23 July 2026
1QFY27 Result Update | Sector: Aviation

InterGlobe Aviation

Estimate change	↓
TP change	↔
Rating change	↔

Bloomberg	INDIGO IN
Equity Shares (m)	387
M.Cap.(INRb)/(USDb)	1942.4 / 20.1
52-Week Range (INR)	6233 / 3895
1, 6, 12 Rel. Per (%)	1/11/-9
12M Avg Val (INR M)	7898
Free float (%)	58.4

Financials & Valuations (INR b)

Y/E March	FY26	FY27E	FY28E
Sales	849.6	1022.5	1093.9
EBITDA	118.4	196.1	268.8
NP	-25	54	86.2
EPS (INR)	-31.5	139.6	223
Growth (%)	-116.8	-542.8	59.8
BV/Sh (INR)	167.8	308.2	520.5
Ratios			
Net D:E	7.6	4.4	2.3
RoE (%)	-15.5	59	54.1
RoCE (%)	7.8	16.2	21
Payout (%)	5.3	0	5.3
Valuations			
P/E (x)	-159.4	36	22.5
P/BV (x)	29.9	16.3	9.7
Adj.EV/EBITDAR(x)	17.5	11.1	8.0
Div. Yield (%)	-0.1	0	0.2
FCF Yield (%)	10.9	-0.4	3.9

Shareholding pattern (%)

As of	Jun-26	Mar-26	Jun-25
Promoter	41.6	41.6	43.5
DII	31.9	31.2	24.1
FII	20.3	21.6	27.3
Others	6.2	5.6	5.1

FII includes depository receipts

CMP: INR5,024 TP: INR6,580 (+31%) Buy

Performance impacted by elevated fuel costs

Operating performance misses estimates

- InterGlobe Aviation (INDIGO) reported a 34% decline in EBITDAR to INR37.5b, primarily due to high fuel costs (44.1% of sales vs. est. 37.8%), while EBITDA (excl. forex) declined 39% YoY to INR32.9b. Despite these significant cost headwinds, the company delivered 21% YoY growth in yield to INR6.0, supported by price hikes.
- We remain positive on the outlook despite margin pressure in 1Q amid high fuel costs. For 2QFY27, capacity growth is expected to remain flat YoY, while passenger revenue per available seat kilometer (PRASK) is expected to grow by 25% YoY, driven by the sustainability of increased pricing and healthy demand. The company expects most of the curtailed capacity to be restored by 3QFY27 and overall growth outlook for FY28 to remain intact, supported by low double-digit to mid-teen ASK growth expectation, international expansion, fleet additions and favorable industry demand trends.
- Factoring in the restart of the Middle East conflict, which is leading to higher Brent and cracking margins, we cut our FY27 EBITDAR estimate by 12%, while we largely maintain FY28 estimates. We value the stock at 10x FY28E EBITDAR to arrive at our TP of INR6,580. **Reiterate BUY.**

Cost inflation outpaces yield expansion, driving earnings loss

- INDIGO's yield stood at INR6.0 vs. our estimate of INR5.5 (up 21% YoY). Revenue passenger kilometer (RPK) was at 36.2b (our est. of 37.6b, flat YoY), with load factor at 83.3%. ASK grew 3% YoY to 43.5b (our est. of 43.8b).
- Consequently, revenue stood at INR246b (est. in line, +20% YoY). EBITDAR stood at INR37.5b (est. of INR56.3b, -34% YoY), with EBITDA at INR32.1b (our est. INR51.4b, -38% YoY). The miss was largely due to higher fuel costs (44.1% of sales vs. est. 37.8%).
- EBITDA (excluding forex loss) stood at INR32.9b (down 39% YoY), as forex loss stood at INR793m as against INR1.5b in 1QFY26.
- The company reported an adj. loss of INR3.8b (est. adj. profit of INR16.5b) compared to an adj. profit of INR21.6b in 1QFY26.
- As of Jun'26, total cash balance stood at INR529b and gross debt stood at INR815.3b (vs. INR777.5b in FY26).

Highlights from the management commentary

- **Outlook/guidance:** Management maintained FY27 ASK growth guidance (high single-digit), with growth expected to accelerate to early double-digit to mid-teen levels after FY27 (300b ASK by FY30). For 2QFY27, ASK growth is expected to remain flat YoY, while PRASK is guided to grow ~25% with stable load factors. Fuel cost visibility remains weak due to renewed Middle East tensions, leading management to withhold RASK-CASK spread guidance.

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- **Fleet strategy:** The airline inducted 13 aircraft during the quarter, ending with a fleet of 432 aircraft, while returning nine aircraft and redelivering 13 damp-leased planes. Most damp-leased aircraft have now been returned, although management may consider temporary leases if demand strengthens. The company expanded its network by launching services to Jamnagar and becoming the first airline to operate from Noida International Airport (Jewar). Management expects most curtailed capacity to be restored by 3QFY27 and reiterated that long-term fleet expansion plans remain firmly on track.
- **International expansion and CFM deal:** International expansion remains a key long-term growth driver, targeting international capacity to reach ~40% of total ASKs by FY30 from ~33% prior to recent disruptions. Growth will be supported by upcoming A321XLR deliveries and future widebody inductions, with international operations expected to outpace domestic growth due to a larger TAM and a lower base. To support long-term expansion, INDIGO signed a landmark MoU with CFM International for over 1,000 LEAP-1A engines, alongside engine MRO and support infrastructure development.

