UNBROKEN RECORD OF PROFITABILITY

MD MEETS PRESS

AIR INDIA has earned an estimated profit of Rs 36 crores during the first nine months of the fiscal year 1985-86 as against Rs 31.1 crores during the same period in the previous year.

GROWTH RATE

At an informal meeting with the press in Bombay, Managing Director Capt. D. Bose said that in terms of return on investment, Air India is among the first few airlines in the world. Over the last five years, Air India has achieved an average growth rate of 8.6 per cent per year in terms of revenue tonne kilometres.

Although IATA expected the passenger traffic to increase by six per cent, the aviation industry's average growth rate was less than four per cent, Capt. Bose pointed out.

BETTER PERFORMANCE

Air India would continue with the process of restructuring its pattern of routes not only to exploit traffic potential, but also to derive full benefits of better performance of the new fleet of Airbus 310s, Capt. Bose said.

MD said that Air India is confident of achieving a targeted total revenue of over Rs 80 crores this year, reflecting a growth rate of about five per cent over last year, with an anticipated level of net profit higher than last year's Rs 44.95 crores. In 1984-85, Air India's return on investment was 12.3 per cent and its debt-equity ratio 0.89. Against the total capital of Rs 148.75 crores, invested by the Government, Air India has ploughed back into the business Rs 408.96 crores, Capt Bose stated.

MARKETING THRUST

Air India's world-wide marketing thrust would undergo a rapid change with the introduction of the six high-technology long-range Airbus A310s in 1986. Air India is planning to purchase a Boeing 747 SP in the near future and various proposals are being examined at present. Air India will evaluate MD II and Airbus 340 as and when they are firm projects. At the moment details are not available on other types.

Air India will continue its services to Harare and Dar-es-Salam in Africa for the time being. The present twice-weekly Moscow service is likely to be extended to another European point. With the introduction of the Airbus A310, Singapore is likely to be served by a daily service from Bombay. Also, frequencies through Bangkok will be stepped up. Hong Kong will be eliminated on the Boeing 747 Tokyo service which will result in a faster service to Japan.

Also on the cards are plans for linking another point in the United States, as the US route has been 'stagnant' for quite sometime.

BUSINESS CLASS

Business class seats in Air India's 747s will be increased from 40 to 68 as there was a great demand for that class among the passengers.

TIE-UPS

Commenting on the tie-ups with other airlines, Capt Bose said that Air India has entered into an agreement with Zambian Airways for a joint service which has proved very successful. Similar agreement with Singapore Airlines has been reached for a Singapore-Delhi link. A tie-up with KLM is also in the offing.

CARGO OPERATIONS

Besides the fleet modernisation, Air India is also modernising the other facilities like the handling of cargo. For the past several years, revenue from cargo has amounted to 30 per cent of the scheduled services revenue. Air India expects to earn over Rs 145 crores this year from cargo operations and Rs 170 crores in the year 1986-87.

COMPUTER APPLICATIONS

Air India will extend computer applications to various other aspects of passenger facilities beyond mere reservations. In the next few months, passenger check-in, seat allocation and baggage acceptance at Bombay airport will be computerised, Capt Bose said, and added that the same facilities will be extended to other stations in India also.

The computer terminals connected to Air India's Sperry 1100/62 reservations computer will be made available to travel agents in Bombay and other places. In addition, a front-end processor will also be added to facilitate passenger and cargo services terminals to share a world-wide common communication net work.

AIR INDIA was privileged to fly His Holiness Pope John Paul II back home from Bombay on February 10, 1986, on completion of his highly-successful 10-day pilgrimage to India. On board the flight were 31 members of his entourage and 75 members of the media of the world.

While this was not a first for Air India, since we flew in Pope Paul VI 21 years ago, Air India did however achieve a first on this flight. Due to very heavy snowfall in Italy, both Ciampino and Fiumicino airports in Rome were closed and Flight AI-121 had to divert to Naples, south of Rome. There was no possibility of either of these airports opening in the first half of February 11, so the Pope, his entourage and media took a train from Naples to Rome. Midway the train was stuck in heavy snow.

His Holiness finally arrived in Rome several hours later in heavy snow. His comments were: I had an enjoyable flight on Air India. I am happy to be back home. I only wish I had brought along my skis!

— JRM

IL PAPA HOME ON AI

Civil Aviation at the Turn of the Century

AIR INDIA and Indian Airlines recently organised a prestigious Seminar on "Civil Aviation at the Turn of the Century", at Delhi.

Shri Bansil Lal, Union Minister of Transport, inaugurated the Seminar by traditional lighting of the lamp. Shri Jagdish Tytler, Minister of State for Civil Aviation, gave the welcome address. Dr. S.S. Sidhu, Secretary, Department of Civil Aviation and Chairman, Air India and Indian Airlines, delivered a vote of thanks.

The Seminar broadly covered the future developments and advances in Aircraft, Engines, Airports, Informatics, Telecommunications, Air Safety and Energy. Top level leading experts from various international organisations were among the speakers at the Seminar. (See centre-spread).
T HE Magic Carpet introduces with this issue a column on "Health", from our Medical Services Department for the benefit of Air-India staff.

The magic carpet introduces with this issue a column on "Health", from our Medical Services Department for the benefit of Air-India staff.

Man is ever seeking happiness. He can indulge in this pursuit only so long as he is healthy. In fact, good health is the foundation of all human endeavour, but people realise this only when they are deprived of good health. Wisdom thus lies in taking timely measures for ensuring good health. A knowledge of the principles of achieving and maintaining good health is essential for this purpose.

To understand what health is, it is necessary to appreciate that freedom from disease, pain and bodily deformity is the more obvious but only one aspect of health. While this definition implies the all important normality of the structures and functions of body and mind, it is too narrow in its scope. The WHO views health in a much broader perspective, as a state of complete physical, mental and social well-being and not merely an absence of disease or infirmity. As such, good health does not only imply taking treatment for and curing or even preventing disease. There is much more to it. In fact, the goal of good health is an improvement in the quality of life in its totality.

Mention may also be made here of the concept of 'positive health', which implies that a person should be able to express as completely as possible the potentialities of his genetic heritage i.e. the constitutional qualities which he has inherited from his parents. The ideal environment is the one which permits and supports the full expression of these potentialities. An individual in positive health would possess a reserve, both of the body and mind, which can be used to meet the challenges of stress or illness. This positive balance in favour of the individual can be likened to the savings in the bank account which can be drawn upon on a rainy day.

