

AIR-INDIA

Magic Carpet

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A-I HONOURS VETERANS MD PRESENTS AWARDS

SEVENTEEN Air-India employees who have completed over 35 years service with the airline were specially honoured at a ceremony held at Santa-Cruz last month. They received newly-designed plaques from Mr K.G. Appusamy, Managing Director, the occasion coinciding with the 25th Anniversary of nationalisation of the air transport industry. In addition 29 employees, including 10 Air Hostesses also received watches as service mementoes and 56 other employees Merit Awards.

Mr Appusamy paid a tribute to staff for their contribution to Air-India's growth. He said that Air-India had grown fifty times in the last 25 years and added that without Government backing the airline would not have been able to raise loans abroad to finance its growth and buy the latest and best aircraft.

Air-India had made the highest ever profit in 1977-78 amounting to Rs28.45 crores. "We have to maintain our profitability to finance our future growth," Mr Appusamy said.

Speaking about the future, Mr Appusamy added, "In the sixth plan period from 1978 to 1983 Air-India's traffic is expected to grow 10 to 12 per cent a year. To meet this traffic growth, we shall need capacity equivalent to seven Boeing 747s. It does not mean that we

will buy only 747s. At the moment we are planning to buy, if Government approves, three more Boeing 747s apart from the replacement aircraft which is expected in August 1979.

"After this, we shall start looking for smaller aeroplanes with 200 to 220 seat capacity to replace our early model Boeing 707s, the first two of which will be phased out in 1980 and the other two in 1981. By this time we expect manufacturers to come up with new aircraft which are now on the drawing board. In the sixth plan, our investment is likely to be Rs 276.00 crores."

Mr Appusamy continued: "We are constantly making efforts to improve the working conditions for the staff. As you are aware, the medical benefits scheme has now been taken over by the Corporation and I foresee a day when even the families of staff will get the same benefits as the staff are now getting. On the housing front, we have relaxed the rules for loans and if staff utilise all the funds we have allocated, I am willing to go to the Board to have more funds made available for housing purposes. We are looking into the difficulties experienced by staff in getting to work and we feel we shall have more transports made available and also more holiday homes."



Mr K.G. Appusamy, Managing Director, Air-India, making presentations to Mr S.G. Pednekar (above) and Mr Felix Fernandez. They were among the 17 employees with over 35 years service, who were honoured by Air-India on the occasion of the 25th Anniversary of nationalisation of the air transport industry in India.



The photograph shows the operating crew of "Emperor Kanishka" at Heathrow airport. From left: Capt S.F. Pedder, Capt B.M.M. Gilhooly, Mr D.S. Pasricha. (Behind) Capt A.L. Bajaj and Mr S.R. Balsavar. (See another photograph on page 2.)



EMPEROR KANISHKA ARRIVES IN BOMBAY

AIR-INDIA'S latest Boeing 747, AVT-EFO, "Emperor Kanishka", arrived in Bombay at 0545 hrs (local time) on July 2, 1978.

The gleaming jet took off from Paine Field, Everett, near Seattle in brilliant sunshine at 1430 hrs (LT) on June 30, 1978 and flew via the Polar route to London. It landed at London Airport at 0730 hrs (LT) after an eight-hour non-stop flight.

From Seattle to London, the aircraft was under the command of Capt Sam Pedder, Dy Director of Operations, with Capt Barry Gilhooly, Dy Operations Manager (Western Division), as additional commander. The other crew members were Capt A.L. Bajaj as first officer, Mr S.R. Balsavar as flight engineer, and Mr D.S. Pasricha as additional flight engineer.

The team of cabin crew on board from Seattle was led by Dy Chief Flight

Purser Jimmy Mehrotra and Dy Chief Air Hostess Helen Menzies.

From London the aircraft was operated as a regular commercial flight via Frankfurt and Delhi.

At Everett, "Emperor Kanishka" was accepted on behalf of Air-India by Mr M.P. Kharkar, Dy Director of Engineering, who had spent five months seeing the aircraft through all its phases of construction. This was his second tour of duty at Everett, having been there in 1971 when our first 747 was received. He was assisted by a team of engineers which included Mr P.P. Sequeira, Asst Engineering Manager (Maintenance); Mr K. Venkatramani, Asst Engineering Manager (Maintenance); Mr S.R. Balakrishnan, A.M.E.I.; Mr S.P. Mitra, ARME; and Mr T.D. Kalwachia, Cabin Inspector.

With the addition of this new 747, Air-India now has six Boeing 747s and nine Boeing 707s.



Mr M.P. Kharkar, Dy Director of Engineering (L), who accepted our Boeing 747, "Emperor Kanishka", is seen at Paine Field, Everett, just before the departure of "Emperor Kanishka" on its delivery flight, along with his Secretary, Ms Mary Kinder, and Mr Ratnam Sanga, a Boeing Engineer.



The photograph shows (from left) Mr Anil Kadam, Executive Assistant to CD; Mr R.J. Advani and India's External Affairs Minister Mr Atal Behari Vajpayee at a reception recently held at New York.



CORRECTION

In one of the captions printed on page 4 of the August 1978 issue of the Magic Carpet, we had mentioned the name of Mr Fali Nariman. We apologise to Mr Nariman whose picture was inadvertently 'chopped off' by that bane of Editors, the printer's devil.

IATA TO BE RESTRUCTURED

By S. V. N. Ranga Rao

VERY few people realise that at any given moment of time (say, while you are reading these few lines), there are a million people up in the air in one of the world's airlines. Thus was born the International Air Transport Association — an affiliation of international and domestic airlines from some 85 nations working democratically and co-operatively to establish standardised commercial, operational, technical and legal practices and procedures; this standardisation is absolutely essential for an integrated air transport system, criss-crossing the globe, carrying passengers and cargo.

Over the last three decades since it was formed, IATA has served as an impartial international forum for the various activities connected with air transport; the benefits of these have reached airlines, governments and the world's public alike. But hanging like a cloud over IATA's multinational tariff co-ordination work is the perennial problem of establishing passenger fares and cargo rates as delegated by the Governments under the terms of the numerous bilateral air traffic service agreements.

The dynamic changes in the air transport world together with the technological advances and problems require a constant review calling for changes. IATA has recognised this situation and is concerned with the inability of its members in recent times to reach agreements in respect of passenger fares and cargo rates in various areas. Added on to this is the label which the association's detractors have tagged onto it — namely that of being a cartel. Thus was brought about the setting-up of a five-man Task Force by IATA — of which our Managing Director was a member. The Task Force was primarily charged to examine the entire situation with a view to restructuring of the association membership so as to introduce greater flexibility for carriers' variations and innovations as against the present rigid requirements particularly in the sphere of tariff co-ordination.

Broadly, the proposal is to redefine the membership structure for participation in all association activities into two categories.

Firstly, basic membership would be open to all airlines participating in the 'trade association' type activities viz. the technical, traffic services, medical, legal, financial and facilitation areas. There is also an optional membership open to those airlines concerned with the multi-lateral traffic co-ordinating activities, viz. with negotiating world-wide passenger fares, cargo rate levels, and conditions and the remuneration of intermediaries.

The above proposals are expected to offer the possibility for progress and flexibility. The basic membership can be widened to allow active involvement, co-operations and agreements between all airlines in the essential integration and standardisation of procedure and system which are required world-wide. In so

far as traffic co-ordination activities are concerned, a major breakthrough has been achieved in that these can be realigned to suit the requirements of specific regions. Thus, innovative lower fares may be introduced to meet particular market requirements or eliminate over-legislations in inflight service standards.

In additions to the above recommendations, there are many other proposals. These are:

- (a) While maintaining the existing basic traffic conference areas, the current sub-areas will be redefined e.g. TC3, will be divided into
 - (i) The Indian Subcontinent
 - (ii) South East Asia
 - (iii) Japan & Korea
 - (iv) Australasia.

