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Chairman Sialkot International Airport, Khawaja Masood Akhtar (SI), Vice Chairman Sialkot International Airport, Mr. Sarfraz Ahmed Bhatti along with Minister of Defence of Pakistan Mr. Khawaja Muhammad Asif had a meeting with the Honorable Prime Minister, Mian Muhammad Shahbaz Sharif, to present donation Chq for the Prime Minister's Flood Relief Fund. A total of PKR 100 Million has been donated by Sialkot International Airport.

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How 9/11 changed the aviation industry

Today's air travel experience is virtually unrecognizable compared to 2001.

On September 11, 2001, 19 hijackers took control of four Boeing airplanes, two operated by American Airlines and two by United, and used them to carry out acts of terrorism that took the lives of nearly 3,000 people. Two of the jetliners crashed into the World Trade Center towers in New York City. Another crashed into the Pentagon, and the fourth aircraft crashed in a field near Shanksville, Pennsylvania.

The September 11 attacks had profound economic impacts, especially on the aviation industry. Shake-ups in the major players in commercial aviation, in addition to new, intensified security procedures, completely changed the landscape of the industry. Today, many aspects of the air transport experience would be unrecognizable to travelers prior to September 11, 2001.

Unprecedented financial turmoil

The commercial aviation industry in the United States had weathered economic downturns and predictable dips in revenue associated with the seasonal nature of leisure travel but had not seen a crisis of the magnitude of the September 11 attacks. According to the International Air Transport Association, United States passenger airlines experienced a net loss of \$8.0 billion in 2001, and revenues did not exceed 2000 figures until 2004.

Unfortunately, the industry's rebound was short-lived. The 2008 onset of the Great Recession in the United States dealt another blow to commercial aviation. Severe financial turmoil led some of the largest airlines to file for bankruptcy, including Delta, Northwest, United, and US Airways. The fallout would result in winnowing down from several major carriers to just four.

The 2008 merger between Delta and Northwest Airlines was the first significant act of consolidation during this period. United and Continental's merger followed in 2010, with Southwest and AirTran merging soon after in 2011. Finally, in 2013, American Airlines merged with US Airways. By 2018, American, United, Delta, and Southwest Airlines controlled 75 % of the American commercial air travel market.

Airlines identified new, sustainable revenue streams in the wake of the upheaval. Many began charging for meals and checked baggage and divided the economy cabin into subclasses that came with paid perks, such as priority boarding. They also added more seats to maximize revenue for each flight, resulting in a

reduction in passenger comfort.

Overhaul of security procedures

There had been no material changes to airport security procedures between 1973 and 2001. Security was handled by private contractors who were hired by the airlines. Travelers passed through simple metal detectors, and there was minimal luggage examination. Passengers could get to the gate without showing a boarding pass or even identification.

But in November 2001, President George W. Bush signed the Aviation and Transportation Security Act, establishing the Transportation Security Administration (TSA). Passenger screening then became the purview of the federal government.

A slew of new security regulations were implemented in the following years. In response to an attempted shoe bombing in December 2001, passengers were required to remove their shoes so that they could be screened separately. No sharp objects were allowed in the cabin, including such items as nail files and pen knives. Basic metal detectors were eventually replaced by high-resolution,

full-body scanners.

After the Transatlantic Bomb Plot of 2006, TSA imposed new rules stating that any liquids or gels carried onto the aircraft must be limited to 3.4 ounces and must fit into a single, clear, resealable bag no larger than one quart in size. Laptop computers and other electronic devices had to be removed from carry-on baggage as they passed through new 3-D imaging X-ray machines.

Beginning in March 2008, passengers could see TSA canine teams aiding the screening of baggage and even passengers in major airports throughout the United States. In December 2011, TSA introduced the Precheck program, which allowed vetted travelers to avoid the long security lines in exchange for a five-year membership fee of \$85.

The effects of the tragic events of September 11, 2001, will likely forever define the air travel experience, both in the United States and around the globe, as governments aim to prevent acts of terrorism.

Source: International Air Transport Association

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Flying heroes, their machines honoured on Defence Day



On the eve of the 57th Defence Day of Pakistan, visitors to the PAF Museum Gallery admire the fighter planes on display including the war trophy Indian Gnat, the F-104 Starfighter which forced it down, and the famous F-86 Sabre in which 1965 war hero M.M. Alam shot down five Indian planes.

The brave Pakistan Air Force (PAF) pilots are not the only heroes of the 1965 war being commemorated at the PAF Museum's Archives Gallery. Their powerful machines, their fighter jets, are also given significance and respect on the occasion of the 57th Defence Day of Pakistan.

There is the single-seat F-86 Sabre in which Air Commodore M.M. Alam shot down five enemy planes in a single sortie gracing the gallery floor.

M.M. Alam was one of Pakistan's best fighter pilots. He shot down four of the five Indian jets within 30 seconds of his mission on Sept 7. Throughout his career, the pilot downed some nine Indian fighter aircraft and damaged two, a record which remains unbeaten to date. His courage and valour earned him the Sitara-i-Jurat twice.

There is also the F-104 Starfighter that flew a total of 246 hours and 45 minutes during the 1965 Pakistan-India War.

Wing Commander Abhinandan's uniform and the remains of his MiG 21 are not the only war trophies here. There is also the Indian Air Force (IAF) Gnat that surrendered at Pasrur near Sialkot in 1965 along with a picture and memories of its captured Indian pilot Sqn Ldr Brij Pal Singh, who later rose to be an air marshal in the IAF.

The Indian Gnat was forcibly landed by the Pakistani F-104 Starfighter. It was on Sept 3, 1965 that two Starfighters flown by Flt Lt Hakimullah and Flg Off Abbas Mirza, which took off from Sargodha, intercepted four Indian Gnats of which one was made to surrender.

For the record, to date, India has not a single Pakistani fighter jet to show as their war trophy.

21 years after 9/11, Muslims still face Islamophobia



Families of the victims of the 9/11 terror attack attend the annual 9/11 Commemoration Ceremony at the National 9/11 Memorial and Museum on September 11 in New York City.

"Here are the terrorists, catch them," shouted a young man as he saw a couple walking on the corner of the 15th and H streets near the White House. "Tell her, she cannot wear a hijab in America."

The woman was in shalwar-kameez, no hijab, and the man was in normal western attire, like most men around him. Both, however, had light-brown skin, which made them look different from others.

While this was Sept. 11, 2001, the day the terrorist attacks changed the world, for most Muslim Americans, the ramifications of the Islamophobia that those attacks had generated, continue.

Statistics released by FBI show that hate crimes against Muslims in the United States skyrocketed immediately after Sept 11, 2001 and are still on an upward trend.

As Americans, Muslims included, solemnly marked the 21st anniversary of the attacks, Khalid Tanvir, a shopkeeper in Springfield, Virginia, commented: "America has changed. The pre-9/11 America will never return, at least not for Muslims."

In a 2022 report, the American Civil Liberties Union (ACLU) warned that "in recent years, anti-Muslim sentiment has spiked" and manifests itself in many ways, including "attacks on mosques" that "directly take aim at religious freedom".

The ACLU, which looks after basic rights granted to American citizens by their constitution, noted that "existing and proposed mosque sites across the country have been targeted for vandalism and other criminal acts, and there have been efforts to block or deny necessary zoning permits for the construction and expansion of other facilities."

A Gallup Survey report noted that in the first decade after 9/11 US authorities identified more than 160 Muslim-American terrorist suspects, "just a percentage of the thousands of acts of violence that occur in the United States

each year".

