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GST No:- 02AAHCA5390H2ZT



Ref. No. ANG/24-25/166
To

Date.....13-06-2024

Department of Corporate Affairs

BSE Limited

P.J. Towers, Dalal Street

Mumbai -400001

Ref: Script code – 540694

Sub: Submission of Newspaper publication of the Audited Financial Results (Standalone & Consolidated) for the Quarter & Year ended on 31.03.2024.

Dear Sir/Madam,

Pursuant to Regulation 30 & 47 of SEBI (Listing Obligation and Disclosure Requirements) Regulations, 2015, please find enclosed herewith copies of Newspaper Advertisement of the Audited Financial Results (Standalone & Consolidated) for the Quarter & Year ended on 31-March-2024, published in the English Newspaper having nationwide circulation — Business Standard and one in Vernacular Newspaper — Aj di Awaaz on Saturday, 01-June-2024.

Kindly take the same on your record

Thanking You
Yours' faithfully

For ANG Lifesciences India Limited

Rajesh Gupta
Digitally signed
by Rajesh Gupta
Date: 2024.06.13
17:26:44 +05'30'

Rajesh Gupta
Managing Director





PHOTO: SHUTTERSTOCK

ATR, which is a joint venture between Airbus and Leonardo, currently has about 1,400 aircraft operating around the world

WIND BENEATH INDIGO'S WINGS

Turboprop planes have helped IndiGo rule the regional aviation network for the last five years. And there might be more coming

DEEPAK PATEL
New Delhi, 31 May

A lesser-known facet of India's largest air carrier, IndiGo's flight network is how it serves routes where the demand is not enough to fill the regular 180-seat Airbus planes that fly between the big cities as well as to some of the smaller ones. That is where IndiGo's ATR aircraft have filled the breach during the last five years.

These ATR planes are turboprops, which have a hybrid engine that runs on jet thrust as well as has propellers. These are smaller and work well over a short range. They have proven to be economically viable on routes with lower demand, allowing IndiGo to serve them profitably.

ATR, which is a joint venture between Airbus and Leonardo, currently has about 1,400 aircraft operating around the world.

According to aviation industry insiders, IndiGo's turboprop operations have also benefited significantly from the substantial reduction in SpiceJet's turboprop operations, using Q400 aircraft. SpiceJet, that struggled with cash flow issues. Data from Cirium, the aviation analytics firm, reveals that its turboprop operations have decreased by a striking 77.1 per cent over the past five years, dwindling to just 346 services a week.

IndiGo, after placing the world's largest aircraft order for 500 A320neo family planes in June last year and another order for 30 A350 wide-body planes in April this year, is reportedly in talks with ATR for another 100 planes for its burgeoning regional operations.

Currently, the airline has about 370 planes, out of which 45 are ATR aircraft and the rest are the bigger Airbus planes. The company's top four hubs for ATR flight operations are all in South India: Hyderabad, Bengaluru, Chennai, and Vijayawada.

When asked where the airline would be deploying the new ATR planes, a spokesperson for IndiGo responded: "We constantly evaluate available options to enhance our network and service, while driving business growth. We do not comment on speculations. If and when we have any significant business developments, we will share communication with all stakeholders as per regulations."

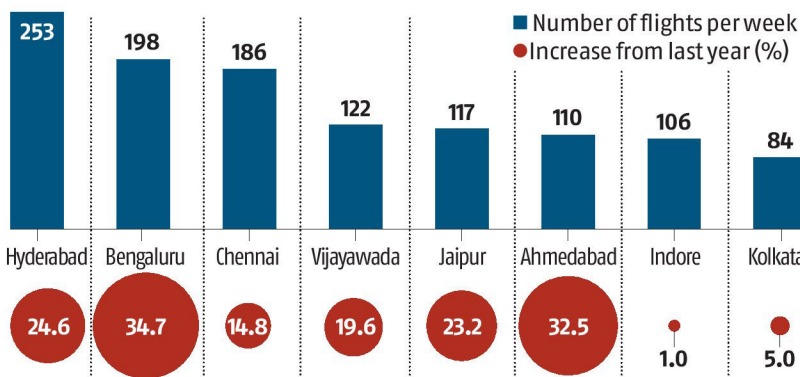
Flexibility factor

An IndiGo ATR plane typically accommodates 78 passengers. By comparison, there are usually 180 seats in an A320neo, the kind that comprises most of IndiGo's fleet and which flies on turbofan engines.

