



(b) Age : 40 (c) Occupation : Businessman  
(d) Religion : (e) Caste :  
(f) Fax : (g) Email : rrp@rohitpawar.org  
(h) Phone No. : 9822822111 (i) Nationality : India  
(j) Passport No. : Date of Issue :  
(k) Address : No.601, Subhadra (l) Sex: Male  
Bagh, Pimpri, Tal  
Baramati,,Pune ,  
Pune rural ,  
Maharashtra-413  
102

(m) Whether complainant has seen the occurrence or merely heard of it :  
Heard

6. Details of known/suspected/unknown accused with full particulars(Attach separate sheet if necessary)

Sl.No.	Name / Father Name / Caste / Address	Type	Person Type	Sex	Age	Occupation
1	AllPersonsResponsiblefortheaboveMentionedCrime(A1),NAPune rural, Maharashtra	Suspect	Adult	Male		

7. Details of Victims with full particulars

Sl.No.	Name	Address	Injury Type	Sex	Age	Occupation
1	Shambhavi Pathak	Pune rural Maharashtra	Fatal	Female		Air lines staff
2	Vidip Jadhav	Pune rural Maharashtra	Fatal	Male		Police officer
3	Pinky Mali	Pune rural Maharashtra	Fatal	Female		Air lines staff
4	Sumit Kapur	Pune rural Maharashtra	Fatal	Male		Pilot
5	Ajit Pawar	Pune rural Maharashtra	Fatal	Male		Politicians

8. Particulars of Property stolen/involved with value(Attach separate sheet if necessary)

Sl.No.	Property Type	Item description	Estimated Value (in Rs.)
1			

**Total Value of the property Stolen / Involved :**

**9. Inquest Report/U.D. Case No. if any :**

**10. F.I.R Contents (Attach separate sheet if necessary)**

Brief facts of the Complaint

On 28th January 2026, at approximately 8:43–8:45 AM, a Bombardier Learjet 45 aircraft bearing registration mark VT-SSK, operated by VSR Ventures Private Limited ('VSR'), crashed near Baramati Airport, Pune, Maharashtra. The aircraft was on a flight from Mumbai to Baramati and was carrying, inter alia, Shri Ajitdada Pawar, then serving as the Deputy Chief Minister of Maharashtra. All five persons on board perished in the crash.

This complaint is being filed by nephew of the deceased, Shri Rohit Pawar, as a Zero FIR under Section 173(1) of the Bharatiya Nagarik Suraksha Sanhita, 2023. The complainant had previously approached Marine Drive Police Station (25.02.2026) and Baramati Police Station (26.02.2026) without an FIR being registered, and was subsequently informed by Pune CID that they were examining only the Accidental Death Report angle. This complaint is therefore filed seeking criminal investigation independent of the limited technical inquiry conducted by the Aircraft Accident Investigation Bureau ('AAIB').

The complainant contends that the incident was result of a larger criminal conspiracy aimed at eliminating the Deputy Chief Minister. The material available discloses systematic violations of aviation safety regulations, deliberate falsification of records, gross negligence in maintenance and operations, and a pattern of conduct that directly and foreseeably caused the deaths of those aboard.

On 24th February 2026, the DGCA in its safety audit report declared and admitted that aircrafts of the VSR Company were found to be negligent, not airworthy and therefore were grounded as part of DGCA investigation in the crash of the charter plane.

Aircraft VT-SSK was being operated in systematic violation of mandatory safety standards. At the time of the crash, the aircraft had accumulated approximately 4,915 flight hours, leaving only about 85 hours before the mandatory engine Time Before Overhaul ('TBO') threshold of 5,000 hours was reached.

Despite operating dangerously close to this limit, VSR continued to deploy the aircraft for commercial operations, placing the crew and passengers at heightened risk of mechanical malfunction.

More gravely, investigation has revealed that VSR allegedly under-recorded the aircraft's actual flight hours in official logbooks. Credible information suggests the aircraft may have in fact accumulated flight hours in excess of 8,000 hours far beyond its certified safe operational limits. This deliberate suppression and misrepresentation of flight data amounts to falsification of statutory maintenance records and constitutes a serious violation of aviation safety regulations as enumerated in the complaint. This pattern of falsification allowed continued commercial operation of a fundamentally unsafe aircraft.

Visibility on the day of the accident was assessed informally by a flying training organisation using a hand-drawn chart, which reported visibility at 3,000 metres, while Pune METAR data simultaneously recorded approximately 2,000 metres with mist, and satellite imagery showed fog patches over the Baramati region.