Yet, it created an impression that "Muslim-American terrorism is more prevalent than it really is," the report added.

It noted that those who saw Muslims as suspects ignored the fact that since 9/11 "tips from the Muslim-American community are the largest single source of initial information to US authorities".

After a six-year hiatus, US President Joe Biden resumed the 22-year-old tradition of hosting Eid celebrations at the White House in May this year. The practice was discontinued by the Trump administration, although President Donald Trump invited diplomats from Muslim-majority nations to the White House for iftar dinner in 2018 and 2019.

"Muslims make our nation stronger every single day, even as they still face real challenges and threats in our society, including targeted violence and Islamophobia that exists," Mr Biden told those who attended the Eid dinner.

The semi-official Voice of America (VOA) broadcasting service noted that President Biden's comments "marked a significant change of tone from his predecessor, Donald Trump, who said in 2016, 'I think Islam hates us.'"

Rising complaints

In 2022 Ramadan, the Council on American-Islamic Relations (CAIR) reported a nine per cent increase in the number of civil rights complaints it received from Muslims in the United States since 2020.

"CAIR received a total of 6,720 complaints nationwide involving a range of issues including immigration and travel, discrimination, law enforcement and government overreach, hate and bias incidents, prisoners' rights, school incidents, and hate speeches," it mentioned.

CAIR, which began documenting anti-Muslim incidents following the 1995 attack in Oklahoma City, claimed in a report earlier this year that Islamophobic groups collected nearly \$106 million between 2017 and 2019.

Hussam Ayloush, executive director of the CAIR's Los Angeles chapter, told reporters recently, "Muslims continue to be the target of hate, bullying, and discrimination as a result of the stereotypes that were perpetuated by Islamophobes and the media in the years following the 9/11 attacks."

AirSial shows off newest Airbus A320 ahead of international launch

With domestic operations running smoothly, AirSial is now nearing the launch of international operations with the addition of another Airbus A320.

AirSial's social media has been active lately, showing off some of its newly acquired Airbus A320s in advance of commencing international operations. The airline is adding two more A320-200s to its existing A320 fleet. Today, let's look at the airline's new additions, and where it intends to fly internationally.

Two A320-200s added to the fleet

In advance of launching international flights, Pakistan's AirSial is expanding its fleet by a whopping 66% (in that it's adding two more aircraft to its existing three). While the two aircraft are new to AirSial, they are far from newly-built jets. According to the website ProPakistani, the preparation work on the two jets are at the final stages and these aircraft are likely to arrive in Pakistan in the next few days. This, however, will depend on the regulator's permission from different authorities.

Where will AirSial fly internationally?

ProPakistani notes that the airline recently received permission from Pakistan's Civil Aviation Authority (CAA) to commence its operations to several Muslim countries in the region, including the United Arab Emirates, Saudi Arabia, Qatar, Oman, Iran and Iraq.

Having started its operations at the end of 2020, AirSial has been flying domestic operations within Pakistan's borders for the last year and a half. Out of its Karachi hub in the country's south,



The airline's newer aircraft is registered AP-BOS.

AirSial serves just a handful of destinations: Islamabad, Lahore, Peshawar and Quetta. At present, flights to Lahore are twice daily while flights to Islamabad are operating three times per day. The airline's website also notes that it serves the cities of Quetta and Sialkot - although FlightRadar24.com doesn't show any services to these airports in the near future.

AirSial to get 2 more A320s for international flights

AirSial is adding 2 Airbus A320-300s to their fleet for making international operations possible. On 30 March 2022 in Dubai, the AirSial had an agreement with BOC aviation for acquiring two A320 aircraft on dry lease. This will enable AirSial to meet the standards of CAA for having five active aircraft before starting international flights. As AirSial is now authorized by PCAA to have scheduled short-haul international flights.

The AirSial will operate its international flight to Muslim countries which include UAE, Qatar, Saudi Arabia, Oman, Iran, and Iraq.

Airbus AP-BOS

The Airbus A320-232 type aircraft is now added to the fleet of the AirSial which is



AirSial's Current Airbus A320 Cabin Interior

used for short-to-medium haul flights. The aircraft is powered by 2 IAE V2527-A5 engines and accommodate 180 passengers. The aircraft has the widest single-aisle cabin where passengers can enjoy more personal space. Normally the aircraft makes its operation between 140-170 passengers. As of member of the A320 family, this aircraft shares the same configuration of digital fly-by-wire controls and cabin management systems.

Dry Leasing Aircraft

PCAA ANO-016-FSXX-3.0 defines, "Dry Lease means a lease of aircraft without the crew. In this case, the aircraft is normally registered in the AOC holder's State, bears the lessee's AOC holder's name/logo, and is operated under the AOC of the Lessee".

In simple words, the dry lease is a contractual leasing arrangement where the aircraft is made available for use without crew, maintenance, and insurance. The lessor has to provide its own crew, maintenance, and insurance facilities to the aircraft.

Operations with Dry Lease Aircraft

The aircraft taken on the lease without crew is normally referred to dry lease in which the operator has commercial control of the aircraft. The operator is allowed to use his/her airline designator code on the aircraft. The operator is responsible for providing a licensed/certificated crew for maintaining the airworthiness of the aircraft.



How Qatar airways prepares for FIFA cup 22



As one of the most global airlines out there, besides being able to connect the east to the west, Qatar Airways (QR) has something big coming its way the FIFA World Cup 2022.

In just 72 days, the world's largest sporting event is to commence across the state of Qatar, and for QR, the official airline for the World Cup, it's as busy as it gets nevertheless an opportunity any airline would like to have to prove its operational performance.

Airways' Siddharth Ganesh recently held an exchange with a QR spokesperson, focusing particularly on how the carrier would run its operation during the World Cup season.

QR: Hosting events such as the IATA AGM and FIFA World Cup Qatar 2022™ demonstrates an overall consensus of trust in Qatar's ability to host world-class events. With the upcoming FIFA World Cup™, we cannot wait to welcome visitors and fans and hope that, beyond football, fans take some time to explore our beautiful country, our people, and our authentic blend of traditional culture and modernity.

Qatar will be the first country in the Middle East to host a FIFA World Cup™ and we want every visitor to have an unforgettable experience, leaving our country with lasting memories.

Hosting such a large-scale event as the World cup, you definitely need an edge where does Qatar Airways stand

out?

Qatar's track record for successfully delivering large-scale events speaks for itself. Take, for example, the 2006 Doha Asian Games, the FIFA Club World Cup in 2019 and 2020, and the IAAF World Athletics Championships.

The FIFA World Cup Qatar 2022 will be the first ever tournament of its kind on Arab soil, which is a historical feat in itself. Furthermore, beyond the FIFA World Cup 2022, Qatar aims to create a legacy of sustainable economic, environmental, social, and human development for the nation that falls in line with the United Nations Sustainable Development Goals, as well as our own Qatar National Vision 2030.

We hope the tournament expands the narrative surrounding Qatar, encourages travelers to visit, and puts the country on the map as an incredible destination.

Some sporting competitions have the incredible power to bring people together as nothing else can, and hosting the FIFA World Cup Qatar 2022 will allow us to be part of, and facilitate, cross-cultural moments of human achievement and unity in a spectacle only rarely seen in such prestigious events.

QR will be slashing some of its flights during the world cup months if I'm right. Which ones and why?

With a surge in passenger demand expected during the FIFA World Cup period, Qatar Airways will implement various strategies to maximize capacity

and optimize its network to ensure that fans from around the world experience the airline's award-winning service.

