

Japan launches climate change monitoring satellite on H-2A rocket

By Mari Yamaguchi
The Associated Press

TOKYO — Japan has successfully launched a climate change monitoring satellite on its mainstay H-2A rocket, which made its final flight before it is replaced by a new flagship model designed to be more cost competitive in the global space market.

The H-2A rocket lifted off from the Tanegashima Space Center in southwestern Japan, carrying the GOSAT-GW satellite as part of Tokyo’s effort to mitigate climate change. The satellite was safely separated from the rocket and released into a planned orbit about 16 minutes later.

Scientists and space officials at the control room exchanged hugs and handshakes to celebrate the successful launch, which was delayed by several days due to a malfunctioning of the rocket’s electrical systems.

Keiji Suzuki, a Mitsubishi Heavy Industries official in charge of rocket launch operations, said he was more nervous than ever for the final mission of the rocket, which has been his career work. “I’ve spent my entire life at work not to drop H-2A rocket ... All I can say is I’m so relieved.”

The late June launch marked the 50th and final flight for the H-2A, which has served as Japan’s mainstay rocket to carry satellites and probes into space with a near-perfect record since its 2001 debut. After its retirement, it will be fully replaced by the H3, which is already in operation, as Japan’s new main flagship.

“It is a deeply emotional moment for all of us at JAXA as a developer,” Hiroshi Yamakawa, president of the Japan Aerospace Exploration Agency, told a news conference.

The GOSAT-GW, or Global Observing SATellite for Greenhouse gasses and Water cycle, is a third series in the mission to monitor carbon, methane, and other greenhouse gasses in the atmosphere. Within one year, it will start distributing data such as sea surface temperature and precipitation with much higher resolution to users around the world, including the U.S. National Oceanic and Atmospheric Administration, officials said.

The liquid-fuel H-2A rocket with two solid-fuel sub-rockets developed by the



ROCKET RETIRES. An H-2A rocket carrying the Global Observing SATellite for Greenhouse gasses and Water cycle, or the GOSAT-GW satellite, lifts off from a launch pad at the Tanegashima Space Center in Tanegashima, southern Japan, on June 29, 2025. Japan successfully launched the climate change monitoring satellite on its mainstay H-2A rocket, which made its final flight before it is replaced by a new flagship model designed to be more cost competitive in the global space market. (Takumi Sato/Kyodo News via AP)

Japan Aerospace Exploration Agency has so far had 49 flights with a 98% success record, with only one failure in 2003. Mitsubishi Heavy has provided its launch operation since 2007.

H-2A successfully carried into space many satellites and probes, including Japan’s moon lander SLIM last year, and a popular Hayabusa2 spacecraft in 2014 to reach a distant asteroid, contributing to the country’s space programs.

The completion of H-2A lets them put more resources into further development of the H3, Suzuki said.

Japan sees a stable, commercially competitive space transport capability as key to its space program and national security, and has been developing two new flagship rockets as successors of the H-2A series — the larger H3 with Mitsubishi, and a much smaller Epsilon system with the aerospace unit of heavy machinery maker IHI. It hopes to cater to diverse customer needs and improve its position in the growing satellite launch market.

The H3 is designed to carry larger payloads than the H-2A at about half its launch cost to be globally competitive, though officials say more cost reduction efforts are needed to achieve better price competitiveness in the global market.

The H3 has made four consecutive successful flights after a failed debut attempt in 2023, when the rocket had to be destroyed with its payload.



HOSPITAL HEROICS. Officials inspect the site of an Air India plane crash on the roof of a building in Ahmedabad, India, on June 13, 2025. At least 270 people died when the Air India flight crashed into the campus of a medical college in Ahmedabad shortly after takeoff. Only one passenger among the 242 aboard survived. At least 29 others on the ground were also killed. (AP Photo/Ajit Solanki)

When an Air India flight crashed into a medical campus, surviving doctors rushed to save lives

By Shonal Ganguly, Aijaz Hussain, and Piyush Nagpal
The Associated Press

AHMEDABAD, India — Navin Chaudhary had just begun eating his meal when a loud bang startled him. He turned back to see a massive fire taking over the dining area where he and other trainee doctors had assembled for lunch.

The blaze approaching him, he rushed toward a window and jumped.

From the ground, looking upwards, the sight of the Air India plane’s tail cone hanging from the burning building propelled Chaudhary and fellow medical students into action.

“There was fire and many were injured,” said Chaudhary.

He said he felt lucky to survive but knew he had a task at hand. He rushed to the hospital’s intensive care unit, where the injured, most of whom had burns, were wheeled in on stretchers.

