

New **FLYER**[®]

INTERNATIONAL
AVIATION & TOURISM

JUNE 2022



SIAL re-elects Chairman, Vice Chairman



SAPS Cargo International signs MoU with Global Agencies Management

Iraqi Airways resumes flights to Pakistan





SEAGOLD (PRIVATE) LIMITED



PAKISTAN - BANGLADESH - DUBAI - MYANMAR - AFGHANISTAN

YOUR PARTNERS IN SUCCESS

- ▶ Ocean Freight
- ▶ Air Freight
- ▶ NVOCC
- ▶ Consolidation
- ▶ Ware Housing
- ▶ 3PL Services
- ▶ Shipping Agents
- ▶ PO Management
- ▶ Supply Chain Management
- ▶ Custom Brokerage
- ▶ Perishable Logistics
- ▶ Heavy Lifts
- ▶ Project Cargo Management
- ▶ Vessel Charters
- ▶ Packing & Moving
- ▶ Land Transportation
- ▶ Afghan Transportation
- ▶ ISO Cleaning Station

HEAD OFFICE:

Suite # 418-421, 4th Floor, The Plaza, G-7, Clifton Block 9, KDA Scheme 5, Karachi, Pakistan.
TEL: (+92-21) 35205013, (+92 21) 35308691 - 3, (+92 21) 35810181 - 3

Built on Tradition. Powered by Innovation.



With more than 25 years of Industry experience, over 80 offices around the world and a growing global network through exclusive membership in the WorldWide Alliance and AirCargoGroup, Shipco Transport is your global solution for worldwide shipping needs.



- LCL
- FCL
- Airfreight
- Trucking
- E-Commerce
- Warehousing
- Customs Clearance
- Consolidation / Deconsolidation

Weekly LCL Export Services from Pakistan

Aarhus, Antwerp, Barcelona, Durban, Felixstowe, Genoa, Gothenburg, Hamburg, Helsinki, Hong Kong, Jebel Ali, Los Angeles, New York, Rotterdam and Singapore

Weekly LCL Import Services to Pakistan

Antwerp, Atlanta, Bangkok, Barcelona, Busan, Durban, Genoa, Hamburg, Hong Kong, Jabel Ali, New York, Nhava Sheva, Port Klang, Savannah, Shanghai, Shenzhen and Tianjin

Supplementing the diverse product offerings, our dynamic E-Commerce platform provides tools to get you through the shipping process from A-Z with 24/7 access. Shipco Web Apps also provide useful shipping resources in one convenient location. Visit www.shipco.com

- View, download or subscribe to Sailing Schedules
- Get a Quote
- Make a Booking
- Track a Shipment
- Set Notifications for Shipment Progress
- Generate Reports
- Explore Web Apps

Shipco Transport Pakistan (Pvt) Ltd. - Karachi Office

Suite #702 703 704, 7th Floor,
Progressive Plaza, Beaumont Road
Civil Line, Karachi-75530, Pakistan

UAN: 92 21 111 Shipco (111 744 726)
Main Tel: +92 21 35642400 9

www.shipco.com

Member of



New
behind FLYER
International Aviation

Chief Editor Abdul Sattar Azad
 Managing Editor Muhammad Faryal Azad
 Assistant Editor Musharrar Azad
 Associate Editor Shahida Hameed
 Resident Editor Waqas Masood
 Reporter Bazla Sardar
 Photographer S. Shahid Ikram
 Contributors Prof. Safdar Sandal
 Chief Correspondent Prof. Karamat Rajput.

Address B-65 Ablagh-e-Aamma
 (media) Cooperative
 Housing Society
 Block-8, Gulistan-e-Jauhar
 Karachi-75290

Phone 34615924
 Cell 0333-2194853
 Web. www.newflyerintl.com
 E-mail flyer_intl@hotmail.com
 facebook.com/flyerintl

Issue Monthly
 Price Rs. 500/=

Annual Subscription Pakistan Rs.5000/=
 Other Countries US\$100/=

Published from New Flyer International
 B-65 Ablagh-e-Aamma
 (media) Cooperative
 Housing Society
 Block-8, Gulistan-e-Jauhar
 Karachi-75290

By Abdul Sattar Azad
 Phone 34615924
 Fax 34615924
 Printed by Sardar Sons

Lahore Waqas Masood
 123 HH Phase 4
 DHA, Lahore
 Cell: 0333-3872222

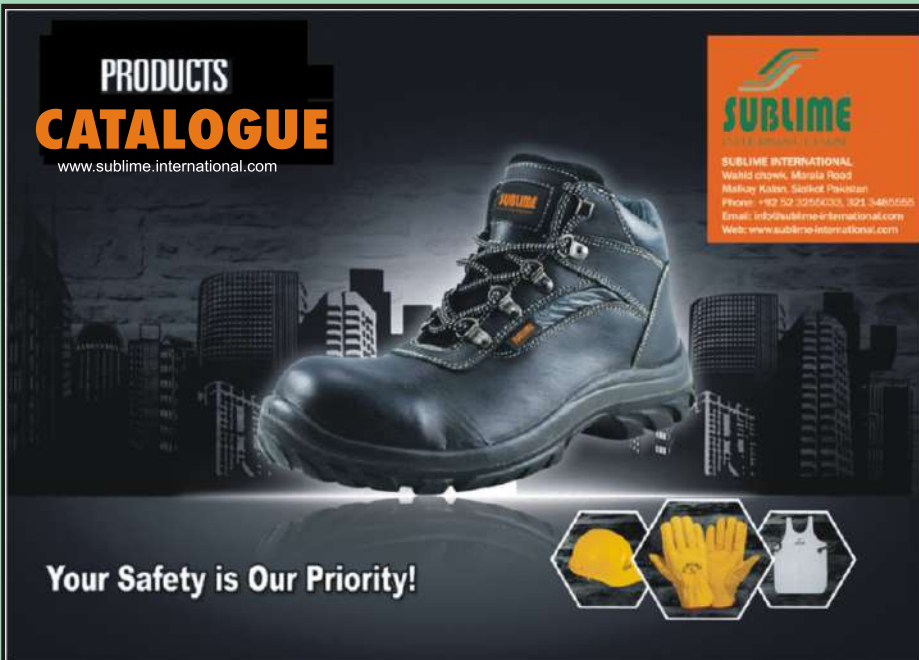
Islamabad 8-Huma Plaza Block-25
 Blue Area
 Tel: 2275946-7,
 Fax: 2279975

Peshawar 5-Biloor Plaza Saddar
 Tel: 284649-50
 Fax: 284614

Sialkot S. Shahid Ikram
 Pervaiz Plaza Near
 Railway Crossing
 Kutchary Road
 Ph: (052) 4268424
 Cell: 0321-6114505

Art Director & Design Decent Print Enterprises
 Ph: 32211978

PRODUCTS
CATALOGUE
www.sublime.international.com



Your Safety is Our Priority!

**For Sales and other details
 Please contact
 0300 8610303 - 0333 4230800**

New
FLYER
INTERNATIONAL
AVIATION & TOURISM
Pakistan's Leading Tourism and Trade Journal

**For latest
 news and
 updates visit**

 www.newflyerintl.com

**For any suggestions
 e-mail**

 flyer_intl@hotmail.com

CONTENTS

New
FLYER

International

Monthly Magazine of Aviation and Tourism

Vol 29 JUNE 2022 No.08

Air tickets set to keep climbing from pandemic low	06
Governments must help aviation more to reach net zero, says IATA	08
PIA Haj operation	08
Are sustainability and growth compatible in air travel today?	09
Diversity in logistics recruitment brings multitude of benefits	10
Turkish Technic completes first Boeing 777-300ER landing gear overhaul	12
165 stranded Pakistanis reach Karachi from Syria	13
Saudi Arabia's first foreign Haj pilgrims since Covid-19	15
Turkish Airlines targets nonstop Australia flights	15
Go first to connect Kashmir with the UAE again	16
Dubai Airport prepares to welcome 2.4m	17
Lufthansa Cargo reflects on its cargo-only pax aircraft success	19
Emirates serves Tel Aviv for the first time	19
SAPS Cargo International Signs MoU with Global Agencies Management	20
SAPS Cargo International moves on a profitable project	22
First flight with 100% sustainable aviation fuel	23
IATA, ACI again clash over airport charges	23
Flying with disabilities	24
Hamad International Airport Doha takes 'World's Best Airport' award	25
Pak - China Relationship	29
EU official hints at continuance of Pakistan's GSP+ status after 2023	32
Non-textile exports soar to \$11.2bn	33
Mountaineer mom` Naila Kiani sets her sights on K2	34
Mountaineering community mourns demise of 'humble master'	36
Pakistan-a tourists paradise	38
Ancient Afghan Buddhist city threatened by Chinese copper mine	40
Climbers from Hunza, Lahore set the bar high	41
Symbolic Symmetry	43
IJ Cargo Services gets IATA accreditation	44



09



29



34

WE MAKE SHIPPING SIMPLE

PACE
LOGISTICS
DELIVERING WITH PERSONAL CARE!
INTERNATIONAL FREIGHT FORWARDERS

- ★ Air Freight
- ★ Sea Freight
- ★ Road Freight
- ★ Custom Clearance



Al Khalil Center, 3rd Floor, Off#416, Kashmir Road, Sialkot 51310

Tel: +92 3550406,3550407 Fax:+92 3550408 Email: info@pacelogs.com Web: www.pacelogs.com

Air tickets set to keep climbing from pandemic low

Propelled by inflation, the price of air tickets has begun to take off again after tumbling during the pandemic, a reversal that looks set to intensify due to environmental pressures, experts say.

For members of the International Air Transport Association, gathered in Doha for their annual meeting this week, minds are focused on how far such increases risk undermining passenger growth targets.

The IATA is also pleading for government support in reconciling the long-term commitment to net zero carbon emissions with those ambitious targets.

The aviation industry has just gone through two years where planes flew with rows of empty seats, even as they offered fares much lower than before the Covid-19 pandemic.

But with the sector still mired in the red despite movement restrictions being largely lifted, the bargain bonanza for passengers is very much over.

In the United States, the average price of an internal flight has shot up, from \$202 in October 2021 to \$336 in May this year, according to the Federal Reserve Bank of Saint Louis.

In the European Union, the price of a return ticket before tax in April returned to that seen in the same month of 2019, after a near-20 percent fall in 2020, according to aviation research specialists Cirium. The oil price shock stoked by Russia's invasion of Ukraine is the most obvious factor in these price rises.

Airlines estimate that fuel prices will account for 24 percent of their total costs this year, up five percentage points from last year.

Ticket prices are also being stoked by wider inflation now at 40-year-highs in developed markets as well as stronger-than-expected demand for tickets and labour shortages.

But Scott Kirby, chief executive of United Airlines, said despite the trend clearly rising, prices had yet to shoot beyond historical norms. "In real terms, pricing is back to 2014 levels... and it's

lower than it was essentially every year before" then, he said.

"So... I don't think we're going to see demand destruction." But Vik Krishnan, a partner at McKinsey & Co, is cautious about how long the current high demand will last.

"Some of the travel that we're seeing right now is a function of all the stimulus that governments" pumped into economies during the pandemic, boosting citizens' spare income, he said. "The number one discretionary income spending is travel and that's what people are doing. But "how long that lasts remains to be seen", he added.

Beyond rising costs and fears that government stimulus will fade, airlines face commitments that sit very uneasily alongside each other. On the one hand, they target carrying a total of 10 billion

passengers by 2050, up from 4.5 billion in 2019.

And yet over the same time horizon, they are beholden to achieving "net zero" carbon emissions. The total cost of transitioning the sector to "net zero" is estimated by the IATA at an eye-watering \$1.55 trillion.

"Airlines don't have the ability to absorb" the cost of that transition, IATA director general Willie Walsh said this week. To reduce carbon emissions, the industry focus is on sustainable aviation fuels (SAFs), which are currently two to four times more expensive than fossil-based aviation fuel.

Some governments have already imposed SAF quotas, albeit in small quantities, resulting in airlines in turn imposing surcharges. On Tuesday, the IATA urged governments to provide subsidies to ensure SAF production reaches 30 billion litres in 2030, up from 125 million litres in 2021. It also wants price curbs.



it's all about

CHAMPIONS

AL HAMDOLILLAH







SYMBOL OF QUALITY & COMMITMENT





Universal Brothers (Pvt) Ltd.
Travel Agent & Tours Operator
Umrah & Hajj Organizer

THE LEADER & TREND SETTER



Maxim's Travel & Tours
For Your Complete Travel Needs.

Our Services
International & Domestic Ticketing
Corporate Travel
Leisure Holidays Packages
Online Worldwide Hotel Bookings.
Executive
Umrah & Hajj Packages

Maxims House, A-9, 1st Floor, Hassan Homes, FL-3/8, Opposite Nehr-e-Khayyam, Block-5 Clifton, Karachi Pakistan, UAN No: (92-21) 111-106-786 Fax No: (92-21) 111-108 & 35865954
Email: infor@maximsgroup.com.pk GL No. 2014 HR No. 4143
www.maximsgroup.com.pk  www.facebook.com/universalbrothers

الخطوط الجوية العراقية
Iraqi Airways



(Private) Limited
Wardah International Services
GSA For Iraqi Airways Pakistan & Azad Jammu Kashmir

Fly With Values & Simplicity

“ We Are Resuming ”

Iraqi Airways Schedule flights Starting from

27th July 2022

KARACHI FLIGHT SCHEDULE

SECTOR	DAYS	TIME
KARACHI - BAGHDAD	MONDAY	DEP @ 0300 HRS
KARACHI - NAJAF	THURSDAY	DEP @ 0300 HRS
KARACHI - NAJAF	SATURDAY	DEP @ 0300 HRS

ISLAMABAD FLIGHT SCHEDULE

SECTOR	DAYS	TIME
ISLAMABAD - NAJAF	WEDNESDAY	DEP @ 1800 HRS
ISLAMABAD - NAJAF	SUNDAY	DEP @ 1800 HRS

Ph: +92-21-32800171 - 76 | Fax: +92-21-32800177

Email: khiia.group@iraqairways.com.pk

Ph: +92-51-2206171 - 74 | Fax: +92-51-2206175

Email: isbia.group@iraqairways.com.pk

/iraqairwaysbywis

/iraqairwayspakistan

/iraqairwayspakistan

Governments must help aviation more to reach net zero, says IATA

The International Air Transport Association (IATA) called for governments to urgently put in place large-scale incentives to rapidly expand the use of sustainable aviation fuels (SAF) as aviation pursues its commitment to achieving net zero carbon emissions by 2050.

To fulfil aviation's net zero commitment, current estimates are for SAF to account for 65% of aviation's carbon mitigation in 2050. That would require an annual production capacity of 449 billion liters. Investments are in place to expand SAF annual production from the current 125 million liters to 5 billion by 2025. With effective government incentives, production could reach 30 billion liters by 2030, which would be a tipping point for SAF production and utilisation.

"Governments don't need to invent a playbook. Incentives to transition electricity production to renewable sources like solar or wind worked. As a result, clean energy solutions are now cheap and widely available. With similar incentives for SAF, we could see 30 billion liters available by 2030. Though still far from where we need to be, it would be a clear tipping point towards our net zero ambition of ample SAF quantities at affordable prices," said Willie Walsh, IATA's Director General at the 78th IATA Annual General Meeting in Doha, Qatar.

In 2021, irrespective of price (SAF is between two and four times the price of conventional jet fuel), airlines have purchased every drop of the 125 million liters of SAF that was available. And already more than 38 countries have SAF-specific policies that clear the way for the market to develop. Taking their cue from these policy measures, airlines have entered into \$17 billion of forward-purchasing agreements for SAF.

Incentives to ramp-up production Further investment in production needs support from the right policies. This would boost supply and drive down costs.

Electricity production through solar or wind power faced similar hurdles as these technologies replaced fossil fuels. With effective policy incentives, both are now affordable and widely available.

By applying similar incentive-based policies to SAF, governments can support global SAF production to reach 30 billion liters by the end of the decade. This would



be a tipping point as it would send a clear signal to the market that SAF is playing its intended long-term role in aviation's decarbonisation and encourage investments to drive up production and drive down the price.

The market for SAF needs stimulation on the production side. The United States is setting an example for others to follow. Its SAF production is expected to reach 11 billion liters in 2030 on the back of heavy government incentives.

Europe, on the other hand, is the example not to follow. Under its Fit for 55 initiative, the EU is planning to mandate that airlines uplift 5% SAF at every European airport by 2030. Decentralising production will delay the development of economies of scale. And forcing the land transport of SAF will reduce the environmental benefit of using SAF.

Other propulsion technologies Hydrogen and electrically powered aircraft are part of aviation's plan to achieve net zero emissions by 2050, but they are likely to be limited to short-haul routes. SAF is the proven solution for long-haul flying.

"Hydrogen and/or electric propulsion systems will most likely be available for short haul commercial flights by 2035, but the majority of emissions come from long-haul widebody flights and to tackle these emissions, SAF is the only proven solution. We know it works, and we need to double down our efforts to get all actors of the industry on board, including governments, to increase production, availability, and uptake" said Sebastian Mikosz, IATA's Senior Vice President for Environment and Sustainability.

Net zero and long-term aspirational goal

In October 2021, IATA member airlines came together and took the monumental decision to commit to achieving net zero emissions by 2050. This commitment brings the industry in

line with the Paris Agreement's 1.5°C goal. Climate change is the greatest threat facing our societies and achieving net zero emissions will be a huge challenge as the expected scale of the industry in 2050 will require the mitigation of 1.8 gigatons of carbon.

To provide the right set of consistent policies and long-term stability needed for investments, the aviation industry is calling on all governments to support the adoption of a long term climate goal for air transport at the 41st Assembly of the International Civil Aviation Organization (ICAO) this September, aligned with industry commitments. This climate goal is critical to back up the industry's decarbonisation ambitions and would provide a global multilateral framework for action without distorting competition.