The agreements will depend upon the unanimous voting of 3rd and 4th freedom carriers in the area concerned augmented by those 5th freedom carriers who have elected to participate in the area concerned; there is a proviso, though, that such action is not opposed by 20 per cent or more or five, whichever is greater, of all other voting members present and entitled to vote.

(b) Improvement in the present provisions regarding limited agreements so as to ensure that such agreements are binding on 3rd, 4th and 5th freedom carriers who are not present at the conference where limited agreements are adopted.

(c) Reconciliation of the prime interest of 3rd and 4th freedom carriers in establishing fare levels for traffic carried at the lowest fares with the interests of other carriers in carrying such traffic at such fares. While the 3rd and 4th freedom carriers will determine such fares, several options are being considered which would permit other carriers to participate in these fares.

(d) A member who has agreed to participate in tariff co-ordinating activities could introduce, without rescinding the IATA agreement, innovation fares and rates between the country of which it is a national carrier and any other country to/from which it operates, consequent upon market changes occurring after the declared effectiveness date of fares and rates agreement. Suitable procedures in this regard, which are subject to applicable national laws, have also been spelt out.

(e) Regulations on matters such as meals, bar services, sales on board, inflight entertainment to be reviewed with a view to eliminating over-legislation.

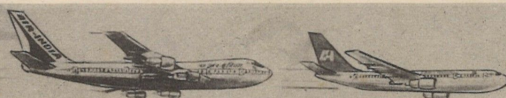
(f) Third parties and the ICAO secretariat will be invited to attend IATA fares and rates conference as observers and present their position.

(g) The compliance programme of IATA will be modified so as to place a greater emphasis on the preventive rather than the punitive aspect.

The above proposals were endorsed at the Special General Meeting of IATA and new rules will be formulated by September 1978 in consultation with the IATA Legal and Traffic Committee.

Hapless but not Hopeless

Air-India's Maharajah Slogan Contest which concluded in August attracted a record number of entries from all over the country. The picture shows harried public relations' staff sorting out the entries.



Look. India's two national birds.
25th Anniversary of
nationalisation
of the Air Transport Industry. 1st. Aug. 1978

हिन्दी-विभाग

कुशल कर्मचारियों का सम्मान

प्रबन्ध निदेशक द्वारा पुरस्कार

गत मास सान्ताकुज पर आयोजित एक समारोह में एअर-इंडिया के २५ वर्ष से अधिक सर्विस वाले १७ कर्मचारियों का विशेष सम्मान किया गया। वायु परिवहन उद्योग के राष्ट्रीयकरण की २५ वीं वर्षगांठ के अनुकूल अवसर पर इन कर्मचारियों को प्रबन्ध निदेशक श्री के. जी. अप्पुसामी द्वारा नये माडल के विल्ले प्रदान किए गए। इसके अलावा १० विमान परिचारिकाओं सहित २९ कर्मचारियों को यादगार के रूप में घड़िया प्रदान की गईं और ५६ अन्य कर्मचारियों को श्रेष्ठता पुरस्कार दिए गए।

श्री अप्पुसामी ने एअर-इंडिया की प्रगति के लिए कर्मचारियों के सहयोग की प्रशंसा की। उन्होंने कहा कि गत २५ वर्ष के दौरान एअर-इंडिया में ५० गुना वृद्धि हुई है। उन्होंने आगे कहा कि भारत सरकार की सहायता के बिना यह एयरलाइन अपने विकास के लिए न तो विदेशी ऋण प्राप्त कर सकती थी और न ही आधुनिक विमान खरीद सकती थी।

एअर-इंडिया ने १९७७-७८ के दौरान पहली बार २८.४५ करोड़ रुपये का लाभ कमाया। श्री अप्पुसामी ने कहा—“हमें अपने भविष्य के विकास के लिए अपनी लाभप्रदता को बनाए रखना है।”

भविष्य के बारे में बोलते हुए श्री अप्पुसामी ने आगे कहा—“१९७८ से १९८२ वर्ष तक की छठी योजना की अवधि में एअर-इंडिया के यातायात में १० से १२ प्रतिशत प्रतिवर्ष वृद्धि होने की संभावना है। यातायात की इस वृद्धि को पूरा करने के लिए हमें सात बोइंग ७४७ जितनी क्षमता की आवश्यकता पड़ेगी। इसका मतलब यह नहीं कि हम

केवल ७४७ विमान ही खरीदेंगे। फिलहाल हमारा इरादा तीन बोइंग ७४७ खरीदने का है बशर्ते कि सरकार इन्हे खरीदने की अनुमति दे। इनके अतिरिक्त एक प्रतिस्थापन विमान भी अगस्त १९७९ में मिलने की संभावना है।”

“इसके बाद हम २०० से २२० सीट वाले छोटे आकार के विमान खरीदेंगे जो हमारे पुराने माडल के बोइंग ७०७ की जगह उपयोग में लाए जा सकेंगे। पहले दो विमान १९८० में और अन्य दो विमान १९८१ वर्ष के दौरान खरीदने का कार्यक्रम बनाया जाएगा। हमें आशा है इस समय तक विमान-निर्माणकर्ता नए विमान का विमान बना सकेंगे जिनके आजकल माडल तैयार किए जा रहे हैं। छठी योजना में हमारा निदेश २७६ करोड़ रुपये होने की संभावना है।”

श्री अप्पुसामी ने आगे कहा—“हम कर्मचारियों की कार्य-स्थितियों में सुधार लाने के लिए लगातार प्रयास कर रहे हैं। जैसा कि आप जानते हैं चिकित्सा सुविधा योजना अब कार्पोरेशन द्वारा ले ली गई है और मुझे विश्वास है कि एक दिन आएगा जब कि कर्मचारियों के परिवार भी वे सुविधाएं प्राप्त करेंगे जो आज कर्मचारियों को उपलब्ध हैं। जहाँ तक आवास समस्या का संबंध है हमने कर्ज के नियमों में ढील दी है और अगर कर्मचारी निर्धारित फण्ड की पूरी राशि का उपयोग कर लेते हैं तो मैं आवासीय उद्देश्य के लिए अधिक फण्ड उपलब्ध करवाने के लिए बोर्ड के समक्ष जाने के लिए तैयार हूँ। काम पर आते समय कर्मचारियों को होने वाली कठिनाइयों पर हम विचार कर रहे हैं और हम यह महसूस करते हैं कि ट्रांसपोर्ट सुविधा और हाल्लिडेहोम की संख्या में वृद्धि की जानी चाहिए।



भारत में वायु परिवहन उद्योग के राष्ट्रीयकरण की २५ वीं वर्षगांठ के अवसर पर एअर-इंडिया कर्मचारियों की सेवा-यादगार तथा श्रेष्ठता पुरस्कार वितरण समारोह के अवसर पर लिया गया चित्र।

वाणिज्य प्रबन्धक- कार्गो का कार्यालय

वाणिज्य प्रबन्धक-कार्गो का कार्यालय, नरीमन प्वाइण्ट से बम्बई एयरपोर्ट पर बनाई गई नई बिल्डिंग में शिफ्ट किया गया है। यह कार्यालय इस बिल्डिंग की दूसरी मंजिल पर है जहाँ से वाणिज्य प्रबन्धक-कार्गो अपने सभी भंडारग्रहों की देखभाल कर सकेंगे। कार्गो से संबंधित सभी यूनिटें अब इसी कार्यालय में हैं।

वाणिज्य प्रबन्धक-कार्गो के अधीन डाक अनुभाग (रेल सेक्शन) को इसी बिल्डिंग की पहली मंजिल पर स्थापित किया गया है।

वॉली बॉल

एअर-इंडिया व इंडियन एयरलाइन्स का दूसरा संयुक्त वॉलीबॉल टूर्नामेंट हाल ही में बंगलोर में खेला गया जिसमें हमारी टीम ने चार मैचों में से तीन मैच जीते। इस टूर्नामेंट में हमारी टीम रनर्स अप रही।