Valuation and view

- Despite continued near-term headwinds from the Middle East airspace disruptions, high fuel costs, INR depreciation, and higher damp-lease exposure, we remain confident in INDIGO's growth strategy, anchored by India's strong domestic demand base and steadily expanding international network.
- Looking ahead, gradual normalization of international operations, easing Pratt & Whitney-related groundings, fleet expansion (including A321XLR-led international deployment), and resilient demand trends are expected to support performance recovery over the coming quarters.
- We estimate a CAGR of 13%/47% in revenue/EBITDAR over FY26-28. We value the stock at 10x FY28E EBITDAR to arrive at our TP of INR6,580. **Reiterate BUY**.

Standalone Quarterly performance (INR b)

Y/E March	FY26				FY27				FY26	FY27E	FY26	Var.
	1Q	2Q	3Q	4Q	1Q	2QE	3QE	4QE			1QE	(%)
Net Sales	**205.0**	**185.6**	**234.7**	**224.4**	**245.8**	**234.3**	**279.8**	**262.7**	**849.6**	**1,022.5**	**240.8**	**2%**
YoY Change (%)	*4.7*	*9.3*	*6.2*	*1.3*	*19.9*	*26.3*	*19.2*	*17.1*	*5.1*	*20.4*	*8.9*	
EBITDAR	**57.0**	**8.7**	**58.6**	**15.0**	**37.5**	**47.1**	**69.1**	**66.9**	**139.3**	**220.6**	**56.3**	**-33%**
Margin (%)	*27.8*	*4.7*	*25.0*	*6.7*	*15.3*	*20.1*	*24.7*	*25.5*	*16.4*	*21.6*	*28.8*	
Net Rentals	4.9	3.2	5.1	7.6	5.4	4.2	6.6	8.3	20.8	24.5	5.0	9%
EBITDA	**52.0**	**5.5**	**53.5**	**7.4**	**32.1**	**42.9**	**62.5**	**58.6**	**118.4**	**196.1**	**51.4**	**-37%**
Margin (%)	*25.4*	*2.9*	*22.8*	*3.3*	*13.1*	*18.3*	*22.3*	*22.3*	*13.9*	*19.2*	*21.3*	
Depreciation	25.5	26.3	27.7	28.0	29.5	29.5	29.5	31.1	107.5	119.7	32.9	
Interest	14.0	14.7	15.6	15.7	16.8	16.8	16.8	15.8	60.1	66.2	16.6	
Other Income	10.5	10.5	10.6	13.9	10.4	10.4	10.4	20.0	45.5	51.1	14.9	
PBT Before EO expense	**23.0**	**-25.1**	**20.9**	**-22.4**	**-3.8**	**7.0**	**26.6**	**31.6**	**-3.7**	**61.3**	**16.8**	
Tax	1.3	1.0	0.1	1.7	0.0	0.3	1.3	5.7	4.2	7.4	0.3	
Rate (%)	*5.9*	*-4.0*	*0.6*	*-7.7*	*0.1*	*4.8*	*5.0*	*18.0*	*-114.3*	*12.0*	*2.0*	
Adjusted PAT	**21.6**	**-26.1**	**17.1**	**-24.8**	**-3.8**	**6.6**	**25.2**	**25.9**	**-12.2**	**54.0**	**16.5**	
EPS	**55.9**	**-67.6**	**44.2**	**-64.0**	**-9.9**	**17.2**	**65.3**	**67.0**	**-31.5**	**139.6**	**42.6**	
YoY Change (%)	*-20.7*	*164.4*	*-30.0*	*-180.5*	*-117.7*	*-125.4*	*47.5*	*-204.6*	*PL*	*LP*	*-12.5*	
Operational Data												
ASK (b)	42.3	41.2	45.4	43.6	43.5	41.6	50.9	48.8	172.4	184.8	43.8	-1%
YoY Change (%)	*16%*	*8%*	*11%*	*3%*	*3%*	*1%*	*12%*	*12%*	*10%*	*7%*	*7%*	
Load factor (%)	*84.5*	*82.5*	*84.6*	85.9	*83.2*	*82.5*	*86.0*	86.8	84.4	84.8	*85.8*	-2.6
RPK (b)	35.7	34.0	38.4	37.4	36.2	34.3	43.7	42.3	145.5	156.6	37.6	-4%
YoY Change (%)	*13%*	*8%*	*8%*	*2%*	*1%*	*1%*	*14%*	*13%*	*7%*	*8%*	*6%*	
Yield (INR/RPK)	4.98	4.69	5.33	5.20	6.04	5.91	5.49	5.30	5.05	5.68	5.50	54%
RASK (Revenue per Available Seat Kilometer)	4.85	4.50	5.17	5.15	5.65	5.63	5.50	5.38	4.93	5.53	5.50	15%
CASK (Cost per Available Seat Kilometer)	4.31	5.11	4.71	5.67	5.74	5.46	4.98	4.74	4.95	5.20	5.12	62%
RASK less CASK	0.54	-0.61	0.46	-0.51	-0.09	0.17	0.52	0.65	-0.02	0.33	0.38	-47%
CASK ex-Fuel	2.90	3.64	3.15	4.11	3.22	3.35	3.10	2.98	3.45	3.15	3.03	18%
Fuel Cost	1.40	1.47	1.56	1.56	2.52	2.11	1.87	1.76	1.50	2.05	2.08	44%

