

NATIONAL COMPANY LAW APPELLATE TRIBUNAL,

PRINCIPAL BENCH, NEW DELHI

Company Appeal(AT) (Ins) No. 1118 of 2019

IN THE MATTER OF:

**Go Airlines (India) Ltd.
C/o Britannia Industries,
A-33, Lawrence Road Industrial Area,
New Delhi – 110035**

**Corporate Office:
C-1, Wadia International Centre
Pandurang Budhkar Marg, Worli,
Mumbai – 400 025**

...Appellant

Versus

**Sovika Aviation Services Pvt. Ltd.
A-101-104, Dynasty Business Park,
J B Nagar, Andheri Kurla Road,
Mumbai – 400 059**

**Corporate Office:
B-2, Parekh Mahal, 80 VN Road,
Church gate, Mumbai – 400 020
Present:**

...Respondent

For Appellant: Mr. K.Datta, Sr. Advocate, Mr. Amish Tandon, Mr. Ayush Beotra, Advocates.

For Respondent: Mr. Ritin Rai, Sr. Advocate, Ms. Chandni Dewani, Mr. Lsafeer Ahmad BF, Ms. Anusha Jegadeesh, Advocates.

J U D G M E N T

DR. ASHOK KUMAR MISHRA, TECHNICAL MEMBER

1. The present appeal has been filed by the 'Appellant' – 'Go Airlines (India) Limited.,' (Appellant/Operational Creditor) under Section 61 of the 'Insolvency and Bankruptcy Code, 2016' (in short 'Code') against the

impugned order dated 26.08.2019 passed by the ‘Adjudicating Authority’ (National Company Law Tribunal, Mumbai bench), in CP (IB) No. 44(MB)/2018 vide which the Petition filed by the Appellant under Section 9 of the Code for initiating ‘Corporate Insolvency Resolution Process’ (CIRP) against the Respondent/Corporate Debtor - Sovika Aviation Services Pvt. Ltd, has been dismissed.

2. The Appellant has sought reliefs for setting aside and quashing the order dated 26.08.2019 passed by the Adjudicating Authority in CP(IB) No. 44(MB)/2018 and admit the petition under Section 9 of the Code for initiation of CIRP.
3. The Adjudicating Authority while passing the ‘Impugned order’ dated 26.08.2019 in CP(IB) No. 44(MB)/2018 had, inter alia, observed the following:

“On due consideration of the several evidences on record as placed by both the sides a conclusion can be drawn that the liability in question of Operational Debt was not a clean and clear liability, what to say, an “admitted” liability on the part of the Debtor Company. The alleged liability in question was contentious as well as disputed. The Insolvency Code is not incorporated to resolve the dispute about the correctness of the amount of a liability if it is contentious. Under the I&B Code a petition is not in the nature of a Civil Suit for settling a dispute erupted among the parties. Neither this Code is to be used for recovery purposes. The mandate as

*enshrined in the Preamble is to re-structure the finances and business of a debt-ridden Debtor by maximizing the value of its assets. In this case, it is doubtful whether the liability in question is payable or not. This issue can only be decided on long drawn discussion based upon thorough investigation of evidences. Witnesses are to be examined to affirm the reasons for downloading of cargo by Go-Air. Although this bench is not suggesting anything to any party but for the purpose of drawing a conclusion it is hereby observed that a petition having civil nature of dispute is out of the ambits of this Code while dealing a Section 9 IBC Application. Respectfully following the precedents cited supra we find no force in this petition on account of the preliminary reason that there was undisputedly **pre-existence of dispute** among the Petitioner and the Respondent, therefore, Petition is not maintainable u/s.9 of the Insolvency Code. Resultantly, the Petition is hereby **'Dismissed'**.*

4. The Appellant is a passenger airline operator having 'Domestic' and 'International' flights. The Appellant's route network spans across prominent business metros as well as key leisure destinations across the Indian subcontinent.
5. The Appellant and Respondent has entered into a 'Cargo Agreement' (for short 'Agreement') dated 09th July, 2016 vide which the Appellant has agreed to provide to the Respondent, cargo belly space in its fleet of

aircraft to carry out cargo services for such consideration and on such terms as specified in the Agreement.