PIA Haj operation

The Pakistan International Airlines started its Haj operation on Monday 6 June as 1,080 intending pilgrims departed for Saudi Arabia by four flights, a PIA spokesperson said.

PIA has started its Haj operation from Monday.

The official launch ceremony of the Haj operation was held at Islamabad International Airport, he said in a statement.

On the first day of operation, 1,080 intending pilgrims left for Haj by four flights, he said. Two flights took off from Islamabad and one each from Lahore and Quetta.

Special guests on the occasion were Minister for Religious Affairs Mufti Abdul Shakoor and Saudi Ambassador Nawaf bin Malik. On the occasion, the Saudi ambassador inaugurated the Makkah Method, which will allow pilgrims to travel through Saudi immigration from Pakistan.

Meanwhile, the National Command and Operation Centre has updated the vaccine administration procedure for pilgrims.

The Saudi government requires two doses of any of the vaccines i.e.

Moderna, Pfizer, AstraZeneca and Johnson and Johnson. The NCOC has recommended that Haj pilgrims can get additional or booster dose of their required vaccine, after 28 days since their first or second dose.

This update in procedure will help them comply with the Covid-19 vaccination requirements of the Saudi government during Haj.

Are sustainability and growth compatible in air travel today?

The current turbulent economic environment is undoubtedly adding fresh challenges for aviation, an industry still recovering from the devastating impacts of Covid-19. Operating on reduced margins and with an ambitious carbon net-zero goal by 2050 to achieve, can the industry feasibly ensure its success and long-term growth post-pandemic?



We believe that growth and an environmentally sustainable industry are not mutually exclusive, but to achieve both, we need to start now.

Industry recovery and the benefits to the global economy

SITA data shows that the industry's recovery in 2022 is underway: in 2021, global air traffic was at 64% of pre-Covid levels for 2019, but still up 18% on figures for 2020. The signs are encouraging for 2022 and beyond. But what is also clear is that airlines face another year of dealing with adverse economic shocks, placing increasing pressures on their costs and activities. In 2021, the pandemic's impact resulted in losses of over \$51.8 billion for airlines, though significantly less than in 2020 when the pandemic first swept the world.

In particular, we have seen a significant surge in fuel prices, one of an airline's biggest costs. The average price of jet fuel in April 2022 is 118.5% higher year on year, an additional \$108.4bn burden on our industry.

Given aviation's contribution to the global economy contributing some \$3.5t to the world's global domestic product (GDP) the industry must still plan its recovery and growth without negatively impacting the environment.

Sustainability is not new or prohibitive for aviation

The industry's carbon net-zero by 2050 commitment (made in 2021) is challenging but inevitable to address climate change at the pace and scale required by climate science and to counteract any growth in the industry's emissions in the future.

SIAL signs agreement with RAMC for MRO



An Agreement signing ceremony for starting Aircraft Line Maintenance between Sialkot International Airport & Royal Aircraft Maintenance Company held recently at Sialkot International Airport (SIAL). Khawaja Masood Akhtar (Sitara-e-Imtiaz) Chairman SIAL, Ch. Sarfraz Ahmed Bhatti Vice Chairman SIAL, Mian Naeem Javed Convener MRO Committee SIAL, Mr. Anjad Ali Toor CEO SIAL, Mr. Hamzeh Sheikh Director RAMC UAE, Mr. Noman Waseem CEO STAS & Air Cdr. (R) Zaheer Mirza Executive Director/Consultant STAS graced the event along with members of SIAL Board of Directors and Management. This Joint venture will open up new opportunities in the aviation industry of Pakistan.

Reducing environmental impacts is not new for aviation or prohibitive to the success or growth of the industry. For many years, aviation has addressed its environmental impacts, including air quality, noise, and emissions. It is enabling sustainability and recovery

We see an industry now looking to use technology to build back better and greener following the pandemic. SITA's latest Air Transport IT Insights study reveals that the industry is planning for its future by investing in technology to support both its recovery and sustainability efforts. Some of the investment drivers will respond to rapid shifts in passenger traffic and travel regulations, the anticipated rise in demand for travel, increasing operational efficiencies to make cost savings, and reducing carbon footprint.

Airports' and airlines' IT spending priorities are focused on improving the passenger experience with more digitally enabled journeys and more sustainable operations with energy efficiencies, smarter infrastructure, and solutions such as data-driven flight path optimisation to enhance route efficiencies and reduce fuel burn and carbon.

To simultaneously boost post-pandemic economic recovery and sustainability, many governments provide economic green stimulus programs such as private sector investments to develop a new green technology market.

The growth opportunities for airports and airlines today

The rising fuel price is likely to be a catalyst to drive a faster move to more sustainable fuel sources. Though sustainable aviation fuels (SAF) and new energy-efficient aircraft and engines are two primary ways for the industry to cut

carbon emissions and its reliance on fossil fuels, they cannot be widely achieved today given availability and affordability issues.

Operational improvements are a primary measure to enable the industry to directly and more immediately reduce their emissions by up to 10% - efficiencies that can be achieved through today's technology.

For example, airports can process their passengers swiftly, even enabling remote check-in before arrival, by deploying passenger processing and self-service technology. This enables airports to maximize their existing investment without having to invest to expand their physical footprint.

Using technology to leverage data for greater situational awareness and more informed decision-making is key to realizing efficiencies and emission reductions. For example, SITA is trialling a new emission management capability, leveraging our Airport Management solution, to enable Palermo Airport to improve the measurement and optimisation of emissions in and around the airport.

We are also helping airlines improve situational awareness and reduce fuel burn, emissions, and costs while building climate resilience by integrating our eWAS Pilot and OptiFlight applications. The results are immediate and concrete. Climb fuel savings of 5% are possible for each flight without affecting passenger safety or comfort.

The financial pressure on the industry may just be the catalyst to making lasting changes for a more environmentally-conscious industry without losing the economic benefits of a strong airline sector.

Diversity in logistics recruitment brings multitude of benefits



Left to right Ruth Edwards, Operations Director, Talent in Logistics Jennifer Swain, Head of Talent and Operations, Road to Logistics Rachel Osikoya, Head of Diversity & Inclusion, Maersk.

A robust Diversity and Inclusion (D&I) policy offers freight and logistics firms the opportunity to solve recruitment, retention and other staffing challenges as well as helping to improve profits and drive innovation, experts highlighted at the Multimodal 2022 event last week.

Far from being a tick-box exercise, diverse recruitment offers benefits to companies of all sizes, stressed Jennifer Swain, head of talent and operation at Road to Logistics, a government-sponsored training organisation aiming to solve the UK's driver shortage problems.

She urged people to present to senior decision-makers the positive statistics available illustrating how making the extra effort to recruit and support diverse candidates can bring tremendous rewards such as in improved retention, performance, and better decision-making.

Rachel Osikoya, head of D&I at Maersk, said various factors had combined in the last few years to make D&I increasingly important for companies including the #MeToo and Black Lives Matter movements boosted by the growing influence of social media, the Covid pandemic, and the greater need for technology and innovation, as well as talent and staffing competition and shortages.

She highlighted a GlassDoor survey that found 67% of jobseekers were looking for companies that have D&I high on their agenda "so they can be who they are in your organisation," she said.

Swain said the industry's talent shortages mean "we have to think about how to open up channels so people think

of us as an employer of choice. D&I is a great way of doing that."

Ruth Edwards, Operations Director for training and development agency Talent in Logistics, stressed that freight companies are no longer competing for talent only with the logistics company up the road, but across multiple industries.

This was particularly true when seeking skilled technology and innovation professionals, stressed Osikoya, who said "technology in logistics is a huge factor now."

But the industry, and until recently her company, faced various limiting stereotypes about who they are, what they do, and the kind of people that they would welcome such as being male-dominated and conservative.

This was one reason for Maersk's 'Rainbow Container', designed to symbolise the company's openness to diversity.

Osikoya also urged companies to allow their staff and particularly those from diverse backgrounds to be the best messengers and ambassadors for the

industry, for example via social media or when talking to young people and potential recruits, rather than focusing on corporate channels or traditional methods.

While D&I is a broad topic, she suggested companies start on just one area, and others will follow for example, examining whether recruitment campaigns were successfully attracting a diverse range of applications.

And she urged companies to consider the interview process and the entire recruitment process to identify possible areas of bias and barriers to recruiting people from different backgrounds.

Multimodal is an annual free-to-attend three-day event at the Birmingham NEC, which took place from June 14th to 16th, connecting supply chain decision makers with exhibitors including Maersk, Malcolm Group, Maritime Transport, MSC, G&W, DP World, Kuehne + Nagel, O.N.E., Kerry Logistics, and ABP.

A record 860 guests gathered at the VOX in Birmingham on the 14th of June to celebrate achievement and innovation at the 2022 Multimodal Awards, presented by former international rugby union referee Nigel Owens.

On the night, £17,175 was raised for Transaid, which works to improve road safety through driver training in Africa.

ALERT Antonov An-30 destroyed in a forced landing in Russia



An NPP Mir Antonov An-30 aircraft sustained substantial damage after a forced landing in Russia. The An-30 disappeared from radar and was later found to have landed in a village, 70 km from Olenyok Airport, Russia.

The crew members were forced to make an emergency landing in an area

with small trees after the engines lost power due to fuel exhaustion en route. The aircraft lost communication shortly before landing and was later found by a search and rescue team accompanied by a Mi-8 helicopter.

The cargo aircraft was carrying 6.3 tons of cargo from Yakutsk Airport to Olenyok Airport in Russia with seven people on board the aircraft. Three of them were injured in the incident.

"[The victims] were hospitalized in the Olenek district hospital," the district's EDDS said. The EDDS further clarified that one of the occupants had an open wound in the lower leg, with a suspicion of a fracture of the ribs, and chest. The two other occupants have bruises and a concussion.

The An-30 belonged to Region 98 LLC, which had contracts with Yakutptorog. After the incident, the aircraft has been written off.



Spreading Our *Wings* To
**UAE &
SAUDI ARABIA**
Soon!



021 111 247 742

airsial.com

 AirSial

Turkish Technic completes first Boeing 777-300ER landing gear overhaul



A leading provider of technical services and solutions for commercial aircraft and its components, Turkish Technic has completed its first Boeing 777-300ER landing gear overhaul.

Increasing its competitiveness in the sector with its newly gained aircraft type and component capabilities while increasing its service portfolio in the last few years, Turkish Technic has added a significant milestone in this regard as the landing gear shipset for the 777-300ER-type is vastly different to other Boeing 777 models.

As a one-stop MRO company with high-quality services, competitive turnaround times and comprehensive in-house capabilities at its state-of-the-art workshops and hangars, Turkish Technic provides comprehensive landing gear services for Airbus A319, A320, A321, A330 enhanced, A330 family, A340, Boeing 737 Next Generation and 777-300ER aircraft.

China launches third aircraft carrier

China launched its biggest and most modern aircraft carrier on Friday 17 June, marking a major military advance for Beijing.

The announcement comes at a time of heightened tensions between China and the United States over Taiwan, which it views as a breakaway province to be seized by force if necessary.

China's carrier development

programme is part of a massive overhaul of the Peoples Liberation Army under President Xi Jinping, who has vowed to build a "fully modern" force to rival the US military by 2027.

The new carrier, named Fujian, is the "first catapult aircraft carrier wholly designed and built by China", said state broadcaster CCTV.

Columns of sailors in white uniforms

applauded under colourful clouds of smoke as jets of water arced over the gigantic vessel to mark its launch.

Colourful streamers hung from its flight deck, on which large banners read: "Strive for the comprehensive construction of a... first-class navy."

The launch of the carrier marks a major milestone for the Chinese military.

American Airlines will cut service to four cities because of a pilot shortage

As of Sept. 7, the airline will no longer serve Islip or Ithaca in New York; Toledo, Ohio; or Dubuque, Iowa.

All four cities are currently served by AA's regional affiliates and have up to two daily flights to larger hubs.

"We have 100 regional aircraft on the ground that we want to fly but can't due to lack of regional pilots," American Airlines spokesperson Brian Metham said in a statement. "Like many network carriers, we have reduced our regional flying in recent months in response to the regional pilot shortage."

American will continue serving other airports less than 100 miles from each of the four cities that are losing service. The airline said it is taking other steps, including boosting regional pilot pay rates, to make its operation more reliable this summer.

SUMMER TRAVEL WOES: What airlines owe you when flights are canceled, delayed

WRONG GUY? Arizona man suing American Airlines after he spent 17 days in jail over theft allegation

What is American offering pilots?

Pilots, however, worry that these cuts are just a sign of things to come.

"If you look at the deal they (American) sent to the wholly owned, the regional pilots, that's for two years," said Dennis Tager, spokesman for the Allied Pilots Association, which represents American's aviators, referring to the higher pay rates American's affiliates will offer their pilots. "They think they're going to have issues for two years. That's what that tells us."

Tager, who is also an active 737 pilot at the airline, said the men and women on the flight deck are just as frustrated as passengers by the airline's issues this summer.

"You sold tickets in the spring that you knew you wouldn't be able to fulfill this summer," he said, adding that so far in June, over 600,000 American passengers have been affected by cancellations and delays citing internal company data.



The pilot shortage has been an industrywide issue and comes as summer travel demand is starting to surge. The Transportation Security Administration screened more than 2.4 million people Friday, the highest tally since November 2021.

Meanwhile, pilot unions at Delta, American and Southwest have said airlines haven't been able to refill positions left by pilots who retired or took leaves of absence during the pandemic. The staffing issues are one of the reasons travelers faced thousands of airline cancellations and delays this past weekend, according to James Ferrara, co-founder and president of global host travel agency InteleTravel.

American Airlines' move follows Delta Air Lines' announcement last month that it would cut daily flights this summer as travel demand heats up. The airline cut 100 daily flights between July 1 and August 7 to "improve operational reliability" for customers and employees.

TRAVEL ARMAGEDDON: Flight delays, cancellations pile up: What's going on?

DELTA IS CUTTING 100 DAILY FLIGHTS: Here's what to know if yours is one of them.

Contributing: Jordan Mendoza, USA TODAY.

You can follow USA TODAY reporter Bailey Schulz on Twitter @bailey_schulz and subscribe to our free Daily Money newsletter here for personal finance tips and business news every Monday through Friday.

Syrian runways damaged after Israel air strikes

Syria has confirmed major damage including to runways at Damascus International Airport, which was closed for a second day for repairs after Israeli air strikes.

The transport ministry said in a statement that runways were out of service.

Israel has carried out hundreds of air strikes against its neighbour, targeting government troops as well as allied Iran-backed forces and fighters from Hezbollah.

But rarely have such attacks caused major flight disruptions. The ministry said air traffic would remain suspended until repair work is finished and airport security can be assured.

Civil aviation and national companies are working... to repair the sizeable damage at the airport,' the ministry said, adding a terminal building was also hit.

Syria's official SANA news agency said the Israeli bombardment wounded a civilian.

The Syrian Observatory for Human Rights war monitor said the missile strike before dawn hit the only runway still in service at the airport, as well as several adjacent buildings. Israeli bombing last year had disabled another runway, it said.

The runway, the control tower, three hangars, warehouses as well as reception rooms were badly damaged by the Israeli strikes,' the Observatory said.

Some of the reception rooms were used to receive Iranian officials and Hezbollah members while the warehouses stored weapons from Iran, it said.

The Britain-based Observatory, which relies on a network of sources within Syria, said the strikes wounded an undetermined number of people. Satellite images posted on Twitter by the Israeli firm ISI showed three separate areas of what it said was 'extensive damage to both military and civilian runways' caused by the strikes.

Russian condemnation The airport is in a region south of Damascus where Iran-backed groups, including Hezbollah, regularly operate.

The area has been repeatedly targeted by Israel, which has launched 15 aerial attacks on Syria this year alone and regularly accuses Iran of using the airport to send weapons shipments to its allies.

Syrian state media had reported that a volley of missiles was fired from the Israeli-occupied Golan Heights. Syria's ally Russia strongly condemned 'the

provocative Israeli attack against essential civilian infrastructure'.

A spokesperson for Russia's foreign ministry called such attacks 'an absolutely unacceptable violation of international norms.' Syrian Foreign Minister Faisal Mekdad and his Iranian counterpart Hossein Amir-Abdollahian spoke by

phone and also condemned the attack, SANA reported.

Syria 'will defend itself by all legitimate means' against Israeli attacks, Mekdad said.

On May 20, Israeli surface-to-surface missiles from the Golan Heights killed three people near Damascus, state media said at the time, quoting a military source.

Those strikes targeted Iranian positions and weapon depots near Damascus, starting a fire near one of the positions close to the airport, the Syrian Observatory for Human Rights said.

165 stranded Pakistanis reach Karachi from Syria

As many as 165 Pakistanis stranded in Syria were brought back home on a special flight of Pakistan International Airlines (PIA) on Monday night 13 June.

According to a PIA spokesperson, the special flight of Airbus A320 landed in the Syrian city of Aleppo at about 6:15pm and later took off for Karachi with 165 passengers on board at 7:15pm.

He said the flight PK-8136 reached Jinnah International Airport in Karachi at 11:05pm where the passengers were received by senior airline officials.

Every year thousands of Pakistani pilgrims visit Syria to pay their respects at the shrine of Hazrat Zainab, the granddaughter of Prophet Muhammad (peace be upon him), as well as other family members and companions of the Holy Prophet who are buried there.

Special PIA flight brings back pilgrims from Aleppo

The pilgrims were left stranded after the runways of Damascus airport were severely damaged by Israeli air strikes recently.

As a result, PIA suspended its operation to the Syrian capital.

The national carrier's spokesperson

had said: "Both runways are unusable/out of service due to Israeli air strikes at Damascus airport. Therefore, the flight operations to Syria had been completely suspended."