It is apparent that good health is a result of the interaction of the hereditary and environmental factors. The latter do not refer only to our present environment but to all the conditions which we have passed through since the day one. While it may be too late for us to choose our parents and thus alter heredity — though this may be soon possible with genetic engineering — the environmental factors can be controlled or modified more readily. In recent years, a vast amount of knowledge accumulated about nutrition, exercise, stress, physical environment and the related subjects which if properly utilised may add to the happiness and years to our lives. An attempt will be made in this series of articles to provide this information to the readers with the hope that its intelligent application will help them achieve and maintain better health.

Co-operative Stores

The Air-India Employees Co-operative Consumers Stores was inaugurated at Trivandrum. The photograph taken on the occasion shows Mr. C.M. Manuel, Manager- Trivandrum, performing the inaugural ceremonies. Others in the photograph are : Mr. C. P. George, Union Representative; Mr. V. K. Subramanian, Asst Personnel Officer, Madras; Mr. R. Radhakrishnan, Asst Manager- Trivandrum and Mr. N. S. Shenoy, Asst Financial Controller, Bombay.

Sperry Computers for Air-India

IR-INDIA has signed an agreement with Sperry Information Systems of Singapore marking the commencement of the implementation of the first phase of its decade-long computerisation plan drawn earlier.

Soon after signing the agreement for the procurement of two Sperry 1100/72 systems and one DCP 40 system, Managing Director Capt. D. Bose said that the first phase of this computerisation programme being put up at a cost of Rs 26 crores would be completed within the next two years.

Inflight Systems

Mr. Tom Yam, Managing Director of Sperry Information Systems Ltd. stated that most of the leading international airlines were using this system. He was hopeful of his firm being closely associated with Air-India's 1984-1994 computerisation plan, including the computerisation of the inflight systems.

Mr. C. L. Sharma, Dy. MD, said that the airline had computerised its reservation system covering the West Asian and African circuits this year and was confident of the airline bidding bye to its dependence on private computer networks for providing worldwide reservation system controlled at its headquarters in Bombay.

Customer Service

Air-India thus will be able to offer not only computerised reservation facility but also offer hotel bookings for its passengers at 11 Indian cities and 54 cities abroad. “Our facilities would be available not only at the online stations but also at off-line stations like Pune near Bombay and Panaji in Goa,” Mr. Sharma said, and added that the new system would be helping the airline improve customer service by enabling it to offer facilities like displaying the fares and other details on the screen.

The new machine would be helping Air-India offer computerised cargo service to its customers, Mr. Sharma further stated and expected the computerisation of the cargo system, which was contributing over 20 per cent of the airline's earnings, to be in operation by 1987.

Mr. P. Jayant, Dy Director-Management Services, explained that Air-India would be the first one in the world to handle four different computer systems worldwide through a single channel. The new DCP 40 system would enable Air-India to use a common shared communication network for packets of messages received from visual display units, dot matrix printers, ticket printers, boarding pass printers and even the existing teletypewriter facility. The DCP 40 would help the airline monitor its entire communication network, route messages and carry out protocol conversions.

New Complex

Air-India would be setting up a new complex near the domestic terminal to house the three systems coming in the first phase of the new programme. This complex would be having duplicated systems for airconditioning, and power supply and would be offering the computers protection from radiation, vibration and pollution.

First Yen Loan

IR-INDIA has signed an agreement for its first yen loan with a group of Singapore-based Japanese banks.

The 10-billion yen (US $50 million) loan was arranged by Dai-Ichi Kangyo Bank, Fuji Bank and Tokai Bank. This was the first time that any organisation in India has taken a tax-sparing syndicated loan from Japanese banks.

AGREEMENT

The agreement was signed on behalf of Air-India by Dy Managing Director, Mr. C.L. Sharma. The Government of India was represented by Mr. L.K. Malhotra of the Ministry of Finance, Department of Economic Affairs.

Others who played a prominent role in the yen loan included Mr. S. Banerjee, Additional Secretary, Ministry of Law; Mr. L.K. Malhotra, Dy Secretary, Ministry of Finance; Mr. S.R. Gupte, Standing behind Dy MD are : Mr. S. Misra, Aest General Manager; The Tokai Bank, Singapore; and Mr. V.K. Sharma.

FLEET EXPANSION

The loan will enable Air-India to expand its fleet by adding another six A310 airbus this year.
75 Years of Aviation

A colourful function was organised at Juhu Airport in Bombay and at Air-India's Headquarters at Natiman Point to celebrate 75 years of aviation in India. Mr Jagdish Tydler, our Minister, inaugurated the function at Bombay Flying Club and Mr J.R.D. Tata presided over the concluding session.

Celebrations

The celebrations included demonstration of gliding, radio controlled aero-modelling, a fly past by naval and Bombay Flying Club aircraft, an exhibition of aviation equipment and a performance by Air-India Artists Group led by Mr Ashok Kulkarni. The function was organised by a Committee headed by Capt B.R. Kapoor of Air-India, who was assisted by Capt K.T. Raman, also of Air-India.

French Delegation in India

A high level French trade delegation recently visited India on Air-India to further develop business ties between the two countries and promote Indo-French commercial exchanges.

The delegation comprising chairmen, presidents and general managers from all sector of leading French industries was headed by Mr E. Genisson, French Foreign Trade Minister.

AIR-INDIA'S NEW PORTS OF CALL

HYDERABAD and Goa now have an international air link when Air-India connected these two cities with its Gulf route network with a weekly Airbus A300-B4 service.

HYDERABAD

For the Hyderabad operation, Air-India's Boeing 747 flight AI-801 departs Jeddah at 1545 hrs every Thursday and arrives in Bombay at 2250 hrs (LT); passengers and their baggage destined for Hyderabad depart from Bombay in an Air-India Airbus within 45 minutes of arrival, i.e. at 0300 hrs. The flight turns around at Hyderabad and operates in the west-bound direction as AI-801 leaving Hyderabad at 0250 hrs. and arriving in Bombay at 0400 hrs. The Bombay 747 departure is at 0530 hrs the same morning, arriving at Jeddah at 0825 hrs (LT).

GOA

Flights working in Dubai will now be able to fly to Goa and back with Air-India's new pattern of operations to Goa. It may be recalled that effective February 5, 1986, Air-India commenced operations for the first time directly from Kuwait to Goa and then on to Trivandrum.

Every Sunday, an Air-India Airbus flight will leave Dubai at 0015 hrs (LT), and Kuwait at 0150 hrs (LT) arriving in Goa at 0835 hrs the same day to terminate at Trivandrum. In the return direction, the flight originating in Trivandrum will depart Goa at 1745 hrs on Monday, reaching Dubai at 1900 hrs (LT) and Kuwait at 2125 hrs (LT) the same day.

An additional benefit will also accrue to shippers from the Trivandrum and Goa areas as there will be no payload restrictions on the aircraft operating from Trivandrum to Dubai and Kuwait via Goa.