As per the Agreement, the Respondent was required to pay to the Appellant as consideration (i) an amount of Rs.3,50,00,000/- as signing amount payable in 4(four) equal instalments within one year of signing the Agreement; (ii) fortnightly charges plus service tax and other applicable charges for the use of cargo belly space on Appellant's fleet on per aircraft per month basis; (iii) cargo sales earnings in excess of Net Tonnage Cap (in Net) within one month from the completion of the financial year; (iv) reimbursement to the Appellant within thirty days from the submission of the documents for expenses incurred by the Appellant on cargo related ground support equipment, vehicle(s) and parking charges; (v) reimbursement to Appellant on the 5th day of each month in advance made to Appellant of a lump sum of Rs. 4,00,000/- alongwith applicable taxes for cargo security services provided by the Appellant from the execution of the Agreement for Financial Year 2016-17.

In addition, the Respondent was also required to pay and irrevocable and unconditional bank guarantee in favour of appellant equivalent to two months revenue for three consecutive Financial Years. The due dates specified were on or before 15th July, 2016 for Financial Year 2016-17, on or before 25th March, 2017 for Financial Year 2017-18 and on or before 25th March, 2018 for Financial Year 2018-19.

6. The details of all invoices raised by the Operational Creditor on the Corporate Debtor are reproduced hereunder:



Details of all the invoices (incl. Credit Notes) raised by Operational Creditor on the Corporate Debtor:

1. Invoice bearing no. 2200000364 dated 15th July 2016 for an amount of Rs.68,668,206/-;
2. Invoice bearing no. 2200000467 dated 26th July 2016 for an amount of Rs.2,37,420/-;
3. Invoice bearing no. 2200000481 dated 3rd August 2016 for Rs.34,500/-;
4. Invoice bearing no. 2200000482 dated 3rd August 2016 for Rs. 75,900/-;
5. Invoice bearing no. 2200000486 dated 3rd August 2016 for Rs. 4,60,000/-;
6. Invoice bearing no. 2200000485 dated 3rd August 2016 for Rs. 6,43,76,444/-;
7. Invoice bearing no. 2200000522 dated 9th August 2016 for Rs. 34,500/-;
8. Invoice bearing no. 2200000530 for Rs. 6,86,68,206/- dated 18th August 2016;
9. Invoice bearing no. 2200000590 for Rs. 2,30,000/- dated 30th August 2016;
10. Invoice bearing no. 2100000013 dated 31st August 2016 for Rs.1,28,17,462/-;
11. Invoice bearing no. 2200000630 dated 31st August 2016 for Rs. 2,41,500/-;
12. Invoice bearing no. 2200000796 dated 1st September 2016 for Rs. 1,00,62,500/-;
13. Invoice bearing no. 2200000673 dated 2nd September 2016 for Rs.4,60,000/-;
14. Invoice bearing no. 2200000639 dated 2nd September 2016 for Rs.6,58,22,090/-;
15. Invoice bearing no. 2200000676 dated 14th September 2016 for Rs. 1,725/-;
16. Invoice bearing no. 2200000695 dated 20th September 2016 for Rs.6,65,22,325/-;
17. Invoice bearing no.2200000726 dated 26th September 2016 for Rs.1,61,000/-;
18. Invoice bearing no. 2200000738 dated 26th September 2016 for Rs. 2,300/-;
19. Invoice bearing no. 2200000831 dated 5th October 2016 for an amount of Rs.64,376,443/-;
20. Invoice bearing no. 2200000857 dated 6th October 2016, for Rs. 4,82,649/-;
21. Invoice bearing no. 2200000862 dated 17th October 2016 for an amount of Rs.7,49,92,910/-;
22. Invoice bearing no. 2200000916 dated 4th November 2016 for an amount of Rs.7,35,24,675/-;
23. Invoice bearing no. 2200000917 dated 4th November 2016, Rs. 5,08,421/-;
24. Credit note bearing no. 2100000026 dated 11th November 2016 for Rs.63,24,703/-