However, following the request of Pakistan's Ambassador in Syria retired Air Marshal Saeed Mohammad Khan, the airline made arrangements to send a special flight to bring the pilgrims back.

The Pakistani envoy wrote a letter to the PIA chief executive officer as well as the government, requesting them to make necessary arrangements for repatriating Pakistani pilgrims from the Syrian city of Aleppo.

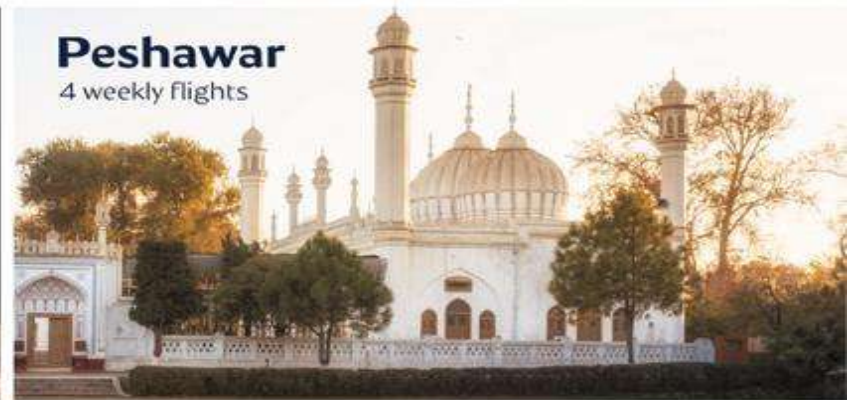
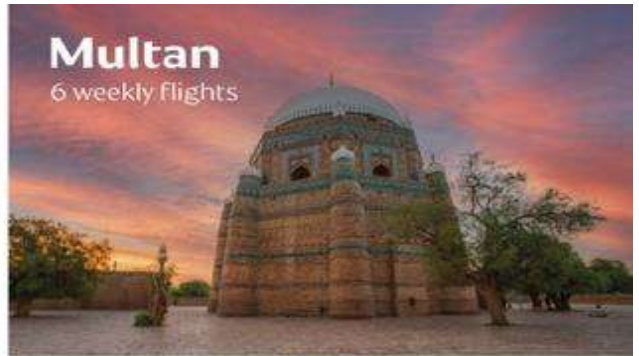
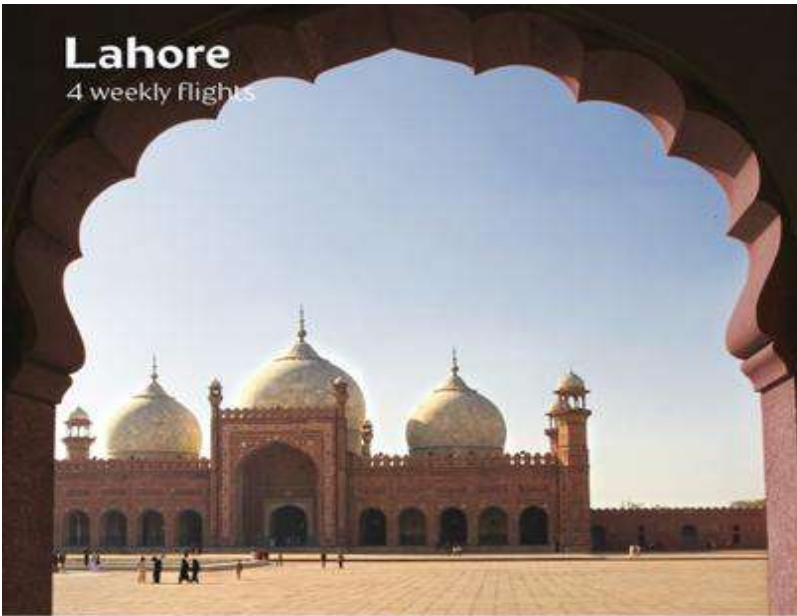
Flight schedule to and from Damascus is being rerouted to Aleppo International Airport due to flight disruption at the airport in the Syrian capital, the ambassador wrote in the letter.

He also informed the government that Aleppo airport was safe for flight operations.

According to the PIA spokesperson, special instructions were issued by Aviation Minister Khawaja Saad Rafique, following which the airline made arrangements to send a flight to Syria on Monday 13 June.



A VIEW of passengers boarding the PIA flight to Karachi on Monday 13 June



Connecting your cargo to the world

Lahore: 042-36628502

Islamabad: 051-59055930

Multan: 061-4504770

Sialkot: 052-3552824

Karachi: 021-35364502

Peshawar: 091-5253724



FalconCargo



Saudi Arabia's first foreign Haj pilgrims since Covid-19



Pilgrims prepare to depart for Saudi Arabia from Juanda International Airport on Saturday 4 June.

Saudi Arabia on Saturday 4 June welcomed its first batch of Haj pilgrims since before the coronavirus pandemic, which prompted authorities to sharply restrict the annual ritual.

The group from Indonesia landed in the city of Madina and was set to travel south to Makkah in the coming weeks to prepare for the Haj next month, state media reported.

"We received the first group of this year's pilgrims from Indonesia, and the flights will continue from Malaysia and India," Mohammed al-Bijawi of the country's Haj ministry told the state-run Al-Ekhbariya channel.

"We are happy to receive the guests of God from outside the kingdom, after a two-year interruption due to the pandemic," he added, describing Saudi Arabia as "fully prepared" to accommodate them.

Usually one of the world's largest religious gatherings, about 2.5 million people participated in the pilgrimage in 2019. But after the onset of the pandemic in 2020, Saudi authorities announced they would only let 1,000 pilgrims take part.

The following year, they increased the total to 60,000 fully vaccinated Saudi citizens and residents chosen through a lottery.

Barring overseas pilgrims caused deep disappointment among Muslims worldwide, who typically save for years to take part.

In April, the kingdom announced it would permit one million Muslims from inside and outside the country to participate in this year's Haj, which will take place in July.

Turkish Airlines targets nonstop Australia flights



Australia is a whitespot in the carrier's network of more than 300 destinations worldwide.

Turkish Airlines is considering the launch of nonstop services to Australia using either Airbus A350-1000XWB or Boeing 777X aircraft.

The airline already operates 777-300ERs, as well as A350-900s. However, Turkish Airlines chairman Ahmet Bolat told Aviation Daily on the sidelines of the IATA annual general meeting in Doha that the Star Alliance member may go for an additional version, such as the A350-1000XWB for ultra-long-range services from Istanbul to Sydney and Melbourne.

"Australia is the last continent which Turkish Airlines is not flying to," Bolat said.

Bolat suggested the airline could fly the route with A340-500s or 777-200LRs. "But our studies show a big [financial] loss with those aircraft, especially with the current high fuel prices," he said. Turkish does not operate A340-500s or 777-200LRs.

The carrier is also evaluating the 777X. "Whenever we make a decision on one of those aircraft, it will be the right one at the right time. Let's see how both types develop," Bolat said. "We don't need to be a launch customer."

Bolat is not comparing Turkish Airlines' Australia nonstop services with the Project Sunrise from Qantas, which plans to operate nonstop flights from Australia to London and New York. "This [Sunrise] is a different product with less capacity," he said. "We need more seats and we're not going to change our business model."

For Turkish Airlines, the nonstop flying time from Istanbul (IST) to Sydney (SYD) and Melbourne (MEL) would be approximately 17 hours. Services could

start in 2026 or 2027.

"We need to see the Boeing 777X or Airbus A350-1000's proof of its maturity," Bolat said.

In the meantime, until the ultra-long-range capacity is available, the Istanbul-based carrier already has codeshare connections to Australia. The airline is also looking for partnerships in Australia and is talking with nations like Malaysia or Indonesia for fifth freedom rights.

"If we would have that [fifth-freedom], then we could share the markets with the home carriers," he said. "With the existing fleet we cannot do nonstop flights. We are talking with our codeshare partners, because it is more comfortable to operate Australia with the same aircraft."

Turkish Airlines already generates an annual \$40 million profit in sales in the Australian market, from passengers flying via Istanbul to its worldwide network.

PIA plane lands safely despite burst tyre

One of the tyres of a Pakistan International Airlines aircraft burst during take-off from Gwadar, but it landed safely at Karachi airport on Saturday 4 June evening with 60 passengers on board.

PIA spokesperson Abdullah H Khan told media that everything was 'Ok' before the flight PK-504 that took off from Gwadar. 'But when the plane departed, the control tower informed the crew that they have found a rubber piece on the runway, which can be a tyre piece or some other object so they take care of it.

He said that when the flight landed at Karachi airport, one of the tyres was deflated and damaged. 'The reason is yet to be ascertained because a proper investigation would be held just like after every major and minor incident.

He said that the Aircraft Accident Investigation Board (AAIB) would investigate the incident as per normal practice. 'There was an object which damaged the tyre, or the runway was rough or any other material issue, whatever the reason was, it will be ascertained after the final report.

Sources said that an emergency was declared at the airport, but the plane made a normal landing. There were 60 passengers onboard PK-504, an ATR aircraft.

The plane was due to depart for Sukkur, but the flight was cancelled due to deflated tyre, they added.

Go first to connect Kashmir with the UAE again

India's budget carrier Go First is set to resume its direct flight from Srinagar, the capital city of the union territory of Jammu and Kashmir, to Sharjah in the UAE. The airline first connected the two destinations under the air bubble arrangement last year, but the flights were halted due to rights issues. However, latest reports suggest that the service could restart soon.

Flight resumption

Go First announced recently that it plans to resume direct flights between Srinagar and Sharjah by the end of June. The airline first flew between the two destinations last year under the air bubble agreement, but flights were halted on March 27th due to a lack of bilateral rights following India's opening of its borders to regular international flights.

"Go First will resume scheduled direct flights between Kashmir and Sharjah from the end of June 2022 ... The airline has recently received the bilateral rights to operate five flights per week on the Srinagar-Sharjah-Srinagar route and the final approval is awaited."

The carrier's first flight between Srinagar and Sharjah was flagged-off by Union Home Minister Amit Shah on October 23rd last year, reviving the direct air link between the valley and the UAE after 11 years. Shah commented at the inauguration event that he hoped this would help in boosting tourism and bring more investment to the union territory.

The flight was an instant success following its launch and helped boost tourism and trade in the valley. It was a hit among travelers of Jammu and Kashmir

residing in the Middle East and international tourists who could visit the popular holiday destination directly from the UAE.

Just a month after its launch, the flight was a runaway success witnessing around 90% passenger occupancy. Last year, those familiar with the sector said that the four weekly flights carried almost 5,000 passengers a month, with nearly 170 passengers on each A320 flight.

Follow Simple Flying for all the latest aviation news.

Go First was also the first to sign the agreement with LuLu Group of Dubai for the cargo movement from Srinagar to Sharjah. With the extra focus on the Srinagar market, the airline envisioned making Srinagar a mini-hub for international air travel and cargo.

Other plans

Go First plans to finally launch its delayed IPO by next month. The airline has been working towards this goal for a while now, receiving the go-ahead from India's market regulator last year. However, various factors, including the December COVID surge, put those plans on hold.

In fact, the carrier plans to use part of the IPO proceeds to further its international expansion by adding several new destinations and increasing frequencies on others.

Sounds like the Srinagar-Sharjah flight would be the first of many other international flights by the carrier in the coming days.

Oman Air to join oneworld



Oman Air will join the oneworld Alliance, further strengthening the airline alliance's leading position in the Middle East. Oman Air is expected to be implemented into oneworld in 2024. Based in Muscat, Oman Air was elected as

a oneworld member designate in Doha by the oneworld Governing Board, comprising the Chief Executives of all oneworld member airlines. oneworld member Qatar Airways will act as sponsor for Oman Air's entry into oneworld, providing guidance and support as the airline integrates into the alliance. Oman Air operates to five oneworld member airline hubs Amman, Colombo, Doha, Kuala Lumpur and London Heathrow.

First helicopter flight powered solely by sustainable aviation fuel



An Airbus H225 performs the first ever helicopter flight with 100% sustainable aviation fuel (SAF) ©Airbus/Thierry Rostang

An Airbus H225 has performed the first ever helicopter flight with 100% sustainable aviation fuel (SAF) powering both Safran's Makila 2 engines.

This flight, which follows the flight of an H225 with one SAF-powered Makila 2 engine in November 2021, is part of the flight campaign aimed at understanding the impact of SAF use on the helicopter's systems. Tests are expected to continue on other types of helicopters with different fuel and engine architectures with a view to certify the use of 100% SAF by 2030.

"This flight with SAF powering the twin engines of the H225 is an important milestone for the helicopter industry. It marks a new stage in our journey to certify the use of 100% SAF in our helicopters, a fact that would mean a reduction of up to 90% in CO2 emissions alone," said Stefan Thome, Executive Vice President, Engineering and Chief Technical Officer, Airbus Helicopters.



Dubai Airport prepares to welcome 2.4m

Dubai Airports has issued a passenger advisory alerting travellers about Dubai International (DXB) getting exceptionally busy over the next two weeks as a result of schools breaking for summer and the Eid Al Adha holidays.

According to the operator, some 2.4 million passengers are expected to pass through DXB between June 24 and July 4, with average daily traffic reaching 214,000 passengers. July 2nd is expected to be the busiest day with daily traffic exceeding 235,000 passengers. Similar passenger numbers are anticipated at the airport over the Eid Al Adha weekend of July 8 and 9.

While Dubai Airports is working closely with airlines, control authorities, and commercial and service partners to ensure a smooth airport experience for passengers from kerb to boarding gates, the operator has urged travellers to follow a few simple tips to beat the holiday rush.

Be aware of the latest travel regulations for the destination you are travelling to and ensure that you have all the necessary documents with the required validity before reaching the airport.

For those travelling with families, children over the age of 12 can use Smart Gates to speed up the passport control process.

If you are flying out of Terminal 1, arrive at the airport no earlier than 3 hours before your departure. Use online check in wherever available to save time.

Those travelling from Terminal 3 can use Emirate's convenient early and self-service check-in facilities.

Weighing luggage at home, checking documents in advance, and being prepared for security checks can save a lot of time at the airport.

Use Dubai Metro to get to and from the airport. Metro operating times are extended during Eid holidays.

Friends and families are advised to use the airport's designated car parks or valet service to receive their guests in comfort as access to the arrivals forecourt in Terminal 3 is limited to public transport and other authorised vehicles.



Once at the airport, travellers can enjoy DXB's a full range of facilities including restaurants, duty free shopping and lounges to relax before their flight.

DXB's performance has been impressive in the first five months of 2022 despite the reduction in capacity resulting from the 45-day closure of the northern runway for the rehabilitation project. The airport clocked 13.6m in passenger traffic in the first quarter of 2022 and forecast for the year indicate that DXB will more than double its annual traffic from 29.1m in 2021 to 58.7m passengers this year.

Flights resume after computer glitch shuts Swiss airspace



Passengers wait in front of check-in counters in a terminal at Zurich Airport on Wednesday 15 June.

Swiss airspace reopened on Wednesday 15 June morning after a computer glitch grounded flights across the country for several hours, officials said.

"Swiss airspace is now open again," the Alpine nation's air traffic control service Skyguide said on Twitter, adding "the technical malfunction at Skyguide has been resolved".

It did not say what had caused the problem that shut Swiss airspace for hours on Wednesday 15 June morning, but said that "air traffic over Switzerland and operations at the national airports of Geneva and Zurich are resuming". Those airports too announced that flights had begun taking off.

"Good news! Air traffic has gradually resumed since 8:30am,"

Geneva airport said in a tweet, warning that a number of flights had been cancelled and urging passengers to check with their airlines. Zurich airport also said flight operations were "running again" at full capacity by 10am.

But it warned that "delays are to be expected. We still recommend passengers to check with their airline about the status of their flight."

At Geneva airport, where the first morning flights were delayed by more than three hours, dozens of travellers crowded around the information screens, with phones stuck to their ears.

Airport spokesman Ignace Jeannerat said that around 2,000 people had seen their flights affected, adding that while flights were resuming, there would not be a return to normal before early on Thursday 16 June.

"We are trying to find a solution," Sandrine Vert, 52, said, after her family's easyJet flight to Split in Croatia was cancelled.

She, her husband and teenage daughter, who drove to the airport from Annecy in France, had been told there were now no flights from Geneva to Split until Friday, putting their one-week holiday plans on the line. "Our vacation could fall through," she said.

The chaos erupted when Skyguide announced it had "experienced a technical malfunction in the early hours of this morning, which is why Swiss airspace has been closed to traffic for safety reasons".

Shipping & Logistics

Commerce Times



International Cargo Management

Int'l Invoc/Freight Forwarder/Consolidator

AOG SPECIALIST



**ANY WHERE
ANY TIME
YOUR DESTINY
IS OUR SUCCESS**

**NOTHING IS IMPOSSIBLE
TO ACHIEVE !!!!!**



Room # 802,
8th Floor, Business
Plaza Mumtaz Hassan
Road, of I.I Chundrigar Road, Karachi
Tel: 0092-21-32417863-5,
Fax: 0092-21-32417743,
Email: info@icmpk.com
www.icmpk.com

BRANCH OFFICES
Lahore - Sialkot
Islamabad - Dubai

Lufthansa Cargo reflects on its cargo-only pax aircraft success



FOR YEARS air cargo professionals have somewhat disparagingly referred to human airline passengers as 'walking freight', writes Nigel Tomkins.

The global pandemic may have proved them to be right, as thousands of cargo-only passenger aircraft flights stepped into the breach when the collapse of belly hold capacity threatened global supply chains, especially those involved in life-saving pharma and medical shipments.

One significant example of this flexible response is how Lufthansa Cargo helped secure supply chain continuity for customer EgeTrans Internationale Spedition. From the winter of 2020, a charter agreement between the airline and EgeTrans provided more than 100 such cargo-only passenger aircraft flights.