These strategies include increasing capacity in countries that have qualified for the tournament, as well as those countries where football fans are likely to travel to Qatar for the historic event. The airline will redesign the network to make it more agile and flexible, offering passengers seamless connectivity around the world.

**Etihaad Airways
rated one of the
world's most
punctual airlines
amid challenging
summer**

Etihaad Airways, the national airline of the United Arab Emirates, ranked among the most punctual carriers in the Middle East and worldwide over the peak summer period, based on data from global aviation analytics group OAG. Since April, Etihad has achieved an on-time arrival performance rating within 15 minutes of 83%.

In its Punctuality League ratings since April 2022, OAG lists Etihad as one of the few airlines in the Middle East that consistently operates towards an 80% on-time arrival performance and maintains one of the lowest cancellation rates worldwide.

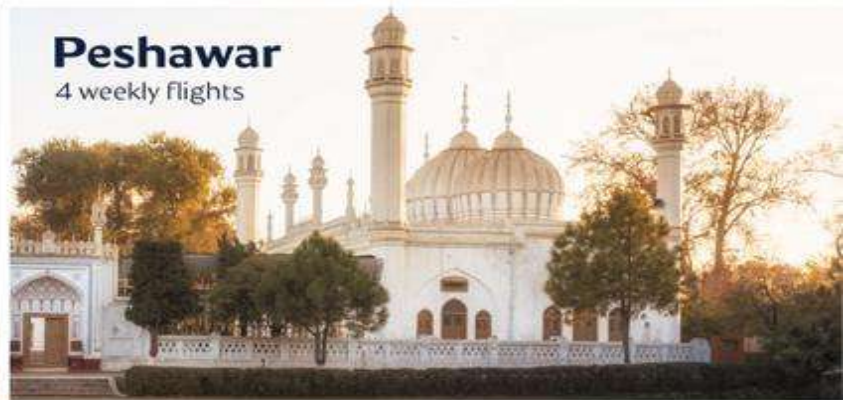
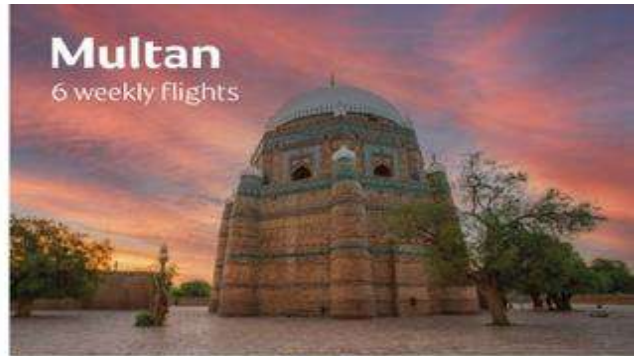
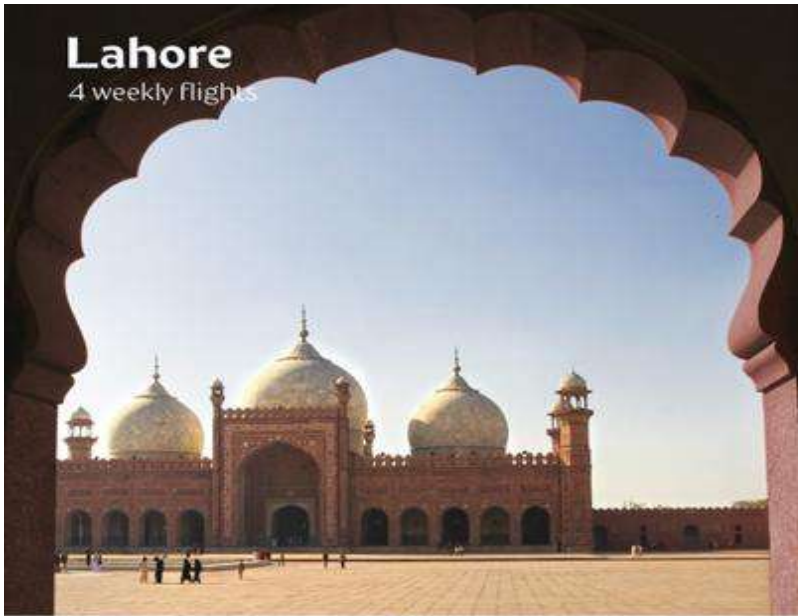
Mohammad Al Bulooki, Etihad's Chief Operating Officer, said: "Etihad's stable performance throughout an extremely challenging summer demonstrates our unwavering commitment to delivering our flight schedule on time and providing a high-quality end-to-end experience to our guests.

"Etihad is constantly looking at ways to enhance operational efficiency and service by using the latest technology and always putting our guests first. Our flight and ground operations teams make sure every Etihad Airways flight is operated in a safe, timely and reliable manner and our on-time performance is the result of their dedication."

On-time performance is defined by OAG as a flight arriving within 15 minutes of its scheduled time, a standard measure within the airline industry, taking into account the range of variable factors which can effect operations.



Images: Qatar Airways



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Rising costs fuel worries about US airlines' heavy debt loads

A scramble by US carriers to fill empty cockpits is fueling cost pressures just as mounting economic worries have cast a shadow on travel demand, sparking concerns about debt-laden airlines' ability to repair their balance sheets.

Even as ticket sales remain strong, investors worry about consumer spending should the economy slip into recession. They fear carriers might be forced to borrow even more money to fund operations and further delay returning cash through share buybacks or dividends.

Some have stayed away from investing in the industry despite a rebound from the pandemic-induced slump, believing carriers do not have enough tools to offset cost pressures.

"Airline investors would be better off if the Wright Brothers' plane crashed and burned," said Act Two Investors Chairman Jeffrey Scharf, who follows the sector but does not currently own stocks in it.

"I can't think of a worse business high fixed costs, commodity product, worsening service, alienated customers sick of being nicked and dined for every amenity." For the travelling public, it could mean fewer and packed planes as airlines drive up revenue through higher ticket prices.

Reducing debt is a priority for an industry that went on a borrowing binge to survive the pandemic. The big three national carriers - American, United and Delta Airlines had \$85 billion in net long-term debt at the end of the second quarter.

Airlines need strong and sustained profits to reduce those debt loads, but rising fuel and labor costs are making that difficult, analysts say.

United Airlines' wage and fuel expense as a percentage of revenue is up by 10 points this year versus 2019. In the first six months of 2022, the company spent 59pc of its revenue on wage and fuel bills. American Airlines has had similar increases.

"These carriers have multi-year balance sheet repairs ahead of them," said aviation analyst Robert Mann. "Job No. 1 is going to be using free cash flow to pay down those increased debt levels." Cost pressures are set to worsen as a pilot shortage at smaller, regional carriers means dramatic pay increases.

Mesa Air Group, which operates

flights for American and United, last month raised pilot salaries by as much as 172pc.

That came days after CommutAir, a regional carrier partially owned by United, increased pilot wages by up to 40pc. The increases were in response to American's decision in June to raise pilot salaries at regional affiliates by as much as 87pc.

The wage hikes have cost implications for the whole industry as it pressures rivals to offer similar increases.

National carriers are also expected to feel the pinch as regional partners look to pass along increased costs. Raymond James analysts estimate pay raises at regional airlines could increase non-fuel operating costs at national carriers by up to 3.3 percentage points.

Pilots at national carriers are also pushing for big wage increases.

United is renegotiating with its pilot union after some pilots expressed reservations with the last agreement that included a double-digit pay hike.