टूर्नामेंट में एअर-इंडिया के निम्नलिखित कर्मचारियों ने भाग लिया: ग्राउंड हैंडलिंग डिपार्टमेंट के श्री वी. एम. ठाकुर (कैप्टन), मेन्टिन्स के श्री एस. के. फडनिस तथा आर. एस. चोटिया, ट्राफिक (एन.टी.बी.) के श्री चन्द्रहास तथा श्री पी. टी. जेकब, ग्राउंड स्पोर्ट्स डिवीजन के श्री एन. जी. पाटिल, ऑपरेशन्स के श्री आर. जी. पाटिल, पर्सनल के श्री ए. एस. राणे, सिविल वर्क्स के श्री पी. एन. करमारकर, तथा केबिन मेन्टिन्स के श्री के. टी. पवार।

श्री बालिगा

श्री वी. पी. बालिगा, उप इंजिनियरी प्रबन्धक, (प्रोडक्शन प्लानिंग) को सर्व सम्मति से १९७८-७९ वर्ष के लिए आई.ए.टी.ए. प्रोडक्शन प्लानिंग एण्ड कंट्रोल सब-कमेटी का वाईस चेयरमैन

चुना गया है। वे वर्तमान अध्यक्ष श्री डी. मिलर, मैनेजर-स्ट्रेटजिक प्लानिंग, ईस्टर्न एयरलाइन्स, (यू.एस.ए.) से नवम्बर, १९७८ में अध्यक्ष-पद ग्रहण करेंगे।

हीथ्रो एयरपोर्ट पर “सम्राट कनिष्क” के कृ-सदस्यों का चित्र। बाएंसे: कु. एस. सोंधी, श्री ए. एम. दिनेश, श्री के. डी. जे. मेहता, श्री जे. जे. महारात्रा, श्री एस. के. सरकार, कु. सी. फर्नंडिस, श्री डी. एस. पसरिका, कु. एच. मेनेजिज, श्री एस. आर. बलसावर, कैप्टन वी. एम. एम. गिहली, कैप्टन एस. एफ. पेडर, श्री के. के. वजिफदार, कैप्टन ए. एल. वजाज तथा कु. टी. कोर।





1976-77

प्रधान कार्यालय :

बी. टी. देवासिया, श्रीमती जे. जी. कलानी,
श्रीमती के. एस. दमनिया, के. जे. सालियन.

संपत्ति एवं निर्माण :

के. जे. शाह, पी. जी. महाडिक.

वाणिज्य :

बी. नटराजन, श्रीमती सी. दंतास, के. वाराणें,
डी. जे. शेड्डी.

संचार :

ए. टी. पेस, ई. एल. कोडगि.

इंजीनियरी :

एस. एल. नरसिम्हन, बी. एन. कुलकर्णी, जी. एल.
म्हादलकर, सी. डी. देशमुख, वाई. बी. भोसले.
के. बी. वेटे, आर. बी. प्रधान, एस. जी. अंबेकर.
बी. सी. अमन, एल. ई. मिस्किटा, जे. एन.
सोनावती, जे. के. बालापोरिया, एस. वाई. सावंत.
सी. के. वालेन्द्रा, बी. एस. केशकामत, के. भास्करन.

वित्त एवं लेखा :

के. सुबमणियम, बी. बी. जोशी, के. पी. लॉड.

भू-संचालन :

आर. टी. पाटकर, जे. ए. फर्नांडिस, जी. बी.
कदम, आर. ए. राउत.

उद्धानगत सेवा :

एम. एस. सुंशी, टी. के. कुंदर, एस. डब्ल्यू. वडके.
कु. एम. चिकलीवाला, ए. जे. पररा.

परिचालन :

टी. सी. पद्मनाभन, श्रीमती एम. एस. सोहनी.
आर. एस. राव

कार्मिक :

बी. ए. पंडित, एम. पी. तांबे, आर. डी. मांजरेकर.

भंडार :

ए. वी. लक्ष्मणन, ए. एल. पित्रे, श्रीमती यू. ए.
पटवर्धन, एफ. एक्स. फर्नांडिस.

कलकत्ता :

टी. सी. फर्नांडिस, एस. चौधरी (पाटना).

दिल्ली :

एस. आर. शर्मा, आर. एल. खन्ना.

मद्रास :

के. रामकृष्णन, आर. पिल्ले.

1977-78

प्रधान कार्यालय :

एस. शिवरामन, एम. एन. राज,
आर. एस. रावराणे.

संपत्ति एवं निर्माण :

ए. प्रमानिक, एम. जे. पॉल.

वाणिज्य :

कु. एल. एन. आचार्य, एम. एम. राजपाल,
श्रीमती एम. आर. भस्वा, श्रीमती पी. सुंदरम.

संचार :

सी. जे. सिक्वेरा, श्रीमती एस. जी. महाजन.

इंजीनियरी :

जी. पी. एस. राव, जे. कोलाको, पी. जे. खटावकर,
पी. डी. करानी, जे. एन. वरीयवा, जी. डी. कदम,
एस. एस. सकपाल, एम. के. गुप्ते, के. एस.
जिनवाला, डी. आर. पिन्टो, जी. बी. कदम,
ओ. के. शर्मा, एम. वाई. सबनिस, वी. डी. चौबल,
एम. एन. वैद्य, एम. के. बावले.

वित्त एवं लेखा :

के. पी. सारथी, श्रीमती एम. अब्राहम, एस. ए.
कारखानिस, डी. एस. कोलम्बेकर.

भू-संचालन :

डी. एस. बरडे, बी. जी. पवार, एस. बी. धगे,
एन. डब्ल्यू. कोली.

उद्धानगत सेवा :

एस. के. वाघ, वी. एस. नारवेकर, कु. पी. ओलीवर,
कु. डी. भिलाडवाला, एल. जे. पासी.

प्रबन्ध-सेवा :

कु. एल. एस. अंडार, श्रीमती आर. एम. परांजपे.

परिचालन :

श्रीमती पी. जॉर्ज, कु. के. एस. जंगियानी.

कार्मिक :

बी. के. केलकर, एम. कादर, वी. आर. साबाजी.

भंडार :

बी. डब्ल्यू. कहलकर, एस. एस. दिवाडकर,
एस. वी. टाकले, एम. बी. बंसोडे.

कलकत्ता :

डी. पी. डाब्रू, जे. पी. शाह.

दिल्ली :

के. के. हंडा, अजीत राम.

मद्रास :

जे. एन. पंचरत्नम, पी. एम. उन्नी.

दीर्घकालीन-सेवा यादगार

(35 वर्ष व उससे अधिक
सर्विस वाले कर्मचारी)

वाणिज्य :

एस. बी. शेओरे.

इंजीनियरी :

जी. डी. कदम, एस. जी. पेडनेकर, बी. एम. आपटे.
बी. बी. पटेल, जे. रॉबर्ट्स, जी. पी. अंबेकर.
एफ. फर्नांडिस, आत्माराम भिवा, एम. संजीवा.
जे. परेरा, के. एम. कुलकर्णी.

परिचालन :

एन. आर. सुले, एन. एल. डंडोना.

कार्मिक :

एफ. फर्नांडिस.

भंडार :

बी. आर. हेगडे, डी. बी. तनाबडे.

(25 वर्ष की सर्विस वाले कर्मचारी)

प्रधान कार्यालय :

बी. जे. सुब्रह्मण्यम, जी. बी. पटवा, डी. एस. कासार.

वित्त एवं लेखा :

के. बी. खन्ना, एस. आर. कृष्णमूर्ति.

इंजीनियरी :

जीवा लाखा, के. नारायण नायर, एस. के. काप-
डोसकर, वी. एच. देसाई.

परिचालन :

के. जे. मिरचंदानी.

भंडार :

के. वी. सत्यनाथन, बी. वाई. पै, एच. एन. कामत.
के. बी. कृष्णन, वी. ई. ईसॉ, के. वैद्यनाथन.

लंदन :

वी. एस. भगत.