Over the last five years, IndiGo has tripled its ATR fleet to 45 aircraft. Consequently, its ATR flights have surged by 164.3 per cent to 2,405 flights a week. The turboprop operations, on the other hand, grew by 25.2 per cent in this period, albeit on a much larger base, to 10,296 flights every week.

According to IndiGo executives, one of the significant benefits of operating ATR planes is their ability to service

TOP 8 CITIES FOR INDIGO'S ATR OPERATIONS



Source: Cirium

routes where the airline is the only one flying or where there is very little competition. On these routes, where demand is sufficient to fill the 78-seater planes, IndiGo enjoys considerable flexibility in setting fares.

Out of its top eight busiest ATR routes, IndiGo is the only one flying on four: Hyderabad-Rajahmundry, Chennai-Tiruchirappalli, Bengaluru-Madurai, and Chennai-Tuticorin. No other airline operates on these routes. Even on the remaining four routes, competition is minimal. For instance, IndiGo's busiest ATR route is Hyderabad-Vijayawada, where the airline operates 86 per cent of all flights. Chennai-Madurai, IndiGo's third busiest ATR route, sees approximately 98 flights every week, with 86 per cent operated by IndiGo.

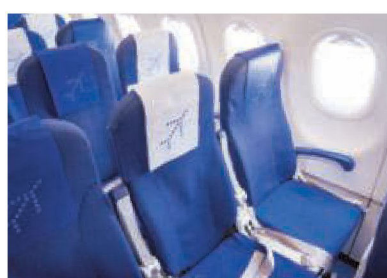
All is fare

However, this market dominance does not allow the airline to set "exorbitant" fares. "The demand has to be kept in mind. Pushing the fare too high could affect the load factor," an IndiGo executive explained.

Load factor for an airline is the ratio of filled seats to total seats.

In fact, the airline, in March this year, had lower fares on its top four ATR routes as compared to March last year. This is evident from the data provided by Cirium.

On its number one ATR route, Hyderabad-Vijayawada, IndiGo earned an average fare of \$44 per passenger in March this year, compared to \$49 per



IndiGo, after placing the world's largest aircraft order for 500 A320neo family planes in June last year and another order for 30 A350 wide-body planes in April this year, is reportedly in talks with ATR for another 100 planes for its burgeoning regional operations

passenger in the same month last year. On its number two ATR route, Hyderabad-Rajahmundry, the average fare was \$42 per passenger in March this year, compared to \$43 per passenger in March last year. On its number three ATR route, Chennai-Madurai, the average fare was \$49 per passenger in March this year, compared to \$58 per passenger in the same month last year. The average fare on the Chennai-Tiruchirappalli route dropped to \$33 per passenger in March this year from \$41 per passenger last year.

These fares do not include taxes and other charges.

"Not all ATR routes had lower fares in March [this year]. However, even when there were lower fares, the margins remained strong," noted an executive.

Heat of competition

This pricing flexibility diminishes on IndiGo's busiest turbofan routes, such as Delhi-Mumbai, Mumbai-Bengaluru, and Delhi-Bengaluru, where it faces stiff competition from rivals such as Air India. When asked about the fare movements on their busiest turbofan versus turbofan routes, the IndiGo spokesperson replied: "In terms of fares, there is a consequence of demand and supply, and like in any business this equation plays a pivotal role in what the fares look like. In addition to this, other key costs for an airline, such as fuel and forex fluctuations, also have a bearing on the fare charges."

Meanwhile, ATR expects India to become its largest market in the next 10 years as the demand for regional air travel continues to rise in the country, according to its head of commercial for the Asia Pacific region, Jean-Pierre Clercin, who had spoken to Business Standard in February.