Highlights from the management commentary

Outlook, Guidance and Management Commentary

- IndiGo maintained its FY27 capacity growth guidance in the high single-digit range despite ongoing uncertainty.
- Management continues to expect early double-digit to mid-teen capacity growth beyond FY27.
- 2Q ASK growth is expected to remain broadly flat YoY.
- PRASK growth is expected to exceed 25% YoY during 2QFY27.
- Load factors are expected to remain broadly stable despite higher fares.
- Management initially expected fuel costs in 2Q to be lower than 1Q because fuel prices had corrected below the effective capped levels seen during 1Q.
- However, renewed Middle East tensions have reversed part of the fuel-price correction, reducing visibility on fuel costs.
- The company is unwilling to provide explicit guidance on RASK-CASK spreads given extraordinary volatility in fuel and currency markets.
- Management reiterated that fuel economics are increasingly driven by crack spreads rather than crude oil prices alone.
- Middle East operations have largely recovered to more than 90% of pre-crisis capacity levels in June.
- The company remains optimistic on long-term industry growth despite near-term volatility.
- On reports regarding airport operators potentially entering the airline business, management noted that such structures have little global precedent and could create conflicts of interest, though it is too early to assess regulatory outcomes.
- Mr. Willie Walsh is expected to join the company during the first week of August as planned.

Demand environment, pricing and revenue trends

- Despite geopolitical disruptions and a weaker seasonal environment, demand remained resilient, with INDIGO carrying 31.3mn passengers during the quarter.
- Total income grew 19% YoY to INR256b, supported primarily by strong fare increases and healthy demand.
- Yield increased 21.3% YoY to INR6.04, while passenger unit revenue (PRASK) rose 19% YoY to INR5.03.
- Load factor declined only 130bp YoY to 83%, indicating that fare hikes did not materially impact passenger demand.
- May was a record month for the airline, with domestic passenger traffic exceeding 10m passengers for the first time.
- Management highlighted that industry pricing discipline remains strong despite capacity rationalization.
- Current demand conditions continue to support higher fares, allowing airlines to offset a portion of elevated operating costs.
- For 2QFY27, INDIGO expects PRASK growth of more than 25% YoY as fare momentum remains strong.
- Management believes current fare levels are helping the industry recover not only from fuel inflation but also from broader structural cost inflation.

- Once fuel markets stabilize, the company intends to shift back toward volume-led growth rather than yield-led growth.

Profitability, cost pressures and fuel dynamics

- Fuel remained the largest drag on profitability during the quarter.
- Singapore jet fuel prices increased nearly 120% due to elevated crack spreads and Middle East tensions.
- Fuel expenses increased ~80% YoY despite government intervention and support from oil marketing companies.
- Management indicated that blended fuel costs during the quarter were approximately INR140/liter.
- Yield growth of 21% was insufficient to offset cost inflation, which exceeded 30%.
- CASK ex-fuel is now expected to remain at the higher end of single-digit growth and may move into low double-digit territory.
- Employee costs increased due to annual increments, higher headcount and increased gratuity provisions.
- Senior management increments have been deferred and will be reassessed after six months.
- Supplementary rentals increased because of currency depreciation and annual lease escalations.
- Management continues to prioritize fuel-efficient NEO aircraft while parking older CEO aircraft wherever feasible.
- Discretionary expenses have been tightened across the organization.
- The biggest swing factor for FY27 profitability remains fuel prices and geopolitical developments rather than demand.

Capacity, fleet and network expansion

- Capacity deployment was impacted by Middle East airspace restrictions and geopolitical disruptions.
- The company selectively reduced capacity on affected international routes and redeployed aircraft to stronger markets.
- For 2QFY27, capacity growth is expected to remain broadly flat YoY due to seasonal weakness and disciplined capacity management.
- INDIGO inducted 13 aircraft during the quarter and ended with a fleet of 432 aircraft.
- Nine aircraft were returned while 13 damp-leased aircraft were redelivered.
- Most damp-leased aircraft have now been returned, though management may reconsider temporary leases if demand strengthens.
- The company launched operations to Jamnagar and became the first airline to commence services from Noida International Airport (Jewar).
- 3QFY27 is expected to witness restoration of most of the currently curtailed capacity as the festive season approaches.
- Long-term fleet expansion plans remain unchanged despite near-term moderation.