The international connections for Hyderabad and Goa will create a long standing demand of passengers from these regions for a direct link with Gulf stations.

First AI Jumbo To Oslo

FOR the first time ever, an Air-India Boeing 747 Jumbo touched down in Oslo, Norway. The special Air-India flight carried H.R.H. the Crown Prince of Norway and a major Norwegian trade delegation to India for a ten-day official visit which began in Bombay early this year. H.R.H. the Crown Prince was accompanied by the Crown Princess.

Mr Pillai's New Appointment

Mr. T.K.P. Pillai, veteran of 30 years service with Air-India, who is widely experienced in selling, handling and training personnel from the industry has taken over the newly created post of Commercial Manager-Bombay Airport. His appointment is regarded as a measure of the importance the airline gives to passenger and cargo handling at the airport.

With the forthcoming arrival of the A310-300 Airbus aircraft and the 747 freighter, the standard of service for passenger and cargo traffic will assume additional importance, as will the logistics of exercising effective control over the large number of airport staff and equipment spread over different locations.

Mr Pillai will therefore now be in overall supervision of passenger and cargo handling, coordination with all departments of the airline, and maintaining a close liaison with Customs, Immigration and the IAAI.

Our man in Pune Mr P.R. Kanga with Indian Olympian, Ms P.T. Usha.
CIVIL AVIATION AT THE TURN OF THE CENTURY

Mr. Banu Lal, Minister of Transport, lighting the traditional lamp to inaugurate the Seminar on Civil Aviation at the Turn of the Century, Dr. S.S. Sidhu, Secretary, Department of Civil Aviation and Chairman, Air-India/Indian Airlines is in the centre.

A two-day Seminar on Civil Aviation at the Turn of the Century, jointly sponsored by Air-India and Indian Airlines, was held at the Ashok Hotel, New Delhi on January 27-28, 1996.

The highlights of the colourful inaugural session which lasted for 45 minutes were: an invocation sung, lighting of the traditional lamp by Mr. Banu Lal, Minister of Transport, and the opening of a special exhibition of photographs tracing the growth and development of Air-India and Indian Airlines. In between Mr. Jagdish Tytler, Minister of State for Civil Aviation gave a welcome speech and Mr. Banu Lal, his inaugural address.

Among the distinguished guests at the inaugural session were the three service chiefs and former chief executives of Air India and Indian Airlines. Over 400 delegates drawn from the entire aviation and travel industry in India attended the two-day Seminar.

"This Seminar has been organised to focus attention on the fast developing technology in civil aviation in the coming years and to assess, analyse, and use such technology in India," said Mr. Jagdish Tytler, Minister of State for Civil Aviation in his welcome address. He pointed out that travelling by air is fairly common-place in India and said that Indian Airlines had become an integral part of India's economic scenario.

"Modernisation and use of the latest technological developments are integral parts of the policies announced by our Prime Minister, Shri Rajiv Gandhi, and of his dream that India should step into the 21st century on equal terms to that of any other nation," said Mr. Tytler.

"It is with such activities in mind that the Government has taken a more liberal stance in respect of scheduled services and is considering introducing new services by the Helicopter Corporation of India and the concept of Air Taxis," said Mr. Tytler.

Mr. Tytler felt that one of the major challenges of the future in security. "We shall have to ensure that the carriage of passengers and cargo is safe and without incident," he concluded.

In his inaugural speech, Mr. Banu Lal said: "The lamp I have just lit symbolizes not only the inauguration of this Seminar but the first step of Indian Civil Aviation towards the 21st Century."

He firmly believed that transport is the key to economic development and added that air transport has expanded at a most spectacular rate all over the world and particularly in India. "If the present rate of growth continues, and I do not see any reason why it should not, then in the not too distant future, Indian Airlines will have to consider operating shuttle services at least between Delhi and Bombay."

Referring to the aviation quest for speed, Mr. Banu Lal wondered whether this would continue or will the aviation industry concentrate on more fuel-efficient planes to help airlines achieve better economic performance. He favoured the latter course.

However, he felt that man's insatiable desire for exploring frontiers of technology will go on despite some misadventures and mishaps. "Progress comes if one is willing to learn from one's mistakes and profit by them," he added.

He pointed out that one should not make the mistake of laying undue emphasis on aeroplanes and engines and forget about the ground facilities. Looking further ahead, he foresaw a bigger revolution with the interaction between computers and communication technology. This will again produce its own impact on air transport, he said.

Proposing a vote of thanks at the end of the inaugural session, Dr. S.S. Sidhu, Secretary, Department of Civil Aviation and Chairman of Air-India and Indian Airlines, said that there was an urgent need for our ground organization to be improved, to be modernised, particularly the airports and communications systems.

Dr. Sidhu favoured a more balanced growth of transport system in India and said that India cannot afford to waste resources in developing one system at the expense of the other. But considering that air transport had come to play such a vital role in the modern world, it was impossible to ignore the claims of civil aviation if India wanted to move into the 21st Century.

In his presentation at the Seminar, Capt. D. Bose, our Managing Director said that the next fifteen years up to 2000 A.D. are going to pose many challenges, including the spreading of movement to domestic air transport.

For Air-India, the two main challenges in the near future are: (a) the search for new routes and (b) the replacement of its present fleet. Alongside these challenges, Capt. Bose said, there will, no doubt, emerge several opportunities as well.

After a brief reference to the new propulsion technology — the concept of a direct drive gearless unducted fan (UDF), the 'Contra Fan' and the likely opening of new opportunities as a result of more liberal bilateral policies, Capt. Bose said: "I perceive our main opportunity to stem from the fact that India, which is one of the very few credit worthy countries amongst the newly industrialised nations (N.I.C.S) today will, in all probability, achieve a 'take off' stage in its economy in this period.

Mr. Banu Lal and Mr. Jagdish Tytler going over the photographic exhibition after the inaugural ceremony.

Capt. D. Bose, MD, speaking at the Seminar.

Mr. C.L. Sharma, Dy. MD summing up at the end of the Seminar.

Session on the Engine Technology: (From L to R) Capt. Bose, Garrison of General Electric. Mr. G. Lewis of Rolls Royce at Caparo, Dy. MD.
"High growth rates are likely to be achieved on routes to South East Asia and to the USA. Air- India plans to open new routes - Scandinavia, Philippines and Indonesia by 1990. In the next phase of 1990 to 1995, we envisage operations to China on routes to Japan, and the extension of our Japan services across the Pacific to the West Coast of USA. Also, planned is the launch of services via Spain to South America - Argentina, Venezuela and Mexico are under consideration.

"Lastly, in the third phase we plan to link up the US West Coast with India over the Atlantic using the Trans Polar Route.