IndiGo's strategic use of its ATR turboprop fleet has emerged as a key advantage, allowing it to dominate regional routes and leverage pricing power judiciously. As the airline expands these operations, maintaining its deft approach to route economics and fare management will be crucial. Leveraging this regional turboprop network as a potent feeder system for its larger domestic and international operations could turbocharge IndiGo's growth trajectory.

Or, shall we say, turboprop it?

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GENERAL SERVICES ADMINISTRATION DIVISION
PLOT NO: 4, SECTOR-10, DWARKA, NEW DELHI-110075
e-Mail: renovation@pnb.co.in

E-TENDER NOTICE

Punjab National Bank invites Online Bids from eligible contractors for "Setting up infrastructure for accommodation of 20 no. of server racks at PNB Head Office, Plot No. 4, Sector-10, Dwarka, New Delhi-110075".

Estimated Cost of the project is ₹3,04,82,011/- (including GST). Tender may be downloaded from Bank's website <https://pnbndia.in> & <https://etender.pnbnet.in>. Last date and time for downloading tender, Bid Preparation and Hash Submission is 24 June 2024 upto 1600 Hrs. Last date for Bid Re-encryption is 25 June 2024 upto 1200 Hrs. For details, visit our website <https://etender.pnbnet.in>. Any corrigendum/clarification in respect of above said work shall be released only at website <https://pnbndia.in> & <https://etender.pnbnet.in> which may be visited regularly.

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EXTRACT OF CONSOLIDATED AUDITED FINANCIAL RESULTS FOR THE QUARTER/YEAR ENDED MARCH 31, 2024

(Rs. In Lakhs, except EPS)

Sr. No.	Particulars	Quarter ended			Year ended	
		31.03.2024 (Unaudited)	31.12.2023 (Unaudited)	31.03.2023 (Unaudited)	31.03.2024 (Audited)	31.03.2023 (Audited)
1	Total Income from Operations (Net)	3136.47	6498.32	1785.79	14655.50	14583.03
2	Net Profit / (Loss) for the period (before Tax, Exceptional and/or Extraordinary items)	(439.76)	(561.18)	(1194.20)	(1826.66)	(2708.38)
3	Net Profit / (Loss) for the period before tax (after Exceptional and/or Extraordinary items)	(330.90)	(225.95)	(1372.77)	(1026.80)	(2886.95)
4	Net Profit / (Loss) for the period after tax (after Exceptional and/or Extraordinary items) - Continued Operations	366.55	(51.68)	(1073.31)	46.85	(2172.82)
5	Net Profit / (Loss) for the period after tax from discontinued Operations	964.27	157.55	1313.88	2954.02	3658.06
6	Net Profit after tax for the period	1330.82	105.86	240.56	3000.87	1485.24
7	Total Comprehensive Income for the period [Comprising Profit / (Loss) for the period (after tax) and Other Comprehensive Income (after tax)]	2663.85	1716.59	(3239.33)	15003.65	(11222.26)
8	Equity Share Capital	3140.95	3140.95	3140.95	3140.95	3140.95
9	Reserves (excluding Revaluation Reserves as shown in the Balance sheet of previous year)	-	-	-	94777.88	79211.97
10	Basic and Diluted Earnings Per Share (EPS) -before extraordinary item (Face Value Rs. 02/- each) - From Continuing Operation	0.24	(0.03)	(0.69)	0.03	(1.38)
11	Basic and Diluted Earnings Per Share (EPS) -before extraordinary item (Face Value Rs. 02/- each) - From discontinuing Operation	0.61	0.10	0.84	1.88	2.33
12	Basic and Diluted Earnings Per Share (EPS) -before extraordinary item (Face Value Rs. 02/- each) - (From Continuing and discontinuing Operation)	0.85	0.07	0.15	1.91	0.95

KEY STANDALONE FINANCIAL INFORMATION FOR THE QUARTER/YEAR ENDED MARCH 31, 2024

(Rs. In Lakhs)