कैरो :

एम. ए. मिखेल, ए. एम. इब्राहिम, जेड. ए. ए. एल.
तायब, एस. आई. एल. सैयद.

जेड्डा :

के. जे. मचाडो.

पेरिस :

सी. ई. एडोल्फ.

रोम :

आर. डी. अल्वा, ई. वेदोवती.

(10 वर्ष की सर्विस वाली विमान-परिचारिकाएँ)

उद्धानगत सेवा :

कु. के. बी. पंथकी, कु. एन. प्रकाश, कु. वी. गुलराजानी,
कु. सी. कोलाको, कु. जून पोप. कु. बी. बी. स्टीफंस.

Agreement with Seychelles, France

DISCUSSIONS were held in Seychelles in June to conclude and sign a new bilateral Air Services Agreement between the Government of Seychelles and the Government of India.

The agreement formalises Air-India's operations through Seychelles which commenced on June 25, 1976, on the eve of the Island Republic gaining independence.

Air-India is the only carrier which presently operates air services between India and Seychelles and the island is served as a once a week halt on one of our present twice weekly services on the Mauritius route.

The Indian delegation for the inter-governmental negotiations was led by Mr R.P. Naik, Secretary, Ministry of Tourism and Civil Aviation; and representing Air-India were Mr K.G. Appusamy, Managing Director, Mr J.P. de Andrade, Commercial Manager—International Relations and Mr S.K. Datta, Commercial Manager—Planning.

Concurrently with the two inter-governmental discussions, Air-India also held discussions with the newly established national airline of Seychelles — Seychelles Airlines Ltd. Commercial arrangements were concluded at these discussions. These will govern the once-weekly operations of Air-India to/from

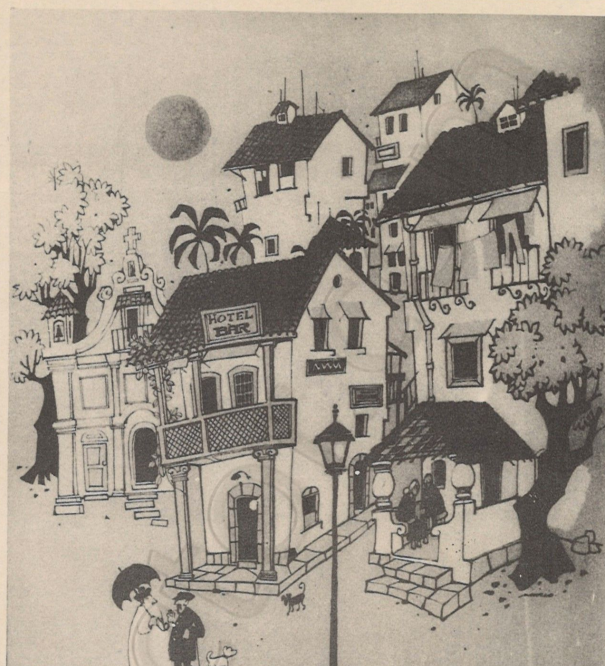
Seychelles. On behalf of Air-India, the agreement detailing the commercial arrangements were signed by Mr S.K. Datta, Commercial Manager—Planning and by Ms Danielle D'Offay, Chairman, Seychelles Airlines Ltd.

Another commercial agreement signed recently was between Air-India and Air France which was subsequently ratified at aeronautical level discussions held between India and France.

These arrangements govern the operations of 747 terminator services by Air-India and Air France in each other's territory and the introduction of 747 freighter services to India by Air France (Planned for September 1978).

Air-India has already commenced operating thrice weekly 747 terminators to Paris from July 17, 1978. An important aspect that has been included in the new commercial agreement between Air-India and Air France is that both carriers will include their respective India/France operations in each other's computerized reservations systems.

The Indian delegation for the discussions at the level of the Aeronautical Authorities was led by Mr B.S. Gidwani, Director General of Civil Aviation. The commercial arrangements were negotiated on behalf of Air-India by Mr I.D. Sethi, Commercial Director.



Capturing the Air about India

AN exhibition of drawings by Indo-German Society and Air-India. Above is a drawing of a typical village in Goa. A recently toured W. Germany for a year. It was organised by the

IATA PPC Sub-Committee

MR B.P. BALIGA, Dy Engineering Manager, Production Planning, was unanimously elected Vice Chairman of the IATA Production Planning & Control Sub-Committee for 1978-79. He will take over the chairmanship in November 1979 from Mr D. Miller, Manager — Strategic Planning, Eastern Airlines, USA.



On the Move

MR SURESH SUPNEKAR has taken over as Accounts Manager, Headquarters in the Air-India Building at Bombay. Mr Supnekar comes to Bombay after four years in Kuwait as Accounts Manager.

On the Move Up

The following staff have been promoted:

Stores & Purchases Department

Mr M.K. Karmarkar as Dy Controller of Stores & Purchases; Mr M.K. Rao as Asst Controller of Stores & Purchases; and Mr W.B. Mirchandani as Dy Stores Manager.

CONGRATS

Unusual Talent for TAA

IT is doubtful if Ms Behroz Cumine will find many opportunities to use her unusual talent in her new career as a Trans-Australia Airlines hostess. Behroz speaks Hindi. A former Air-India hostess, Behroz is the daughter of Mr C.S. (Coover) Patel, who was formerly with Air-India and now looks after the interests of I.A.T.A. in this area.

Volley Ball

THE second joint Air-India—Indian Airlines volley ball tournament was recently played at Bangalore with our team winning three matches out of four, and finishing as runners-up.

The following members of the Air-India staff participated in the tournament: Mr V.M. Thakur, Ground Handling Division, Captain; Mr S.K. Phadnis, Maintenance; Mr R.S. Chotia, Maintenance; Mr B. Chandras, Traffic, NTB; Mr P.T. Jacob, Traffic, NTB; Mr N.G. Patil, Ground Support Division; Mr R.G. Patil, Operations; Mr A.S. Rane, Personnel; Mr P.N. Karmarkar, Civil Works & Properties; and Mr K.T. Pawar, Cabin Maintenance.

Himalayan Expedition

THREE members of our staff who participated in the successful Himalayan Expedition to Jogin-III peak along with other members of the Holi-

day Hikers' Club of Vile-Parle, Bombay, have brought glory to Air-India in the field of mountaineering.

They are Mr S.D. Kulkarni, Accounts Department; Mr K.D. Pitale, Engineering Department; and Mr S.V. Karmarkar, Bombay Airport. Of them Messrs Pitale and Karmarkar were in the second summit party who achieved this distinction by scaling 6117.38 metres peak without the help of sherpas or guides.

The team was highly appreciative of the assistance rendered to them by the Nehru Institute of Mountaineering, Uttarkashi, Nainital Mountaineering Club, Himalayan Club (Bombay), Thana Mountaineers (Bombay) and Air-India.



LRC

THE elections for the two-year term of the Labour Relations Committee were recently held commencing 1978. The newly

elected members are: Mr T.K. Chatterjee, Mr K.K. Rao, Mr K.P. Chodankar, Mr S.V. Navre, Mr K. Mukundan, Mr M.K. Bajpai and Mr M. Ramanathan.



Sanjay Karve

SANJAY, son of Capt R.K. Karve, Flight Instructor, has joined the select band of pilots in the Indian Air Force who have bagged all major awards on graduation.

At the passing out parade of the 221st Pilots' Course held at the Air Force Academy on July 7, 1978, Sanjay was awarded the Sword of Honour and President's Medal for being the best and outstanding pilot, the Silver Rolling Shield and Silver Medal for being the best pilot-navigator and the Rolling Trophy and Silver Medal for being the best all-round pilot.

"Sanjay was determined to fly", said Capt Karve who himself is an ex-Air Force Pilot who left college after a year to join the National Defence Academy where he was selected for the Air Force.

Quiet and unassuming, Sanjay is also fond of sports, particularly tennis. He won several trophies in tennis at the National Defence Academy and later at the Air Force Academy.