"Jim Bowes added, "It is our aim to greatly expand our freighter services which, at present, are operated with wet leased aircraft. However, Air- India is keen to invest in its own freighter aircraft and to build up a fleet of at least five Boeing 747-FOs for regular airfreight services, and three Airbus A300-Cs for regional services by the end of this century. This capacity expansion will sustain an average annual increase of almost 30% in freight traffic moving on our freighter services - as against 9% on passenger services - averaging out to 12% overall.

"In order to meet the forecast growth in passengers and freight, Air-India will require its total capacity to increase at an average annual rate of 8.6% from its present level of 1.8 billion ATKM to 4.4 billion ATKM in 2000 A.D."

With a fleet comprising of three aircraft types, said Mr. Bowes, the Boeing 747-FO, the Airbus A300-300 and Aircraft X, Air-India would deploy the 747-400 only on low density, long-haul routes. These planes are the sole freighter service on the USA, Canada, UK, Singapore and certain stations in the Gulf.

The Airbus A300-300 will be operated exclusively on long-haul routes, exclusive to South East Asia (Bangkok, Hong Kong, Kuala Lumpur, Singapore, Manila, Jakarta, Tokyo) and the smaller markets in the Gulf.

The new Aircraft 'X' will operate on medium-density, long-haul routes, providing, for example, point-to-point non-stop services to major European cities, Japan and China. It will also operate to Australia via Singapore, and undertake the operations to South America via Spain, and to the US West Coast via the Pacific.

Air-India's growth requirements will entail the acquisition of as many as seven 747s, 15 A310s, 12 Aircraft X and five 76 freighters. In addition to this, Air-India will have to buy ten 747-400s to replace its current fleet of 747-200s, which will have retired before the end of this century.

The funds required to finance this investment are estimated at about aircraft prices, to be as high as Rs. 1.346 crores in the first phase, Rs. 2.307 crores in the second phase, and Rs. 2.14 crores in the overall, for the period as a whole. Air-India will require over Rs. 6.000 crores - or to be more precise, Rs. 3.88 crores for growth and Rs. 2.38 crores for replacement, making a total of Rs. 6.26 crores. "Plans for such massive investment may sound over-ambitious, but in Air-India we took upon them as a challenge to be met," Mr. Bowes said in conclusion.

The other presentations were made by Capt. K. Chadda, Managing Director, Indian Airlines, Mr. C.L. Sharma, President, Technology & New Product Development, Air India, Mr. Walter B. Gillett, Aerodynamics Technical Manager, Boeing, Mr. Lewis V. Video, Director-Advanced Product Marketing, McDonnell Douglas, Mr. Robert Garcia, Vice President & General Manager, JETSCO, General Electric, Mr. Siddiq A. Sattar, Vice President (Advanced Engineer), Pratt & Whitney, Mr. G. Lewis, Technical Director, Rolls Royce, Prof. M.G.K. Menton, Member, Planning Commission, Mr. Brit Biss, Vice President, Airlines/Transport/Marketing, Sperry, Mr. Archil Ross, Vice President, Aviation, Shell International, Mr. J.M. Ramsden, Editor-in-Chief, FLIGHT International, Air Marshal C.S.K. Ray, Director General of Civil Aviation, Mr. P. Andries, Vice-President, International Airlines, Airport de Paris and Air Marshal P.S. Dure, Member Operations, International Airport Authority of India.

The highlight of the valedictory session was the address by Mr. Jagdish Tytler. He said, "Aviation is an exciting business, so far as I am concerned, it has always been so and will always be. I feel we are on the threshold of a revolution not merely in airlines and engine technology, but in such other vital support areas as computers and communications.

"The crucial question that needs to be asked is: will it produce any changes for the better for ordinary folks, especially in the developing world or the Third World as it is called.

"My answer would be, Yes. It can, provided we learn to bend technology for constructive purposes and not for destructive purposes.

"So if this peaceful world, however uneasy sometimes it may seem, continues with its rapid technological changes, I have every hope that the effects would only be beneficial for all.

"So our drive to acquire new technology will continue not only in the field of Civil Air, but in the other fields too," he concluded.

Mr. Bansi Lal cutting the ribbon to inaugurate the exhibition. Mr. Jagdish Tytler is on the left and Capt. Bowes on the right.

Therefore, as one looks into the years at the turn of the century, one foresees the following possible developments:

i) that someone in the 1990s, there would be large Jumbo Jets operating with seating upwards of 700 to 800 passengers. They would naturally

Among those who attended the inauguration were several distinguished guests, including the Service Chiefs and former Chief Executives of Air-India and Indian Airlines.

be economical on high density routes, but would bring the airport facilities to a bursting point;

ii) that prop-liner aircraft will bring about significant cost reductions.

iii) that sometime in the 1990s, fare paying passengers will travel routinely on point-to-point stations in shuttles;

iv) that air travel will become very much more safer than it is today because of satellite navigation, development of airborne collision avoidance systems, and through much improved weather forecasts;

v) that the 1990s will see almost no terrorism in the air because of the development of nearly infallible detection devices for personal and baggage checks;

vi) that on many flights - particularly the 700-1000 water Jumbos on point to point operation, mobile immigration and customs officers will clear the passengers in-flight so that they do not clutter up the terminal buildings; also with the advent of computerized ticketing and check-in, kerb-side self-ticketing and check-in for domestic travel will help in easing congestion in terminal buildings;

vii) that the 20th century has seen its last fuel crisis - in fact any fuel crisis occurring now will be a crisis in reverse, i.e. sharply declining prices in real terms;

viii) and lastly that operation of international services will continue to remain, for the industry as a whole, a business with low profitability. This will result in some smaller carriers folding up and will also result in more stringent bilateral with a high price having to be paid for carriage of 9th Freedom traffic.

Among those who attended the inauguration were several distinguished guests, including the Service Chiefs and former Chief Executives of Air-India and Indian Airlines.

Mr. C.L. Sharma, Capt. K. Chadda and Mr. Jagdish Tytler.

Mr. Robert H.C.
Education Programme

The International Transport Workers Federation, which has launched an educational programme for the civil aviation employees to promote unity and solidarity, recently held a group discussion in Bombay.

During its sessions, each participant was supplied with a book containing topics related to his employment, service conditions, etc. They were allowed free discussion among themselves on the subjects provided to them.

Maharajah in Railway's Vegetarian World

Mr. S. N. Bakshi, Senior Manager Systems-Catering, recently advised the catering department of the Central Railway to improve their catering by introducing new items in tin foil casserole meals served on trains out of Bombay and Delhi.

This is not the first time that he has advised the Indian Railways, as he was summoned by the Western Railway 20 years ago for a similar assignment.