Sr. No.	Particulars	Quarter ended			Year ended	
		31.03.2024 (Unaudited)	31.12.2023 (Unaudited)	31.03.2023 (Unaudited)	31.03.2024 (Audited)	31.03.2023 (Audited)
1	Total Income from Operations (Net)	2988.09	2151.23	1757.53	9996.86	11382.40
2	Profit Before Tax	(702.42)	(918.53)	(1181.17)	(3009.89)	(2478.03)
3	Profit Before Tax from discontinuing operations	1288.58	210.53	1725.41	3947.53	4910.09
4	Net Profit After Tax	825.35	(452.05)	446.87	1184.46	1854.84

Notes:

1 The above is an extract of the detailed format of Audited Standalone and Consolidated Financial Results for the Quarter/Year ended March 31, 2024 filed with the Stock Exchange (s) under Regulation 33 of the SEBI (Listing Obligations and Disclosure Requirements) Regulation, 2015. The full format of the Audited Standalone and Consolidated Financial Results is available on Stock Exchange(s) website (www.nseindia.com and www.bseindia.com) and on Company's website (www.oriconenterprises.com).

For Oricon Enterprises Limited
Adarsh Somani
Managing Director
(DIN: 00192609)

Place : Mumbai
Date : May 30, 2024

ANG LIFESCIENCES INDIA LIMITED
Reg: SCO-113 Darbara Complex Ranjit Avenue B Block Amritsar -143001
CIN: L24230PB2006PLC030341 | Website: www.anglifesciences.com
cs@anglifesciences.com | Tel No. : 0183-5133473

Extract of Audited Financial Results for the Quarter and Year ended 31st March, 2024

Particulars	Quarter ended (in lakhs)			Year ended (in lakhs)	
	31.03.2024 (Audited)	31.12.2023 (Unaudited)	31.03.2023 (Audited)	31.03.2024 (Audited)	31.03.2023 (Audited)
STANDALONE	3432.85	1701.27	4107.98	13220.4	21684.79
Profit before exceptional items and tax	(117.81)	(581.67)	632.79	(713.23)	206.92
Net profit for the period after tax	(360.36)	(459.14)	(503.03)	(864.81)	(66.22)
Total comprehensive income for the year	(356.24)	(457.95)	(516.36)	(846.19)	5.41
Paid-up equity share capital (Face value ₹ 10/- per share)	1305.83	1305.83	1305.83	1305.83	1305.83
Other Equity	----	----	----	6401.50	7247.69
Earnings per equity share (of Rs. 10/-each)	----	----	----	----	----
a) Basic	(2.73)	(3.51)	(3.95)	(6.48)	0.04
b) Diluted	(2.73)	(3.51)	(3.95)	(6.48)	0.04

Particulars	Quarter ended (in lakhs)			Year ended (in lakhs)	
	31.03.2024 (Audited)	31.12.2023 (Unaudited)	31.03.2023 (Audited)	31.03.2024 (Audited)	31.03.2023 (Audited)
Total income from operations	3802.74	1851.62	4866.96	14680.79	22961.46
Profit before exceptional items and tax	(234.10)	(636.81)	(572.88)	(897.86)	262.50
Net profit for the period after tax	(364.66)	(593.11)	(460.89)	(1014.31)	(26.22)
Total comprehensive income for the year	(359.18)	(590.87)	(474.08)	(993.66)	46.66
Paid-up equity share capital (Face value ₹ 10/- per share)	1305.83	1305.83	1305.83	1305.83	1305.83
Other Equity	----	----	----	6321.88	7315.94
Earnings per equity share (of Rs. 10/-each)	----	----	----	----	----
a) Basic	(2.75)	(4.52)	(3.63)	(7.61)	0.36
b) Diluted	(2.75)	(4.52)	(3.63)	(7.61)	0.36

Notes:

1. The standalone and consolidated financial results for the quarter and year ended 31st March, 2023 have been reviewed by the Audit Committee and approved by the company's Board of Directors in their respective meetings held on 30 May, 2024. The statutory auditors of the Company have expressed unmodified opinion on these results.

Sd/-
Rajesh Gupta,
Managing Director