Each of the A340 and A350 services were for the exclusive use of EgeTrans between Frankfurt and Chicago and they carried an average of some 37 tonnes. On board were a mix of consignments consisting of agricultural machinery and items for the automotive, commercial vehicle and hydraulics industries.

"The aim was to transport the goods from Baden-Württemberg to the USA in the fastest way possible," the statement says. At peak times, including round trips, up to five 'freighters' flew weekly in the summer of 2021 alone.

"Organising such cargo-only passenger aircraft turnarounds requires not only precise coordination with our customers, but also with all parties involved, such as Lufthansa Cargo, Lufthansa Passage and Lufthansa Technik," the statement adds

Achim Martinka, Lufthansa Cargo's vice-president for Germany is especially proud to have established such a reliable and resilient process during difficult times. "In the future, we will continue

[like this] to focus on using and offering synergies and capacities in the best possible way for our customers," he insists.

Florian Naujocks, air cargo manager at EgeTrans, notes that communication with Lufthansa Cargo contacts worked flawlessly "and always to our complete satisfaction," he says.

EgeTrans' close cooperation with the Lufthansa Cargo Team at Stuttgart, although not exclusively limited to the passenger aircraft freight solutions, also

times a week on both freighters and passenger aircraft, adds Naujocks.

Since 2020, Lufthansa Cargo has regularly enabled freight-only passenger aircraft opportunities, some of which have been specially converted for the purpose.

In the period it has operated numerous such flights worldwide, in doing so repeatedly demonstrating the importance of flexibility in the fast and reliable transport of goods by air, the statement says.

"In this way, we have been making an important contribution by supplying businesses worldwide with essential goods even in times of pandemic, enabling them to continue production and maintain supply chains," it adds.

Emirates serves Tel Aviv for the first time



Emirates tel Aro flight

Emirates Airline launched service for the first time to Israel, joining El Al Israel Airlines and FlyDubai operating on the Dubai (DXB)-Tel Aviv (TLV) route.

Emirates will fly the DXB-TLV route daily using a Boeing 777-300ER. Flight time on the route is just over 3 hr.

"The ties between Israel and the UAE are strategic economic ties," Israel Transport and Road Safety Minister Merav Michaeli said in a statement, adding: "On my last visit to the UAE, I signed agreements that will facilitate the trade and mobility between us, mobility as a tool to empower the citizens and economies of both countries."

Emirates noted that 500 Israeli companies have operations in the UAE. In addition to the three airlines serving the DXB-TLV route, Etihad Airways and Wizz Air Abu Dhabi serve the Abu Dhabi (AUH)-Tel Aviv market 3X-weekly and 5X-weekly, respectively.

Emirates Chief Operating Officer

Adel Al Redha said: "From the time we first announced plans to include Tel Aviv in our global reservation systems, we received strong demand from travelers not only in Israel, but also from many of our destinations including to and from the UAE. Some of the high demand also came from Australia, Indonesia, Brazil, the United States and the Philippines. This reflects the strength of our product offering, the reach of our global network and the efficiency of our hub Dubai for worldwide connections."

Emirates said flights on the DXB-TLV route "have been timed to provide convenient access to Dubai, and connections to popular destinations like Australia, the Philippines, the Maldives, Sri Lanka, Thailand and Vietnam."

Meanwhile, Emirates said it will be operating 31 additional flights between DXB and Jeddah (JED) from June 23 to July 20 to accommodate Haj season demand. During the same period, it will additionally fly 2X-daily flights between DXB and Medina (MED) in Saudi Arabia.

Also, Emirates on June 23 increased frequencies on its DXB-Barcelona (BCN) in Spain-Mexico City (MEX) routing from 6X-weekly to daily. "Emirates will now increase its average capacity and offer by around 2,000 seats per week to and from the Mexican capital," the airline said.

SAPS Cargo International Signs MoU with Global Agencies Management

SAPS Cargo International, Global Agencies Management - a consortium of leading cargo agencies of Pakistan recently joined hands with the idea to provide one window solution to clients worldwide and make the hub of the cargo movement in this region.

A memorandum of understanding was recently signed between the two leading companies of Pakistan aviation at Movenpick Hotel, Karachi. Mr. Humayun Qamar (CEO-GAM) and Air Commodore Waseem A. Khan (Rtd) Director Aviation Shaheen Foundation PAF signed the agreement in presence of leading cargo agents and industry press.

Speaking on the occasion Mr. Humayun said that Global Agencies Management is an idea where six leading cargo agencies have joined forces to make a platform for their next generation and to go all out in the air freight industry as a bigger company. Global Agencies Management is managing CSAs and GSA Sales. He said the pandemic had created a very big opportunity in the air and sea freight industry so we tapped on that opportunity and managed to operate over fifty charters from Pakistan and we also have GSA of Serene Air's international.

"Global Agencies Management has offices at all major airports of Pakistan. With this agreement with SCI, we will be able to provide additional services like ground handling, cargo handling, fuel, and parking to charter airplanes".

"SAPS is the best choice for this strategic partnership as they have all the equipment to handle all types of aircraft at all major airports of Pakistan. The idea is to provide one window solution to our principals, covering sales & marketing, handling, terminals, and storage. To make this vision a reality we received very good support from SAPS and I am grateful to Capt. Saeed Khan, Advisor to MD Shaheen Foundation PAF and Business Executive & Head of Commercial SAPS", he added.

Capt. Saeed Khan while addressing the gathering elaborated on the scope of activities SAPS provides to its customers. He said that Pakistan used to be the hub for all aviation activities but gradually lost its status due to various reasons. He said it is the mission of Shaheen Foundation and its subsidiary SAPS/SCI to regain the lost glory. This agreement with Global Agencies Management is a step in the direction.



Mr. Humayun Qamar CEO GAM and Air Commodore Wasim A Khan (Rtd) Director Aviation Shaheen Foundation signs MoU



Group photo (standing) shows Air Marshall (R) Arif Pervaiz, MD Shaheen Foundation flanked by (L-R) Mr. Asif Nadeem, Captain Saeed Khan, Mr. Farrukh Iqbal, a guest, Mr. M. Ilyas and Mr. Muhammad Sohail.



Mr. Humayun Qamar CEO Global Agencies Management addressing on the occasion

Glimpses of MoU signing ceremony between SAPS and GAM



A Young team of Global Agencies Management with its CEO



Photo taken after signing MoU



Air Marshall (R) Arif Pervaiz, MD Shaheen Foundation cutting the cake with officials of GAM and Captain Saeed Khan



Air Marshall (R) Arif Parvaiz talking to the partners of GAM and a guest.



Picture taken on the occasion shows the directors of GAM, Mr. Saad Sohail, Mr. Sharukh Iqbal, Mr. Hussan Raza Dharsi, Mr. Muhammad Yaseen, and Mr. Talha Ilyas.



Air Marshall (R) Arif Pervaiz and Mr. Humayun Qamar in conversation.



SAPS Cargo International moves on a profitable project



Air Marshal (R) Muhammad Arif Pervaiz, Managing Director Shaheen Foundation is a Fighter Pilot and also a graduate of Pakistan Air Force Academy; The Command and Staff College Quetta; Joint Command and Staff College, Philippines; National Defense University, Pakistan; and The United States Army War College.

During his illustrious Air Force career, spanning 40 years, Air Marshal Arif Pervaiz has served in a various command and staff positions at nearly every level.

He holds two Master degrees in War Studies and Strategic-Studies. He served as Deputy Chief of Air Staff (Administration) in PAF and has keen insight of running various projects. He also served Shaheen Foundation as Managing Director for three years. This his second tenure. He is an extremely hard working, honest and a visionary leader. Presently, he is heading 23 Projects of Shaheen Foundation a project of Pakistan Air Force.

Managing Director established the Commercial Deptt in SAPS which was long overdue to take care of all Sales, Marketing and Cargo procurement. All clients highly appreciated the SAPS Commercial Department.

The dynamic decision of MD SF by adopting the market-oriented strategy has started yielding good financial results.

He appointed a very experienced Aviation Specialist. Captain Saeed Khan

as the Head of Commercial and with Managing Director Air Marshal Muhammad Arif Pervaiz guidance; the SAPS has turnaround and has become a very profitable project, the Clients feel very satisfied in all respects.

Now the Air Marshal Muhammad Arif Pervaiz HI (M), TBt (Retd) wants to promote the SAPS Cargo International (SCI) and for this, he tasked the Head of Commercial Captain Saeed Khan to and evolve the cargo business strategy and give it a practicable shape and make it a profit Cargo business venture

Captain Saeed Khan is the veteran of Aviation Industry with over 46 years of flying experience. He has also served in PAF as a Fighter Pilot for 16 years. Subsequently, he flew with seven Commercial Airlines worldwide. He is Safety Management System (SMS) qualified from Holland and held SMS post, Test Pilot and Training Captain with GCAA Dubai. He attended many Aviation Courses with renowned airlines, also formulated 12 manuals approved by GCAA Dubai and one approved by PCAA. He possesses a very dynamic and dashing personality with a passion for sports, organizing World and Asian Squash Championship in Pakistan and many other events. It is expected that with his presence in Commercial Department, SAPS will be highly benefitted and will reach high standard of quality services.

This Commercial Department has bridged the communication gap between SAPS and its clients..

Presently working as an Advisor to MD Shaheen Foundation, Business Executive and also Head of Commercial for Shaheen Airport Services (SAPS).

He has a great vision for improvement of Aviation in Pakistan, about Commercial Airlines and its services to Passengers. Further, His dream is to make Pakistan a CARGO HUB, for that he floated the idea to few top Freight Forwarders to form a consortium, which concluded into a Historical Memorandum of Agreement (MOU) between SAPS & Global Aviation Management.

This will greatly promote the Cargo movement activity and also Transshipment via Pakistan.

Pakistan being an Agro based and Manufacturing Country, he foresees that there is a very big scope for Cargo Business in and from Pakistan.

The untiring dedicated efforts by him, has been giving very glaring profits to SAPS, His public dealing and Commercial negotiations in Aviation field and other areas is being very much appreciated by the Clients. He says that after COVID recovery, the Aviation Business is expected to flourish by 2024-2025.

Capt. Saeed Khan will turnaround and revive the SCI by capturing Cargo business, for this the MOU has been signed with Global Agencies Management, which will provide Cargo clients to SAPS.

First flight with 100% sustainable aviation fuel



ATR made this announcement:

June 21, regional aircraft manufacturer ATR, Swedish airline BRA-Braathens Regional Airlines and sustainable aviation fuel (SAF) supplier Neste collaborated to enable the first ever 100% SAF-powered test flight on a commercial regional aircraft.

When used in neat form Neste MY Sustainable Aviation Fuel™ reduces greenhouse gas emissions over its life cycle by up to 80%* compared to fossil jet fuel use.*.

This historic test flight took place in Sweden and is part of the 100% sustainable aviation fuel (SAF) certification process of ATR aircraft that started in September 2021 in cooperation with Braathens and Neste and should be completed by 2025. It has been the latest in a series of successful ground and flight tests on the ATR 72-600 prototype aircraft performed at the beginning of 2022, including flights with 100% SAF in one engine, and it was the first time it was done with 100% SAF in two engines.



Achieving this milestone was also made possible by Swedavia enabling the SAF to be uplifted to the ATR aircraft at Malmo airport and Pratt & Whitney, closely working together with ATR and Braathens in the preparations of this milestone flight.

Chief ATR pilot Cyril Cizabuiroz, Jean-Pierre Marre, co-pilot, and Pascal Daussin, Flight Test Mechanic, flew the Braathens' aircraft from Malmo a coastal city in southern Sweden to Bromma near Stockholm, which took around 1 hour and 20 minutes. The results of today's flight will be analysed and released at a later date.

IATA, ACI again clash over airport charges



Credit: Heathrow Airport

ACI World director general Luis Felipe de Oliveira has hit back at claims made by IATA director general Willie Walsh that many airports are “addicted to a 'spend big and cream it off the customer' mentality.”

ACI World director general Luis Felipe de Oliveira has called for “collaboration and cooperation” between all aviation stakeholders following a renewed attack by IATA director general Willie Walsh on airports for raising infrastructure charges.

Speaking at the 78th IATA AGM in Doha, Walsh alleged that “the nightmare is becoming reality” and called on governments to show “backbone” to resist airport requests to increase their fees to airlines. Singling out Amsterdam, Dublin and London Heathrow, he claimed that many airports are “addicted to a 'spend big and cream it off the customer' mentality.”

“Focusing on airports, out of the top 100, more than half announced increases for 2022 and 2023 expecting their customers to make up for revenues they did not get during the pandemic,” Walsh said.

“Try that in a competitive business. 'Dear valued customer, we are charging you double for your coffee today because you could not buy one yesterday.' Who would accept that?”

However, Walsh praised Spain for rejecting AENA's request to raise charges, describing the country as a “rare regulatory success story” and urged other governments to do likewise.

He said that IATA therefore opposes a “light touch” regulation proposal by airports.

“And we categorically reject their characterization of aeronautical revenue as insignificant,” Walsh said. “Airport opposition to strong independent economic regulation demonstrates that they know it's wrong.”

Speaking to Routes from the sidelines of the AGM, de Oliveira rebuffed the claims, saying the comments do not reflect

current market and economic realities at airports.

“I disagree strongly with the statements made,” he said. “During the pandemic, we saw airlines receive billions of dollars in government support and airports received peanuts in comparison.”

De Oliveira added that the financial stress suffered by airport operators because of passenger traffic losses has become unsustainable and cannot be absorbed given the infrastructure-intensive nature of the business.

ACI also cited research that claimed airport revenue generated from aeronautical charges represent as much as 55% of all revenues, yet airport charges represent less than 5% of airline costs historically. The trade body said that global airport charges per passenger have on average declined by approximately 20% in real terms in the five years up to 2019.

“If we have only aeronautical revenues from the airline side we cannot survive as a business,” de Oliveira said. “Before the pandemic two-thirds of airports in the world were already making losses. That became 100% of airports, and we are only now really starting the recovery.”

De Oliveira reiterated ACI's previous call to modernize the economic oversight of airport charges “to something that is more reflective of market conditions allowing for risk to be shared across airlines and airports.”

A report published by ACI last November recommended that strictly cost-based airport charges should be reconsidered and the said primary focus of charges should be on market needs and signals for the efficient use of infrastructure.

It added that in consideration of the changed competitive landscape, the best way forward is through commercial agreements between airports and airlines.

The report also said that any consideration of whether to regulate airport charges should be subject to a cost-benefit analysis. In cases where commercial arrangements between airports and airlines will not satisfactorily constrain airport charges, “light-handed” regulation should be applied.

“Any regulation applied should seek to foster the evolution of competitive forces, and to encourage the market players to come to their own resolution,” the policy brief said.

Flying with disabilities

Reconnecting post-pandemic with the good people behind UK charity Aerobility was a timely reminder of aviation's power to change lives. Founded in 1993, the organization provides anyone with a disability with access to the magic and wonder of flight. This can take the form of a simple joyride right up to training for a license with the charity's instructors.

Aerobility is unique in that it's run largely by disabled aviators, for disabled people. And it is not just for those who are wheelchair-bound. Many have hidden disabilities. Before COVID-19 sparked a global pandemic, the charity was supporting around 1,000 disabled people a year through its various activities. All who walk through the doors of the Aerobility HQ at Blackbushe Airport, located on the borders of Hampshire, Berkshire and Surrey, later leave with a profound realization: "If I can fly an airplane, what else can I do?" Some past flyers have gone on to continue flying, with some securing a Private Pilot License.

Yet despite the Chicago convention, which allows pilots who pass standard fitness and medical criteria to obtain a pilot medical certificate, many countries still make it extremely difficult, if not impossible, for people with disabilities to fly themselves. One of the most significant hurdles for disabled people to overcome is a flight test. Often this involves an examiner determining whether the disabled pilot can control their aircraft equally as well as an able-bodied pilot at the same point of their training.

Yet many pilots with disabilities go on to pass such tests. Approved modifications can be made to aircraft to enable some controls to be activated using alternative means, such as the rudder being moved with a hand-controller instead of the more familiar foot pedals. Such sensible adaptations have existed for many years and by now perhaps shouldn't be quite so remarkable.

But sadly, more countries have yet to open up flying to disabled people. Talking to Aerobility's top team at the charity's recent virtual Armchair Airshow broadcast from Biggin Hill Heritage Hangar in May the example of Africa was cited, where disability aviation is pretty much unheard of. Even in Europe, where

it might be mistakenly assumed that aviation is more sophisticated than in some parts of the world, a number of countries still do not recognize, understand or support disabled flying. It's nothing short of a scandal when you consider how powerful flying can be to support the mental health of disabled people.

Aerobility trustee and Royal Navy veteran Neil Tucker was a successful entrepreneur when he suffered devastating injuries in a motorcycle accident. He subsequently lost his business and freely admits he was in a dark corner and quite vulnerable, having lost his left leg and the use of his left arm in the crash. Learning to fly with Aerobility renewed his enthusiasm for life - his sense of achievement was incredible, he said and today, Neil is a trustee of the charity.

"Anything is possible," Tucker said. "When you get up in the sky you are just another voice on the radio. Many of those who find the charity may only do one flight with us. But it is a life step and a transformational point. The sense of community in aviation grabs you as soon as you walk through the door. My message to any disabled person who is struggling is, don't be scared, don't think you can't do it."

Tucker explained how frustrating being shut out of aviation is for would-be disabled pilots and their instructors who know they can achieve their goals, but it's not part and parcel of the culture of certain countries.

"You can do it and it's possible. It's not dangerous and we won't come tumbling out of the sky because we have a disability," Tucker said. "It's not about legality but the ability to get a medical that will allow you to fly."

I was also moved listening to young Harvey Matthewson, Aerobility's aviation activities officer, who began flying with the charity after a trip to Africa convinced him to conquer his lifelong fear of flying. He gained his private pilot's license in 2019.