25. Invoice bearing no. 2200000950 dated 16th November 2016 for an amount of Rs.7,35,24,675/-
26. Invoice bearing number 2200001012 dated 2nd December 2016 for Rs.5,38,879/-;
27. Invoice bearing no. 2200000989 dated 2nd December 2016 for an amount of Rs.7,27,34,087/-;
28. Invoice bearing no. 2200001010 dated 9th December 2016 for Rs.46,000/-;
29. Invoice bearing no. 2200001023 dated 19th December 2016 for an amount of Rs.8,31,24,671/-;
30. Credit note bearing no. 2100000031 dated 20th December 2016 for Rs.31,61,363/-;
31. Invoice bearing no. 2200001026 dated 20th December 2016 for Rs.1,14,138/-;
32. Invoice bearing no. 2200001089 dated 3rd January 2017 for an amount of Rs.7,79,29,379/-.
33. Invoice bearing no. 2200001088 dated 3rd Jan 2017 for Rs. 24,725/-;
34. Invoice bearing no. 2200001138 dated 6th Jan 2017 for Rs.5,56,842/-;
35. Invoice bearing no. 2200001139 dated 19th January 2017 for an amount of Rs.8,31,24,671/-;
36. Invoice bearing no. 2200001196 dated 6th February 2017 for Rs.5,68,947/-;
37. Invoice bearing no. 2200001178 dated 6th February 2017 for an amount of Rs.8,65,29,039/-;
38. Invoice bearing no.2200001215 dated 6th February 2017 for Rs.1,00,62,500/-;
39. Invoice bearing no.2200001216 dated 14th February 2017 for Rs.1,00,62,500/-;
40. Invoice bearing no. 2200001249 dated 17th February 2017 for an amount of Rs. 7,80,26,186/-;
41. Invoice bearing no. 2200001285 dated 3rd March 2017 for an amount of Rs.8,01,88,202/-;
42. Invoice bearing no. 2200001314 dated 8th March 2017 for Rs.69,000/-;
43. Invoice bearing no. 2200001315 dated 8th March 2017 for Rs.2,07,000/-;
44. Invoice bearing no. 2200001327 dated 8th March 2017 for Rs.5,77,148/-;
45. Invoice bearing no. 2200001339 dated 15th March 2017 for an amount of Rs.8,67,38,787/-;
46. Invoice bearing no. 1710000002 dated 4th April 2017 for an amount of Rs.8,12,23,733/-;
47. Invoice bearing no. 1710000017 dated 19th April 2017 for an amount of Rs.8,24,18,200/-;
48. Invoice bearing no. 1710000035 dated 2nd May 2017 for an amount of Rs.7,97,59,548/-;
49. Invoice bearing no. 1710000036 dated 2nd May 2017 for an amount of Rs.6,51,667/-;

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50. Invoice bearing no. 17100000037 dated 2nd May 2017 for an amount of Rs.6,61,250/-;
51. Invoice bearing no. 17100000048 dated 9th May 2017 for an amount of Rs.1,00,62,500/-;
52. Invoice bearing no. 1710000117 dated 17th May 2017 for an amount of Rs.8,50,76,852/-;
53. Invoice bearing no. 1710000212 dated 5th June 2017 for an amount of Rs.8,24,18,200/-;
54. Invoice bearing no. 1710000213 dated 5th June 2017 for an amount of Rs.6,67,958/-;
55. Invoice bearing no. 1710000252 dated 19th June 2017 for an amount of Rs.84,090,453/-.

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7. The email correspondence during the month of June, 2017 is reproduced below which reflects strained relationship cropped up between the Appellant & Respondent:

ANNEXURE E

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Prasad Pathare

From: Chandrasekhar Lakshmanan
Sent: 29 June 2017 11:38
To: 'B Krishnan'; prasad.pathare@gair.in; shankar.kanhere@gair.in; 'Ravi Singh'
Subject: RE: Representation Of Cheque

Follow Up Flag: Follow up
Flag Status: Flagged

We should represent the cheque as it is an admission of liability. Secondly, we can proceed under Section 138 NI as well under this cheque and also assist in any other criminal complaint if this cheque is again dishonoured for insufficient funds.

Thanks and regards

Chandrasekhar Lakshmanan

VP - Legal

Land line: +91 22 274 20187 • Mob: +91 9987720187 • Email: chandrasekhar.l@gair.in
Go Airlines (India) Limited, 1st Floor, C-1, World International Centre (WIC), Paruluzing Buxkar Marg, Worli, Mumbai - 400025



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From: B Krishnan [mailto:bkkrishnan@gair.in]
Sent: 29 June 2017 11:27
To: chandrasekhar.l@gair.in; prasad.pathare@gair.in; shankar.kanhere@gair.in; Ravi Singh
Subject: RW: Representation Of Cheque

FYI and advise please.

