



January 29, 2026

National Stock Exchange of India Limited
Exchange Plaza, Plot No. C/1, Block G,
Bandra Kurla Complex, Bandra (E),
Mumbai – 400 051.
Symbol: RAINBOW

BSE Limited
Corporate Relationship Department,
Phiroze Jeejeebhoy Towers,
Dalal Street, Mumbai – 400001.
Scrip Code: 543524

Sub: Newspaper Publication(s).

Ref: Disclosure pursuant to Regulation 30 and 47 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations 2015 ("SEBI Listing Regulations").

Dear Sir/ Madam,

Pursuant to the Regulation 30 and 47 of the SEBI Listing Regulations, please find attached copies of newspaper advertisement of Financial Results of the Company for the Quarter and Nine months ended December 31, 2025, published in Business Standard and Mana Telangana on January 29, 2026.

We request you to kindly take the same on record.

Thanking You,

Yours Faithfully,

For **Rainbow Children's Medicare Limited**

Shreya Mitra
Company Secretary and Compliance Officer

Encl.: As above

Rainbow Children's Medicare Limited

Registered Office: 8-2-120/103/1, Survey No. 403, Road No. 2, Banjara Hills, Hyderabad- 500034, Telangana
CIN:L85110TG1998PLC029914

Corporate Office: 8-2-19/1/A, Daulet Arcade, Road No. 11, Banjara Hills, Hyderabad- 500034, Telangana
 info@rainbowhospitals.in 1800 2122 www.rainbowhospitals.in

OUR PRESENCE: BENGALURU | CHENNAI | DELHI | HYDERABAD | VIJAYAWADA | VISAKHAPATNAM | WARANGAL



RAINBOW CHILDREN'S MEDICARE LIMITED

CIN: L85110TG1998PLC029914

Regd. Office : 8-2-120/103/1, Survey No. 403, Road No.2, Banjara Hills, Hyderabad, Telangana-500034
Tel: +91 40 4969 2244 | E-mail: companysecretary@rainbowhospitals.in

STATEMENT OF UNAUDITED STANDALONE AND CONSOLIDATED FINANCIAL RESULTS FOR THE QUARTER AND YEAR TO DATE ENDED 31 DECEMBER 2025

Based on the recommendations of the Audit Committee, the Board of Directors of Rainbow Children's Medicare Limited ("the Company") at their meeting held on 28 January 2026 have approved the unaudited standalone and consolidated financial results for the quarter and year to date ended 31 December 2025.

The aforementioned financial results are available on the stock exchange websites, www.nseindia.com and www.bseindia.com and on the Company's website www.rainbowhospitals.in and can be accessed by the QR code provided below.



for and on behalf of the Board of Directors of
Rainbow Children's Medicare Limited

Sd/-
Dr. Ramesh Kancharla
Chairman and Managing Director
DIN: 00212270

Date: January 28, 2026
Place: Hyderabad



BRIGADE
HOTEL VENTURES LIMITED

BRIGADE HOTEL VENTURES LIMITED

Corporate Identity Number (CIN): L74999KA2016PLC095986

Regd. Office: 29th & 30th Floor, World Trade Center, Brigade Gateway Campus
26/1, Dr. Rajkumar Road, Malleswaram-Rajajinagar, Bangalore 560 055
Phone: +91-80 4137 9200 • Email: investors@bhv.in • Website: www.bhv.in

Extract of the Unaudited Financial Results (Standalone and Consolidated) for the Third Quarter and Nine Months ended December 31, 2025

- The Board of Directors of the Company at its meeting held on Wednesday, January 28, 2026 has approved the unaudited financial results for the Third Quarter and Nine Months ended December 31, 2025.
- The full Financial Results of the Company along with Limited Review Report are available on the Stock Exchanges websites at www.nseindia.com, www.bseindia.com and also posted on the Company's website <https://bhv.in/investors/regulation-46/quarterly-results/> and also can be accessed by scanning the Quick Response Code.