International strategy, long-term growth and strategic initiatives

- Domestic operations remain the core of INDIGO’s business model, but international expansion is increasingly becoming a major growth pillar.
- Management reiterated its target of increasing international ASK contribution to approximately 40% by 2030.
- International capacity had already reached nearly 33% of total capacity before recent disruptions.
- Upcoming A321XLR deliveries and future widebody aircraft inductions will support long-haul international expansion.
- International operations are expected to grow faster than domestic operations due to a lower base and a larger addressable market.
- The company signed an MoU with CFM International for more than 1,000 LEAP-1A engines. The agreement also includes long-term engine MRO development and material support infrastructure.
- Management views the engine agreement as a strategic move to secure long-term fleet growth and supply chain resilience.
- The airline launched a new “Light Fare” product aimed at passengers travelling without check-in baggage.
- Loyalty initiatives continue to strengthen via partnerships such as Accor ALL.
- Ancillary revenue remains an important focus area.
- Management reiterated its long-term target of achieving ~300b ASKs by FY30.
- Capacity growth is expected to return to early double-digit to mid-teen levels after FY27.

Balance sheet, liquidity and capital allocation

- Total cash balance stood at INR529b at the end of the quarter.
- Free cash amounted to INR390b, while restricted cash stood at INR139b.
- Total debt, including lease liabilities, stood at INR815b.
- Lease liabilities were INR538b against right-of-use assets of INR550b.
- During the quarter, capital was deployed toward engine acquisitions through the GIFT City platform.
- The company also made payments for the acquisition of land for its unified corporate campus.
- Management emphasized maintaining balance-sheet strength while continuing long-term investments.
- Strong liquidity continues to provide flexibility despite near-term earnings pressure.

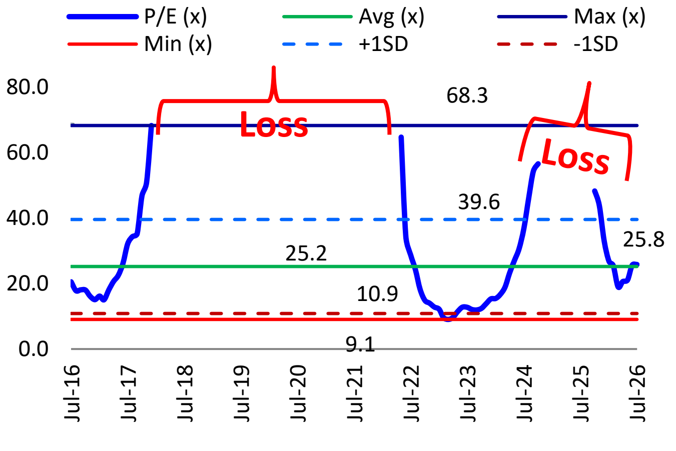
Valuation and view

- Despite continued near-term headwinds from the Middle East airspace disruptions, elevated fuel costs, INR depreciation, and higher damp-lease exposure, we remain confident in INDIGO's growth strategy, anchored to India's strong domestic demand base and steadily expanding international network.
- Looking ahead, gradual normalization of international operations, easing Pratt & Whitney-related groundings, fleet expansion (including A321XLR-led international deployment), and resilient demand trends are expected to support performance recovery over the coming quarters.
- We expect its revenue/EBITDAR to clock a CAGR of 13%/47% over FY26-28. We value the stock at 10x FY28E EBITDAR to arrive at our TP of INR6,580. **Reiterate BUY**.

Operational Metrics

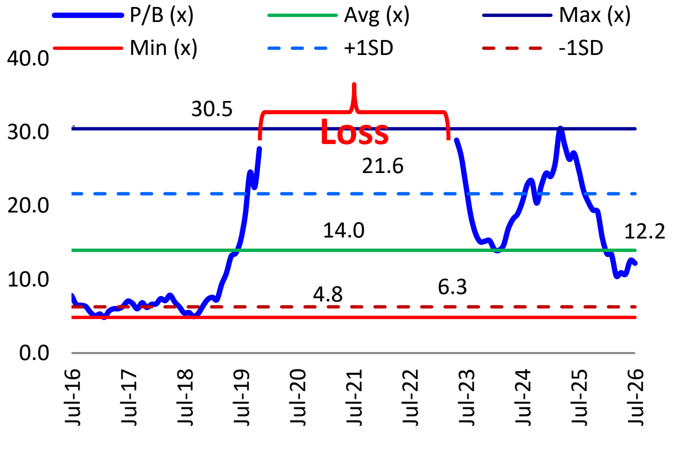
Y/E March	FY21	FY22	FY23	FY24	FY25	FY26	FY27E	FY28E
Capacity								
ASK (million)	45,471	70,400	1,14,400	1,39,300	1,57,400	1,72,486	1,84,783	2,08,805
ASK YoY (%)	*-53%*	*55%*	*63%*	*22%*	*13%*	*10%*	*7%*	*13%*
Load Factor (%)	69%	73%	82%	86%	86%	84%	85%	86%
RPK (million)	31,595	51,700	93,900	1,19,700	1,35,400	1,45,500	1,56,634	1,79,605
RPK YoY (%)	*-62%*	*64%*	*82%*	*27%*	*13%*	*7%*	*8%*	*15%*
Revenue Calculation								
Ticket Revenue (INR m)	118.7	219.2	481.8	608.0	697.4	736.2	886.4	943.0
Yield (INR/RPK)	3.76	4.24	5.13	5.08	5.15	5.06	5.66	5.25
Ancillary revenues (incl. others)	27.7	40.1	62.7	81.1	110.6	113.4	136.1	150.9
Total Revenue (INR m)	**146.4**	**259.3**	**544.5**	**689.0**	**808.0**	**849.6**	**1,022.5**	**1,093.9**
Fuel Cost								
Exchange rate (INR/USD)	74	75	80	83	85	88	95	96
ATF Prices (INR/lit)	43	74	116	102	95	92	114	94
YoY (%)	*-32%*	*71%*	*57%*	*-12%*	*-7%*	*-3%*	*25%*	*-18%*
Aircraft fuel expenses (INR m)	**38.9**	**98.1**	**239.3**	**242.5**	**265.8**	**258.8**	**378.7**	**340.2**
Spreads								
RASK	3.22	3.68	4.76	4.95	5.13	4.93	5.53	5.24
CASK	4.50	4.56	4.79	4.37	4.65	4.95	5.20	4.72
RASK-CASK	-1.28	-0.88	-0.03	0.58	0.48	-0.02	0.33	0.52
CASK-ex fuel	3.65	3.17	2.70	2.63	2.96	3.45	3.15	3.09
RASK-CASK (ex-fuel)	-0.43	0.52	2.06	2.32	2.17	1.48	2.38	2.15