“I felt that as a doctor I could save someone’s life,” he said. “I was safe. So I thought, whatever I can do, I should.”

At least 270 died when the Air India flight crashed into the campus of a medical college in Ahmedabad shortly after takeoff. Only one passenger among the 242 aboard survived. At least 29 others on the ground, including five medical students inside the hostel, were also killed.

Many believe that the death toll would have been higher if it had not been for the intervention of the trainee doctors and students who emerged from the smoldering hostel and rushed to save their colleagues.

Akshay Zala, a senior medical student, said the crash felt “like an earthquake.”

“I could hardly see anything as thick

plumes of smoke and dust engulfed everything. I was barely able to breathe,” he said.

Zala rushed to safety, running through dust and smoke. He cleaned and bandaged a wound on his left leg then joined others at the medical college’s trauma center to treat the injured.

The following Monday, the crash site teemed with excavators and workers clearing the debris. Officials inspected the building in search of clues that could enable the investigators to figure out what led to the tragedy.

Barely a kilometer (less than a mile) away, trainee doctors who survived one of India’s worst aviation disasters were still working to identify the victims through DNA testing.

College dean Minakshi Parikh said many of the doctors who pulled their colleagues out of the debris, later that day went back to their duties to save as many lives as they could. “They did that and that spirit has continued until this moment,” Parikh said.

Images of the hostel’s dining area shortly after the crash showed parts of the aircraft and pieces of luggage strewn on the floor. Dining plates still containing food lay on the few dusty tables that were left intact by the impact.

“So that is human nature, isn’t it? When our own people are injured, our first response is to help them,” Parikh said. “So the doctors who managed to escape ... the first thing that they did was they went back in and dug out their colleagues who were trapped inside.”

“They might not even have survived because the rescue teams take time coming,” she added.

Hussain reported from Srinagar, India.

Investigators begin analyzing data from black boxes of Air India flight that crashed

By Rajesh Roy
The Associated Press

NEW DELHI — Investigators have begun analyzing data extracted from the black boxes of the ill-fated Air India Boeing 787 Dreamliner that crashed June 12, killing at least 270 people, India’s civil aviation ministry said.

The data is crucial as it will help shed light on the cause of the country’s worst aviation disaster in recent memory.

A team led by India’s Aircraft Accident Investigation Bureau, or AAIB, has started looking at the data with support from the U.S. National Transport Safety Board, the ministry said in a statement.

“These efforts aim to reconstruct the sequence of events leading to the accident and identify contributing factors to

enhance aviation safety and prevent future occurrences,” the ministry said.

Indian investigators recovered the black boxes from the wreckage site in the northwestern Indian city of Ahmedabad a couple of days after the London-bound Air India flight 171 struck a residential area minutes after takeoff. The crash killed 241 people onboard and at least 29 on the ground. There was one survivor from the plane.

The so-called “black box” is one of the most important pieces of forensic evidence following a plane crash. There are typically two sturdy devices: the cockpit voice recorder and the flight data recorder. And they’re typically orange, not black.

Indian authorities flew the black boxes from Ahmedabad to the national capital in

Continued on page 7

ALBERTA SIMMONS PLAZA

6611 NE MARTIN LUTHER KING JR. BLVD. • PORTLAND, OR 97211

503-240-4198

AFFORDABLE RETIREMENT LIVING • FOR SENIORS 62 YEARS & OLDER

- ONE-BEDROOM APARTMENTS WITH FULL KITCHENS
- CONVENIENTLY LOCATED TO SHOPPING, PUBLIC TRANSPORTATION, AND MEDICAL OFFICES
- LAUNDRY FACILITY, BUILDING ELEVATOR

- LIBRARY & PLANNED ACTIVITIES
- RENT INCLUDES ALL UTILITIES EXCEPT TELEPHONE, CABLE, & INTERNET
- FEDERAL RENT SUBSIDIES AVAILABLE

ALBERTASIMMONSPLAZA.COM

Department of Consumer & Business Services

Workers’ Compensation Division

Who we are and what we do:

In Oregon, employers must have workers’ compensation insurance. Workers’ compensation insurance coverage provides injured workers with medical treatment, lost wages, and, in some cases, workplace accommodations. It also protects employers against legal claims that may result from work-related injuries or illnesses. The Workers’ Compensation Division enforces laws and regulations and provides services and resources to assist those in the workers’ compensation system.

To learn more about how workers’ compensation coverage can help you or if you are injured on the job and have questions about filing a claim and your rights, visit us at wcd.oregon.gov or call us at 1-800-452-0288 (toll free) or (503) 947-7810.

We offer free interpretation services

dcbs.oregon.gov