Publicity Section's Uttara Parikh

Uttara Parikh

"EVERY moment has been exciting," says Uttara Parikh, Assistant Publicity Manager, looking back on her 10 years in Air-India. The excitement comes from involvement: "I have been involved in a large range of activities — from production of calendars and brochures, to liaising with photographers and film makers," she adds, "But it is all team work," she emphasises.

The Publicity Division of Headquarters plans the advertising campaigns for the India region and assists other regions in their advertising campaigns in keeping with the objectives of the Corporation.

Besides, there are a lot of other promotional items that are produced in India for systemwide distribution like calendars, booklets, brochures, post cards, display material and some giveaway items. "Most of these are of an institutional nature," says Uttara.

The activities of the Publicity Division also include decor of the aircraft, decor of our Booking Offices in India and abroad and related activities. What she has enjoyed doing most are the special projects, like the Bloomingdale promotion in USA and the recent 'Sringar' — a mobile Air-India exhibition depicting Indian costumes. She was involved in 'Sringar' right from the beginning and is happy that it has proved so successful. The idea emerged during an India Promotion week in Switzerland, when it was suggested that some sort of a mobile exhibition on India would be of great interest.

"We had our art collection, but there were difficulties in transporting it, so we arranged to collect a few Indian costumes and had them displayed," said Uttara.

This ultimately led to a much bigger project, which culminated in the Sringar, which has drawn enthusiastic crowds wherever it has been shown. "This project has been a tremendous challenge and covered varied activities. It gave me the opportunity of visiting the National Institute of Design in Ahmedabad and working with the design and display experts there. It gave me the opportunity of working with designers, film prod-

ucers and foreign museums. It involved a lot of planning, co-ordination and promotional activity — as well as meeting people from all walks of life," she said.

That's another thing about the job she likes, meeting people from widely differing backgrounds — artists, designers, photographers, copywriters, international TV and film stars, famous models, dancers, printers and so on. With her looks and charm, she has no difficulty in getting along with people.

How did she come into this job? After graduating from the University of Bombay, she took a Law degree and an armful of awards, including a Gold medal. Soon afterwards, she was among the 20 girls selected as guides for the New York World Fair. "That proved a turning point in my life," recalls Uttara, "It opened a whole new world for me."

Back in India, she got a job at the Taj Art Gallery and from there into Air-India. Would you want to do anything else, given a second chance? No, she says.

K.S. Mhatre

Joan Cordeiro

NO man who does not have a calculating brain will ever envy Ms Joan Cordeiro's position as Assistant Planning Manager. Ask her the reason why and she'll tell you with a mischievous grin lighting up her face — "Oh that's because I play with figures, but they are really more vital than the statistics that cause male heads to turn!"

Her work can be roughly divided into the two main headings — Forecasting and Analysis.

Her crystal ball for preparing the annual and bi-annual revenue budget, under forecasting, is the individual route data available for the previous five years. Today after her eight-and-a-half years experience at this work she has developed such a high degree of accuracy that she could put many a gypsy to shame

EVE NEVER WO

with her predictions. It is not mere chance that the revenue estimates set by Joan and the actuals achieved this year are virtually the same!

Closely connected to Budgeting is the variance analysis between budget achievements and forecasts.

Besides this Joan is a member of the Adhoc IATA Airlines Passenger and Freight Traffic Forecasting Group, which consists of a group of experts from airlines who prepare a five year forecast of passenger and freight traffic.

With her recent (just a year old) involvement with the IATA Joan is now quiet at ease with the terms of reference of the committee, that is to analyse costs periodically for use as one of the bases on which fare and rate levels may be developed.

Her keen analytical mind comes to the fore under the 2nd sub-heading namely Analysis. Here she evaluates the economic profile of the Corporation and assesses the performance of individual routes. But Joan's work doesn't restrict itself to the outlines defined above. One often gets to see her assisting in long term plans and Pool work as well.

In spite of all this, Joan's a complete contrast to the work she handles. A simple, fun loving, friendly person who sings beautifully, in her spare time she likes to travel into the realms of fiction with her favourite authors Thomas Hardy, D.H. Lawrence, Somerset Maugham and Hemingway.

After having worked in Planning in the role of a specialist, it is not surprising that she's fond of looking forward to and waits eagerly for the day when she can widen her experience in other types of analytical work of the Department and of the Corporation as well.

Amla Shailendra

Dr Mukherjee

THERE'S never a dull moment for Dr Amita Mukherjee who is the Assistant Chief Medical Officer at the Air-India medical clinic in Santa Cruz. She is constantly on her feet attending to an unending stream of patients. If one has caught the flu, another probably has had a fracture or still worse, a cardiac arrest. Problems and problems and Dr Mukherjee has to find solutions for all of them.

When I entered, she was busy checking a patient's blood pressure. I watched her while she worked with a calmness, assurity and confidence developed over the years.

'Years' — does make her sound quite old. But Dr Amita Mukherjee is just the opposite. She is young, petite, soft-spoken, with babyfine hair framing her rather attractive face. In fact, she looks so chic, that I would never have imagined her to be a doctor had it not been for the stethoscope around her neck and the table between us littered with medical instruments and journals.

Her appearance however, is most deceptive. On her tiny shoulders rests the awesome burden of attending to almost a hundred patients a day. If that's not an impressive figure then hundred and fifty definitely is. She recalled days when she had to examine that many.

"I do not treat the patients as diseased individuals but as humans capable of varying depths of emotions". She stated emphatically: "If they have an enquiring mind then I help them get an insight into their problems by explaining to them their ailment in simple language so as to allay their fears". So she is less indifferent, less apathetic and more con-



Asst. Planning Manager

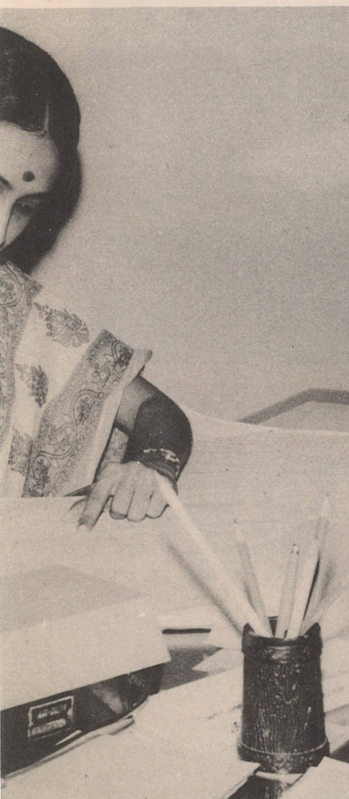
siderate towards her patients. Probably then it is this very quality which brings her patients again and again to her with their problems.

A major part of her job is doing the pre-employment medicals for the women recruits of Air-India and Hotel Corporation of India. She finds it very un-

Asst. Chief Medical Officer



WORKS WEAKLY



Dr. A. Mukherjee

pleasant to declare anybody as unfit. "But rules are rules and since they are drawn up very logically I have to abide by them."

Dr Mukherjee has been with us for more than six years now and has in this fairly short period gained the confidence of the staff.

Dr. A. Mukherjee



Besides doing the pre-employment medicals and attending to staff problems, her job also entails teaching first aid to the cabin crew. She thoroughly enjoys those teaching sessions at the cabin crew training centre.

It was sheer chance that brought her into this profession; but she has made a good go of it. After graduating as a Doctor from Calcutta, she did one year's teaching at G.S. Medical College, Bombay (K.E.M. Hospital) and about two years of research at Haffkine Institute in Bombay in toxicology. Not content with just this she went over to England for 5 years, where she specialised in Pediatrics and Gynaecology and Obstetrics.

For moments of relaxation she prefers serious reading, browsing through medical journals or biographies of successful people. It's only when she is upset or depressed that she reads fiction. Studying the life styles of various people the world over, their habits, customs, and way of life, is another of her hobbies. She therefore travels a lot.