Culinary delights are Mr. Bakshi's tricks of the trade. However, this was a challenging assignment for Mr. Bakshi. Keeping in view the cost constraints, he skillfully demonstrated different varieties of the tastiest meals to the railway authorities catering to their millions of rail passengers.

Mr. Bakshi's presentation included preparations of korma and non-fried snacks for prestigious short-run trains like the Deccan Queen from Bombay and the Taj Express from Delhi. Mr. Bakshi also demonstrated preparation of six different types of club sandwiches made out of various tasty vegetable spreads.

In the past, Mr. Bakshi has been associated with World Vegetarian Food Congresses, International Tourist Bureau events, Indian Food Festivals in almost all the five continents, and the famous 'Maxims' in Paris. Mr. Bakshi's famous recipe book "Delicious Diets for Diabetics" is jointly published by Air-India and the All India Diabetic Association. He has received awards from the American Chain of Hotels at Chicago.

Tourism Seminars At Harare, Nairobi

A seminar on "Indian Tourism" was inaugurated in Harare and Nairobi by Air-India, the Government of India Tourism Department, the Tour Operators Association of India and the Travel Agents Association of India.

H.E. Mr. K.K.S. Rana inaugurated the seminar at Nairobi and delegates from Botswana and Malawi also participated in the Harare Seminar. This was the first time that such a seminar was conducted in the African region and the sessions were attended by a cross-section of the travel trade industry, heads of the local ethnic groups and the media representatives.

The delegation from India included Mr. P. Khanna, Mr. Avinash Anand, Mr. R. Kohli, Mrs. R. Khanna and Mr. S.P. Dutt of Air-India. Mr. T.K. Rao, RM-Africa led the delegation at both seminars.

The Tourism Seminar at Harare.
Spotlight on Passenger Service

The first 'Passenger Service' programme for traffic assistants was inaugurated by Mr. H. K. Malik, Commercial Director in January this year. Mr. S. K. Nanda, Director-Manpower Planning & Development, was the Chairman for the programme.

PROGRAMME

The programme covered an introduction to the working of Air-India, communications, courtesy and interpersonal relations and telephone manners.

While emphasizing the need for courtesy and human relations in the handling of the passengers in all areas, the sessions employed multimedia approach featuring transparencies, slides, audio and video cassettes, 16 mm films, charts, handouts, etc.

CONTENTS

The programme contents were prepared by Ms. M. Pinto and Ms. C. Sarkar. The internal faculty included M/s K. S. Shethy, M. L. George, D. Selvarathin and Ms. P. Bhatnagar and they were assisted by Dr. K. K. Anand, Management Consultant and Mr. A. Jeyachandran, Training Manager, Hotel Oberoi Towers. The participants saw a specially video taped message from MD, Capt. D. Bose.

REGULAR BASIS

This programme will be planned on a regular basis to cover all traffic assistants in the Bombay District Office. Subsequently it will be extended with suitable modifications for specific functional areas to our staff at airports and outstations. A Supervisory Development Programme is also being prepared to ensure a comprehensive and coherent approach in passenger handling.

Feed Back from Secretaries

AIR-INDIA'S 21 secretaries and personal assistants to Departmental Heads were given a special training course in a gamut of operational and related subjects. The Magic Carpet reproduces in this column their feedback which might be of interest to all current and would be 'bosser'.

My Boss's positive attributes -

1) "He introduces me to outsiders and says - this is my Secretary without whom I cannot manage."
2) "He is efficient, takes decisions fast and gives clear instructions."
3) "His English is good and he dictates well. It is a pleasure to type his dictation."
4) "He gives me leave when I need it;"
5) "My Boss never takes me off in front of others;"
6) "He is very approachable and he keeps me fully informed."

Some Boss's negative attributes -

1) "Sometimes they have no proper system for dictation. Many have a habit of calling their personal assistants for dictation and then start thinking. If they do enough thinking before dictating, the replies could be very clear and avoid re-typing."
2) "Points out only mistakes."
3) "Does not keep me informed of his movements and meetings are fixed without my knowledge."
4) "Should not be rude and impatient."
5) "If he only improves his office etiquette, I think he will be a marvellous man to work for."

LETTERS

Captain Mr. J. B. Martis, Chief Public Relations Manager, Air-India, Air-India Building, Nariman Point, Bombay 400 021.

Dear Sir,

I had the pleasure to fly through Air-India on Flight No. AI 508 on 31st August '85 from Bombay to Delhi. After my stay for about twelve days I returned to Bombay by Flight No. AI 107 on 13th September '85. Both ways I had a very comfortable flight due to the kind co-operation of your inflight crew on both these flights. They looked after me very well and they took special care and I have got pleasant memories of my travel to and from Japan.

I write this specially to convey my most sincere thanks to you and your men and I hope I will have many more occasions to avail of Air-India hospitality.

Thanking you,

Sincerely,

26th Sep '85.

RARE DUCKS UNDER AI WINGS

Rare white-winged wood ducks from the Nilgiri Wildlife Trust were sent on our 747 service to Calcutta.

The eight ducks were a part of world wildlife project 406 aimed at saving them from extinction. Special breeding centres have been built for these ducks in Assam and Arunachal Pradesh in India.

RAIN FORESTS

These species of duck is one of the few in the world to live in tropical rainforests. Two hundred ducklings have been successfully reared in England and it is hoped to reintroduce them back in the rainforests of South East Asia.

The project had the blessing of the late Ms Indira Gandhi and it now enjoys the support of the Prime Minister, Rajiv Gandhi.

BLOOD DONATION

Mr. S. V. Joshi, Store & Purchase Department, who is recipient of a Certificate of Commendation from the Governor of Maharashtra, has suggested that the blood group of staff should be included in the ID card itself.

Writing to the Magic Carpet Mr Joshi has stated that this would help in case of emergencies when staff need blood. This will also save the time required for examination of blood group.

Mr Joshi has donated blood on more than 25 occasions.
Let's welcome the Pope in mass

HOME TO ROME ON AIR-INDIA

Leading European Aviation Journalists met our Chairman, Dr. S.S. Sidhu at a press conference in Geneva.

Republic Day was celebrated at Air-India's first housing colony in Bombay and the programme included variety entertainment by students of the Air-India Modern School.

Participants attending a two-day Regional Finance & Accounts Managers' conference in Bombay. The Conference was inaugurated by MD, Capt. D. Bose, after an introduction by DF, Mr. V.R. Kulkarni.

Air-India hoardings (left) welcoming and bidding farewell to Pope John Paul II during his Papal visit to India. (above) Mrs. Bose, wife of our MD, performing the opening ceremony of our refurbished Frankfurt Office. Also seen in the photograph are MD and CD.