Indian Civil Aviation Requirements mandate that no aircraft may be cleared for landing where ground visibility falls below five kilometres under Visual Flight Rules. The reported visibility of three kilometres itself likely an overestimate, represented a forty percent reduction below the mandatory minimum.

Despite this, landing clearance was issued to the aircraft. The pilot's decision to proceed with landing under sub-minimum visibility conditions, and the failure of air traffic communications personnel to prevent it, constitute a prima facie violation of applicable VFR regulations.

The DGCA's certification records for aircraft VT-SSK disclose procedurally anomalous and potentially fabricated documentation. The Airworthiness Certificate for the aircraft was issued on 16th December 2021, while the Aircraft Registration Certificate was only issued on 27th December 2022, a full year later. Standard aviation procedure requires that registration must precede airworthiness certification. This reversal of prescribed sequence suggests either gross administrative failure or deliberate manipulation of records at the DGCA level.

The aircraft had previously been operated in the United States under registration mark N80PQ and had reportedly been retired from service abroad as no longer fit for continued commercial operations.

Despite this, VSR imported and inducted the aircraft into active service in India, raising serious concerns about the adequacy of regulatory due diligence and inspection conducted by the DGCA at the time of import and certification.

Chief Pilot Sumit Kapoor, who commanded the aircraft on the day of the crash, had a documented history of alcohol-related violations, testing positive for alcohol prior to commercial flights on 13th March 2010 and again on 7th April 2017, leading to a three-year suspension of his flying privileges by the DGCA. He had reportedly also been compelled to abandon advanced Learjet training in the USA due to excessive alcohol consumption. Despite this chronic and documented unfitness, VSR appointed him as Chief Pilot and assigned him to operate the Deputy Chief Minister's flight.

The original crew scheduled for the flight, Captain Sahil Madan and Co-pilot Yash, were last-minute replaced by Kapoor and Co-pilot Shambhavi Pathak, purportedly because the original crew was 'stuck in traffic' at 6:30 AM. This explanation is implausible given the time of day. No CCTV evidence or documentation corroborating the traffic claim has been produced. Kapoor's profile, financial vulnerability following suspension, documented history of alcohol abuse, and susceptibility to coercion, renders him a person highly susceptible to threat or inducement. VSR also recently took out a life insurance policy for Kapoor, raising deeply sinister implications about whether he was being incentivized or otherwise made compliant in advance of the flight.

Further suspicious schedule anomalies compound the concern. The Deputy Chief Minister had originally planned to travel to Pune by road on the evening of 27th January 2026, with a full motorcade arranged.

He remained in Mumbai without disclosed reason. The flight itself was delayed by seventy minutes from its original 7:00 AM departure, with no credible explanation provided. The crew initially requested the safer Runway 29 and then, two minutes later, switched to Runway 11, the more dangerous tabletop runway without any apparent operational justification. No second go-around was attempted despite clear visual evidence that the first approach had failed.

In the final recorded seconds of the flight, Co-pilot Shambhavi Pathak transmitted the words 'OH SHIT OH SHIT.' Chief Pilot Kapoor was entirely silent, no emergency declaration, no distress call, no corrective action. This complete absence of response from the commanding pilot in a life-threatening emergency is consistent with either incapacitation due to alcohol or deliberate inaction.

The facts and circumstances narrated above disclose the commission of cognizable offences under the Bharatiya Nyaya Sanhita, 2023 by all persons responsible who are involved in the criminal conspiracy to cause the death of Shri Ajit Pawar.

11. (a) Action Taken : Transferred

(b) Is the F.I.R read over and explained in his/her language to the complainant and a copy given to the complainant free of cost? : Yes

(c) If the Police Officer does not proceed to the spot for investigation or if he declines to investigate.

U/S 157 Cr.PC provision (a) or (b) / 176 Bharatiya Nagarik Suraksha Sanhita (BNSS) the reasons there of should be mentioned :

Proceeded

12. Signature/Thumb impression of the complainant

A handwritten signature in blue ink, appearing to be 'Ajit Pawar', written over a horizontal line.

13. Date and time of dispatch to the Court : 23/03/2026 23:00:00

14. Name of PC/HC who carried the FIR to the Court : Habeebulla K , HC 10517

Read Over and Found to be correct

Date and Time : 23/03/2026 22:45:00

Signature of the SHO



Name: BHARATH B - PI

Copy to : Superintendent of Police/Commissioner of Police  
DCP CENTRAL  
ACP SS PURAM  
ACP CCRB  
COMPLAINANT COPY  
CASE FILE