Exhibit 1: One-year forward P/E



Source: Company, MOFSL

Exhibit 2: One-year forward P/B



Source: Company, MOFSL

Exhibit 3: Revisions to our estimates

Particulars	Revised		Previous		Change (%)	
	FY27E	FY28E	FY27E	FY28E	FY27E	FY28E
Revenue	10,22,518	10,93,861	9,94,989	10,80,143	3%	1%
EBITDAR	2,20,558	3,00,433	2,50,535	2,96,649	-12%	1%
EBITDA	1,96,093	2,68,763	2,22,237	2,65,441	-12%	1%
PAT	53,960	86,214	80,283	83,007	-33%	4%
EPS	140	223	208	215	-33%	4%

Story in charts: 1QFY27

Exhibit 4: Total ASK stood at 43.5b…

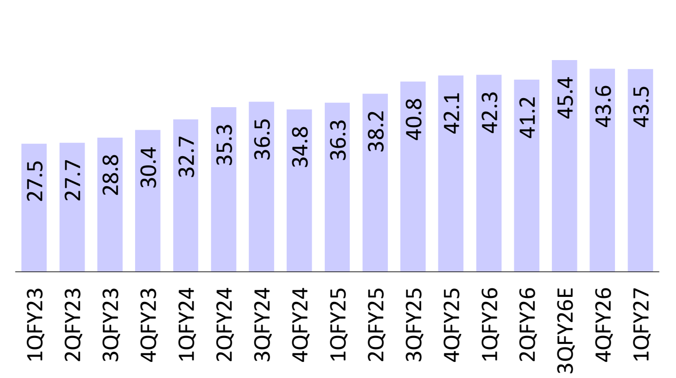


Exhibit 5: …up 3% YoY in 1QFY27