American's offer for pay increases of about 17pc as well as higher per diem and training pay through 2024 - estimated to cost the company more than \$2bn - has failed to find favor with pilots.

Labor costs were the industry's biggest operating expense last year at about 35pc. That figure is only down this year due to a run-up in fuel costs, but the hiring push is expected to inflate wage bills.

Meanwhile, costs are expected to remain high. United has projected a 2022 fuel bill \$9bn higher than in 2019.

Pricing power

Airlines have been relying on strong consumer demand and higher fares to mitigate inflationary pressure.

Investors are not sure carriers will have the same pricing power should consumer demand slow. And corporate travel - the industry's cash cow - has yet to recover to pre-pandemic levels.

"There's a big question about who's going to be flying, how often they're going to be flying and the price that they're going to be willing to pay," said Tim Ghiskey, senior portfolio strategist at investment advisory firm Ingalls & Snyder.

American and United on Wednesday played down demand concerns, saying there has been no slowdown in post-

summer travel bookings.

American said it has surplus cash it plans to use for paying off debt. However, it is holding that cash due to economic uncertainty.

Investors also want the return of share buybacks and dividends. As part of the federal Covid-19 relief package, airlines have been prohibited from buying back their shares. That ban is set to expire this month.

Non-fuel cost pressures are expected to ease once carriers begin operating as many flights as they did before the pandemic.

Most airlines are planning to ramp up capacity next year. But Michael Wall, portfolio manager at investment management firm Westwood Group, warned that could backfire in a recession.

"Once the demand goes away, their pricing power goes away," he said.

Small-plane pilot held after threat to crash into store

A pilot who had threatened to crash his small plane into a Walmart store in Mississippi has landed and been taken into custody, officials said.

The plane, which had circled erratically over the city of Tupelo and a nearby area for hours, landed around 11:25am Eastern time (1525 GMT), Connie Strickland, a dispatcher with the Benton County sheriff's office, said.

Benton County is about 40 miles (65 kilometres) northwest of Tupelo. The authorities had not identified the pilot or released any information on possible motive.

Some six hours earlier, the pilot had called a 911 emergency operator in Tupelo, "threatening to intentionally crash into Walmart on West Main," according to a statement from the city's police department.

The sprawling department store and a neighbouring gas station were evacuated, and people were warned to stay away. The plane later appeared to leave the Tupelo area and fly to the northwest, according to the FlightAware tracking website.

Tupelo police initially warned people to stay away from the area around the Walmart store but cautioned that "with the mobility of an airplane of that type, the danger zone is much larger." The aircraft appeared to be a King Air utility plane built by Beechcraft, with seating for seven to 11 passengers.

In implementation of the high directives to help flood victims in Pakistan



Gulf Air signs a cooperation agreement with the Royal Humanitarian Foundation to transport aid.

In implementation of the royal directives of His Majesty King Hamad bin Isa Al Khalifa, assigning the Royal Humanitarian Foundation led by His Highness Shaikh Nasser bin Hamad Al Khalifa, representative of His Majesty the King for Humanitarian Works and Youth Affairs, to provide urgent humanitarian aid to the flood victims in the Islamic Republic of Pakistan; the Royal Humanitarian Foundation signed a cooperation agreement with Gulf Air to transport humanitarian relief aid to flood victims in Pakistan.

The agreement was signed by Dr. Mustafa Al Sayed Secretary General of the Royal Humanitarian Foundation, and Captain Waleed AlAlawi Acting Chief Executive Officer of Gulf Air.

On this occasion, Dr. Mustafa Al Sayed praised the existing cooperation between the Royal Humanitarian Foundation and Gulf Air, which represents the principles of corporate social responsibility; appreciating the continuous cooperation by Minister of Industry and Commerce, Chairman of the

Board of Directors of Gulf Air His Excellency Mr. Zayed R. Alzayani, in sponsoring and supporting the charitable and humanitarian work done by the Royal Humanitarian Foundation in implementing the directives of His Majesty the King.

He also praised the efforts of Captain Waleed AlAlawi in supporting the humanitarian work carried out by the Foundation, stressing that Gulf Air is one of the first companies in providing assistance and serving the Bahraini community, as the airline is known for its fondness of charity work, and for supporting numerous humanitarian projects.

Dr. Al Sayed indicated that the Royal Humanitarian Foundation is working to prepare a shipment of urgent relief aid which contains relief and medical materials, praying to the Almighty God for peace and prosperity in Pakistan and the whole world.

For his part, Captain AlAlawi praised the royal directives to help flood victims in Pakistan, highlighting the great role of His Majesty the King in helping the needy and providing relief to the afflicted in various countries of the world, and praising the efforts of His Highness Shaikh Nasser bin Hamad Al Khalifa, representative of His Majesty the King for Humanitarian Works and Youth Affairs in humanitarian work provided by the Royal Humanitarian Foundation, stressing that the delivery of aid is not surprising for the Kingdom of Bahrain, which was and still is a forerunner in supporting, helping and

relieving the afflicted in various countries of the world. He added that Gulf Air provides all its support to deliver aid to the victims of Pakistan, in line with the role it plays as an active member of the international community, and that the airline's cooperation in this initiative with the Royal Humanitarian Foundation is a good example of that. He also thanked the Royal Humanitarian Foundation for its cooperation with the airline in this charitable gesture, wishing the people of Pakistan a speedy recovery from this ordeal.

**Turkish Airlines
became the
"world's biggest
network carrier"**

Turkish Airlines flew to new records during July and August as the flag carrier increased its seat capacity by 14 percent while the sector shrank globally. Distinguishing itself from its competitors in the skies during pandemic, Turkish Airlines continues its rise with records after the most difficult times of aviation industry. According to monthly passenger traffic results, global carrier broke its pre-pandemic record on monthly passenger count by carrying 7.8 million passengers each during July and August of 2022.

Prof. Dr. Ahmet Bolat: "We are the world's biggest network carrier when it comes to seat count on international flights."

On the success of the flag carrier Turkish Airlines Chairman of the Board and the Executive Committee, Prof. Dr. Ahmet Bolat said; "With the effects of the worldwide pandemic lessening, global competition in the aviation sector continues at a higher level from where it left off. As an exemplary airline with its performance during the crisis, we are happy to fly to success after the crisis has passed as well. Our goal was to surpass our 2019 performance which we managed to do so with the efforts of our 65 thousand strong work force. While the aviation sector shrunk by 19 percent during August compared to 2019 on the available seat kilometers, we grew by 14 percent on the same metric. Thus, as of August, we became the world's biggest network carrier when it comes to available seat capacity on international flights. Every member of our family contributed to this success."



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Passenger wins court case over dirty seat on a jet Airways flight



A consumer court in India has ruled in favor of a Jet Airways passenger who had to endure a 2+ hour-long flight sitting on a dirty seat. The incident happened a year before the airline went bust, and the complainant has been awarded compensation after the case went on for four years.

Jet Airways asked to compensate

As Jet Airways readies for a new beginning in the coming months, there are some ghosts from the past that keep appearing to remind it of its troubled last years. The latest involves a passenger winning a consumer court battle against the airline for a poor flight experience.

A resident of Mohali in North India took Jet Airways to consumer court for having to sit on a dirty seat on a flight from Chandigarh to Mumbai in 2018. The Hindustan Times reports that Ankur Suri purchased a ticket by paying ₹1,245 (\$15 per the latest exchange rate) and using 9,500 Jet Privilege points.

Jet Airways has been asked to compensate a passenger for an unpleasant flight experience.