Harvey, who has cerebral palsy, said: "When you go flying your mind clears and you leave your problems on the ground. When you get back, you're allowed to start your life again from a new position of clarity. I would recommend it for anyone, even if they're not interested in aviation. Taking control of an aircraft for a disabled person who may be reliant on others and be

very constrained on the ground you are suddenly able to move an aircraft in three dimensions. It can be very liberating, and that magic can leak into other parts of your life. It could help you to do better at school or gain the confidence to get your first job."

Another example of the difficulties some disabled pilots face was someone with cerebral palsy who learned to fly with Aerobility. He had a UK based license but post-Brexit his flying has been stopped because of where he lives within the European Union. The country now does not recognize his UK license, which enabled him to fly with his disability.

More could and should be done to lobby various states that such discrimination has no place in the modern world.

It's not just getting disabled people aloft that is keeping Aerobility's chief executive Mike Miller-Smith busy right now. He's excited to be doing new things such as working with the commercial air transport industry to increase accessibility for those who most need it. "Commercial travel is still difficult for people with disabilities. It's still tricky to travel on an airliner," Miller-Smith explained.

Mainstream media frequently highlight cases of disabled passengers being abandoned in their wheelchairs for hours at time or being left onboard aircraft until a suitable piece of lift equipment can be found so they can leave.

Looking further ahead, Aerobility is also working with the Urban Air Mobility and eVTOL industries to ensure accessibility is built in from design for disabilities of all types. So, the future is looking brighter for the UK's keen disabled pilots and hopefully commercial passengers.



This handout picture provided by the Iranian military shows an underground drone base, somewhere in the Zagros mountain according to state TV, the site houses a hundred drones. The unmanned aerial vehicles are all equipped with missiles and other advanced weaponry including a knock-off the US-made Hellfire missile usually mounted on Apache gunships.

Hamad International Airport Doha takes 'World's Best Airport' award

Hamad International Airport Doha (Qatar) has been named as the World's Best Airport for the second year running, announced at the 2022 World Airport Awards that were held at Passenger Terminal EXPO in Paris, France on 16 June 2022. Other major winners include Singapore Changi Airport, winning awards for the World's Best Airport Staff Service and the World's Best Airport Dining; Istanbul Airport won the awards for the World's Best Airport Shopping and as the Most Family Friendly Airport.

Tokyo Haneda Airport won awards as the World's Cleanest Airport, the World's Best Domestic Airport, the Best Airport in Asia and the Best Airport PRM & Accessible Facilities. King Khalid International Airport in Riyadh secured the award as the World's Most Improved Airport. Nagoya's Chubu Centrair International Airport was named the World's Best Regional Airport; Copenhagen Airport won the World's Best Airport Immigration Processing award, and Zurich Airport repeated its success winning the World's Best Airport Security Processing award.

Engr. Badr Mohammed Al-Meer, Chief Operating Officer at Hamad International Airport, said: "We are thrilled that Qatar's main gateway to the world has once again been named the world's best airport at the 2022 World Airport Awards adding another milestone achievement to HIA's history. Our commitment and service excellence continues to be a benchmark in the aviation industry thanks to our staff and stakeholders commitment and dedication as we all look forward towards an even brighter year ahead."

The World Airport Awards are voted on by customers in the largest, annual global airport customer satisfaction survey. They are regarded as the quality benchmark for the world airport industry, assessing customer service and facilities across over 550 airports. The survey and awards are independent of any airport control, influence or input. Analysis of the results shows a close correlation to customer numbers using the airports during 2021, a time when varying travel conditions remained in place across many global regions, and with air travel quickly returning across most of the world, more normal times are coming back.

Edward Plaisted of Skytrax said: "We are delighted to announce that Hamad International Airport has been voted the World's Best Airport for 2022, repeating their success of 2021. Our congratulations go to the Management, staff and stakeholders at Hamad International Airport who have all contributed to this achievement for the second year running. Whilst airports worldwide continued to be impacted by the pandemic throughout 2021, Hamad International Airport served 17.1 million passengers in 2021 and continued with its expansion plans. As the Official Airport Partner for the FIFA World Cup Qatar 2022 we wish Hamad International Airport every success in helping to host this major event. Our congratulations go to all of the award winning airports here today, for whom the last two years has been extremely difficult having to cope with the many restrictions of COVID-19 and the severe drop in travel demand. With air travel quickly returning to a more normal level, the challenge for all airports is to now deliver the highest standards to customers with increased

travel expectations."

The World's Top 20 Airports for 2022

1. Hamad International Airport Doha (Qatar)
2. Tokyo International Airport (Haneda)
3. Singapore Changi Airport
4. Narita International Airport Tokyo (Japan)
5. Incheon International Airport
6. Paris Charles de Gaulle Airport
7. Munich Airport (Germany)
8. Istanbul Airport (Turkey)
9. Zurich Airport (Switzerland)
10. Kansai International Airport (Japan)
11. Helsinki-Vantaa Airport
12. Central Japan International Airport
13. London Heathrow Airport (Finland)
14. Dubai International Airport
15. Amsterdam Schiphol Airport (Netherlands)
16. Madrid-Barajas Airport (Spain)
17. Copenhagen Airport (Denmark)
18. Guangzhou Baiyun International Airport (China)
19. Vienna International Airport
20. Hong Kong International Airport (Austria)

Tajikistan may hold on to Afghan aircraft

The United States may let Tajikistan hold on to Afghan military aircraft donated by the US that sought shelter in the Central Asian country following the US withdrawal from Kabul last August, a US military commander said.

US-trained Afghan pilots flew dozens of military planes and helicopters to Tajikistan and Uzbekistan as they fled the Islamist Taliban who took over the country as foreign forces withdrew. The Taliban have demanded that the two countries return the aircraft.

US Central Command commander Gen.

Michael Kurilla visited Tajikistan over the weekend.

We are grateful to the Armed Forces of the Republic of Tajikistan for continuing to secure the aircraft that the Afghan Air Force flew into the country last August," he said.



Hamad International Airport.

SAUDIA prepares for Hajj peak traffic season



Saudi Arabian Airlines (SAUDIA) has officially launched its operational plan for this Hajj season with commercial flights that began on June 4, 2022.

SAUDIA will operate 300 extra domestic and international flights and provide more than 120,000 extra seats during the Hajj season of 2022. 14 aircraft will be dedicated to the Hajj operation only.



Engr. Ibrahim Al-Omar, Director General of SAUDIA Group, was on location to receive pilgrims arriving from the Malaysian capital city of Kuala Lumpur, personally wishing them a blessed Hajj journey.

Al-Omar added that the airline has mobilized its entire workforce and technical capabilities to work harmoniously with other government agencies on ensuring a seamless Hajj journey.

He further assured that SAUDIA's years of experience managing high-volume flight periods has prepared the airline to handle peak times, especially

this year since the Hajj season happens to coincide with summer.

Every business line within the company was involved in formulating and implementing the operational plan to ensure that domestic and international flights proceeded smoothly across the country and four continents in which inbound flights are scheduled.

Al-Omar added that SAUDIA continues to invest in growing its fleet of aircraft to meet the target numbers of pilgrims transported to and from the Kingdom.

Kuehne + Nagel Air Logistics renews global Cargo iQ quality certification

Kuehne+Nagel recently completed its Cargo iQ re-certification, conducted by independent audit company SGS, with a top 3-star rating. The extensive audit process, focusing on the successful implementation and application of quality management standards and processes, was complemented with extra recognition in the areas of "Corporate Social Responsibility", "Innovative Spirit" and "Contribution to the Cargo iQ Community". Operating in compliance with the industry benchmark, Kuehne+Nagel ensures highest service quality for air logistics customers from all over the world.

Quality and standards are the foundation of Kuehne+Nagel's services. All Kuehne+Nagel air freight shipments have a built-in Cargo iQ Route Map, an end-to-end transportation plan, which enables the visualisation and proactive monitoring of every shipment along its journey. Working under such Cargo iQ framework, together with other key industry partners, ensures reliable shipment planning and pro-active monitoring along the customers' door-to-door transportation supply chain. By achieving once again an outstanding Cargo iQ certification result with three out of three possible stars, Kuehne+Nagel confirmed its focus on quality improvement answering exceeding customer needs and requirements.

"As a founding member we remain highly committed to Cargo iQ," says Kerstin Strauss, VP global air logistics operations at Kuehne+Nagel and vice chair of Cargo iQ.

"The market volatility of recent years and the ongoing disruptions of our customers' supply chains have evidenced, that their original demands for industry-wide standards and proactive performance monitoring are more

relevant now than ever. Successful Cargo iQ re-certification of our services and operations underlines our commitment to customers and industry partners in increasing the quality and timeliness of the information provided for each shipment."

Cargo iQ is a cross-stakeholder organisation working to create and implement quality standards aimed at enhancing the customer service experience of the worldwide air cargo industry. Operating as an independent, not-for-profit group, members work collaboratively together to develop a system of shipment planning and performance monitoring for air cargo based on common business processes and milestones. Originally founded by leading forwarders and airlines in response to shippers' criticism of unreliability in the supply chain, Cargo iQ has grown to include more than 60 members from across the supply chain during its 25 years of operation.

Kuehne+Nagel is represented on the Cargo iQ Board and regularly participates in its working groups contributing to the development of the community and improvement of the air cargo customer experience.

Qantas and Airbus joint investment to kickstart Australian biofuels industry



The Qantas Group and Airbus will invest up to US\$200 million to accelerate the establishment of a sustainable aviation fuel (SAF) industry in Australia in a landmark agreement. The Australian Sustainable Aviation Fuel Partnership was signed in Doha today by Qantas Group CEO Alan Joyce and Airbus CEO Guillaume Faury ahead of the IATA AGM. Due to the lack of a local commercial-scale SAF industry, Australia is currently exporting millions of tonnes of feedstock every year, such as canola and animal tallow to be made into SAF in other countries. The Qantas Group, which has committed to using 10 percent.



THE TAQ ORGANIZATION

TAQ continues to move forward



For over 45 years The TAQ Organization has served the exporters and importers of the country with world-class transportation and logistics services. TAQ continues to move forward to give greater value to customers. Let us be your service provider and form a winning team to tap the opportunities that lie ahead in this region.

International Freight Forwarding • Wholesale Freight Management
 Supply Chain Logistics • Contract Logistics
 Industrial Projects Handling • Custom Brokerage Management
 Transit Trade Services • Packing & Moving
 Door to Door Service

We are a different organization in Pakistan

E-mail: info@tlpk.com URL: www.taq.com.pk

Karachi: (021) 34541301~7, Lahore: (042) 36363300~7, Sialkot: (052) 3554301~4, Rawalpindi / Islamabad: (051) 5766153~4,
 Faisalabad: (041) 8548718, Peshawar: (091) 5606473, Multan: (061) 4510465



IJ CARGO SERVICES (PVT) LTD.

International Freight Forwarding



Your Reliable Partner & Powered By



Pakistan International
Freight Forwarders
Association



International
Federation
of Freight
Forwarders



Karachi
Chamber of
Commerce
& Industry



Sialkot
Chamber of
Commerce
& Industry



Address

Head Office

Office # 603, 6th Floor, Park Avenue, Shahrah-e-Faisal, Karachi, Pakistan.

Branch Office

Al-Maaman, Paris road, Sialkot, Pakistan.

CALL

KHI: [+92-21-34326985-86]
SKT: [+92-52-4295253-54]

EMAIL

[info@ijcargo.com]

[www.ijcargo.com]

Pak - China Relationship

(Prof. Safdar Sandal)



Seventy first anniversary of diplomatic relationship between China and Pakistan has been celebrated with splendor and enthusiasm on both sides, for which they deserve heartfelt congratulations. During this arduous period of 71 years, there have been hardships and hindrances offered by some well-known inimical forces, but these two brotherly countries have faced and with stood all hardships with for bearance, tolerance and dedication for their common cause. In particular, China has not only been heavily involved in Pakistan's reconstruction projects but also its engineers and workers have sacrificed their lives, for that act of bravery the Pakistani nation is grateful to the people of China. Credit for the Pakistani engineers and workers who lost their lives and which exceed the number must be acknowledged with grateful nationalistic spirit.

The ideal friendship between Pakistan and China is cause of a sore eye for the enemies of both our countries and these forces keep trying to weaken these

relations. One does not know where and when this mean enemy would strike unawares. China and Pakistan have proved in each exigency that their friendship is as strong as the 'Great Wall of China'. Formal relations were established in 1951, when Pakistan was the first country to come out of the web stringed by US and ended its diplomatic relations with Taiwan who had been severed by US from mainland China. Undaunted, Pakistan recognized China's sole rule of Taiwan and its annexation with the main land which had been separated by the US in order to weaken the Republic of China. Pakistan's role was greatly admired. Gradually bilateral relations have grown from the initial policy of neutrality to a partnership with Pakistan. Their diplomatic relations were established in 1950, border issues were resolved in 1963, military aid began in 1966 and economic cooperation began in 1979. Maintaining close ties with China is a central part of Pakistan's foreign policy. No matter what type of government, civil or military, mutual cooperation with China has continued. Pakistan has played a yeoman's service and a liaison in bridging the gap between China and the West by facilitating the historic visit of US

President Richard Nixon to China in 1972. It is said that relations between Pakistan and China have been described as higher than mountains, deeper than seas, stronger than steel, dearer than the light of eyes, sweeter than honey. In terms of Pakistan's recent support for China, in July 2019, Pakistan was one of the fifty countries in Xinjiang that supported China's policies, signing a joint letter to the UNHRC on China's human rights record, confirming that the human rights of all ethnic groups were being protected and the propaganda of the West and US against China in this respect was false and biased.

In addition, in November 2019, Pakistan was one of the 54 countries that signed the Joint Declaration in support of China's Xinjiang policies. Strong military ties began between China and Pakistan. This alliance between the two neighboring East Asian countries is geographically important as well. Strong military ties were also aimed primarily at countering regional and American influence. In recent years, the relationship has been strengthened by ongoing military plans and agreements between Pakistan and China. Since 1962 China has been a reliable source of military equipment for





Documentation for foreign travel being simplified

The government has taken a significant step to provide relief to overseas Pakistanis and those intend to go abroad for employment, education and other purposes as the lengthy procedure of authentication of documents required outside the country is being made swift and easy.

Under the new mechanism, special centres and notaries are being established in all major cities of the country for quick authentication of documents.

“The Ministry of Foreign Affairs is officiating notaries across Pakistan for enabling authentication, legalisation and attestation of documents. The process shall be completed in six months,” Special Assistant to the Prime Minister on Strategic Initiatives Salman Sufi told media

The instrument of accession to Apostille Convention, drafted by the Hague Conference on Private International Law, has been approved by President Dr Arif Alvi and will take effect in six months.

The accession, he said, would facilitate millions of overseas Pakistanis. “As of December 2019, more than 11 million Pakistanis moved abroad to around 50 countries for the sake of employment. Pakistan is one of the largest labour-exporting countries in the region. All documents of these overseas Pakistanis, be it birth certificates, marriage certificates, professional or educational documents or other documents associated with civil registration have to undergo bureaucratic red tape before they can be accepted abroad,” he added.

Mr Sufi said that accession to Apostille Convention would relax authentication and legalisation requirements between ratifying states. It allows a document, duly authenticated in one contracting country of origin, to be used in the country of residence, avoiding the process of taking documents to diplomatic and consular missions.

“In a few cases, third party service providers cannot be used; therefore, power of attorney (POA) has to be provided which again requires a POA document to go through a similar process. With Pakistan's accession to Apostille Convention, any public document duly authenticated by a member state may be used in Pakistan and vice versa without the need for following a lengthy legislation process involving multiple departments and steps,” the SAPM said.

Pakistani military and Air force (unlike USA which always stopped military hardware supplies to Pakistan in time of need). China has designed state of the art, tailor-made weapons for Pakistan, thus making it a strong military force in the South Asian region.

Pakistan has been one of China's major trading partners. Bilateral trade volume exceeded US 20 billion for the first time in calendar year 2017 and China's exports to Pakistan increased by 5.9 percent. Economic relations between the two countries continue to be dominated by military and technical transactions. On April 22, 2015 China released its first foreign investment plan under the “Belt and Road” initiative for the development of a hydro power station in Jhelum. When it comes to economic cooperation, the mother of all these projects is the China-Pakistan Economic Corridor (CPEC), the biggest project of the century and the major project of which is the Gwadar Port. 'CPEC' will connect Pakistan with China and Central Asian countries through the highway connecting Kashghar to Khanjrab and Gwadar, a port in Southern Pakistan which will serve as a trade nerve-hub for China as most of its trade will conduct exclusively through the oil port. Shanghai is the only commercial port in the country-China that is more than 1,6000 kilometers away. The voyage takes two to three months during which period, ships are exposed to pirates, bad weather, political rivals and other threats. Instead using the Gwadar port will reduce the distance and most important potential cost. It would not be an overstatement to say that the future of China and Pakistan is linked to the 'CPEC' and 'Belt and Road' Initiative-project. The CPEC will raise the Pakistani flag in success all over the world and the economic condition of the people of Pakistan will also improve with the

proud China to be with zero poverty. Naturally, this situation does not fare well with the inimical forces; on top of them being India, USA, Australia and the West. The current political instability created in Pakistan is the clear proof of this animosity. Recent meddling in the legislative, judicial, executive and defense forces of the country by the foreign powers does not fare well with the benefits of the country Pakistan and its patriotic people who are peace loving people but who become easy prey to foreign Machiavellian ventures.