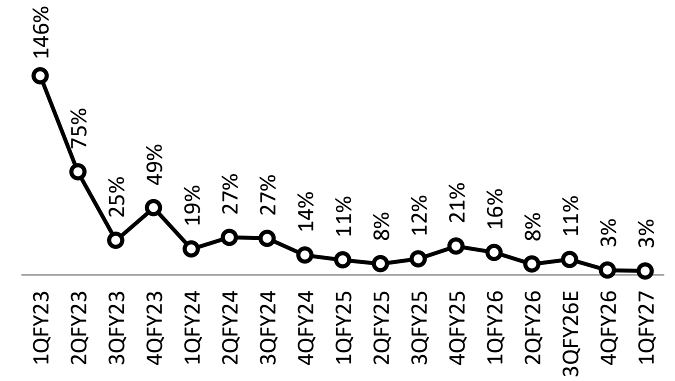


Exhibit 6: Total RPK stood at 36.2b…

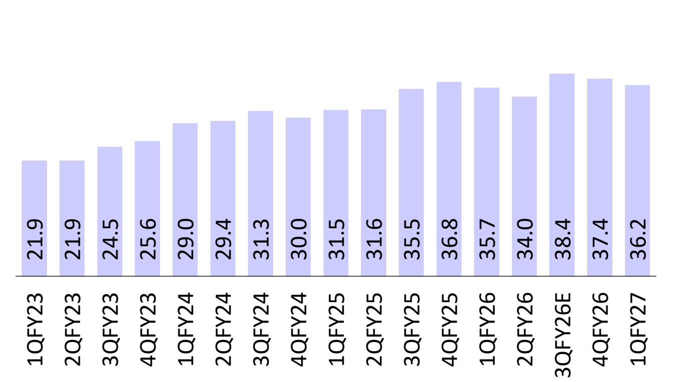


Exhibit 7: …up 1% YoY in 1QFY27

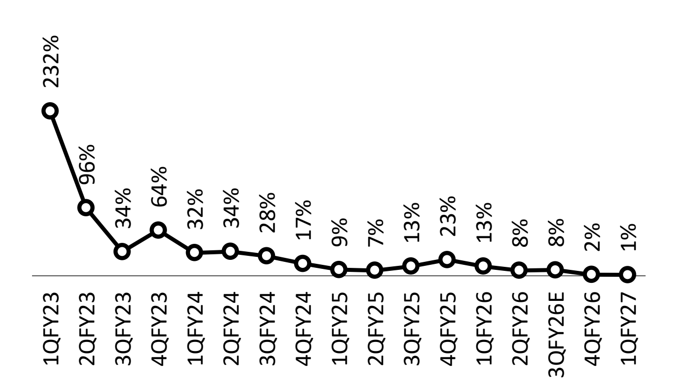


Exhibit 8: RASK stood at INR5.65

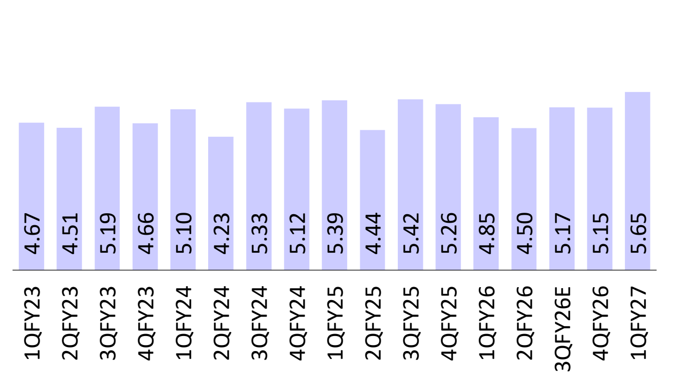


Exhibit 9: CASK stood at INR5.72

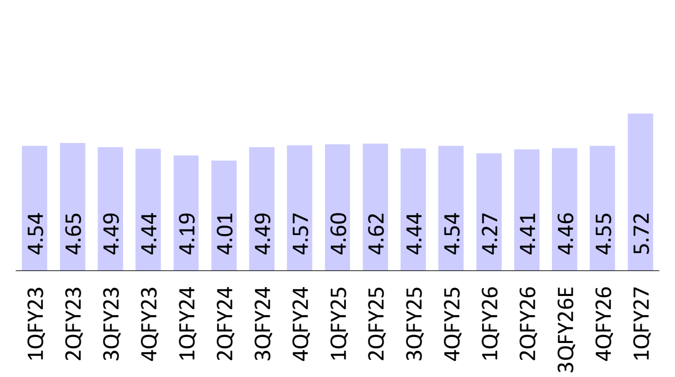
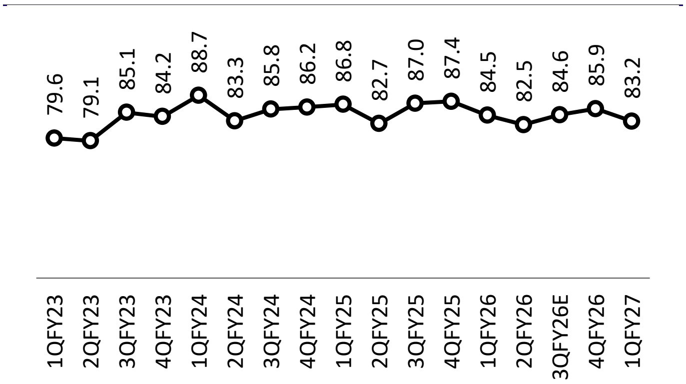
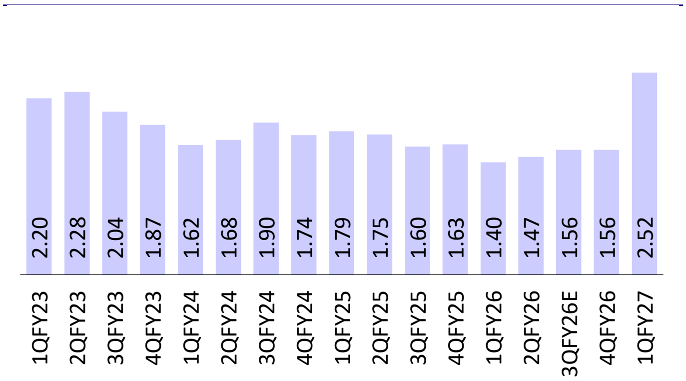


Exhibit 10: Load factor fell to 83.2% (84.5% in 1QFY26)



Source: Company, MOFSL

Exhibit 11: Fuel costs stood at INR2.5 (80% YoY)