The court observed that it was the airline's responsibility to ensure a clean and hygienic cabin for passengers and directed Jet to fully refund the airfare, along with 7% interest from the date of flight. Suri has also been awarded a compensation of 15,000 (\$187) on top of the refund.

What exactly happened?

The HT report states that the

passenger had booked a ticket on Jet Airways flight 9W642 from Chandigarh (IXC) to Mumbai (BOM) on June 21st, 2018. When he arrived at the seat, Suri found rice and other food items scattered on the seat and the tray table stained with oil.

He also noticed used tissues and cutlery scattered on the floor and alerted the cabin crew to the situation, who stated that cleaning the cabin was outside their job description. As

such, Suri had to undertake the 2.5-hour flight on a dirty seat.

When a grievance mail to Jet Airways' customer service didn't address the issue, Suri went to the consumer court and finally got compensated four years later.

Of course, the incident occurred during Jet Airways' previous stint and should not have any bearing on its second outing. Still, the new Jet owners would want to iron out these old issues to start afresh.

How are planes kept clean?

Aircraft interiors need to be cleaned after every flight, and the exact procedure varies from airline to airline. For instance, after a short flight, the carrier may just remove obvious dirt and rubbish between flights and carry out a more thorough cleaning at the end of the day's service.

Qatar Airways Unveils a new frequent flyer lounge

World's Best Airline enhances its passenger experience at London Heathrow Terminal 4, and unveils a new Frequent Flyer Lounge, the first of its kind outside of its home, exclusively for Privilege Club members and oneworld alliance partners. Situated in Terminal 4, located just a floor below the Premium Lounge, the Frequent Flyer lounge is open to Qatar Airways Privilege Club members, with access extending to Joint Business Partners like British Airways Executive Club members, and other oneworld Alliance loyalty members. The lounge boasts modern interiors overlooking the tarmac. Eligible customers can indulge in a menu comprising of a hot and cold buffet selection and a range of beverages.

Qatar Airways' Premium Lounge in Terminal 4, the very first in the airline's global network, has also recently reopened its doors to Qatar Airways First and Business Class passengers. The premium lounge boasts of elegant seating areas, tarmac views, a martini bar, a dedicated family area, prayer room and diverse dining options including a full buffet and an à la carte menu served to fine dining standards at the brasserie and casual dining at the Global Deli.

Further elevating the customer experience in London Heathrow, Qatar Airways has dedicated a new enclosed Premium Check-in Area exclusively for its First and Business Class customers. Within the check-in lobby area, customers are invited to lounge in a haven of tranquillity with refreshing beverages while check-in formalities are completed. With Boarding card and fast track

invitation in hand, customers can arrive at our lounge with ample time to spare before boarding their flight.

Qatar Airways Group Chief Executive, His Excellency Mr. Akbar Al Baker, said: "We are proud to be opening our first Frequent Flyer lounge outside of Doha, offering passengers across the oneworld Alliance network an oasis of calm and comfort in one of the world's busiest airports. Qatar Airways is committed to serving passengers travelling from Heathrow with world-class facilities, and we hope that they will enjoy the warm Qatari hospitality offered at the Premium Lounge, FFP Lounge and the dedicated Premium Check-in area."

Responding to growing demand for international travel, the national carrier of the State of Qatar continues to expand its network, with flights to more than 150 destinations worldwide, connecting through its Doha hub, Hamad International Airport, voted by Skytrax as the 'World's Best Airport' for a second consecutive year.

Qatar Airways' service provides UK passengers with greater access to travel to a wide range of destinations on the airline's global network, including Australia, Thailand, India, the Maldives and the Philippines.

Qatar Airways currently operates from four UK airports, which includes five daily flights from London Heathrow increasing to six daily flights from London Gatwick, up to three daily flights from Manchester, and a daily service from Edinburgh. In addition to the UK frequencies, the airline operates to Dublin with 11 weekly flights.



China Airlines targets Southeast Asia network growth



The SkyTeam alliance member is adding flights to points in the Philippines and Thailand beyond each country's capital city.

Airbus Two new destinations in Southeast Asia will join China Airlines' network over the coming months as the carrier eyes a rebound in leisure demand and the potential to grow transit traffic through its Taiwan Taoyuan (TPE) hub.

The first of the two new routes will take off on Dec. 1, connecting Taipei with Cebu (CEB) in the Philippines. Flights on the 1,666-km (899-nm) sector will be four times per week, operating on Mondays, Tuesdays, Thursdays and Saturdays.

Cebu will become China Airlines' second destination in the Philippines alongside the capital Manila (MNL). Flights between TPE and MNL are currently operating twice a week, but frequencies will double from October.

The carrier originally planned to launch a nonstop Taipei-Cebu service in March 2020, but the route failed to materialize due to the onset of the pandemic. OAG Schedules Analyser data shows that competition will be provided by EVA Airways and Starlux Airlines, both of which will be offering daily flights once China Airlines enters the market.

The second new route will link Taipei with Chiang Mai (CNX) in Thailand, the host city for Routes Asia 2023. Flights will begin on Jan. 20, 2023, operating four times per week. Both the Chiang Mai and Cebu will be served using a 180-seat Airbus A321neo aircraft in a two-class configuration.

The 2,396-km (1,294-nm) route to Chiang Mai will become China Airlines' second to Thailand alongside its existing service to Bangkok Suvarnabhumi (BKK), which is served up to three times per day. The airline will become the third in the TPE-CNX market, with EVA Airways and Thai AirAsia each set to resume daily flights between the

destinations at the start of the northern winter 2022/23 season.

"China Airlines' overall passenger flights in the fourth quarter will increase by 30%, of which routes to Southeast Asia will increase significantly by 50%," the carrier said in a statement. "In the peak season of the Lunar New Year at the end of January next year, a total of 17 passenger routes in Southeast Asia will be operated, providing Taiwan passengers with multiple options for traveling abroad."

The airline add that it remains "optimistic" about the business and tourism market for Southeast Asian routes, and said it expects the Cebu and Chiang Mai services to increase transfer traffic through TPE.

For the week commencing Sept. 12,

161,300 seats are available across China Airlines' network, equivalent to 48% of the capacity offered at this time in 2019. A total of 35 nonstop routes are currently operating, down from 81 three years ago.

In late August, the carrier announced the purchase of 16 Boeing 787-9s, with deliveries expected to commence in 2025. The aircraft will become the mainstay of its medium capacity widebody fleet and enable new medium- and long-haul markets to be added.

China Airlines currently operates 86 passenger and cargo aircraft, including A350-900s, 777-300ERs, A330-300s, 737-800s and A321neos. These comprise 65 passenger aircraft as well as 21 747-400F/777F cargo aircraft.

The A330-300s will be phased out with the introduction of the new 787-9 aircraft in accordance with a fleet revitalization plan. The order with Boeing also includes options for eight more aircraft as well as conversion to the higher-capacity 787-10 model.

DHL Express and SIA partnership takes off with new Boeing freighter aircraft



The new Boeing freighter in dual DHL-SIA livery has arrived © SIA

DHL Express, the international express service provider, has welcomed the arrival of its new Boeing 777 freighter at Singapore Changi Airport. The freighter, which sports a dual DHL-Singapore Airlines (SIA) livery, has a maximum capacity of 102 tonnes. SIA

will operate it on routes to the United States of America via South Korea thrice weekly.

In March 2022, DHL Express and SIA signed a crew and maintenance agreement to deploy five Boeing 777 freighters. These freighters will be operated by SIA pilots, with the maintenance overseen by SIA.