China is the largest and sincerest investor in Pakistan's Gwadar Deep Sea Port, located at the mouth of the Strait of Hormus. Both the United States and India see it as a potential launch pad for the Chinese navy, enabling them to launch submarines and warships in the Indian Ocean. China has recently pledged about 64 billion dollars in investment. In 2008, Pakistan purchased military equipment from China for better quality of defense weapons and forces to counter the relentless on slaughter of foreign militants. In the past China has played a key role in developing Pakistan's nuclear infrastructure, especially when strict export controls from the West make it difficult for Pakistan to obtain platinum production and uranium enrichment equipment elsewhere. The Chinese have helped build 'Khushab Reactor' which plays a key role in platinum production in Pakistan. China has also provided technical and material support for the completion of 'Chashma Nuclear Power Complex' and 'Plutonium Reprocessing Facility', which was built in the mid-1990s. On April 2015, China concluded the sale of eight conventional submarines worth 5 billion USD, being the largest arms sales by China in its history and this all goes to the exclusive development of the country, Pakistan.



- * AIR FREIGHT
- * OCEAN FREIGHT
- * ROAD FREIGHT
- * WAREHOUSING
- * CUSTOMS BROKERAGE
- * AFGHAN TRANSIT



SFI House , Shahabpura Ugoki Road , Sialkot - Pakistan .

Tel:- 0092 52 3242104-6 , Email:- info@sfi.com.pk , Web:- www.sfi.com.pk

OFFICES:- SIALKOT / LAHORE / ISLAMABAD / PESHAWAR / KARACHI / DUBAI-UAE

EU official hints at continuance of Pakistan's GSP+ status after 2023



Chargé d'Affaires of the EU Delegation to Pakistan Thomas Seiler (third from left) speaks at a conference on 'Human Rights Reforms in Sindh GSP+ and Beyond' in Karachi on Monday 30 May.

A senior European Union diplomat on Monday 30 May indicated the “GSP+ status beyond 2023 is possible for Pakistan” as the federal government was committed to show compliance with the high EU requirements.

Speaking at a conference on 'Human Rights Reforms in Sindh GSP+ and Beyond', Chargé d'Affaires of the EU Delegation to Pakistan Thomas Seiler said that in the next phase of the GSP+ there would be more international conventions and covenants.

These instruments would pertain to the recognition of the competence of the UN Human Rights Council to consider complaints from individuals, abolish the death penalty and the requirement to recognise the International Criminal Court (ICC) for genocide, crime against humanity, war crimes and crimes of aggression.

“The final regulation can be expected before the end of the year,” he said.

He reminded the main duty of employers toward human rights, labour rights and the combat against climate change to “respect and implement human rights in their enterprises, and to play an active role in building a sustainable economy and society”.

The event, organised by the Sindh human rights department, was attended by human rights activists, government officers, public representatives, civil society and labour rights activists and minorities' representatives.

The conference passed a resolution asking the EU to continue GSP+ status as it contributed to trade and employment

creation while committing to work together to improve the human rights situation.

Speaking on the occasion, Sindh Labour Minister Saeed Ghani said that the provincial government was leading all the provinces in making legislation for the protection of rights of labour, women, minorities and people with disabilities.

“We consider the protection of people's rights as our duty rather an obligation to an international commitment,” Mr Ghani said, adding that the Sindh government had made all the laws on its own as the ruling Pakistan Peoples Party was committed to this cause.

“We need support from the international community to provide a favourable environment for the government and businesses to implement the laws,” he said.

Chief Minister's Special Assistant Surendar Valasai, on the occasion, said that the provincial human rights department had developed a Human Rights Policy with an aim to create compliance with human rights obligations in addition to implementing a national and provincial framework.

Noted social worker Faisal Edhi underlined the need to remove religious hate material from the school curriculum for interfaith harmony. He recalled that during his school days the teachers were encouraging discrimination against Hindu students.

The chairperson of the National Commission for the Rights of the Child (NCRC), Afshan Tehseen, recommended increased synergy among the official

rights protection commissions, legislation and governments.

Issues of enforced disappearance, discrimination against minorities, problems being faced by transgender persons, violence against women and non-implementation of the laws were also highlighted on the occasion.

Member of National Commission for Human Rights (Sindh) Anis Haroon, Member of Sindh Human Rights Commission Aslam Shaikh, SP Shehla Qureshi, MPA Kulsoom Chandio, Sara Zaman, Amber Shamsi of IBA's Centre for Excellence in Journalism and others also spoke.

Most of the participants regretted that a number of good laws had been passed, but they were not being implemented. They underlined the need to universalise the social security services to all the workers.

The conference participants agreed to establish a multi-stakeholder platform and increase coordination for the improvement of efforts. Occupational health and safety was specifically mentioned as a gray area and the EU delegation assured technical support to improve their inspection system in this regard.

EU's GSP+ mission visits Pakistan to assess implementation of 27 conventions

A monitoring mission of the European Union's (EU) Generalised Scheme of Preferences Plus (GSP+) arrived in Islamabad on Wednesday 22 June to assess the effective implementation of 27 international conventions, a press release issued by the EU mission in Islamabad said.

Pakistan joined the GSP+ scheme in 2014, which gave the country's products duty-free access to the European market.

Implementing the conditions is a prerequisite to getting eligibility to export goods to EU markets at zero duties for 66 per cent of tariff lines.

The conventions relate to human and labour rights, environmental protection, climate change and good governance.

The EU monitoring mission, comprising officials from the European

External Action Service (EEAS) and the European Commission's Directorates-General for Trade and for Employment, Social Affairs and Inclusion, will make an assessment of the effective implementation of 27 international conventions that Pakistan is a signatory to. During its stay in Islamabad, the mission will hold meetings with the government, the United Nations country team, International Labour Organisation, business and civil society representatives and other stakeholders.

GSP+ provides wide-ranging tariff preferences for imports to the EU from vulnerable developing countries to support poverty eradication, sustainable development and their participation in the global economy as well as reinforce good governance.

The scheme has helped Pakistani businesses increase their exports to EU markets by 65 per cent since the country joined the scheme in 2014. The European Single Market, with over 440 million consumers, is Pakistan's most important destination. Pakistan's exports worth 5.4 billion euros (Rs1.2 trillion) mainly comprise garments, bed linen, terry towels, hosiery, leather, sports and surgical goods.

As underlined by High Representative and Vice President Josep Borrell Fontelles, "The GSP+ scheme is all about the EU's and Pakistan's joint commitment to sustainable development."

The press release further mentioned a statement by the executive vice president and commissioner for trade in the European Commission, Valdis Dombrovskis, in 2021.

"For five decades, the EU GSP has supported vulnerable countries to grow in a sustainable manner by giving them preferential access to the EU market," Mr Dombrovskis said. "This has helped beneficiary countries to diversify their economies and create jobs. It has also galvanised beneficiary countries into improving human and labour rights, the environment and good governance."

The EU regularly sends monitoring missions to assess the situation on the ground and subsequently reflect its evaluation in the publicly available report to the European Parliament and to the EU member states in the council. So far, three biennial reviews have been concluded in 2016, 2018 and 2020.

Apart from Pakistan, the EU currently unilaterally grants GSP+ tariff concessions to Bolivia, Cabo Verde, Kyrgyzstan, Mongolia, the Philippines, Sri Lanka and Uzbekistan.

Non-textile exports soar to \$11.2bn



The exports of footballs surged year-on-year by 44.53 per cent in July-May.

Pakistan's nontextile exports grew 27.40 per cent year-on-year to \$11.25 billion in the first 11 months of the outgoing fiscal year owing to a partial revival of international orders and the government's support schemes.

Overall growth in the non-textile sector is mainly led by the value-added sectors. The non-textile sector has yet to receive full orders to pre-Covid levels, data compiled by the Pakistan Bureau of Statistics (PBS) showed on Monday 27 June.

In FY21, three sectors leather garments, surgical instruments and engineering goods have maintained growth in export proceeds despite lockdowns in many countries.

In the value-added leather sector, exports of leather garments up by 12.04pc and leather gloves 13pc respectively. Contrary to this, the exports of raw leather increased by over 31.57pc during the July-May period.

Pakistan is one of the main suppliers of global surgical instruments. However, these instruments are re-marketed in western countries by famous brands. As a result, the export value of these products remains very negligible.

The export of surgical instruments posted a negative growth of 1.37pc in 11MFY22 over the same period in FY21. However, the exports of pharmaceutical products posted positive growth of 1.64pc growth during the period under review.

The export of footwear increased by 25.22pc year-on-year led by leather and canvas footwear. The export of engineering products was up 7.23pc year-

on-year in FY22.

However, the export of electric fans was up 2.33pc during the period under review.

The export of carpets went up by 12.80pc, while that of sports goods up 32.37pc during 11 months this year from a year ago. In the sports sector, the sales of footballs up 44.53pc in July-May this year from a year ago. Pakistan is the official football supplier to the next FIFA World Cup to start in November in Doha, Qatar.

In the budget 2021-22, the government has proposed several measures including a reduction in duty on raw materials to promote exports of pharmaceutical, plastic, chemicals, engineering, and value-added textile products.

Data compiled by the PBS showed the food basket posted growth of 24.23pc in the 11 months of the current fiscal year from a year ago.

Under this category, exports of rice witnessed a growth of 22.62pc year-on-year to \$2.27bn. In quantity terms, the exports of rice reached 4.47m tonnes this year against 3.36m tonnes over the corresponding period of last year.

The break-up showed that basmati exports in value increased by 24.75pc and 25.24pc in quantity while non-basmati exports were up by 21.81pc in value and 34.32pc in quantity.

The export of spices was up by 17.25pc, followed by oilseeds, nuts 115.6pc, meat and products 2.12pc.

The export of fish products increased by 1.77pc. Foreign sales of fruits and tobacco rose 6.23pc and 55.23pc, respectively, during the period.

By Mubarak Zeb Khan

Mountaineer mom ` Naila Kiani sets her sights on K2



Naila Kiani, accompanied by her climbing partners, the late Ali Raza Sadpara and Sirbaz Khan, holds the national flag during her G2 expedition in July 2021.

Nearly a year after setting a record by becoming the first Pakistani woman to have conquered an 8,000m, Gasherbrum-II, in Pakistan, Naila Kiani began her journey for K2 expedition this time, but without her mentor the late Ali Raza Sadpara, the one who believed in her prowess and told her she can conquer the world's second highest mountain.

What made her story even more interesting is the fact that 8,035m G2 was the first mountain she had ever climbed and that too around seven months after giving birth. "My daughter was seven and a half months old when I summited Gasherbrum-II," the Dubai-based climbing enthusiast, a banker by profession, related over the phone before arriving here to take up the new challenge.

Leaving for Skardu after having team briefing, Naila will be accompanied by accomplished Pakistani mountaineers Sirbaz Khan and Suhail Sakhi, who were with her when she summited G2 with the late Ali Raza Sadpara. "The same G2 team is going to K2," said Naila. "We have decided to dedicate this expedition to Ali Raza chacha."

Sirbaz has previously summited K2 in 2018.

"When I reached base camp after the G2 summit, Ali Raza chacha was the one who said, 'You can climb K2'," recalled Naila. "He gave me that confidence."

Ali Raza chacha, as Naila referred to him, passed away last month while recovering from injuries sustained during a training climb. It was for their upcoming expedition to K2. His loss has hit Naila hard. He was the person who encouraged her the most. "Several things stood out about him," she said. "He was an incredibly humble man. And he would be always teaching and guiding others.

Despite being twice as old as most of the others, he was the fastest even when carrying a load. Lastly, the thing I loved about him was that he was always good humoured. There was always a smile on his face. During some of our hardest moments on the mountain, he would crack a joke and we'd all end up laughing.

"My expedition has now taken on a new meaning. I am definitely going. Chacha's not in this world anymore to realise his dream but I will dedicate my climbing expedition to him," Naila revealed.

Most mountaineers train in the mountains but Naila is based in Dubai. On top of that, K2 is one of the hardest 8,000m mountains to climb. How is she managing to train for this expedition? "It has been incredibly difficult for me to manage everything," she said. "I climbed G2 during my maternity leave. I headed straight into work when I came back after doing my summit as I have a fulltime job."

It doesn't help that she also has an infant that keeps her up all night. "My little daughter is teething now," she adds. "Even now, I'm not getting a full night's sleep. Managing sleepless nights, a baby, training for the climb, preparing for the expedition etc is very hard," she told media last month.

Other than her daughter, her 'G2 baby', Naila is also mother to a three-year-old son. Considering that expeditions can take well over a month, will she find it very difficult to leave them behind? "We don't ask this question from men," she responds.

"Even foreigners have asked me this question because mothers are expected to look after their children even if they have a full-time job. Sirbaz was with me [on G2]," she adds. "His daughter was born a day after mine. But no one asked him, 'How do you go on your 14 peaks mission and stay out of the house for most of the year?'"

Naila's K2 expedition is supported by the Bilquis and Abdul Razak Dawood Foundation. "Without their support, K2

wouldn't have been possible for me," she said. "They have a vision to support talented Pakistani youth in sports or education and are helping so many other individuals like me."

K2 is known as 'The Savage Mountain' due to its high death rate, yet it holds an irresistible charm for mountaineers, especially in Pakistan. What's it like for her? "The peace that you get in the mountains keeps bringing you back. When I planned my first climb, I just wanted to test my physical and mental strength, just to see how far and high up I could go. Out of all of the sports [including boxing] I've done, this tests you the most. Plus, there is the incredible views from the top," she adds. "You ask yourself: is this heaven or is this earth?"

British tourists set to embark on journey to Khunjerab

Eight tourists from the United Kingdom are ready to begin their Rickshaw Adventure from Islamabad to Khunjerab, the Alpine Club of Pakistan (ACP) said.

The purpose of this trip is to promote mountain sports and tourism in Pakistan. After their venture, the team will release v-logs, stories and pictures of mountains located in Gilgit-Baltistan and Khyber Pakhtunkhwa. The team will be led by Julian Rohann Carnall, who has previously travelled through Nepal, India and Thailand.

Talking to journalists, Mr Carnall said the team would depart on Saturday morning and would stay in Balakot. After spending day two in Batakundi, they will spend the third day crossing the Babuser Top and reach Chilas, where they will spend a night. Their next stop would be Gilgit and then Hunza before finally reaching Khunjerab. The government of Gilgit-Baltistan and Special Communication Organisation would then hold a reception for the team.

Shahid Islam, deputy director general, Pakistan Sports Board, appreciated the efforts of the Alpine Club for promoting mountain sports and tourism.

Abu Zafar Sadiq, the club's president, highlighted the importance of mountain sports and tourism.

ACP Secretary Karrar Haidri emphasised on the roles of tour operators for development of mountain tourism.

Falcon Gold

Experience our genuine
Arabian hospitality



طيران الخليج
GULF AIR

Tourist couple saves teen from drowning in Naltar

A doctor and her husband saved a teenage boy life who fell in a lake in Gilgit-Baltistan's Naltar valley by giving him emergency medical treatment.

The incident happened on June 14, according to a source in Gilgit-Baltistan's tourist police. A boy, 14-year-old Arif Khan, fell in the Satrangi Lake while grazing cattle, after which his uncle Tariq Mir, 17, jumped into the lake to save his drowning nephew.

However, while Arif Khan lost his life, the couple managed to save Tariq Mir by providing him with emergency medical aid. Israr Ahmad Chaudhary, a resident of Multan, told media that he along with his wife, Dr Quratul Ain Hashmi, and other family members had reached Naltar by local jeeps at 12am on June 14.

Tariq Mir jumped into a lake to save his nephew, who did not survive

Upon arrival in upper Naltar, they saw some people gathered near the lake and screaming. Mr Chaudhary said he and his wife stepped out of the vehicle and noticed that Tariq Mir was just taken out from water and was unconscious. The locals managed to pull the youth out of the lake, but he did not have a heartbeat and was unconscious because his lungs had been filled with water.

The couple immediately started giving the boy cardiopulmonary resuscitation (CPR), a lifesaving technique that helps to keep the flow of blood and oxygen in the body when heart and breathing stop.

They managed to save Mr Mir's life and he gained consciousness after some time.

Mr Chaudhary said his local driver, Muhammad from Nagar, jumped into the lake and also tried to rescue Arif Khan, but he couldn't survive.

Both the uncle and his nephew were residents of upper Naltar, a famous tourist destination in Gilgit-Baltistan.

A video of the couple trying to save the boy amid screaming family members went viral on social media, with people describing it as a heroic effort and an example of humanity.

Social media users, politicians, professionals and journalists also appreciated the couple.

Gilgit-Baltistan Chief Minister Khalid Khurshid paid homage to Dr Quratul Ain and her husband.

By providing timely emergency medical care, the couple had saved a precious life which was highly commendable, the chief minister said.

Mountaineering community mourns demise of 'humble master'



ALI Raza Sadpara at a mountaineering shop in Skardu.

Legendary mountaineer Ali Raza Sadpara passed away recently at a hospital where he was under treatment for the critical injuries he had sustained over 10 days ago. He was 56.

His funeral prayers were offered in the Olding village of the city here and attended by a large number of people from all walks of life. He was buried in his native graveyard in Skardu. Fellow climbers, politicians, the army chief and the civil society expressed condolences with his family and called Sadoara's passing 'a great loss for Pakistan'.

On May 17, the veteran mountaineer had suffered serious injuries when he slipped off a cliff and fell into a ditch.

He was immediately rushed to the Skardu District Headquarters Hospital where his spinal cord was found fractured and ribs broken. He was being treated at the hospital since then and died.

Ali Raza Sadpara was scheduled to attempt an ascent of K2, the world's second-highest peak, this summer, and was practising for the purpose.

Starting climbing mountains at the age of 20 as a porter, he soon became the strongest high-altitude porter in 1992. He also has to his credit the honour of climbing Pakistan's 8,000-metre peaks (or 8,000ers) 17 times, including the Broad Peak (8,047m) five times, Gasherbrum-II (8,035m) four times, Gasherbrum-I (8,068m) four times and Nanga Parbat (8,125m).