Place: Bangalore, India
Date: January 28, 2026

For Brigade Hotel Ventures Limited
Nirupa Shankar
Managing Director

30+ YEARS
A Journey Defined By Consistency,
Values And Lasting Impact



HPL Jumbo Laminate Plant, Mansa



RUSHIL
DECOR LIMITED

WE'LL MAKE IT

RUSHIL DECOR LIMITED

Regd. Office: S. No.149, Near Kalyanpura Patia, Vill. Iita, Gandhinagar Mansa Road, Tal. Mansa, Dist. Gandhinagar -382945, Gujarat, India

Corporate Office: Rushil House, Near Neelkanth Green Bungalow, Off. Sindhu Bhavan Road, Shilaj, Ahmedabad-380059, Gujarat, India.
Ph.: +91-079-61400400
E-mail : ipo@rushil.com Website : www.rushil.com

CIN : L25209GJ1993PLC019532

UNAUDITED STANDALONE AND CONSOLIDATED FINANCIAL RESULTS FOR THE QUARTER AND NINE MONTHS ENDED DECEMBER 31, 2025

Based on the recommendations of the Audit Committee, the Board of Directors of Rushil Decor Limited ("the Company") at its meeting held on January 28, 2026 has approved the unaudited standalone and consolidated financial results for the quarter and nine months ended December 31, 2025, which have been reviewed by M/s.Pankaj R. Shah & Associates, Chartered Accountants, Statutory Auditors of the Company, in terms of Regulation 33 of the SEBI (Listing Obligations and Disclosure Requirements) Regulations, 2015.

The afore mentioned financial results along with the reports of the Statutory Auditors thereon are available on the website of the Company <https://rushil.com/admin/uploads/3/41/Quarterly-December-31--2025.pdf> as well as website of the Stock Exchanges at www.bseindia.com / www.nseindia.com. The full results can also be accessed by scanning a Quick Response Code given below:



Scan the QR code for full result

For, Rushil Decor Limited

Krupesh G. Thakkar
Chairman
(DIN: 01059666)

Place: Ahmedabad
Date: January 28, 2026

VIR

LAMINATE | MDF | PVC | PLY

'Protectionism in bilateral rights not good for anyone'

Indian carriers doing well, have no reason to fear competition: Etihad CEO

DEEPAK PATEL
Hyderabad, 28 January

Protectionism in bilateral rights is not good for anyone in aviation, and Indian airlines need not fear competition as they are doing "very well", said Antonioado Neves, chief executive officer of Abu Dhabi-based Etihad Airways, on Wednesday.

India is reluctant to expand bilateral flying rights with the UAE and Qatar, as West Asia hubs such as Dubai and Doha largely function as transit points for Indian passengers travelling onward to North America and Europe—a concern echoed by Indian carriers as they induct wide-body aircraft and expand non-stop long-haul flights.

On the other hand, airport operators such as Adani Airports Holdings have told the government that expanding bilateral rights is necessary to fully utilise the large capacities being added at major Indian airports as well as new greenfield airports such as Navi Mumbai and Noida.

Neves, in an interview with *Business Standard* at Wings India 2026 summit, said, "Indian carriers are doing very well. I know there were some challenges recently but India is still one of the most valuable airlines in equity markets in the world; Akasa Air is growing a lot. Air India is investing a lot. I think this mentality that Indian airlines fear competition is an old mentality from the days when the Indian airlines were not doing well."

A bilateral air services agreement between India and Abu Dhabi allows 50,000 weekly seats for airlines from each

side. Abu Dhabi-based carriers have fully utilised their allocations, while 10,000 seats available to Indian carriers remain unused.

"If the Indian carriers go to Abu Dhabi's airport operator today and they say, look, 'I want to use the remaining 10,000 seats left in bilateral rights', Abu Dhabi airport operator is going to say welcome. And Etihad is going to say welcome as well. Because we have a view that the more, the better. We don't believe that protectionism is good for anyone," Neves said.

Etihad, he said, has been partners with various Indian carriers in one form or another for quite some time. "We train IndiGo pilots at Etihad's pilot training facility. If I feared IndiGo, why would I be training their pilots? I have an interline agreement with Air India. We sell tickets together. We have a codeshare agreement with Akasa. We are all partners. I don't think the Indian carriers are in a situation where they need to be protected."

When asked about his discussions with Indian airport operators, he

WE WANT TRAFFIC RIGHTS TO INDIA. BUT WHILE WE DON'T GET IT, WE ARE INCREASING FLIGHTS TO BANGKOK, PHUKET, HONG KONG, ETC.