From: Akhlesh Rao [mailto:akhlesh@swvlacgroup.com]
Sent: 28 June 2017 18:24
To: 'B Krishnan'
Cc: 'Sahil Mehta'; 'Sidhi mehta soljan'; 'Wolfgang Prock-Schauer'
Subject: Representation Of Cheque

Dear Mr. Krishnan,

This is continuation to my earlier mail, the below mentioned cheque no 333347 drawn on Union Bank Of India for INR 300,00,000/- (three crore) was not honored by our bank as all our fund were blocked by bank for honoring BG of INR 39.91 cr, you are here by requested to represent the cheque on 7th July 2017 for clearance and same will be honored by our bankers.

We sincerely regret inconvenience caused & look forward for your support as always..

With Regards,



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Akhillesh Rao
Chief Operating Officer



Mobile : +91 8508175000
Landline: +91 2240994414
Fax : +91 2240994400
E-mail : akhillesh@sovikagroup.com
Website: www.sovikagroup.com



From: B Krishnan [mailto:bkrishnan@ccair.in]
Sent: Tuesday, June 27, 2017 6:11 PM
To: Akhillesh Rao
Cc: Sahil Mehta; Sidhi mehta sohani; Wolfgang Prock-Scheuer
Subject: RE: Not To Present Cheque

Dear Mr. Rao,

The cheque has already been presented this morning to the bank.

Regards,
Krishnan

From: Akhillesh Rao [mailto:akhillesh@sovikagroup.com]
Sent: 27 June 2017 18:10
To: 'B Krishnan'
Cc: 'Sahil Mehta'; Sidhi mehta sohani; ceo@ccair.in
Subject: Not To Present Cheque
Importance: High

Dear Mr. Krishnan,

We have issued cheque no 333347 drawn on Union Bank Of India dated 23th June 2017 ,for INR .00,00,000/- (three crore) ,as you have already initiated process for revoking our bank Guarantee for INR .9.91 cr , you are here by requested not to present mentioned cheque for clearance ...

With Regards,




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In view of the above, we are returning the original Debit Notes mentioned above which is treated as improper, invalid and cancelled.

For Go Airlines (India) Limited


Mr. Wolfgang Prock-Schneider
(Chief Executive Officer)



Enc: Three Debit Notes as mentioned hereinabove.

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The Appellant has also submitted that the Corporate Debtor/Respondent has never disputed the Appellant's rejection of debit notes.

9. The Appellant has also submitted that vide email dated 07.08.2017 & 01.09.2017 as depicted below:



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Immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of Companies.

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ANNEXURE K

Prasad Pathare

From: Sahil Mehta <sahil@sovikagroup.com>
Sent: 01 September 2017 13:32
To: Anand Sahai
Cc: 'B Krishnan'; 'Chandrasekhar Lakshmanan'; girish.advani@wedigroup.com; akhilesh@sovikagroup.com
Subject: RE: Sovika Term sheet - 31st August 2017
Attachments: Term Sheet - Sovika 31August 2017-Version 4_marked up.doc; Re: Cargo GSA (14.8 KB); GO Air Cost Break Up.xlsx
Importance: High

Dear Anand:

Reference our meeting yesterday and the last (4th) version of the term sheet attached in your below mail, kindly find attached marked up version of the same for your kind review.

I would like to summarise our discussions of yesterday and our feedback on the term sheet. Pl find the same as below --