The American TV Evening News Magazine team, which visited southern India, is seen here at Madras Airport prior to their departure on our service.

Maharashtra Mila Manch of Air-India held a colourful "rangoli" exhibition in Bombay, which was inaugurated by our Controller of Stores & Purchases, Mr. P.D. Marathe. Photograph also shows Mr. R. Repose and Mr. N.T. Paul.
एएर-इंडिया में हिंदी की प्रगति की प्रशंसा

नई विद्वानों में संस्कृत राजभाषा सम्प्रति का निरीक्षण दोरा

नई सदी की ओर प्रगति की दिशा में
भारतीय नागरिक विविद्यालय
बो विश्वविद्यालय का सहभाग आयोजन

नई सदी की ओर प्रगति की दिशा में
भारतीय नागरिक विविद्यालय
बो विश्वविद्यालय का सहभाग आयोजन

एएर-इंडिया ने बिंदुवार 1985-86 में
पहली बार में नैतिक वर्ष 36 करोड़ रुपये का
अनुसंधान वित्तपत्ति कश्चित। इसके साथ
से नए बाँधक के द्वारा संभाला जीवन की अवधी
31.4 करोड़ रुपये का मुनाफा हुआ था।

वर्ष में पृष्ठभुक्त के साथ हुए एक
नागरिकशासक समिति में, प्रथम विद्युक्त
वर्षों में जिसका लिखित प्रेमिक की
टीडी अंतर्क्षित एएर-इंडिया ने विद्युक्त
पहले नई कृपया को जीवन का अनुसंधान
बना कराकर दिया रखा।

संशय वर्ष
कृपया बने नेता वह दिल्ली के ब्रिटिश आईडेया
में आया ने बनाए जो विद्वान को पूर्वकों के
प्रगतिशीली दर्शन से प्राप्त बन लाने के
प्रशंसा का धर में बढ़ता रहा। विविद्यालय की
जीवन की जीवन का अनुसंधान एक अन्य नए
राज्य का आयोजन के लिए।

1984-85 में, एएर-इंडिया के विषय पर
(रेस्प पुस्त 2 पर)

उच्चाधिकारी
होटलों में प्रशंसनगर दो समाप्ति
भींडी नागरिक एएर-इंडिया
संविधान के संक्षेप में, एएर-इंडिया के
उच्चाधिकारी क्षेत्रीय नेता एएर-इंडिया
(संयुक्त पुस्त 3)
(०१) मम लाभप्राप्तता... भविष्य की रक्त १२.३ वर्ष रहेगी और तथा मिस्र की मानवता ०.८८ रहेगा। सरकार विशेषतः ज्‍यादा १४८.७३ तीन रुपये की कुल पूंजी के मुख्यतः बैंकों, जैसा नीटा प्रक‍्र‍ेस, एज-डिज़ाइन के निर्माण में ४२८.०६ तौर-रुपये का लाभ-नियंत्रण किया है।

(०२) रेलवे की शक्तिशाली दुनिया में महाराष्ट्र

1986 में तकनीकी रूप से उनका लाभ सही ही वाले के लिए एज-डिज़ाइन के विशेषता, विविधता प्रक्रिया में सभी से प्रतिस्पर्धा कर जताया। नियंत्रण प्रणाली में एज-डिज़ाइन के एक चक्र ७४७ एवं धरती की उत्कृष्टता जीवन रहने की तरीक़ा जी और इस लक्ष्य की प्रतिक्रिया प्रणाली की जीवन की जी और तब ही पूरी ही एक विविधता की प्रणाली कर दी जाती है।

(०३) एज-डिज़ाइन इस समय हारे और विरोध-तत्त्व को विपरीत अपने उदाहरण बनाए रहते है।

कार्यक्षेत्रों का प्रयोग

एज-डिज़ाइन के विविधता का उपयोग काम या योग्य प्रणाली में काम करने की आवश्यकता पर कम कम करने का प्रयोग करता है। इसका प्रयोग आतू की संख्या के भीतर से नए उदाहरण बनाए रहते है। यह विनियम की आवश्यकता का प्रयोग करता है। इसके अलावा उनकी एक संख्या में, जैसा नीटा प्रकाश, तनाव के आरोहण और संघर्ष की वित्तीय कारण का काम दर्मांश प्रवाह द्वारा कार्य जाने लगते है।

एज-डिज़ाइन के कंपनी 1986/६२ आवश्यक कम्प्यूटर से सबसे आवश्यक कम्प्यूटर वित्तीय निर्धारण, वित्तीय संचार के बनाए रहते हैं। विनियम, विविधता आरोहण के आरोहण निर्धारण के बनाए रहते हैं। दूसरे तरीके से वर्तमान के प्रयोग के संचार के आरोहण दर्मांश जीवन की जी जी और तब ही एक विविधता की प्रणाली कर दी जाती है।

लेखक विश्वनाथ

रेलवे के आदेशों में वर्तमान की विश्वसनीयता हाल हरए हाथ हटाए हुए रेलवे प्रबंधक, सिमेन्स के हिंदी, ए.प. कुमार (भूमि) के उपरीभाषा की भूमि पत्र पढ़ने और अन्य पत्रांक के लिए विभिन्न पत्रांक वर्तमान भूमि पत्र की स्वीकृति।

(०४) मम हिंदी...
एअर-इंडिया का वो और नगरों से मिलन

हाफराबाद

हाफराबाद से उड़नों के लिए, एअर-इंडिया के बिहार 747 उड़ान एअरवे 826 रूप के यात्रियों को जुड़ता है। 1545 वें उड़ान को यात्रियों को सर्वोत्तम रूप से सुनिश्चित है। एअर-इंडिया के लिए उड़ान झाड़ी के लिए अवश्यक निर्देश देने वाले विभागों के बीच, यात्रियों के लिए यात्रा पहुंचने की सुनिश्चित है। 0030 वें यात्रा करती है और रात 0140 वें हाफराबाद यात्रा पहुंचती है।

एबु डबई

एबु डबई से उड़ानों के लिए, एअर-इंडिया के बिहार 747 उड़ान एअरवे 932 हिमालय को सुनिश्चित करता है। रात 1050 वें उड़ान पहुंचती है।

ओस्लो में एअर-इंडिया का पहला जनमुखी

एक अधिकारी के घोषणा के लिए एक महान रूप से वर्तमान में विश्व का सबसे बड़ा उड़ान घोषणा किया गया है। विश्व पर तैयार लाल और बायंकर के लिए एक रूप से वर्तमान में विश्व का सबसे बड़ा उड़ान घोषणा किया गया है। विश्व पर तैयार लाल और बायंकर के लिए एक रूप से वर्तमान में विश्व का सबसे बड़ा उड़ान घोषणा किया गया है।

