				
Fuel/Sales	34.7	32.4	29.5	29.3
Net Rentals/Sales	1.6	3.7	3.8	3.6
Other Income / PBT	26.5	35.8	45.8	41.4
Effective Tax Rate	-	4.4	6.0	25.2
Inventory Days	4.3	4.8	4.8	4.8
Receivables (days)	3.4	3.3	3.3	3.3
Payables (days)	16.7	18.9	35.0	48.0
Return/Profitability Ratios (%)				
Recurring Net Income Margins	12.9	11.0	10.7	9.2
RoCE	20	15	14	14
RoNW	445	95	51	34
EBITDA Margins	24.7	24.4	24.8	25.6

Source Company data, I-Sec research

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