- 1) We have been in negotiations for revised commercials since the last 2 months and the base has always been our last proposal dated 23rd July 2017 addressed to Mr. Prock Schauer (email attached). The same has also been explained in great detail on several occasions in past meetings. I would once again like to re-iterate that, the same proposal be considered as our final offer. As a matter of fact, the same commercial proposal was included in the 1st draft of the term sheet which was shared with us on 18th August 2017
- 2) Due to prolonged negotiations, we have lost out on the entire market which was developed on the GO Air network as all our customers have made alternative arrangements for their upcoming requirements for the next 3 months and hence it will be extremely difficult for us to convert them back on GO Air network. We therefore request that the period of actual tonnages be increased from 2 months to 90 days from the date we commence operations. As you know we are already in the month of September and we will anyways require a minimum of 10-12 working days to re-create the set up (primarily airport passes across the network). Since, GO Air had issued a letter to BCAS on 7th August stating that DELEX has been appointed as their GSA (copy already shared with you), GO Air will have to send another communication withdrawing that letter and issue a fresh letter along with other documentation requirements which is standard procedure.
- 3) As you are aware, we have been in constant dialogue with our bankers for re-structuring our entire financial facilities, we have yet to submit to them a formal signed contract between GO Air & Sovika (if we were to proceed). Only post submission of the contract would the bank give their decision on activating our BG limits and other facilities. Hence, submission of BG is subject to submission of contract and approval from the bank
- 4) We have already explained our position on the figure of Rs. 24/- per kg for activating a further revenue share. Pl see attached cost break up per kg for additional costs that will be incurred by us apart from the Rs. 16/- payable to GO Air. You would notice that additional costs are in the region of Rs. 13/- Rs. 14/- per kg. This includes re-imbursment of expenses to GO Air for flight handling, airport office rentals & utilities and other operational expenses including salaries. Also, the proposed revenue share of 90:10 was never part of the 1st 2 draft term sheets (18th Aug & 20th Aug).



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Kindly advise how best can we take forward the subject. Look forward to hearing back from you at the earliest convenience and assuring you of our best co-operation and services at all times.

Regards,

Sahil

From: Anand Sahai [mailto:anand.sahai@goair.in]
Sent: Thursday, August 31, 2017 4:21 PM
To: sahil@sovikaergroup.com
Cc: B. Krishnan; Chandrasekhar Lakshmanan; girish.advani@wadiagroup.com
Subject: Sovika Term sheet - 31st August 2017

Dear Sahil,

Updated TERM sheet for your reference. Your call input on the first two months have been amended.

Best Regards,

Anand

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The Respondent shown keen interest to restart the business of the Appellant and further modalities to settle the outstanding amounts of the Appellant which also confirmed that the Respondent/Corporate Debtor has accepted the past dues as on July, 2017 approx. Rs.14.72 Crore and also statement that they will clear the past dues at the earliest.

10. However, the Appellant/ Operational Creditor served notice of termination of Agreement dated 09.07.2016 due to non-clearance of outstanding amount of Rs.13.46 Crore.
11. The Appellant/Operational Creditor also issued a 'Demand Notice' demanding payment in respect of 'unpaid operational debt' from Corporate Debtor for an amount of Rs.17,60,80,625 crore providing the details of invoices outstanding for payments.
12. The Corporate Debtor has 'responded' to the demand notice on 28.12.2017. In the reply, the Corporate Debtor has raised the issue of non-availability of appropriate belly space on Aircrafts of Appellant, loss of revenue to the Corporate Debtor and other issues.
13. The Respondent/Corporate Debtor has stated that in July, 2012 both the parties wherein carrying out the business of cargo sales, transportation and handling services on the aircrafts belonging to the Appellant (*the same is at page 787 of the Appeal Paper Book*). The first agreement was successfully performed by the Respondent as a result of which tonnage of cargo carried on the appellant's aircraft increased from approx. 1800 tonnes per month to approx. 5000 tonnes per month during

the terms of the first agreement, this increased the profit of the Appellant. The Second agreement is the result of the first agreement and the Respondent has commenced operation under the said agreement in July 2016 but it started facing several operational issues which were largely attributable to the Appellant like unlawful loading of cargo which resulted into a loss of over Rs.20 Crore for the period August 2016 to April, 2017 to the Respondent. It has also referred to the meeting in the Appellant office on December, 21st 2016, January 12th, 2017, 14th February, 2017 to sort out the operational issues which improved the Corporate Debtor's misery and also the Appellant's issue internal instructions for increasing the cargo load on the aircraft to its employees. It has also stated that there was a steep increase in not only the number of passengers boarding in the Appellant's aircraft but also in their passenger's baggage which deprived cargo belly space to the Respondent as the airlines was making higher profit on the excess baggage of passengers than what they will get from cargo belly space rental. It has also stated that changes in government policy started from November, 2016 demonetisation led to a certain slow down market condition owing to which the cargo industry was severely impacted and the Respondent's business also took a hit resulting in an unaccepted dip in cargo transportation. In January, 2017 the Appellant's aircraft were carrying only 4200 tonnes per month of cargo as opposed to 4900 tonnes per month during the period of first agreement.