It is her contention that most of the staff problems are due to psychological stress. Stress caused by the fast pace of modern day living. Assisted by her colleagues she tries to solve all these problems to the best of their ability.

Whatever her problems, Dr Mukherjee has always been fortunate to get guidance from her colleagues. They have been understanding and helpful. But it has not been smooth sailing all the way. There have been rough times now and then. Her short stature went against as she recollected her college days when in the operation theatre, she would often have to stand on her toes and crane her neck over the shoulders of the surgeons to watch them while they worked. But she says, "I think I have been thoroughly spoilt and pampered by them."

Dr Mukherjee is the only full time woman doctor in Air-India. She also has the honour of being the only one of the fair sex to be a member of the Aerospace Medical Society.

Suman Pai
Public Relations Trainee.

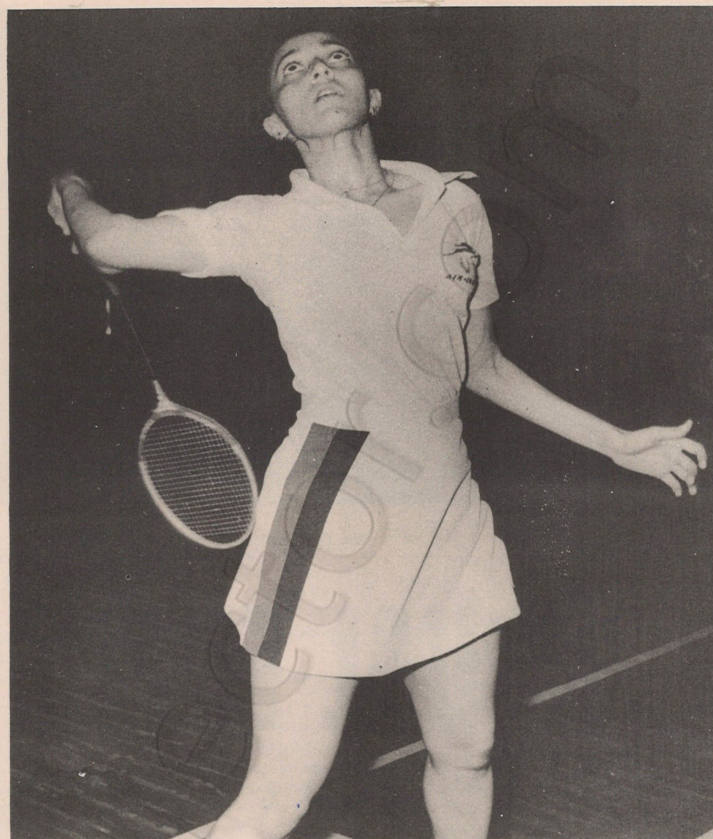
Sujata Jain

ANYONE visiting the Industrial Relations Office on the 20th floor of Air-India Building in Bombay will see a trendy, young, baby-faced girl full of life and enthusiasm called Sujata Jain, an up and coming badminton star.

Smart and vivacious, Sujata is pretty as a picture, but within her lurks the instinct of a giant killer. It is not surprising then that 21-year-old Sujata is bent on becoming the national badminton champion. She was runner-up at the National Badminton Tournament in 1973, and has represented India in International Badminton Tournaments in Malaysia, Singapore, Thailand and China.

Her story began while she was studying at the Maneckji Cooper School in suburban Bombay. Every evening after the school she used to accompany her father, Dr Raj Kumar Jain, who is a versatile tennis player, to Khar Gymkhana. There one day she was lured by the sound of the feather touch game. Ever since then Sujata has never looked back in her badminton career. She made her debut in the badminton arena with a bang, beating older and more experienced players to notch up the national doubles title in the junior girls section. For the next three years, besides winning the doubles event, she was the national junior singles champion from 1972 to 1974.

Sujata, with a twinkle in her eye and a spring in her step, plays an attacking game — her backhand being her most powerful weapon. She is quick on her



Industrial Relations' Sujata Jain

feet and has a long reach.

Her hair hanging down in pony tails has often been described as the 'baby of the Indian team', but beneath her baby-faced appearance is a new seriousness which we are sure will make her the champion of tomorrow.

R.K. Sattawalla

Sr. Flight Controller Kundan Vora



Kundan Vora

"WORK is boring if you don't find it interesting."

With this philosophy as her guideline, Ms Kundan Vora has never had any reason to look back on her career. She started in Air-India as a Traffic Assistant, and has now risen to a Senior Flight Controller in our Central Space Control in Bombay.

Central Space Control is a section that appears to be a picture of frenzied activity under a veneer of apparent calm. There is an incessant flow of teletype messages from all the corners of the world, which demand immediate action. The main aim of Central Space Control in Bombay is to ensure optimum utilization of available space so as to earn the maximum revenue for Air-India.

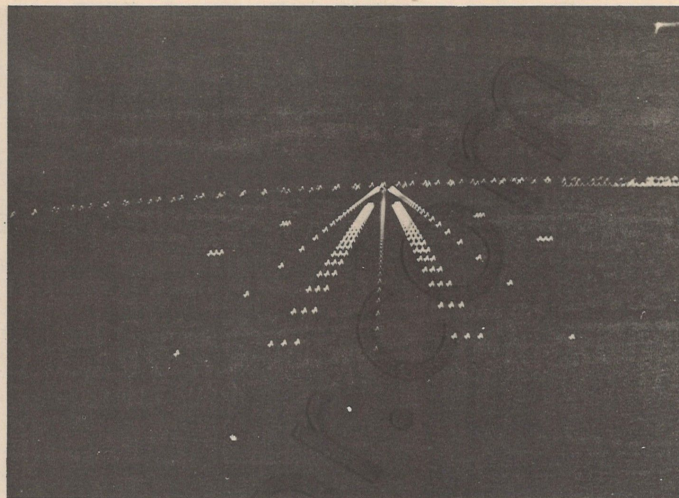
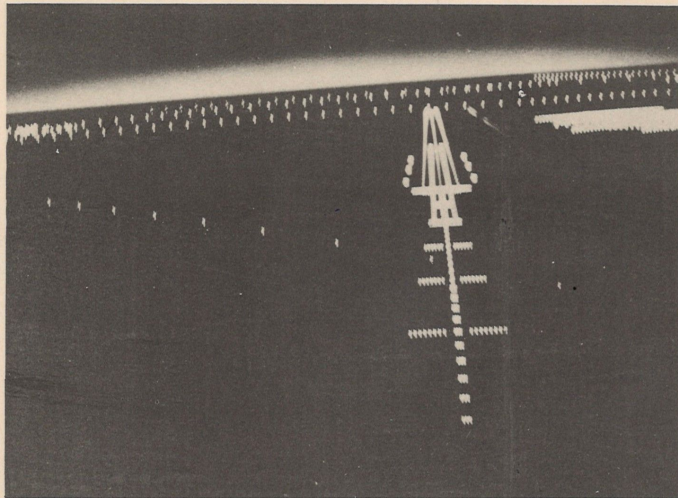
As a Space Controller, Kundan and her colleagues have to judge each flight individually vis-a-vis type of aircraft, day of operation, routing, number of groups/individuals already booked etc. A vital cog in the wheel is gauging the different types of traffic during the peak and off-seasons. In order to achieve optimum utilization of the available space, a controller must feel the pulse of each individual flight.

Problems are an appendage to all kinds of work, and Central Space Control is no exception. There are various unforeseen problems that arise out of delays and misconnections, and it is at this stage that work becomes really hectic for Kundan and her colleagues. It is at this stage that split-second decisions have to be made and the work load handled expeditiously.

It is strange that it is this very tempo of work in Central Space Control which Kundan finds appealing and interesting. Over the years Kundan has achieved the ability to memorise practically all the passengers' names on the flights she controls. Her only desire as a Controller is to ensure that a flight operates to capacity, and when this is achieved she relaxes with a sense of job-satisfaction.