Source: Company, MOFSL

Financials and Valuation

Standalone - Income Statement								(INR b)
Y/E March	**FY21**	**FY22**	**FY23**	**FY24**	**FY25**	**FY26**	**FY27E**	**FY28E**
Total Income from Operations	**146.4**	**259.3**	**544.5**	**689.0**	**808.0**	**849.6**	**1,022.5**	**1,093.9**
YoY Chg (%)	*-59.1*	*77.1*	*110.0*	*26.6*	*17.3*	*5.1*	*20.4*	*7.0*
EBITDAR	**2.6**	**8.4**	**68.1**	**173.7**	**210.2**	**139.3**	**220.6**	**300.4**
Margin (%)	*1.7*	*3.2*	*12.5*	*25.2*	*26.0*	*16.4*	*21.6*	*27.5*
Aircraft & Engine Lease Rentals	2.8	3.1	3.3	10.8	30.1	20.8	24.5	31.7
EBITDA	**-0.3**	**5.3**	**64.8**	**162.9**	**180.1**	**118.4**	**196.1**	**268.8**
Margin (%)	*-0.2*	*2.0*	*11.9*	*23.6*	*22.3*	*13.9*	*19.2*	*24.6*
Depreciation	47.0	50.7	51.0	64.1	86.4	107.5	119.7	154.2
EBIT	**-47.2**	**-45.4**	**13.8**	**98.9**	**93.7**	**10.9**	**76.4**	**114.6**
Int. and Finance Charges	21.4	23.6	31.3	41.7	50.9	60.1	66.2	61.5
Other Income	10.4	7.2	14.3	23.3	33.1	45.5	51.1	54.7
PBT	**-58.3**	**-61.7**	**-3.2**	**80.4**	**75.9**	**-3.7**	**61.3**	**107.8**
PBT after EO Exp.	**-58.3**	**-61.7**	**-3.2**	**80.4**	**75.9**	**-20.8**	**61.3**	**107.8**
Tax	0.0	0.0	0.0	-1.2	3.3	4.2	7.4	21.6
Tax Rate (%)	*0.0*	*0.0*	*0.0*	*-1.5*	*4.4*	*-20.1*	*12.0*	*20.0*
Reported PAT	**-58.3**	**-61.7**	**-3.2**	**81.7**	**72.5**	**-25.0**	**54.0**	**86.2**
Adjusted PAT	**-58.3**	**-61.7**	**-3.2**	**81.7**	**72.5**	**-12.2**	**54.0**	**86.2**
Change (%)	*Loss*	*Loss*	*Loss*	*LP*	*-11.2*	*NM*	*NM*	*59.8*
Margin (%)	*-39.8*	*-23.8*	*-0.6*	*11.9*	*9.0*	*-1.4*	*5.3*	*7.9*

Standalone - Balance Sheet								(INR b)
Y/E March	**FY21**	**FY22**	**FY23**	**FY24**	**FY25**	**FY26**	**FY27E**	**FY28E**
Equity Share Capital	3.8	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Total Reserves	-3.1	-64.2	-66.9	15.5	89.2	60.7	114.6	196.2
Net Worth	**0.7**	**-60.4**	**-63.0**	**19.3**	**93.1**	**64.5**	**118.5**	**200.1**
Total Loans	227.9	289.6	344.8	397.6	567.5	729.7	664.0	630.8
Capital Employed	**228.6**	**229.2**	**281.7**	**416.9**	**660.6**	**794.2**	**782.5**	**830.9**
Gross Block	295.3	370.7	485.4	633.3	874.9	1,092.3	1,301.7	1,501.7
Less: Accum. Deprn.	107.2	157.9	208.9	272.9	359.3	466.8	586.5	740.7
Net Fixed Assets	**188.2**	**212.8**	**276.5**	**360.4**	**515.6**	**625.5**	**715.2**	**761.0**
Capital WIP	0.7	1.2	0.2	0.0	0.0	0.4	0.4	0.4
Total Investments	**72.9**	**80.3**	**115.1**	**164.5**	**264.0**	**352.1**	**352.1**	**352.1**
Curr. Assets, Loans&Adv.	**168.0**	**164.3**	**198.6**	**295.8**	**379.5**	**449.0**	**403.1**	**451.5**
Inventory	3.2	4.1	5.9	6.2	8.2	9.8	11.1	11.0
Account Receivables	2.2	3.3	5.2	6.4	7.4	6.0	7.2	7.7
Cash and Bank Balance	112.3	101.2	118.1	167.1	188.6	236.3	147.9	179.3
Loans and Advances	50.4	55.7	69.4	116.0	175.3	196.8	236.9	253.4
Curr. Liability & Prov.	**201.2**	**229.4**	**308.7**	**403.8**	**498.6**	**632.7**	**688.3**	**734.0**
Account Payables	15.6	31.5	32.1	31.9	41.9	50.0	56.4	55.8
Other Current Liabilities	164.2	184.6	260.7	344.2	415.7	524.7	631.8	675.9
Provisions	21.4	13.2	15.9	27.7	41.0	58.0	0.0	2.3
Net Current Assets	**-33.1**	**-65.1**	**-110.1**	**-108.0**	**-119.1**	**-183.7**	**-285.1**	**-282.5**
Appl. of Funds	**228.6**	**229.2**	**281.7**	**416.9**	**660.6**	**794.2**	**782.5**	**830.9**