Muhammad Ali, a tour operator from Gilgit-Baltistan, said Ali Raza was among the pioneers of high altitude climbing. He was considered the most technical and strongest climber, who not only promoted adventure tourism in Pakistan, but also guided and trained renowned mountaineers, including the late

Muhammad Ali Sadpara who had died while climbing K2 last year, Hasan Sadpara and Nisar Sadpara.

Sadiq Sadpara, who has summited five peaks above 8,000m in Pakistan and been a part of many expeditions with the deceased mountaineer, lauded Ali Raza's stamina at high altitude. 'We lost another star, the vacuum cannot be filled,' he said.

Luke Smith wick, an American climber, said it's important to remember 'a humble master' who climbed the mighty 8,000ers many times.

Renowned climber Sirbaz Khan said the legendary Ali Raza had spent his life serving the country and trained a whole generation of mountaineers.

We called him 'ustaadon ka ustaad'.

Another eminent mountaineer, Sajid Ali Sadpara, said above everything, Ali Raza was a good human being who had taught his equally famed father. He said despite old age, Ali Raza had an amazing stamina and was more active than young climbers.

Naila Kiani, Pakistan's first female climber to summit an 8,000m peak in Pakistan, undertook the Gasherbrum II expedition with Ali Raza last year, and had planned to summit K2 with him this summer. Mourning the loss of her 'teacher, guide, friend', she said: 'He made us laugh like crazy during the most difficult times in the last expedition. Why did you have to leave so soon before seeing all of your dreams come true? You taught climbing to so many people, helped the Pakistan Army on so many missions, rescued so many people in the mountains. A true hero, a legend.'

Chacha, your name will live forever. President Dr Arif Alvi expressed grief over Mr Sadpara's demise.

In a message of condolence, the president prayed to Allah Almighty to rest the departed soul in eternal peace and grant courage to the bereaved family to bear the loss with fortitude.

Army chief General Qamar Javed Bajwa also expressed grief over his demise. 'May Allah Almighty bless the departed soul in eternal peace, Ameen,' he was quoted as having said in a tweet by the Inter-Services Public Relations.

Gilgit-Baltistan CM Khalid Khurshid Khan, opposition leader Amjad Hussain, and members of the GB Assembly also expressed condolences.

Mother nature trying to 'evict' Everest base camp from glacier-top



NEPAL is preparing to move the base camp for Mount Everest after it emerged that the current location is becoming unsafe for continued habitation due to global warming and human activity, according to a BBC News report.

The camp, which is used by over a thousand people in the spring climbing season, is located on the thinning Khumbu glacier.

Attempts are being made to identify a new site at a lower altitude, BBC quoted a Nepali official as saying. Researchers say swift melting destabilises the glacier, while climbers complain that crevasses are increasingly appearing at base camp.

According to Taranath Adhikari, director general of Nepal's tourism department, the camp currently sits at an altitude of 5,364m, while the new one will be 200 to 400 metres lower.

The plans follow the recommendations of a committee formed by Nepal's government to facilitate and monitor mountaineering in the Everest region.

Scientists say the Khumbu glacier, like many others in the Himalayan range, is rapidly melting due to global warming, among other factors. The BBC report quoted a 2018 study by researchers from Leeds University, which showed that the part of the glacier close to base camp was thinning at a rate of 1m per year.

Most of it is covered by rocky debris but there are also areas of exposed ice, called ice cliffs, and it is the melting of those cliffs that destabilises the glacier the most, researcher Scott Watson told the BBC.

When ice cliffs melt like that, the debris of boulder and rocks that are on the top of the ice cliffs move and fall and then the melting also creates water bodies,' he said. So we see increased rock falls and movement of melt-water on the surface of the glaciers that can be hazardous.

Mr Watson told the BBC that the glacier was losing 9.5 million cubic metres of water per year.

Mountaineers and the Nepali

authorities say a stream, located in the middle of the base camp, has been steadily expanding, while crevasses and cracks on the surface of the glacier are appearing

A gurdwara worth the seven-decade wait



The recently reopened Gurdwara Sri Guru Singh Sabha, said to be two centuries old, has proven to be a source of immense joy for the Sikh community in Balochistan's capital after its restoration.

There is something poetic to be said about the lively gurdwara on Masjid Road, in the heart of the Quetta valley. The recently reopened Gurdwara Sri Guru Singh Sabha [ZS1] has proven to be a source of immense joy for the Sikh community, who continue to visit from all over the province ever since it started hosting religious activities again.

Like other religious groups, Sikhs had been living in Balochistan for centuries. But for many, their long roots in Baloch soil were severed at the time of Partition, when they, like the local Hindus, were attacked and subsequently forced to flee east. Reena Nanda, author of *From Quetta to Delhi: A Partition Story*, notes incidents of the properties of Hindus and Sikhs being damaged and community members being assaulted in Quetta. Thankfully though, Balochistan was lucky to avoid bloodshed at the scale seen elsewhere during that fraught time.

Following the migration of most of the Hindus and Sikhs from the province, their properties and religious places were taken over and administered by the Evacuee Trust Property Board (ETPB). Despite it being the ETPB's responsibility to safeguard these properties, many were occupied by land grabbers or converted into government buildings, depriving those who chose to stay in Pakistan of their rightful places of worship.

It took more than seven decades of waiting before the Sikhs community could once again call the Quetta gurdwara their own. The place of worship, said to be 200 years old, had been used as an APWA Government Girls High School since the creation of Pakistan in 1947. It was restored to the Sikh community in 2020.

Sardar Raj Singh Khalsa, in his late 50s, said he had wished to worship in the ancient gurdwara all his life. "The wish has

more often. Everest base camp manager for the Sagarmatha Pollution Control Committee, Tshering Tenzing Sherpa, said that loud noises were frequently reported, ostensibly caused by moving ice or falling rocks. Before putting up a tent at base camp, he said it was necessary to flatten the rocky surface covering the ice, and to repeat this from time to time as the glacier moved.

been fulfilled now," he told this correspondent. "I am in a state of bliss."

Attired in plain white clothes set off with a yellow turban, he strolled around the courtyard of the gurdwara. He has been a regular since its restoration. His family of seven still lives in Jhat Pat now named Dera Allah Yar in the Jafferabad district of Balochistan, along with a small number of other Sikh families.

He tells this correspondent that he used to visit the gurdwara on each visit to Quetta, even when it was still a school.

"I made a wish on each visit: that it be restored to us," he recalled. "Following its reopening, I feel like we have been re-attached to our religious roots back in our own land."

Jasbir Singh, chairman of the Sikh community in Balochistan, sits in his office inside the gurdwara attending to visitors.

"Due to our petition, the Balochistan government handed our gurdwara over to us after 73 years," he said, putting his hands on the table. "We, the Sikh community, welcome the government's move. It has fulfilled our long-lasting wish."

Sikh visitors from outside of the province have also been visiting to worship. Sardar Shankar, who hails from Punjab, explained it thus: "I feel like I have returned home after a long time."

Baloch Sikhs, including women and children, make up most of the visitors, some having travelled from remote parts of the province. Most of those who spoke to this correspondent described the gurdwara's reopening as a shining example of religious harmony in Balochistan, which has remained traditionally pluralist.

Like the Sikhs, the Hindus go back centuries and have their own ancient temples in the province. One of them is the Hinglaj temple in Lasbela. The provincial government of Balochistan recently handed over another ancient temple to the Hindu community in Zhob. Like the gurdwara in Quetta, the temple had been used as a government school for over 30 years, but the school has now been shifted to another place.

Pakistan-a tourists paradise

*PROTECTION OF OUR KALASHA CULTURE
(Prof. Safdar Sandal)



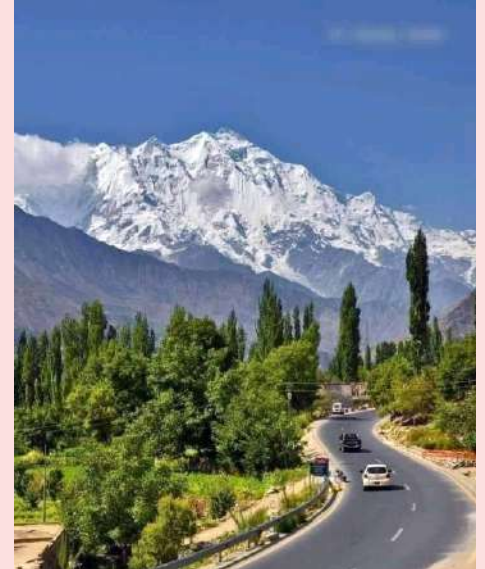
After having passed through busy spring + early summer days in the country; the people faced and felt that the mercury is going up in the plains rather too early and that too, in severity; the fun loving people of Pakistan and the foreign tourists therefore started moving on roads, leading to the paradisiac mountains of Pakistan and the most beautiful holiday resorts of the world that are placed in this country by benevolent nature; to find cold and comfort. It will not be out of place to mention that the scribe has also profusely visited the tourist areas of the world and can claim proudly that Pakistan possesses one of the most beautiful places of them all and that too with very rich and a rare culture, historic and a romantic tourism paradise.

As the weather grew hot in Punjab, Sindh, Baluchistan and some parts of KP and in the western world, the tourists thronged the cold hilly areas of Hazara, Hunza, Kaghan, Swat and an innumerable



other places in Pakistan, where they can find solace from year around hard work and busy life. They can enjoy the journey by driving, having showers under waterfalls, swimming in lakes, rivers, streams, fountains that abound and eating very sweet fruits orchids accompanying all the way with extremely kind local people, wishing them to stay longer than their original plans. People coming for a fortnight is preferring full summer's stay in motels or own summer houses built by the privileged classes that abound in these areas.

Despite good measures taken by the traffic police in the mentioned districts, the main Murree road which leads to Galyat, Thandyani, Kaghan Naran, Kohistan, Gilgit Baltistan and many more, was blocked for many hours in early summer



days due to a heavy traffic of tourists. The weather in the upper parts of Hazara and Galayat divisions is very pleasant and now with intermittent rains, coupled with thunderstorms before the arrival of heavy monsoon rains, approaching fast. The National Highway Authority has also opened the MNJ (Manshra-Naran-Jalkhad) road by clearing the snow up to the Pondian Glacier and beyond in the Kaghan valley. This has allowed tourists the opportunity to go up to Lolopatsar Lake for which the road has been cleared off snow up to Babusar-top. Rescues 1122's nearest health centers or PDMA's helpline-1700 are facilitating the tourists who can contact them in case of any emergency or possible difficulty faced during their travel for a very courteous help.

Chillam Joshi Festival: The famous festival 'Chillam Joshi' has kicked off from May 13th onward in Kalash (Chitral) Valley; the festival commemorates the arrival of summer and the Kalashi people celebrate it by dancing and singing, a type of their prayer for the abundance of their dairy products and good crop during the season. The people of Kalash love music and dance to the beat of drums. Both men and women partake in dancing festivities, wherein they make circles and enjoy the sound of music by singing their folk songs. The festival gives an excellent opportunity to celebrate the beginning of summer and it is accustomed to give a message of peace to the world. During this festival, the people of Kalash pray also for the safety of their fields and animals. The celebration in this way has a religious-customary tinge in



the ancient-most culture of world, so exquisitely preserved by the loving people of Pakistan.

It will be interesting to go a bit more into the history of Kalash. When Mehmud Ghazanvi invaded India in 1036 AD, the conversion of the so-called 'Kafirs of Kafirstan, (given a better name 'Nuristan') was on his checklist. The romantic tales of the Hindu Kush people (Bashgali and Kalasha) had not only spread over the subcontinent, but had also travelled over the whole of Europe when the explorers were told of their tales and of European descent. Kalashi cultural heritage and enchanting dancing beliefs had origins with those of ancient Greeks. The historical fact that the Kalashi people are the descendants of the Greek soldiers who under Alexander had invaded India in 326 BC and many a good part of Greek soldiers tired of long and purposeless wars had decided to stay and live here and not to go back to their homeland being too far away and for being very too tired and exhausted. They got settled in Kalash-Chitral valley, where they found the weather was congenial to their own. By settling here, gradually they got mixed up with the local population and went into marriage bonds with them for the reason naturally that they had not brought their families with them and how could they do that being only fighting soldiers. Thus a new species of people was born here in north of Pakistan, known as Kalashi, after the name of the area Kalash.

Both the modern day Greeks and the Kalashi people have some common cultural traits, despite a gap of 2,500 years and disconnections. For instance both dance by forming a circle and both are specialists in making good wine (the only area in Pakistan where brewing is allowed) and prefer to stay aloof to keep their identity. Religious institutions or beliefs are specifically of their own origin and probably having a Greek tinge. The area of Kalash and Chitral they had chosen was because it matched with Greece climatically and for giving good grape-fruits from which they could make Greek-like wine, their preference over many other things. They do it culturally and theirs is the only territory of Pakistan where brewing is allowed or tolerated.

During my several visits of Greece, where I have some good business friends who always invite me in their feasts joined with their families. I did have a chance to study by participating in their ritual dance which they do similarly like Kalashi people. (Later I used to enjoy swimming in the nearby Mediterranean sea coasts). This rare opportunity gave me an insight into the close cultural affinity existing

among our Kalashi people despite the lapse of two and half thousand years. The hard ideological difference was created by introduction of Christianity in Greece. 'Eastern Orthodox Church' made its entry in Greek people's life, 380 years after the time of Alexander. Ancient Greeks had 'Hellenic-ethnic-polytheistic' beliefs and had multiple deities, Zeus being the king of them created the first woman goddess 'Pandora' according to Greek mythology and asked other gods to obey his creation which was resisted and envied (please refer here to the proverb 'Pandora box'). The culture of our Kalashi people is more of Hellenic origin and in this way older than Modern Greek's one who have now stern 'Orthodox Christian religion' very different from our Kalashi people. Only some left-over traits are common among our Kalashi and the Greeks (who in fact

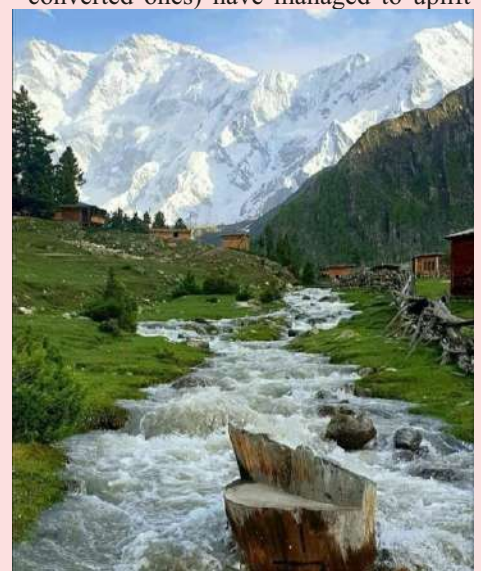


already claim to be semi-European and more eastern in their feelings and behaviour). Ours (Kalashi) are still more interesting and more beautiful as well because of their being of a mixed race of Pakistan origin. That's great.

Babar had romanticized the Kalashi people and mentioned their fine wine-making skills in his autobiography. History has mixed theories on the Kalash, but one narrative that resonates with all historians is that they have been the early rulers of the current region which now makes Chitral. Their conversion has been of great concern to the Government and the enlightened or progressive people of Pakistan, who desire that the original identity of Kalashi people and their original culture and religion must be preserved in order to have a charm and originality of their own. This will be an attraction of our country's rich cultural life to let them remain rich as they are, with

their own history.

At present, the Kalasha are decreased in number and are constantly under a threat of gradual conversion by the die-hard religionists at our side, which is a clear social murder of a people of our land who are a wonderful specie of the past and it must be our national duty to protect and preserve them, as they carry with them an enchanting and colorful past and a culture to be proud of. The Kalasha, who once formed a great number, have squeezed in the current three valleys of Bhirir, Rumberat and Bumberat. Their conversion has been of great concern to the Government, to 'progressivism' and international organizations as they give the portrait the region in a classical colour with their distinct hierarchical lifestyle. The unconverted Kalasha (opposed to the converted ones) have managed to uplift



not only Pakistan's image in the international touristic world, but have also put the picturesque Chitral valley, as a prominent region on the map of Pakistan. The converted people are a source of discomfort for Kalasha brethren whom they don't like also. With all the discomforting affairs and differences aside, the Kalasha have managed to uplift not only Pakistan's image in the international tourism world, but have also put the unrivalled Chitral valley on the map of gorgeous Pakistan. Whenever somebody says Chitral, the response is always "that's where the Kakasha live". Simple, adhesive, grounded and lost in their own world, Kalasha are one of the most beautiful people to cross paths with. I would like to end with a Chinese saying: "When eating fruits remember the tree; when drinking water, remember the source". We must maintain the status quo.

Rare early mosque discovered in Israel's southern city

Israeli archaeologists on Wednesday 22 June unveiled a rare ancient mosque in the country's south that the antiquities officials said sheds light on the region's transition from Christianity to Islam.

The remains of the mosque, believed to be more than 1,200 years old, were discovered during works to build a new neighbourhood in the Bedouin city of Rahat, the Israel Antiquities Authority said in a statement.

The mosque located in the Negev desert contains a square room and a wall facing the direction of Makkah, with a half-circle niche in that wall pointing to the south, the IAA said.

"These unique architectural features show that the building was used as a mosque," the authority said, noting that it probably hosted a few dozen worshippers



LABOURERS from the Israeli Antiquities Authority work at the recently discovered site said to house an ancient mosque.

at a time.

A short distance from the mosque, a "luxurious estate building" was also discovered, with remains of tableware and glass artefacts pointing to the wealth of its residents, the IAA said.

Three years ago, the authority unearthed another mosque nearby from the same era of the seventh to eighth

century AD, calling the two Islamic places of worship "among the earliest known worldwide".

The mosques, estate and other homes found nearby illuminate "the historical process that took place in the northern Negev with the introduction of a new religion the religion of Islam, and a new rulership and culture in the region", the IAA said.