पिल्ला कार्यक्रम

एक अधिकारी के घोषणा के लिए एक महान रूप से वर्तमान में विश्व का सबसे बड़ा उड़ान घोषणा किया गया है। विश्व पर तैयार लाल और बायंकर के लिए एक रूप से वर्तमान में विश्व का सबसे बड़ा उड़ान घोषणा किया गया है।

पिल्ला कार्यक्रम

एक अधिकारी के घोषणा के लिए एक महान रूप से वर्तमान में विश्व का सबसे बड़ा उड़ान घोषणा किया गया है। विश्व पर तैयार लाल और बायंकर के लिए एक रूप से वर्तमान में विश्व का सबसे बड़ा उड़ान घोषणा किया गया है।
यात्री सेवा कार्यक्रम

यात्री सेवा कार्यक्रम के उद्घाटन समारोह पर प्रतिकृति अधिवेशन

पर्यटन सेविकर्मी का आयोजन

यात्री सेवा कार्यक्रम के उद्घाटन समारोह पर प्रतिकृति अधिवेशन : बांग्ला से पी.एच. महेंद्र, बांग्ला व्यवस्था-प्रशासन, ए.ए.डी. व श्री अविनाश निवेदक-भारत, पी.एच. महेंद्र, बांग्ला व्यवस्था-प्रशासन, ए.ए.डी. व पी.ए.डी. योगेंद्र, प्रचार-प्रसार भारत, पी.एच. योगेंद्र, नये प्राचीन - परिप्रेक्ष्य भारत

यातायात महाकालों के लिए पहली बार से यात्री सेवा कार्यक्रम इस वर्ष शामिल में वापस आयेगा। इस उद्घाटन वाराणसी निवेदक एवं प्रारूपक भारत, पी.एच. महेंद्र के द्वारा किया गया। इसके अतिरिक्त, बांग्ला व्यवस्था-प्रशासन, ए.ए.डी. व पी.ए.डी. व श्री अविनाश निवेदक-भारत तथा पी.एच. योगेंद्र ने नामांकन के लिए अनुमोदन दिया।

यात्रा कार्यक्रम

यात्रा कार्यक्रम में बांग्ला-शिवासिया में सामाजिक कार्यकर्ता, संबंध, समाजवादी और अन्य लोगों के साथ व्यवस्था एवं टीमिंग पर व्यवस्था के लिए में सामाजिक जीवन का समर्पित किया गया।

विभागीय पाठर

यात्रा कार्यक्रम के लिए प्रवासियों के लिए सहायता मुफ्ती एवं दो सहायक मुफ्ती इशारा करते हैं। इसमें जोड़े जिन्हें हमने किया गया है।

प्रतिकृति यात्रा

एराक्स-शिवासिया के भवन में 21 लोगों ने वैश्विक निवेदकों को विश्वास आत्मा तथा संदर्भ निवेदण में व्यक्ति का निवेदण पाठ समारोह में शामिल किया गया। वाराणसी कार्यकर्ता ने यह निवेदन किया कि वे उनके प्रभाव में निवेदन करते हैं।

मेरे 'बाबा' की अच्छी बात

1) "मेरे पारंपरिक बाबादों के साथ सामना करना हैं - वे हमें अपनी राय किस निश्चित किया कि वे हमारी ही शर्तों का प्रयोग करेंगे।"
2) "मेरे पारंपरिक बाबादों के साथ सामना करना हैं - वे हमें अपनी राय किस निश्चित किया कि वे हमारी ही शर्तों का प्रयोग करेंगे।"
3) "उनकी अपनी राय अच्छी है वे अपनी तात्त्विक इंस्टेरेस को हानिकारक मानते हैं।"
4) "नाम वह भी उनकी जरूरत होती है, वे मुझे उनकी तात्त्विक इंस्टेरेस को हानिकारक मानते हैं।"
5) "मेरे 'बाबा' मुझे कभी भी इसका साथ नहीं देंगे।"
हिन्दी ताइपराइटिंग प्रशिक्षण में सफलता

पोप पॉल की भारत यात्रा संपन्न

माननीय तत्कालीन पं. जान पोल II के आचरण से अस्तित्व में हिन्दी भारत तीर्थ यात्रा के समापन पर, 10 फरवरी 1986 को जोधपुर में उनकी पहली यात्रा शुरू करने के समय भी, भीमा और वहार सरकार के सचिव एवं अध्याय-प्रमो-पॉल II म.स. एम. निहालसू।

हिंदी ताइपराइटिंग प्रशिक्षण की सफलता

हिन्दी शिक्षा संस्थान के अध्यक्ष जनरल नोन्ड, जुलाई, 1985 से आज तक वहाँ में गठित होने वाले एक तीन सत्रों की कार्यशास्त्र विभाग की सफलता के साथ हिन्दी ताइपराइटिंग प्रशिक्षण भर लिया है। इस कार्यशास्त्र में अप्रैल 1985 में हुई की लियों में सफलता पायी है। वहीं प्रशिक्षण विभाग के गौरी ए. डा. चौहान और भीमा ए. एम. राजकोट व्यक्ति सातवां संस्करण विभाग की भीती की भी, संपूर्ण कार्य।

बधाई मोहन!

निर्देश-निदेशक योगन एवं विकास विभाग, जब भारतीय भी. एम. मोहन का विवेक करते हैं। भी. मोहन का विवेक करते हैं। भी. मोहन का विवेक करते हैं। भी. मोहन का विवेक करते हैं। भी. मोहन का विवेक करते हैं। भी. मोहन का विवेक करते हैं। भी. मोहन का विवेक करते हैं। भी. मोहन का विवेक करते हैं। भी. मोहन का विवेक करते हैं। भी. मोहन का विवेक करते हैं।
नई अवधारणा के प्रवेश उपर पर नागर विवाह

समाप्त समय में भी उपक्रम, अवधारणा तथा उपक्रम विशेषकर रचनात्मक नवीकरण के क्षेत्र में सबसे महत्वपूर्ण रही है। यह नए उद्देश्यों के रूप में महत्वपूर्ण है कि इसके साथ इसके महत्वपूर्ण प्रभाव के तुलनात्मक नवीकरण के क्षेत्र में सबसे महत्वपूर्ण रही है। यह नए उद्देश्यों के रूप में महत्वपूर्ण है कि इसके साथ इसके महत्वपूर्ण प्रभाव के तुलनात्मक नवीकरण के क्षेत्र में सबसे महत्वपूर्ण रही है।