The second Boeing 777 freighter is slated to enter into service in November 2022, following which both freighters

will operate the Singapore-Incheon-Los Angeles-Honolulu-Singapore route six times weekly. The remaining three freighters are planned for delivery throughout 2023. Following this, all five freighters will operate on routes between the United States and Singapore via points in North Asia and Australia.



Etihaad Cargo expands operations in China



Etihad Cargo, the cargo and logistics arm of Etihad Aviation Group, is expanding operations in China with the introduction of an additional 30 tonnes of belly capacity via two new weekly direct passenger flights to Guangzhou from 10 October, subject to regulatory approvals.

With this latest addition to the carrier's network, Etihad will become the first international airline to operate long-haul passenger and cargo services to the top three Chinese gateways since the start of the pandemic.

Etihaad Cargo enhances customer service capabilities with contact centre system upgrade

In July, the carrier announced the introduction of direct passenger flights to Beijing, bringing the total number of direct passenger and freighter flights for China to 15. With the introduction of an additional two direct passenger services per week to Guangzhou using a two-class Boeing 777, Etihad Cargo will offer 1,520 tonnes of total cargo capacity into and out of China per week.

In addition to offering cargo capacity on passenger flights, Etihad Cargo also operates six Boeing 777-200 freighter flights for Shanghai and five dedicated freighter services for Hong Kong per week.

Martin Drew, Etihad Aviation Group's Senior Vice President Global Sales & Cargo, said: "China remains a key strategic market for Etihad Cargo. The Chinese market contributes over 20 per cent of the carrier's cargo operations, and Etihad Cargo is further reinforcing its commitment to the market by expanding operations into Guangzhou. This is the latest step in Etihad Cargo's commitment to its customers, providing more capacity along key routes to enable greater cooperation between the United Arab Emirates and China."

Etihaad Cargo reinforces commitment to US

Etihad Cargo exports a wide range of products from China to the UAE, Europe and the US, with electronics being the most widely transported product.

Earlier this year, Etihad Cargo launched a dedicated Mandarin version of

the carrier's website and booking portal, making the booking process easier for customers located in China. The carrier continuously explores opportunities to make the booking process faster and more convenient and will adapt its network to add more capacity to meet its customers' needs.

5 Tips for your next European adventure

The world is expansive, and Europe is a continent that many people are drawn to. It's home to some of the most exciting cities, diverse cultures, beautiful landscapes, and rich histories. If you're also someone who has been exploring the idea of traveling to Europe in the near future, this blog post will offer helpful tips to get started on your next European adventure.



Use Budget Airlines Within Europe

If you're traveling within Europe, you can save a lot of money using budget airlines. These low-cost airlines are very common in Europe and can be a great way to get around. Some European budget airlines include Ryanair, EasyJet, Wizz Air, and Norwegian. Remember that these airlines charge for everything other than the seat you're sitting in (and sometimes that too), so travel light and be sure to read what's included in your ticket on the website.

Also, book your flight well in advance, especially during peak seasons. This is when many people travel, so flights are more expensive and might be harder to come by.

Travel By Train

If you're traveling from one end of Europe to the other, you might want to consider traveling by train. Trains are very common in Europe and are usually a very efficient and affordable mode of transportation. Some popular train routes include Paris to Rome, Paris to Berlin, London to Paris, and Madrid to Barcelona.

You can purchase your tickets online before arriving in Europe. Another bonus is that most trains have wifi, so you won't be disconnected while on the trip. Again, remember that trains are often more expensive during peak season, so if

possible, try to plan your trip during a less busy time.

Stay Longer In One Place

If you have a specific city you want to visit, consider staying longer in that city instead of just passing through. This will allow you to dig into the culture and see what the town offers beyond typical touristy sights. You can find home-sharing websites like Airbnb, which will enable you to stay in a local's home for a reasonable price.

This can be a great way to experience the city like a local, and it can also be a great way to connect with other people while on your trip. During your day trips, look out for local amenities such as Barcelona bag storage to help you unload your luggage and not have to carry it with you when out and about.

Book Day Trips In Advance

If you're visiting a specific city or area in Europe, it may be worth your while to book a day trip or two beforehand. This can be a great way to see the sights without planning a whole vacation around these excursions. Some popular day trips include visiting the Eiffel Tower in Paris, touring the Colosseum in Rome, visiting the Christmas markets in Germany, and more. Keep in mind that there are certain times of the year when certain attractions are closed. For example, the Eiffel Tower may be closed during winter due to weather conditions.

Learn Key Phrases

No matter where you're traveling, it's always a good idea to learn the basics of the language spoken in the area. Many free online resources are available to help you learn a new language. Some popular websites include DuoLingo, Babbel and Busuu. You can also purchase language-learning apps on your phone. This can be a great way to connect with locals, learn more about the culture, and save money while on your trip.

Final Words

If you're someone who loves to travel and is looking for a new European adventure, hopefully, this blog post was helpful! There is so much to see and do in Europe; you should start planning your trip as soon as possible. Europe is perfect for all types of travelers, so be sure to make it a part of your next itinerary.

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Air Arabia Abu Dhabi marks its one millionth passenger

Air Arabia Abu Dhabi, the UAE capital's first low-cost carrier, today marks a major milestone as it celebrates its first millionth passenger at Abu Dhabi International Airport since it launched its operation in July 2020

Having recently celebrated its second successful year of operations, Air Arabia Abu Dhabi has flown 1,000,000 passengers on over 8,000 flights to 25 destinations out of its hub in Abu Dhabi International Airport. To mark this occasion, Air Arabia Abu Dhabi surprised its one millionth passenger with an unlimited number of return tickets free of charge to any destination of choice for a period of 12 months. The lucky winner was greeted at Abu Dhabi International Airport by airline and airport staff whilst checking in for his flight 3L714 departing to Tbilisi and was gifted the prize.

This most recent milestone follows a steady rise in passenger numbers powered by the carrier's expanding route network, value driven products and cost-competitive air travel services offered direct from Abu Dhabi.

Jamal Salem Al Dhaheri, Managing Director and Chief Executive Officer, Abu Dhabi Airports, said: "Air Arabia Abu Dhabi has performed exceptionally well in a short span of time, highlighting the growing demand for low-cost travel. At Abu Dhabi Airports, we are committed to working with our partner airlines to provide our passengers with enhanced connectivity and a seamless travel experience. With the aviation industry now gaining robust momentum worldwide, we are confident Air Arabia Abu Dhabi will continue to achieve milestone records."

Adel Al Ali, Group Chief Executive Officer, Air Arabia, said: "Welcoming Air Arabia Abu Dhabi one millionth passenger onboard our flight today is a testament to the strength of our value-driven product we offer our customers." He added: "We are proud to be celebrating this milestone just two years after launching the airline, during the midst of global pandemic, which reflects our confidence in the fundamentals of the

aviation sector and our commitment to support Abu Dhabi's travel and tourism growth by providing residents and tourists with a cost-effective travel option backed

by world-class service standards."

Since the start of its operations in July 2020, Air Arabia Abu Dhabi's fleet grew from just 2 Airbus A320 aircraft at launch to 8 new aircraft as of today, with additional aircrafts expected to join the fleet before year end. The carrier currently serves a network of 25 routes served direct from Abu Dhabi International Airport.

Air cargo tonnages drop again



Lufthansa Cargo

Worldwide air cargo tonnages dropped again in the first full week of September after recovering somewhat in the previous two weeks, the latest figures from World ACD Market Data reveal, with no clear signs yet of a post-summer, pre-penic revival.