Kundan is an M.A. with Economics and loves to spend her leisure hours reading or enjoying a cool dip in a swimming pool.

N. Baptista



The CGI night scene provides all the visual cues needed for training in take-off and landing procedures — including touchdown.

VISUAL FLIGHT SIMULATION

A Quiet Revolution

LAST year Air-India signed an agreement with Redifon Electronics Incorporated, USA, for the purchase of a Computer Generated Image (CGI) Visual System for our Boeing 747 Simulator. This system, which costs approximately Rs.32 lakhs, has now been commissioned.

With visual simulation equipment being attached to a flight simulator cockpit, a revolution of far reaching consequences has taken place. Visuals are now making better scenes for pilots and gives the flight crew an out-of-window view of their flight. In fact this technology has brought about a new field of system hardware and system capability.

The visual equipment is responsible for the dramatic changes in technology

known as "Calligraphic technique". In computer graphics, the word 'calligraphic' refers to the equipment which makes line drawings on the face of a cathode ray tube. It does this in order to communicate the contents of the computer to the person who is operating it. Calligraphic Visual Simulation does this in a manner which deludes the operator into forgetting that the computer had anything to do with it.

For the operator, who in this case is the pilot of the flight simulator, the delusion is deliberate, because the value of the equipment is in the illusion it creates. The illusion achieved by calligraphic visual is in fact most realistic, producing scenes outside the simulator windshield that are very similar in appearance and geometrical accuracy as

to what the pilot would be seeing outside.

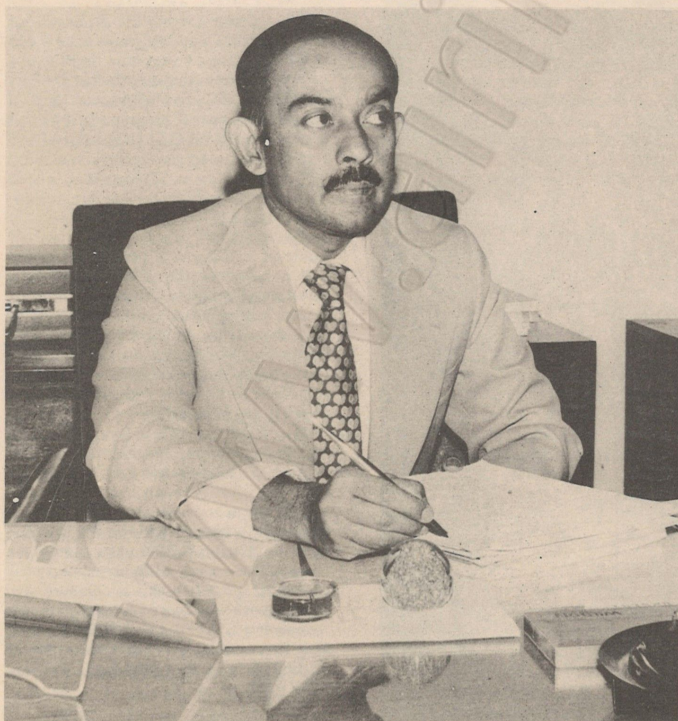
During an interview, Capt. D. Bose, Air-India's Director of Operations said, "The Novoview 6000 system uses a computer to generate a night scene in colour including the full range of airport lighting and runway surface features that an Air-India pilot would see during an approach to land at any airport on its network. This visual attachment is also capable of simulating condition of low visibility. It will enable Air-India to reduce its training on the actual aircraft by almost half thus saving on fuel and aircraft hours".

Computer generation methods fall in to two broad categories; the calligraphic technique and edge-generation. The first technique is the basis for the night-only

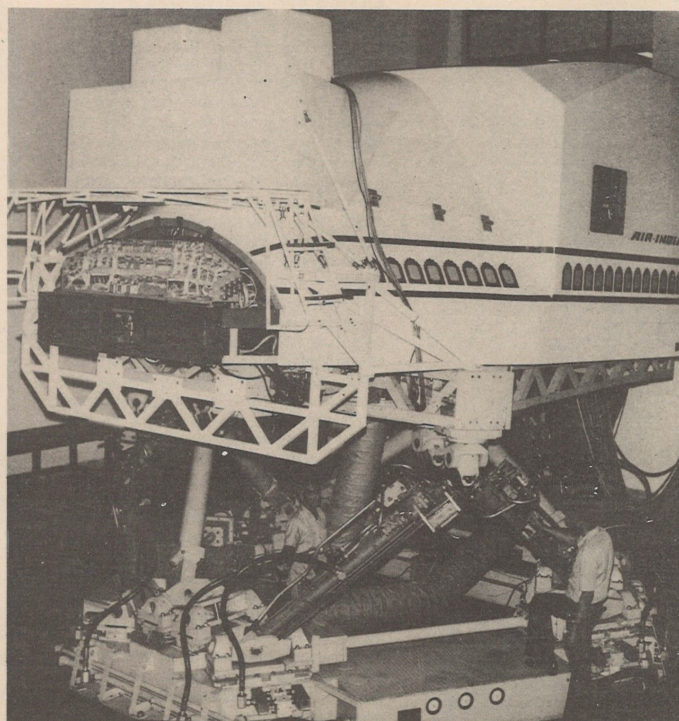
CGI system in which the picture remains darkened everywhere, with illuminated objects only being represented, while the edge-generation is usually associated with a scan pattern and the scene offers a daylight scene capability. Computer image is possible by modulating beam intensity during the course of each scan pass. Each technique exhibits its own set of qualities and the system has now come to be widely accepted by most airlines.

The fact that CGI technology advances are proceeding towards greater capabilities suggests the possibility of better quality training, lower cost training and more extensive training than has been practical or even possible.

Capt. D. Bose, Director of Operations.



Redifon Novoview 6000 Visual System for Air-India's Boeing 747 Simulator.





MR MARATHE

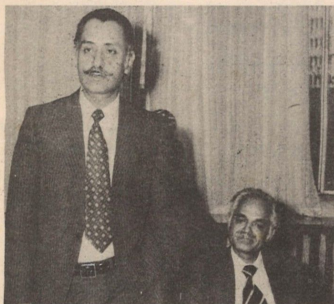
MR PRABHAKAR MARATHE, 48, who took over as Controller of Stores & Purchases, in April this year, has been with Air-India since 1956.

After graduating in Mechanical and Electrical Engineering from Poona University in 1953, he was an Assistant Lecturer at the Poona Engineering

College before joining Air-India as an Assistant Superintendent. He was posted to London as Deputy Stores Manager in 1964.

After his return to Bombay in 1968, he occupied various positions in the Stores Department, becoming the Deputy Controller of Stores & Purchases in early 1976.

ON THE MOVE



Mr M.K. Zutshi at a farewell function in Bombay District Office prior to his transfer as Manager, Santa Cruz. With him is Mr T.K.P. Pillai, Manager-Western India.



Mr Ravi Misra, who has recently taken over as Manager-France, is seen here with Mr Derek Menezes and Mr S.D. Boris.

Letter from London

by Trevor Turner

FAMOUS Indian mountaineer Sherpa Tenzing and his wife recently visited the U.K. Having missed the 25-Year Celebrations of the climbing of Everest in U.K. in June, as he was in Nepal at that time, his visit to England in July enabled him to catch up on some of the celebrations. Air-India, London, and the Govt. of India Tourist Office jointly hosted a reception in their honour.

For a number of years, Air-India in the U.K. have organised a competition, the Maharajah League, for branches of Thomas Cook & Sons. This works on a points system awarded to its branches for their bookings on Air-India's services. At a recent reception in London the Award for 1978 was presented by Mr E. Pereira, RD-UK, to the Strand Office of Thomas Cook.

In June of this year the RD-UK presented to Leslie Green a poster produced by the U.K. to celebrate the 30th Anniversary of our first international service from Bombay to London. Leslie Green was for many years Airport Manager at Heathrow and can clearly recall the June 8, 1948, when our Constellation arrived in London on its first flight. Mr Green is now a Director of Brenard's Press Services at London Airport.