"These were gradually established, inheriting the earlier Byzantine government and Christian religion that held sway over the land for hundreds of years," it added.

The Muslim conquest of the region occurred in the first half of the seventh century.

The IAA said the mosques found in Rahat would be preserved in their current locations, whether as historic monuments or as active places of prayer.

Ancient Afghan Buddhist city threatened by Chinese copper mine

An ancient Buddhist city carved out of immense peaks near Kabul is in danger of disappearing forever, swallowed up by a Chinese consortium exploiting one of the world's largest copper deposits.

Located at the confluence of Hellenistic and Indian cultures, Mes Aynak believed to be between 1,000 and 2,000 years old was once a vast city organised around the extraction and trade of copper.

Archaeologists have uncovered Buddhist monasteries, stupas, fortresses, administrative buildings and dwellings, while hundreds of statues, frescoes, ceramics, coins and manuscripts have also been unearthed.

Despite looting at the beginning of the century, Mes Aynak is "one of the most beautiful archaeological sites" in the world, says Bastien Varoutsikos, an archaeologist for the French company Iconem, which is working to digitise the city and its heritage.

But the need for the Taliban who returned to power in August last year to find new revenue streams after international aid was frozen has made mining the project a priority, and could put an end to further archaeological work.

Mining consortium

Objects discovered date mainly from the 2nd to 9th century AD, but an earlier



A part of a statue of Buddha after it was uncovered at Mes Aynak, in Afghanistan's eastern province of Logar.

occupation is also believed likely, and pottery dating back to the Bronze Age well before the birth of Buddhism has also been found.

Forgotten for centuries before being rediscovered by a French geologist in the early 1960s, Mes Aynak, in Logar province, has been compared to Pompeii and Machu Picchu in size and significance. The ruins, which cover 1,000 hectares, are perched high on a massive peak whose brown flanks betray the presence of copper.

But in 2007 the Chinese mining giant Metallurgical Group Corporation (MCC) headed a state-owned consortium that later took the name MJAM and signed a \$3 billion contract to mine ore over 30 years.

Fifteen years later, the mine still does not exist insecurity and disagreements between Beijing and Kabul over financial

terms of the contract have caused delays.

The project is once again a priority for both parties, however, and talks are ongoing on how to proceed.

Duty of preservation

Fears are rising that a place once considered one of the most prosperous trade hubs on the Silk Road could disappear without oversight. In the early 2010s, it was "one of the largest archaeological projects in the world", Varoutsikos said.



A scaled-down replica of Chagai Hills is pictured on the premises of Radio Pakistan on the eve of the 24th anniversary of Youm-i-Takbeer, the day the country became a nuclear power back in 1998. The government has announced 10-day celebrations this year with a theme of Na Jhukay Thay, Na Jhukay Gay (We never bowed, we will never bow down). Pakistan conducted five nuclear tests on May 28, 1998 at Rasd Koh, Chagai, code-name Chagai-I. Two days later, another test was conducted in Kharan, code-named Chagai-II. With the six tests, the country completed its hot-test validation of atomic devices of different designs.

Climbers from Hunza, Lahore set the bar high

Two Pakistani mountaineers Sirbaz Khan from Aliabad, Hunza, and Shehroze Kashif from Lahore made new records by conquering the world's fifth-highest peak, Makalu (8,485m), in Nepal on Saturday 27 May morning.

Following this feat, 20-year-old Kashif has become the world's youngest climber to have scaled five of the tallest mountains within 23 days.

On the other hand, Sirbaz Khan, who aims to scale all the 14 eight-thousanders across the world, is now the first Pakistani to have conquered 11 of them.



SHEHROZE Kashif

His expedition organiser, Saad Munawar, dedicated the summit of the world's fifth highest peak by Sirbaz Khan to Ali Raza Sadpara, who passed away a day ago.

According to Alpine Club of Pakistan Secretary Karrar Haidri, Kashif, 20, reached Makalu's top, at 6:56am (PST). He was part of a six-member expedition team, organised by Seven Summit Treks. Other team members were Adriana Brownlee from the UK, Dorota Lidia Samocko from Poland, Gelje Sherpa, Lakpa Sherpa and Namja Bhote from Nepal.

They had started their summit push on Friday 27 May and conquered it on Saturday 28 May morning.

Earlier, the world's youngest climber had conquered Makra Peak (3,885m) at the age of 11, Musa Ka Massalah (4,080m) and Chembra Peak (4,600m) at the age of 12, Minglik Sar Shimshal (6,050m) at the age of 13, K2 Gondogoro La (K2 base camp 5,585m) at the age of 14, Khurdopin Pass (5,890m) at the age of 15, Broad Peak (8,047m) at the age of 17, Khusar

Gang-Alpine Style (6,050m) at the age of 18, Everest (8,849m), K2 (8,611m) and Manaslu (8,163m) at the age of 19, Kanchenjunga (8,586m) at the age of 20, Lhotse (8,516m) at the age of 20, Makalu (8,463m) at the age of 20.



SIRBAZ Khan

Sirbaz Khan's record

Meanwhile, the climber from Aliabad Hunza has now become the first Pakistani to have conquered 11 of the world's 14 eight-thousanders.

In his latest expedition, he was part of a seven-member team led by Nepalese mountaineer Mingma Gyalje Sherpa (Mingma G) of Imagine Nepal.

Speaking to Dawn, Imagine Nepal manager media Futi Sherpa said Sirbaz Khan from Pakistan, Dong Hongjuan from China, Jill Wheatley from Canada, Mingma Gyalje Sherpa, Dawa Gyalje Sherpa, Tamting Sherpa and Pasang Namgel Sherpa from Nepal reached Makalu's top on Saturday 28 May at 8am (PST).

His expedition organiser, Saad Munawar, said Khan completed the ascent in his usual style, without using supplementary oxygen. "But this success would not be celebrated with any extravagance, keeping in view the tragic demise of legendary mountaineer Ali Raza Sadpara a day ago," Mr Munawar explained.

"We would also like to dedicate this summit to Apo Ali (Ali Raza Sadpara). All these successes in recent times are possible only due to the hard work and sacrifices of our senior mountaineers. They lit up the small candle of hope when there was nothing but darkness and today that candle has spread light all around," he added.

In last 22 days, Sirbaz Khan scaled Manaslu and Kanchenjunga in Nepal.



Dancers perform during the Eksotika Bromo cultural event near Mount Bromo in Probolinggo, East Java recently.



Dancers perform a traditional dance during the 'Surabaya Vaganza' event, part of the celebrations for city's 729th anniversary.



Sikh pilgrims attend religious rituals recently at Gurdwara Dera Sahib, the resting place of Guru Arjan Devji (1563-1606), the fifth of the 11 Sikh gurus. Pilgrims from India and other parts of the world arrived in Pakistan last week to take part in religious rituals for Guru Arjan's 416th death anniversary. The pilgrims reached the country through the Wagha border amid strict security and were scheduled to return to India. Pakistani and Indian nationals visit certain religious shrines in both countries under a bilateral agreement called the Protocol on Visits to Religious shrines 1974. The treaty covers as many as 15 locations in Pakistan and five in India.



People listen to a rendition of Heer Waris Shah at Hazoori Bagh, near Badshahi Mosque. The activity has resumed after several years.

a new concept in logistics a new concept in logistics a new concept in logistics a new concept in logistics



Karachi Cargo Services (Pvt.) Ltd.



Softlines 0321-2477724



HEAD OFFICE
Fabeha Castle, 168, Block-B, S.M.C.H.S., Karachi, Pakistan.
Tel: +92-21-34393051-54, 34534411-12
Fax: +92-21-34554350
E-mail: headoffice@karachicargo.com

Lahore Office: +92 423 631 3191-2
Sialkot Office: +92 52 325 7310-2
Islamabad Office: +92 51 595 2326-7
Faisalabad Office: +92 41 8739584-6
Canada Office: +1 (604) 523 1001

www.karachicargo.com

Symbolic Symmetry

The Pyramid of the Sun in today's Mexico City, built by the pre-Aztec Teotihuacanos around 150 CE, was then home to lavish spiritual and ritualistic ceremonies and pageants. Like the ancient Egyptian burial tombs and royal complexes, the Mesoamerican temple was fashioned in the form of a pyramid, but with an additional small structure at the top.

The ancient Egyptians who constructed the astonishing Giza pyramids as divine burial chambers in 2,700 BCE and the pre-Aztec South American peoples are temporally apart over two millennia. However, their comprehension of stable geometric forms is clearly visible in these material legacies.

The Pre-Aztec natives must have carried 2.5 million tons worth of stone and rubble to create an East-West aligned structure without the use of wheels. The location also corresponds precisely with the position of the Pleiades constellation in the night sky. A mathematically accurate understanding of building massive forms is visible here, as applied geometry has been used for maximum functional output. At the same, that geometrical precision also symbolically represents divinity and beauty in numerous architectural structures throughout the world.

Since the dawn of the third 3rd century BCE, distinct versions of Buddhist temples sprung up in India and later in East Asia. The Great Stupa at Sanchi, India, was constructed during the reign of the influential Ashoka of the Mauryan dynasty, who exercised significant political influence over his people through the commissioning of Buddhist stupas and pillars.

The Sanchi Stupa is a simple hemispherical structure that contains various relics associated with the enlightened Buddha. The spherical structure of the Stupa is simple yet quite effective, as the form allows for multiple rounds of chanting while circumambulating by Buddhist devotees. The stupa is visually balanced by four vertical pillars or toranas that contain extensive carving, depicting scenes from the life and wisdoms of the Buddha. The four toranas also symbolise earth, fire, air, and the sky.

The ancient Greeks prioritised principles of symmetry, beauty and balance and their avid interest in mathematically harmonious spaces that are fit for worship is fully embodied in their temples. The Parthenon in Athens from 432 BCE is built sculpturally the outer columns are thicker and situated



closer to neighbouring columns to compensate for the sunlight behind them that would make them appear thinner.

The Doric columns themselves are thicker in the middle and work like an illusion to visually unify the endeavour. The architects of the Parthenon used geometric forms to their advantage while creating a space that is eloquent and fit for rigorous worship and for offerings to their gods and goddesses.

Spherical domes with windows were perfected by the Europeans, as seen in the Pantheon in Rome completed in 126 CE. Dedicated to the Roman gods, the magnificent concrete dome with an oculus at the top was a symbol of divine presence that poured from the skies above.

The methods of building domes were lost in mediaeval times. However, this valuable knowledge was rediscovered and improved upon during the Renaissance in Europe in the 15th century, where the clergy and ruling monarchies spent enormous sums of money to build beautiful places of worship that advanced their political regimes as well.

Islamic places of worship have achieved this epitome of geometric sophistication.

Aesthetically appealing and majestically sized domes in various mosques throughout the world, built under Islamicate cultures, allow a plethora of lighting to wash through the interiors, infusing the spaces with mystical energy, sound and glow. Geometric structures and proportional patterns have been linked to an intelligent and spiritual way of understanding the cosmos in Islamic mysticism.

The Dome of the Rock in Jerusalem (Umayyads, 692), The Blue Mosque in Turkey (Ottoman, 1616) and the Badshahi Mosque (Mughal, 1673) helped advance the political might and military power of the ruling governments while also presenting some of the most beautiful and geometrically pleasing structures.

In numerous buildings throughout the world, including the very tall mediaeval Gothic cathedrals, mid-centuries Renaissance churches and Hindu rock-cut temples, geometry has been held sacred

and mystical. The patrons of these buildings have held common goals: to use mathematical proportions to visually elevate tangible structures toward perfection, timelessness and divine appeal.

Trout released in GB lakes



Officials release trout in a lake.

The Gilgit-Baltistan fisheries department released over 70,000 trout fish fingerlings in Attabad Lake in Hunza and several lakes of the picturesque Naltar valley of Gilgit to increase population of the species in the region.

Over 50,000 fingerlings were released in Attabad Lake during a ceremony on Friday 27 May, according to a press release.

GB secretary agriculture, livestock and fisheries Khadim Hussain Saleem was the chief guest. Director fisheries Ghulam Mohiuddin, deputy director fisheries Ikram Hussain, SSP Hunza Zahoor Ahmed, local community members and tourists were in attendance.

Mr Mohiuddin briefed the participants regarding steps being taken by the fisheries department for conservation and promotion of trout fish across GB.

Addressing the function, speakers lauded the measures taken by the fisheries department for conservation of different varieties of fish in the region.

Meanwhile, a separate function was held in Naltar valley on Saturday 28 May to release 20,000 fingerlings in lakes.

A large number of officials and local community members were in attendance.

Earlier, the fisheries department had organised a three-day fishing gala in Shyok River in Ghanche district for promoting fisheries for sustainable and healthy environmental management.

Mohammad Latif won the first position as he caught biggest amount of fish, while Shahbaz Ali won the second position.

Cash prizes were distributed among the winners.

IJ Cargo Services gets IATA accreditation

IJ Cargo Services has recently got IATA accreditation. The office of IJ Cargo is located on the 6th floor of Park Avenue Shahrah-e-Faisal. Now it's IATA approved and has been refurbished with a state-of-the-art system. Mr. T Junaid Hazir said, "Now we are in a better position to provide more facilities to our customers". The office has ample space and is decorated to give it a new look and is equipped with all facilities and comforts for the staff to work in a good atmosphere, just they could provide better services to the customers.

Mr. T Junaid Hazir established IJ Cargo Services in Karachi after having an experience of about three decades in different fields in 2014, He graduated from Murray College Sialkot in 1979. He also worked for five years in the USA.

He worked with AirLanka (SriLanka Airlines) for some time. He joined Pakistan Cargo Services in 2005 as Import Sales Manager and served till July 2013.

Mr. T Junaid belongs to Hazir family of Sialkot. He has ambitious plans to expand his business. He opened a branch office in Sialkot and intends to open offices in the other cities of Pakistan in near future.

IJ Cargo Services founded in 2014 is aiming to provide complete logistics & supply chain solutions to its clients better than its competitors.



Mr. T Junaid Hazir Chief Executive IJ Cargo Services



Khawaja Masood Akhtar Chairman and Sarfraz Bhatti Vice Chairman SIAL has been re-elected for 2022-23. Picture shows Mr. Naeem Yousaf, Ch. M. Afzal Shaheen and other directors of SIAL presenting bouquet to them.



Mr. A. Wahab Sohail Director Union Cargo Participates in post budget discussion.



Director SIAL Ch. M. Afzal Shaheen presenting projector to Mr. M. Jamil Ali Head Master High School Sambrial.



Picture shows Mr. A. Wahab Sohail receiving award from Mr. Faraz-ur-Rehman for a panalist, post budget discussion related to logistics industry. Mr. Fayyaz Falaknaz and Mr. Waheed Punjwani also present on the occasion.

PCS LOGISTICS (PVT) LTD. GROUP - Time is money, we save you both

We are a global freight forwarding group and a supply chain solutions provider, in Pakistan with a team that is considered one of the best in the business by its customers and professional partners throughout Pakistan. our belief is our people, with more than 100 experienced people, we are committed to provide flexible custom-built offerings that will delight our patron.



UNION CARGO (PRIVATE) LIMITED **TOTAL SOLUTIONS FOR ALL YOUR LOGISTICAL NEEDS**

Head Office - KARACHI: 248-A, Block 6 PECHS Off Shakra-e-Faisal Karachi Pakistan
TEL: +92 21 34387761-2 , EMAIL: info@pcslogistics.net ; admin@uclpakistan.com

Lahore: 100-C, 2nd Floor, Commercial Area, Cavalry Ground, Lahore Cantt,
Pakistan

Tel: +92 42 36619772 , Email: yasir@pcslogistics.net ; yasir@uclpakistan.com,

SIALKOT: Off # 14 First Floor Cantonment Plaza Cantt Sialkot 51310 Pakistan

Tel: +92 52 4604597, Email: aliraza@pcslogistics.net ; aliraza@uclpakistan.com

FAISALABAD: P-49 2nd Floor, Chenab Market Susan, Road Faisalabad Pakistan

Tel +92 41 8554607, Email: nauman@pcslogistics.net ; nauman@uclpakistan.com

ISLAMABAD: Office no 1, First Floor, Crown Plaza, Civic Center, Sector 1 Airport
Housing Society, Rawalpindi, Punjab 46000

METRO CAB

URGENT SERVICE

Pick & Drop

24 HOURS CALL CENTER

Islamabad - 051-111-222-787 Lahore - 042-111-222-787

Faisalabad - 041-111-222-787 Hyderabad - 022-111-222-787

Karachi - 021-111-222-787

Reliable & Trustworthy



U A N # 111 - 222 - 787

Very Attractive terms for corporat Clients:

Contact Cell # 0314-2377771

E-mail: director@metrocab.com.pk



PAKISTAN CARGO SERVICES
Serving with Excellence
Since 1984



Logistics Solutions

EGT

ROAD TRANSPORT TO EUROPE, UK & SCANDINAVIA

UPTO DOOR UNDER TIR CONVENTION



OUR FTL SERVICES COVERS

Eastern Europe
Western Europe
United Kingdom
Scandinavia
CIS Countries

Door Delivery in 29days
Door Delivery in 31days
Door Delivery in 35days
Door Delivery in 35days
Door Delivery in 25days

- **Safe & Reliable Logistics Solution**
- **Save Critical Lead Time**
- **Avoid Origin/Destination Handling Disruptions**



Phone: +92 300 8613820
 WhatsApp: +92 302 8507888
 Email: umair.kam@pakistancargo.com
Yousaf.ce@pakistancargo.com





YTO Cargo Airline Operating in Pakistan

Accepting cargo to/from all Cities of china

For Booking please contact:

Syed.waqar@xpress-aviation.com.pk

import@xpress-aviation.com.pk

**XPRESS AVIATION
CARGO SALES AGENT YTO CARGO AIRLINE**

www.xpressgroup.com.pk