Looking at week 36 (September 5-11) alone, worldwide chargeable weight decreased 5% compared with the previous week. But comparing weeks 35 and 36 with the preceding two weeks (2Wo2W), volumes in the last two weeks combined were broadly stable on a 2Wo2W basis, while average worldwide rates declined 1%, with a slight decrease in capacity.

Across that two-week period, tonnages showed a stabilising trend from most of the main air cargo origin regions, except for flows ex-North America, which showed a strong decrease of 7%. That volume trend ex-North America can also be seen on a lane-by-lane basis, with significant decreases from North America to Europe (8%) and to Asia Pacific (11%). **Freight forwarders connect Asia to the world**

Other notable lane-by-lane changes include a 10% drop in chargeable weight

from Europe to Africa and a 5% increase from Europe to North America, on a 2Wo2W basis.

Year-on-Year perspective

Comparing the overall global market with this time last year, chargeable weight in weeks 35 and 36 was down -1% compared with the equivalent period in 2021, despite a

capacity increase of 7%. Volumes ex-Asia Pacific are 20% below their strong levels this time last year, with Middle East & South Asia origin tonnages 15% below last year, North America and Africa origin traffic down 5%, and ex-Europe volumes 4% below the equivalent two-week period in 2021.

Capacity from all of the main origin regions, with the exception of Asia Pacific (7%), is now significantly above its levels this time last year, including double-digit percentage rises from Africa (18%), Europe (11%) and North America (10%).

Air cargo tonnages stabilised

Meanwhile, after remaining above last year's levels for the first seven months of 2022, worldwide rates are now 4% below their level this time last year at an average of \$3.52 per kilo, despite the buoying effects of higher fuel surcharges compared with last year.

It's worth comparing air cargo's performance with that of the ocean freight market, where average worldwide spot prices are around half their level this time last year, and that downwards pricing trend is accelerating as congestion and capacity constraints continue to ease.

Target Logistics International celebrates its 20th anniversary

TARGET LOGISTICS INT'L (PVT.) LTD. celebrates its 20 years in business in September 2022. This year marks another milestone in the history of the company as it enters its 20th year of services as it was launched on 30th-Sep-2002.

TARGET LOGISTICS INT'L (PVT.) LTD. was established in 2002, it provides services in the freight forwarding & logistics industry. TLI has successfully made its mark in the freight industry right from its inception. The company consists of seasoned industry professionals, who have invaluable exposure to the International transportation and logistics market.

Together with this important milestone, Target Logistics continued to focus and execute on developing TLI and diversifications. The shifting new and state-of-the-art premises with secured warehouse space. The establishment of their new sister concern company Green Box (Pvt.) Ltd to provide services in courier and eCommerce logistics management to support their clients and partners with the best possible services available and solve the problems that often occur between freight transportation; TARGET LOGISTICS keeps evolving internal procedures by upgrading their

logistics, IT & offering one window solutions...

Mr. Khalid Mir, CEO of Target Logistics International (Pvt.) Ltd. has a vast experience in the logistics industry. Mr. Mir started his career in the Garments and textile industry where he served for seven years in various executive positions including Manager of Export and Finance. In 1990, he interred in the Freight Forwarding business and worked with several organizations in Pakistan as Director of Operations. He played a major role in the establishment company's operations in Pakistan. In 1997, along with his other partners, he established a company that grew to become a big name in the freight forwarding and logistics industry in a short period. Encouraged by the success and performance of these companies, he then decided to establish "Target Logistics International (Pvt.)



Mr. Khalid M. Mir CEO Target Logistics International (Pvt) Ltd.

Ltd.", a company that provides all services under one roof with an advanced system of functionality.

Mr. Mir is the main driving force in Target Logistics & several other family companies. He has in-depth knowledge and experience in airfreight forwarding, groupage/consolidations, corporate sales, and procedure development for international customers. He is highly regarded among the major airlines and shipping lines. Mr. Mir has remained an active participant in various international conferences and seminars.



Staff Group photo of Target Logistics International (Pvt) Ltd taken with their CEO Mr. Khalid M Mir on the occasion of celebration of 20th anniversary.



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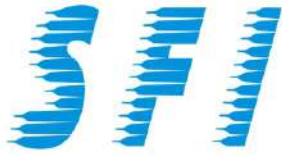
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UAE firm to manage air traffic over Afghanistan

A United Arab Emirates firm signed a contract with Afghanistan on Thursday 8 Sept. to manage air traffic across the country as the Taliban authorities seek to expand international flights.

While some flights are operating out of Kabul airport, significant extra support is needed for major foreign airlines to resume full service.

The full operation of the capital's airport which was trashed in August last year during a mass evacuation of civilians after the Taliban stormed back to power is seen as crucial to reviving Afghanistan's shattered economy.

On Thursday 8 Sept., Abu Dhabi-based GAAC signed an agreement that it expects will help bring back major international airlines.

The contract is part of more than \$300 million that GAAC aims to invest in Afghanistan over a 10-year period to develop the country's aviation sector.

The deal allows GAAC to "operationalise airspace to allow the passage of international carriers", the company's regional head Ibrahim Moarafi told reporters at a press conference.

He said it also permits GAAC "to restore the navigation services required for the return of major international airlines to Afghanistan's airports".

This includes air traffic control, communication and surveillance systems and meteorological services.

The agreement is the third signed by GAAC with Afghanistan's ministry of civil aviation and transport this year.

GAAC, which operated in Afghanistan before the Taliban returned to power, has already been awarded separate contracts for ground handling services and the screening of passengers at Kabul and other airports.

"Despite our two previous contracts, we still had some vacuum in our operations when it came to guiding flights crossing through Afghanistan's airspace," said deputy minister for aviation and transport Ghulam Jelani Wafa.

"We were short of equipment, while some equipment was broken, and it used to restrict our operations," he added.

No country has yet formally recognised the Taliban government, which has increasingly stripped away the freedoms of Afghans, particularly women.

Air traffic control at Kabul airport is currently being handled by a team of Afghans trained by experts from Uzbekistan and Qatar. The contract would run for 10 years, Ghulam Jelani Popal, deputy head of Afghanistan's ministry of Transport and Civil Aviation, told reporters at a press conference in Kabul.

He added that the group had already signed contracts with UAE state-linked GAAC over ground services and security. Ibrahim Moarafi, the General Manager and Regional Director of GAAC told reporters in Kabul that it would encourage major international airlines to return to Afghanistan.

"We believe this is the significant development," he said. "We also believe this is a significant development as it will bring economic benefits in terms of job creation." The Taliban, whose government remains an international pariah without formal recognition, have courted regional powers, including Qatar and Turkey, to operate Kabul airport, landlocked Afghanistan's main air link with the world, and others.

But after months of back-and-forth talks, and at one point raising the possibility of a joint UAE-Turkey-Qatar deal the Taliban in recent months decided to hand operations in their entirety to the UAE, sources had said in July.

Top Aces to train USAF F-35A, F-22 fighter pilots using F-16 aggressor fleet



The Canadian air combat training provider Top Aces won a contract to train United States Air Force fighter pilots.

Under the five-year contract valued at \$175 million, Top Aces will provide advanced adversary air training to pilots at Eglin Air Force Base (Eglin AFB) in Florida and Luke Air Force Base (Luke AFB) in Arizona.

To do so, it will make use of a fleet of 29 ex-Israeli Air Force General Dynamics F-16A fighter jets that were specifically modernized for the needs of the company.