Sherpa Tenzing with his wife on arrival at Heathrow Airport.



"INDIAN IMPRESSIONS" and a nostalgic get-together recently dominated the West German scene. Anyone shopping in one of the 22 branches of the well-known Karstadt department store in West Germany and West Berlin was presented with a unique opportunity to witness a varied symphony of many splendoured sights and sounds of India.

Nirmal Krishnamoorthy captivated her audiences with her thrilling performances of the Bharat Natyam at the Wiesbaden branch of the Store. Nirmal is the daughter of Mr S.R. Krishnamoorthy, Accounts Department, Frankfurt. Indian craftsmen demonstrated their specialised skills in wood carvings, block printing, brass and ivory carvings. During the promotion, an Indian food festival and a display of Indian textiles by an Indian fashion troupe attracted a large number of people.

Mr Kurt Alberts, member of the Board of Management, acclaimed the 'astounding high standard of the consumer goods made in India'.

The promotion was launched at Cologne in the presence of His Excellency M.A. Rahman, Ambassador of India to West Germany, and Mr S.J. Fernandes, our Manager-West Germany.

Get-Together

THERE was a tinge of nostalgia when twelve of our former European air hostesses met in Frankfurt. The reunion, organised by them on their own, received a wide coverage in the media; and, the Frankfurt Airport authorities arranged a tour of their completely computerised baggage facilities for the ladies. The success of the reunion holds out a promise of another such get-together.

Mary Singh
Ashok Shelar

News from W. Germany



(Above) Mr S.J. Fernandes, Manager-Germany, is seen in the background during "Indian Impressions". (Below) Nirmal Krishnamoorthy.



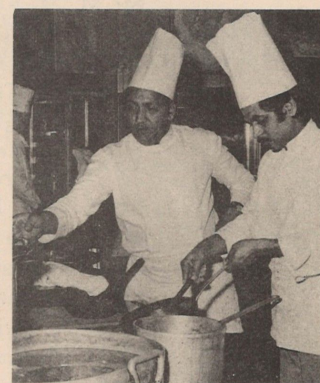
Our former European air hostesses participating in the reunion are (from left to right): Ms U. Niegergall-Stockler, Germany; Ms S. Batra-Hügener, Germany; Ms S. Ide, Germany; Ms G.R. Evans, England; Ms S. Narayan-Kersten, England; Ms L. Cardis-Kobel, Switzerland; Ms B. Langer, Germany; Ms B. Verwaaijen, Netherlands; Ms M. Albrecht, Switzerland; Ms R. Zimmermann-Maybrunn, Germany; Ms M. Mahon-Krause, Germany; and Ms U. Siebrichs-Zwimer, Germany. With them is Mr Kurt-Iver Lorentz, Sales Manager, Germany.

Rumali Wonder

A highly successful India promotion with superb Indian food was recently organised in the two restaurants of the Jury's Hotel, Dublin.

During the week that the promotion was held the main restaurant (which is one of Dublin's best) was packed to capacity every evening. Once the word had got round that Air-India had chefs in-house it seemed as if all of Dublin wanted to sample their cuisine.

Photograph shows two senior cooks from the Centaur Hotel M.C. Ramola (right) and P.K. Obhrai, preparing Indian delicacies at Jury's Hotel.



CM-C'S OFFICE

THE Commercial Manager-Cargo will now keep a closer look on his wares. His office has been shifted from Nariman Point to the second floor of the newly constructed building at Bombay Airport. All units in the Commer-

cial Manager-Cargo's Office are now functioning from this new office.

The Mail Section which is under the Commercial Manager-Cargo, has been located on the first floor of the same building.



Merit Awards

1976-77

CIVIL WORKS & PROPERTIES

Mr K. J. Shah
Mr P. G. Mahadik

COMMERCIAL

Mr V. Natarajan

Mrs C. Dantas

Mr K. Warapen

Mr D. J. Shetty

COMMUNICATIONS

Mr A. T. Pais

Mr E. L. Kodange

ENGINEERING

Mr S. L. Narasimhan

Mr B. N. Kulkarni

Mr G. L. Mhaddalkar

Mr C. D. Deshmukh

Mr Y. V. Bhosle

Mr K. V. Whyte

Mr R. V. Pradhan

Mr S. G. Ambekar

Mr B. C. Aman

Mr L. E. Misquitta

Mr J. N. Sonawati

Mr J. K. Balaporia

1977-78

CIVIL WORKS & PROPERTIES

Mr A. Pramanick

Mr M. J. Paul

COMMERCIAL

Miss L. N. Acharya

Mr M. M. Rajpal

Mrs M. R. Bharucha

Mrs P. Sundaram

COMMUNICATIONS

M. C. J. Sequeira

Mrs S. G. Mahajan

ENGINEERING

Mr G. P. S. Rao

Mr J. Colaco

Mr P. J. Khatavkar

Mr P. D. Karani

Mr J. N. Variava

Mr G. D. Kadam

Mr S. S. Sakpal

Mr M. K. Gupte

Mr K. S. Ginwalla

Mr D. R. Pinto

Mr G. B. Kadam

Mr O. K. Sharma

Mr M. Y. Sabnis

Mr S. Y. Sawant

Mr C. K. Walendra

Mr B. S. Keshkamat

Mr K. Bhaskaran

FINANCE & ACCOUNTS

Mr K. Subramanyar

Mr V. V. Joshi

Mr R. L. Khanna

Mr K. P. Laud

GROUND HANDLING

Mr R. T. Patkar

Mr J. Fernandes

Mr G. B. Kadam

Mr R. A. Raut

HEADQUARTERS

Mr V. T. Devasia

Mrs J. G. Kalani

Ms K.S. Damania,

Mr K. J. Salian

INFLIGHT SERVICES

Mr M. S. Munshi

Mr T. K. Kunder

Mr S. W. Wadke

Miss M. Chikliwala

Mr A. J. Pereira

Mr V. D. Choubal

Mr M. N. Vaidya

Mr M. K. Bavale

FINANCE & ACCOUNTS

Mr K. P. Sarathi

Mrs M. Abraham

Mr S. A. Karkhanis

Mr D. S. Kolambekar

GROUND HANDLING

Mr D. S. Barde

Mr B. G. Powar

Mr S. B. Dhage

Mr N. W. Koli

HEADQUARTERS

Mr S. Sivaraman

Mr M. N. Raju

Mr R. S. Raorane

INFLIGHT SERVICES

Mr S. K. Wagh

Mr V. S. Narvekar

Miss P. Oliver

Miss D. Bhiladwala

Mr L. J. Pasi

MANAGEMENT SERVICES

Miss L. S. Andar

OPERATIONS

Mr T. C. Padmanabhan

Mrs M. S. Sohoni

Mr R. S. Rao

PERSONNEL

Mr V. A. Pandit

Mr M. P. Tambe

Mr R. D. Manjrekar

STORES

Mr A. V. Laxmanan

Mr A. L. Pitre

Mrs U. A. Patwardhan

Mr F. X. Fernandes

OUTSTATIONS

Calcutta

Mr T. C. Fernandez

Mr S. Chowdhuri (Patna)

Delhi

Mr R.L. Khanna

Mr S. R. Sharma

Madras

Mr K. Ramakrishnan

Mr R. Pillai

Mrs R. M. Paranjpe

OPERATIONS

Mrs P. George

Miss K. S. Jhangiani

PERSONNEL

Mr B. K. Kelkar

Mr Mohd. Kader

Mr V. R. Sabaji

STORES

Mr B. W. Karulkar

Mr S. S. Diwadkar

Mr S. V. Takle

Mr M. B. Bansode

OUTSTATIONS

Calcutta

Mr D. P. Daw

Mr J. P. Shah

Delhi

Mr K. K. Handa

Mr Ajit Ram

Madras

Mr J. N. Pancharatnam

Mr P. M. Unny