Antonioado Neves,
CEO, Etihad Airways

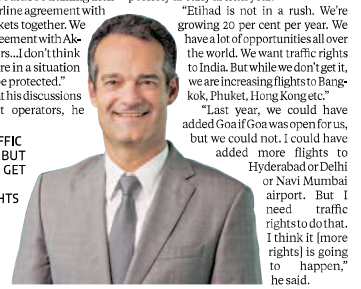
replied, "We do talk to them. They want us to fly more here. And it is going to happen. Currently, we bring more than 1.9 million people to India (many of them tourists) every year. I don't know of any developing country that does not want more tourists."

Neves said that until about two years ago, his airline was not fully utilising its allotted traffic rights and therefore did not seek additional access. He noted that those rights have since been fully used, while Indian carriers still have around 10,000 seats available under existing bilaterals. According to him, the question of opening up additional traffic rights is likely to arise only after Indian airlines exhaust this remaining capacity, possibly as early as next year.

"Etihad is not in a rush. We're growing 20 per cent per year. We have a lot of opportunities all over the world. We want traffic rights to India. But while we don't get it, we are increasing flights to Bangkok, Phuket, Hong Kong etc."

"Last year, we could have added Goa if Goa was open for us, but we could not. I could have added more flights to Hyderabad or Delhi

or Navi Mumbai airport. But I need traffic rights to do that. I think it [more rights] is going to happen," he said.



Cost per seat does not work for most regional jets: Boeing

DEEPAK PATEL
Hyderabad, 28 January

The number of regional aircraft in India is unlikely to exceed 10 even over the next 20 years, as their cost per seat on a route does not work for most airlines, said Ashwin Naidu (pictured), managing director of marketing for India and Eurasia at Boeing Commercial Planes, on Wednesday.

His comment came a day after Brazilian aircraft-maker Embraer and Adani Defence & Aerospace signed a memorandum of understanding (MoU) to establish a regional aircraft-manufacturing facility in India.

Regional jets are small jet-powered planes designed to carry around 50-100 passengers on short routes, such as the Embraer E175 or Bombardier CRJ series, and India currently operates fewer than 10 of them. A single-aisle plane, like the Airbus A320 or Boeing 737, is larger with 150-200 seats, used for domestic and international short-to-medium-haul routes.

At Wings India 2026 Summit, Naidu released Boeing's commercial market outlook. The South Asian region's fleet is expected to rise from the current 798 aircraft to 3,200 by 2044, nearly a four-fold increase in that period, he said. The growth will be driven by single-aisle and wide-body aircraft while the number of regional jets is expected to remain below 10 even by 2044.

In terms of regional jets, yes, the number is small. But I will tell you that each year that we have done this forecast, the number has continued

to remain small. So, 10 to 15 years ago, our number was just that—less than 10. And if you look at how we are doing today, relative to our forecast 10-15 years ago, the only airline today that actually operates them (regional aircraft) in India commercially is Star Air, which, again, is a very small number," he said.

"So far, I would say proudly that our forecast has been right for the last several years on regional jets," he added.

Naidu said regional jets face economic and airport capacity challenges in India, as routes quickly outgrow small aircraft, making single-aisle planes more viable for long-term operations.

"Now, going forward, we still continue to maintain that regional jets are a challenge in India's aviation market, because, to succeed in Indian aviation, you need 'seat-mile economics', which is basically taking the cost to operate a flight and dividing that by the number of seats. And that (seat-mile economics) is a challenge even with larger aircraft. Therefore, it becomes an even bigger challenge with regional jets. So, that's one reason," he said.

"And the second one is when you look at airports in India that are already constrained and congested, you want to use the higher-capacity aircraft. Regional jets may look good in year one or year two of operation, but very quickly the market outgrows the regional jet, and that's why, ultimately, India's aviation market requires single-aisle economics," he explained.



HAL aims for 25% civil aviation revenue share in 10 yrs: CMD

DEEPAK PATEL
Hyderabad, 28 January

Hindustan Aeronautics Limited (HAL) aims to raise the share of civil aviation manufacturing in its total revenue to about 25 per cent over the next 10 years, from around 5-6 per cent at present, driven by expected strong sales of the S-100 aircraft, H-28 planes, and Dhruv NG helicopters, HAL Chairman and Managing Director (CMD) D K Sunil said on Wednesday.