14. It has also stated that it made several requests to the Appellant to reduce the loss of Respondent including the changes in the business terms. It has also stated that the debit notes submitted by Respondent from 15th June to 19th June, 2017 amounting to Rs.27,74,71,081/ were returned by the Appellant on June 22nd, 2017. The Appellant has also on June 27, 2017 invoked the Bank guarantee of the Respondent for a sum of Rs.39,91,00,000/- in view of alleged non-payments of amounts by the Respondent to the Appellant under the said agreement. However, the Respondent had accepted that it has again circulated the revised commercials on 21.07.2017 vide its email appearing at page 122 of the Appeal Paper Book (Annexure -I to the Appeal). However, the Appellant didn't agree to the revised commercials and at a later date issued termination notice and, thereafter, demand notice. It is also reiterated that between them there exists a genuine and serious dispute, particularly, due to the Appellant failure to provide cargo belly space on its aircrafts and offloading of respondent cargo. The Appellant failed to abide by primary obligations under the said agreement. It has also raised the cross claim of Rs. 27,74,71,081/- resulting from various debit notes which were returned by the Appellant.

15. The Respondent has given a lot of stress on not providing minimum cargo belly space to the Respondent for loading cargo and as a result of which the Appellant was supposed to accept the debit notes termination of the agreement by the Appellant was nothing but a coercion to the Respondent being a petty business unit and thereby wriggle out of the liability which the Appellant was supposed to bear in respect of various elements of expenditure. Repeated internal circular dated 13.02.2017 and 15.02.2017 by the Appellant on the issue of cargo load to its employees itself reflect that they were violating the terms of the

agreement for minimum belly space to the Respondent. Different emails and meetings between the parties cited by the Respondent to prove that the Appellant's claim is false or frivolous.

16. The Respondent has also submitted that CIRP initiated against it vide CP(IB) No.4663(MB)/2018 was withdrawn under Section 12A in terms of the Resolution of the Committee of Creditors (CoC) in its 7th meeting held on 19.03.2021 vide Adjudicating Authority order dated 23rd September, 2021 in the IA No.805/2021.
17. All this suggests that the financial condition of the Corporate Debtor is not healthy. CIRP was already initiated against it and the same has been closed by the Adjudicating Authority on 23rd September, 2021 after settlement with the 'Union Bank of India' who has entered into 'OTS Agreement' for release of payments in different instalments till 31.03.2023 and the Corporate Debtor has already paid two instalments in terms of the Settlement Agreement. The Resolution Professional (RP) associated with the CIRP also confirmed that the Original Applicant-Operational Creditor under the Code also recommended for withdrawal of Application. The RP received only two claims from two operational creditors 'Air India Sats Airports Services Pvt Ltd. of Rs.24.40 lakhs and another claim of 'Transport India' to the tune of Rs.18.02 lakh. This reflects that the present Appellant's claim was not appearing in that list. In the current application also, the Appellant has encashed the bank guarantee of Rs.39,91,00,000/- towards the dues from the Respondent.

The Adjudicating Authority has drawn the inference of ‘pre-existence of dispute’ which cannot be ruled out. It is also very much clear that the Appellant is chasing for payments which is also not the purpose of the Code. The Hon’ble Supreme Court in Civil Appeal No.9597 of 2018, “Transmission Corporation of Andhra Pradesh Limited Vs. Equipment Conductors and Cables Limited” vide para 15 has already held that IBC is not intended to be a substitute to a recovery forum and also laid down that whenever there is existence of real dispute, the IBC provisions cannot be invoked.

18. In view of this, we do not find any infirmity in the impugned order.

The Appeal deserves to be dismissed and is dismissed. No order as to costs.

Pending application, if any, stands disposed of.

Interim order, if any, passed by this Tribunal stands vacated.

[Justice Ashok Bhushan]
Chairperson

[Justice Jarat Kumar Jain]
Member (Judicial)

(Dr. Ashok Kumar Mishra)
Member(Technical)

10th December, 2021
New Delhi

Raushan.K