Financials and Valuation

Ratios

Y/E March	FY21	FY22	FY23	FY24	FY25	FY26	FY27E	FY28E
Basic (INR)								
EPS (INR)	**-150.8**	**-159.6**	**-8.2**	**211.3**	**187.6**	**-31.5**	**139.6**	**223.0**
Cash EPS	-29.4	-28.7	124.5	379.1	413.4	248.0	451.8	625.4
BV/Share	1.8	-157.0	-164.0	50.3	242.1	167.8	308.2	520.5
DPS	0.0	0.0	0.0	0.0	10.0	-3.5	0.0	11.9
Payout incl. tax (%)	0.0	0.0	0.0	0.0	5.3	5.3	0.0	5.3
Valuation (x)								
P/E	-33.3	-31.5	-613.2	23.8	26.8	-159.4	36.0	22.5
Cash P/E	-170.7	-175.1	40.4	13.3	12.2	20.3	11.1	8.0
P/BV	2,723.6	-32.0	-30.6	100.0	20.8	29.9	16.3	9.7
EV/Sales	14.1	8.2	4.0	3.2	2.9	2.9	2.4	2.2
EV/EBITDAR (x)	807.0	253.1	31.8	12.5	11.0	17.5	11.1	8.0
EV/EBITDA	-8,085.3	401.8	33.4	13.3	12.9	20.6	12.5	8.9
Dividend Yield (%)	0.0	0.0	0.0	0.0	0.2	-0.1	0.0	0.2
FCF Yield (%)	-3.7	-2.6	6.6	10.2	11.3	10.9	-0.4	3.9
FCF per share	-184.2	-128.5	332.3	513.7	570.0	549.3	-20.6	196.7
Return Ratios (%)								
RoE	-196.5	206.9	5.1	-373.7	129.1	-15.5	59.0	54.1
RoCE	-16.5	-16.7	11.0	35.5	22.5	7.8	16.2	21.0
RoIC	-168.6	-101.7	29.2	150.4	61.1	6.3	27.6	31.5
Working Capital Ratios								
Fixed Asset Turnover (x)	0.5	0.7	1.1	1.1	0.9	0.8	0.8	0.7
Asset Turnover (x)	0.6	1.1	1.9	1.7	1.2	1.1	1.3	1.3
Inventory (Days)	8	6	5	4	5	4	4	4
Debtor (Days)	5	5	3	3	3	8	7	8
Creditor (Days)	39	46	25	23	26	21	20	19
Working Cap. Turnover (Days)	-363	-234	-153	-146	-139	-180	-155	-154

Standalone - Cash Flow Statement

(INR b)

Y/E March	FY21	FY22	FY23	FY24	FY25	FY26	FY27E	FY28E
OP/(Loss) before Tax	-58.3	-61.7	-3.2	80.4	75.9	-20.8	61.3	107.8
Depreciation	47.0	50.7	51.0	64.1	86.4	107.5	119.7	154.2
Interest & Finance Charges	11.1	16.3	31.1	41.7	50.9	60.1	15.1	6.8
Direct Taxes Paid	0.0	0.0	-3.9	-5.1	-4.1	-2.4	-7.4	-21.6
(Inc)/Dec in WC	-3.8	21.4	31.2	43.4	44.6	20.2	12.7	28.8
CF from Operations	**-4.0**	**26.7**	**106.2**	**224.5**	**253.6**	**164.6**	**201.4**	**276.1**
CF from Operating incl EO	**-4.0**	**26.7**	**127.0**	**211.8**	**240.6**	**233.8**	**201.4**	**276.1**
(Inc)/Dec in FA	-67.2	-76.4	1.4	-13.2	-20.3	-21.4	-209.4	-200.0
Free Cash Flow	**-71.2**	**-49.7**	**128.4**	**198.6**	**220.4**	**212.4**	**-7.9**	**76.1**
(Pur)/Sale of Investments	22.1	-7.4	-43.5	-109.1	-119.0	-72.8	0.0	0.0
Others	10.4	7.2	1.6	4.8	11.5	4.0	51.1	54.7
CF from Investments	**-34.8**	**-76.5**	**-40.6**	**-117.6**	**-127.8**	**-90.3**	**-158.3**	**-145.3**
Inc/(Dec) in Debt	68.6	61.7	-16.7	-2.8	-0.9	0.1	-65.7	-33.2
Interest Paid	-21.4	-23.6	-26.7	-35.0	-0.3	-0.1	-66.2	-61.5
Dividend Paid	0.0	0.0	0.0	0.0	-3.9	-3.9	0.0	-4.6
CF from Fin. Activity	**42.7**	**38.8**	**-84.3**	**-99.8**	**-109.7**	**-142.8**	**-131.9**	**-99.3**
Inc/Dec of Cash	**4.0**	**-11.1**	**2.2**	**-5.5**	**3.1**	**0.7**	**-88.7**	**31.4**
Opening Balance	108.3	112.3	101.2	118.1	167.1	188.6	236.3	147.9
Closing Balance	**112.3**	**101.2**	**118.1**	**167.1**	**188.6**	**236.3**	**147.9**	**179.3**

NOTES

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Investment Rating	**Expected return (over 12-month)**
BUY	>=15%
SELL	< - 10%
NEUTRAL	< - 10 % to 15%
UNDER REVIEW	Rating may undergo a change
NOT RATED	We have forward looking estimates for the stock but we refrain from assigning recommendation

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Registration details of group entities.: Motilal Oswal Financial Services Ltd. (MOFSL): INZ000158836 (BSE/NSE/MCX/NCDEX); CDSL and NSDL: IN-DP-16-2015; Research Analyst: INH000000412, BSE enlistment no. 5028, AMFI registered Mutual Fund Distributor and SIF Distributor: ARN .: 146822. IRDA Corporate Agent – CA0579, APMI: APRN00233. Motilal Oswal Financial Services Ltd. is a distributor of Mutual Funds, PMS, Fixed Deposit, Insurance, Bond, NCDs and IPO products.

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