HAL is the process of obtaining civil certification from the Directorate General of Civil Aviation (DGCA) for the Dhruv New Generation (NG) helicopter, which is intended for commercial and civilian operations. The Dhruv helicopter has so far largely been operated in military and government roles, and the new NG variant is being developed and certified specifically for civil use.

"We expect the certification to be completed in the next two months. Pawan Hans today signed a pact with HAL to buy 10 Dhruv NG helicopters, which would be used for offshore operations of Oil and Natural Gas Corporation (ONGC)," Sunil said, adding that the maintenance support for these helicopters is assured as the company is making engines itself.

Speaking at a press conference on the sidelines of the Wings India 2026 summit, Sunil said the company is in discussions with the Border Security Force (BSF), which is interested in acquiring about four Dhruv NG helicopters. HAL is also in talks with state governments, such as Odisha and Karnataka, which are keen to procure these helicopters for VIP transportation. He said HAL can produce at least 15 commercial Dhruv NG helicopters in a year, subject to demand.

On October 27, 2025, HAL signed a memorandum of understanding (MoU) with Russia's United Aircraft Corporation (UAC) in Moscow to collaborate on the production of the S-100 civil aircraft in India.

Sunil said the company plans to initially source 10-20 S-100 aircraft from Russia over the next 1-5 years, and lease them to Indian airlines to understand the maintenance requirements. "We are currently in discussions with two aircraft operators for this plane," he said, adding that domestic production of the S-100 is expected to begin in about three years. The S-100 is a twin-engine, narrow-body regional jet designed to carry around 100 passengers on short-to-medium-haul routes.

Wow! Momo announces compensation after 3 die in Kolkata warehouse fire

SHIYA AVAN TUTT
Kolkata, 28 January

Quick service restaurant (QSR) chain Wow! Momo on Wednesday said three lives were lost in a fire that ravaged its warehouse premise in Anandapur, Kolkata.

In a statement, the company said that at 3 am on Monday, fire from a neighbouring warehouse spread into its premises. It completely gutted one of its warehouses at Anandapur. "Our hearts are immersed with grief and pain for having lost two of our valued employees and NIS-contracted security guard in this entire catastrophe," the statement read. The QSR chain has announced a compensation package that includes a lump-sum payment of ₹10 lakh per affected family, a lifetime monthly salary for the bereaved and full educational support for the child in the family.

Wow! Momo also said the fire from the neighbouring premises reportedly started due to unauthorised cooking at their warehouse.

"We are also a victim in this; our employees lost lives," said a spokesperson of the company. He added that it had rented a small space for a warehouse in a godown owned by Pushpanjali Decorators.

A devastating blaze broke out at the Pushpanjali Decorators' godown early on Monday and quickly spread to an adjoining building that housed Wow! Momo's warehouse. Both premises are owned by Pushpanjali.

Concerns over non-implementation of pilot fatigue norms can't be brushed aside: HC

The Delhi High Court on Wednesday said concerns over public safety due to the non-implementation of Directorate General of Civil Aviation (DGCA) regulations to prevent pilot fatigue cannot be 'brushed aside'.

A bench of Chief Justice D K Upadhyaya and Justice Tejas Karia made the oral observation while dealing with a public interest litigation (PIL) matter against the DGCA's decision to relax the mandatory fatigue-management regulations for pilots on December 5, 2025, considering a recent massive disruption in the operations of IndiGo.

Meanwhile, the top court on Wednesday agreed to hear a PIL of an NGO alleging that the official probe into the June 12 Air India plane crash violated citizens' fundamental rights to life, equality and access to truthful information.

Supreme Court rejects Tata Sponge Iron petition against Odisha entry tax law

The Supreme Court on Tuesday declined to entertain Tata Sponge Iron Limited's challenge to the constitutional validity of the Odisha Entry Tax Act, 1959, upholding the Orissa High Court's refusal to examine the plea and dismissing the company's demand for a refund of entry tax paid to the state. The quantum of the tax has not been determined yet.

A Bench of Justices Aravind Kumar and Prasanna B Varale said it found no grounds to interfere with the high court's decision.

"We do not find any infirmity in the impugned order," the SC observed. The Tata Sponge Iron had approached the Orissa High Court in 2017, questioning the validity of the entry tax law and the rules framed under it.

BS REPORTER

నామినేషన్ కేంద్రాన్ని పరిశీలించిన డిసిపి

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