नई अवधारणा के प्रवेश उपर पर नागर विवाह

समाप्त समय में भी उपक्रम, अवधारणा तथा उपक्रम विशेषकर रचनात्मक नवीकरण के क्षेत्र में सबसे महत्वपूर्ण रही है। यह नए उद्देश्यों के रूप में महत्वपूर्ण है कि इसके साथ इसके महत्वपूर्ण प्रभाव के तुलनात्मक नवीकरण के क्षेत्र में सबसे महत्वपूर्ण रही है। यह नए उद्देश्यों के रूप में महत्वपूर्ण है कि इसके साथ इसके महत्वपूर्ण प्रभाव के तुलनात्मक नवीकरण के क्षेत्र में सबसे महत्वपूर्ण रही है।

समाप्त समय में भी उपक्रम, अवधारणा तथा उपक्रम विशेषकर रचनात्मक नवीकरण के क्षेत्र में सबसे महत्वपूर्ण रही है।

(ए) नई अवधारणा के प्रवेश उपर पर नागर विवाह

समाप्त समय में भी उपक्रम, अवधारणा तथा उपक्रम विशेषकर रचनात्मक नवीकरण के क्षेत्र में सबसे महत्वपूर्ण रही है।

(ब) नई अवधारणा के प्रवेश उपर पर नागर विवाह

समाप्त समय में भी उपक्रम, अवधारणा तथा उपक्रम विशेषकर रचनात्मक नवीकरण के क्षेत्र में सबसे महत्वपूर्ण रही है।

(व) नई अवधारणा के प्रवेश उपर पर नागर विवाह

समाप्त समय में भी उपक्रम, अवधारणा तथा उपक्रम विशेषकर रचनात्मक नवीकरण के क्षेत्र में सबसे महत्वपूर्ण रही है।

(ग) नई अवधारणा के प्रवेश उपर पर नागर विवाह

समाप्त समय में भी उपक्रम, अवधारणा तथा उपक्रम विशेषकर रचनात्मक नवीकरण के क्षेत्र में सबसे महत्वपूर्ण रही है।

(घ) नई अवधारणा के प्रवेश उपर पर नागर विवाह

समाप्त समय में भी उपक्रम, अवधारणा तथा उपक्रम विशेषकर रचनात्मक नवीकरण के क्षेत्र में सबसे महत्वपूर्ण रही है।

(ङ) नई अवधारणा के प्रवेश उपर पर नागर विवाह

समाप्त समय में भी उपक्रम, अवधारणा तथा उपक्रम विशेषकर रचनात्मक नवीकरण के क्षेत्र में सबसे महत्वपूर्ण रही है।

(च) नई अवधारणा के प्रवेश उपर पर नागर विवाह

समाप्त समय में भी उपक्रम, अवधारणा तथा उपक्रम विशेषकर रचनात्मक नवीकरण के क्षेत्र में सबसे महत्वपूर्ण रही है।

(छ) नई अवधारणा के प्रवेश उपर पर नागर विवाह

समाप्त समय में भी उपक्रम, अवधारणा तथा उपक्रम विशेषकर रचनात्मक नवीकरण के क्षेत्र में सबसे महत्वपूर्ण रही है।
एएस-डैडिया के लिए स्पर्शी कम्प्यूटर

एएस-डैडिया ने पहले नामांकन तक पहुंची अपनी एक एडॉक्टर ने कार्यरतिक योजना में अपने परीक्षा के लिए विस्तृत अनुसंधान किया था। विस्तृत अनुसंधान के लिए एएस-डैडिया के लिए स्पर्शी कम्प्यूटर का प्रयोग करते थे।

शंघे ने 1100/72 मिलिसेकंड और एक शंघे 40 मिलिसेकंड हैं। यह कारण था कि एएस-डैडिया के लिए स्पर्शी कम्प्यूटर का उपयोग करते थे।

पालन करने के लिए एएस-डैडिया की योजना के लिए स्पर्शी कम्प्यूटर का उपयोग करते थे।

एएस-डैडिया की नगरी अनुसंधान के लिए एएस-डैडिया की 1984-1994 कम्प्यूटर योजना के साथ निकली योजना की नींव की थी।

हर्षदे ने अपने प्रदेश निदेशक की तरह एम.ए. ने दामोदरनाथ ने इस कारण परिपक्वता एवं अन्य धार्मिक महामही की स्थापना करने तथा अन्य अनुसंधान को पूरा करने के कारण एएस-डैडिया के प्रयोग करने का निर्णय लिया था।

एएस-डैडिया के साथ जोखिम के पहले चरण में अपने समय के निदेशक को पूरा करने के कारण एएस-डैडिया के प्रयोग करने का निर्णय लिया था।

एएस-डैडिया का नवीनित्त के पहले चरण में अपने समय के निदेशक को पूरा करने के कारण एएस-डैडिया के प्रयोग करने का निर्णय लिया था।

एएस-डैडिया के साथ जोखिम के पहले चरण में अपने समय के निदेशक को पूरा करने के कारण एएस-डैडिया के प्रयोग करने का निर्णय लिया था।

एएस-डैडिया के साथ जोखिम के पहले चरण में अपने समय के निदेशक को पूरा करने के कारण एएस-डैडि...
चित्रों के छरों से

इमरे संस्थाग से व्यक्त नारा और भी जगदीश ठाकुर संताजुन में इमरे इनामियारक सम्मेलन देख रहे हैं।

विज्ञान में आयोजित प्रौद्योगिक समारोह में इमरे अध्यक्ष डा० एस. एस. शिवरूप से कार्यकैय हुई में युवाओं के जालदेखे विद्यालय प्रौद्योगिक सम्मेलन।

प्रबन्धक निदेशक कैरेट डा० कॉफ्फेरोट निदेश हैं। हैमरे वस्तुशिल प्रशासीय कार्यालय के ज्ञानाध्याय अध्यक्ष पर कैरेट वाले छात्र, पिक्चर में इमरे प्रविधिक निदेशक और कार्यालय निदेशक की नजर आ रहें हैं।

बनबाई में डा० निजीव लेखाक एवं निदेशक सम्मेलन आयोजित किया गया। इस सम्मेलन का उद्घाटन प्रविधि निदेशक कैरेट सी. बोस ने किया। इससे अलग निदेशक भी नीर. आर. बुशार में सम्मेलन के संबंध में अपने विचार द्यात किए।

बनबाई में एयर-डीव्या के पहले हा०जी स्कूल में नमाज विद्या प्रविधिय के स्वमंत्र के खान-खानाओं ने विद्यालय सम्मेलन का संबंध प्रस्तुत किया।

पिछले केबिन्त निजीबंध संस्थान की हीकी प्रविधिक भीतरी ग्राम का (बाह्य से हासीरू) एयर-डीव्या में हीकी कक्षा का उद्घाटन किया। उनकी सारी और वांछी ओर हैं कुछ हीकी प्रशासकायों।