Called the F-16 Advanced Aggressor Fighter (AAF), the privately-operated fighter integrates "a unique open-architecture mission system, including an AESA (Advanced Electronically Scanned Array), helmet-mounted tracking and aiming systems, a tactical data link system, and high off-line-of-sight missile capabilities," according to the company. Top Aces is the only commercial operator of the F-16 Fighting Falcon.

"With our fleet of F-16 AAFs, we deliver a caliber of adversary air training that was previously non-existent. Our commitment is to deliver professional excellence and significant cost efficiencies," says Russ Quinn, President of Top Aces.

Top Aces was among seven contractors to be awarded \$6.4 billion worth of contracts to provide realistic training, known as adversary air services (ADAIR), to the USAF in October 2019. It recently merged with Blue Air Training, another training provider headquartered in Las Vegas.



Ghulam Jelani Wafa (right), the deputy head of civil aviation in the Taliban government, signs documents with Ibrahim Moarafi, a civil aviation official from the United Arab Emirates, during a press conference on Thursday 8 Sept.

Qatar selects Inmarsat for in-flight broadband



Qatar Airways Group Chief Executive Akbar Al Baker.

Inmarsat has been selected as the in-flight connectivity (IFC) provider for Qatar Airways' Boeing 787-9 and 737-10 fleet, marking an expansion of its partnership with the Doha-based national carrier. GX Aviation, Inmarsat's high-speed global inflight broadband service, has been rolled out successfully on other aircraft within the Qatar Airways fleet and, under the new agreement, it has already been activated on the first seven Boeing 787-9s.

Qatar Airways provides one hour of free access to its 'Super Wi-Fi', powered by GX Aviation, with the option to purchase full access for the remainder of each flight. The seamless and reliable broadband will be available across the airline's aircraft and flight routes, allowing passengers to stay connected to family and friends, browse the internet, stream video and audio, enjoy social media, shop online and more.

The announcement comes as Qatar prepares to host the 2022 FIFA World Cup in November, with a huge influx of tourists set to travel by air into Doha's Hamad International Airport. With a fully connected fleet, Qatar Airways passengers will be able to stay up-to-date with match scores, watch video replays and even livestream games from 30,000 feet, enhancing their onboard experience. Inmarsat is committed to meeting the bandwidth requirements generated by this forthcoming event and, alongside its partner Safran Passenger Innovations, installed and activated GX Aviation on the first Qatar Airways 787-9 aircraft in less than five months from contract award.

Akbar Al Baker, Qatar Airways Group Chief Executive, said "Over the years, Qatar Airways has pioneered a range of game-changing innovations as part of our exceptional five-star passenger experience. This, in turn, has resulted in the international air transport rating organisation Skytrax naming us 'Airline of the Year' an unprecedented six times. The launch of our Super Wi-Fi, powered by Inmarsat's GX Aviation, is a prime example. We were amongst the first



Via Inmarsat

airlines in the world to adopt this technology and remain the largest operator of GX-equipped aircraft in the Middle East and North Africa. Making Super Wi-Fi available across our fleet is an important milestone at a time when staying connected with loved ones and friends has never been more important for passengers. As the 2022 FIFA World Cup approaches, Inmarsat is the perfect partner we need to ensure Qatar Airways can offer unrivalled inflight connectivity to each and every passenger, continuing our track record of service excellence."

Niels Steenstrup, President of Inmarsat Aviation, said "It has been more than four years since Qatar Airways became the launch customer for Inmarsat's GX Aviation in the Middle East and North Africa and, during that time, millions of passengers have enjoyed access to its Super Wi-Fi service. We are delighted to expand our important partnership even further. Qatar Airways' decision to select GX Aviation is testament to its continued satisfaction with our global, consistent, and reliable connectivity, as well as the positive feedback it has received from passengers. It has been a pleasure working with the airline on this rollout."

GX Aviation is powered by Global Xpress (GX), the world's first and only globally available broadband network, offering superior inflight connectivity on par with mobile Wi-Fi on the ground. The GX network currently consists of five Ka-band satellites and will be further enhanced with the addition of seven more satellites as part of Inmarsat's fully-funded technology roadmap. This includes two Inmarsat-6s, the most sophisticated commercial communications satellites ever built, both of which are scheduled to enter service next year and will be followed by three additional satellites in geostationary orbit adding speed, capacity and resilience and two in highly elliptical orbit, enabling the world's only commercial mobile broadband service for aircraft flying in higher elevations and across the Arctic.

The GX network will also play a crucial role in the ongoing growth of

Inmarsat's unique ORCHESTRA dynamic mesh network, which will bring existing geosynchronous (GEO) satellites together with low earth orbit satellites (LEO) and terrestrial 5G to form an integrated, high-performance solution, unmatched by any existing or planned competitor offering.

MNG Airlines receives second A330-300 P2F aircraft



MNG Airlines, which holds a significant share of the air cargo industry in Turkey, is looking to use its experience to expand its services and flight network. After having converted Turkey's first passenger-to-freighter (P2F) aircraft last year, MNG Airlines has completed the conversion of its second aircraft and TC-MCN is ready to take to the skies again with a much higher structural and volumetric payload capacity.

With vision of continuous improvement, MNG Airlines was the first Turkish company to invest in the acquisition and conversion of the A330 into a freighter aircraft in December 2020. Turkey's first converted A330-300P2F left Elbe Flugzeugwerke's (EFW) facility in November 2021 and joined the MNG Airlines' fleet as TC-MCM. Since then, it has completed nearly 3000 flight hours and carried over 12000 tonnes of cargo in the last nine-months to maintain a sustainable network between China-Türkiye and Europe. The second A330-300, TC-MCN was sent to EFW for the same P2F conversion process. The passenger-to-freighter conversion took seven months from February to September 2022. TC-MCN is already scheduled to begin commercial operations in mid-September.

Saudi Airport Exhibition to be held in Riyadh from Nov. 7

Saudi Arabia's massive airport industry growth potential to be under the spotlight

Saudi Airport Exhibition to be held in Riyadh from November 7 Global airport industry leaders heading to the Kingdom Future Airport Development Summit to host international experts on the sidelines Debate on passenger-centric 'airports of tomorrow'.

Riyadh, Saudi Arabia, August 23, 2022: The global aviation industry will be heading to Riyadh in the first week of November to explore the untapped growth potential of the airport industry in the Kingdom, which is in the midst of massive expansion in line with the Saudi 2030 Vision, a unique transformative economic and social reform blueprint unveiled in April 2016.

As the largest country on the Arabian Peninsula pushes massively to expand and upgrade airport facilities to serve 330 million air travelers by 2030, the year when 60 percent of its the population will be under the age of 35, Saudi Arabia's aviation strategy includes the expansion of existing airports and a focus on two large mega hubs in Riyadh and Jeddah, as well as plans to set up a new national carrier.

Earlier this year, the Kingdom relaunched the privatization of its airports to support the diversification of its oil-dominated economy, and ownership of 29 airports has already been moved to a new entity to prepare them for the process. The Middle East's largest aviation market will see the fastest passenger traffic growth in the Middle East until 2040 and has unveiled plans for a US\$147 billion

expansion of its transport sector. In May 2022, Saudi Arabia unveiled a Harmonizing Air Travel policy that will fuel Vision 2030 and help generate around US\$100 billion in aviation sector investment by the end of the decade.

The National Aviation Sector Strategy aims to increase air connectivity to 250 destinations, reaching 330 million passengers, and double air cargo capacity to 4.5 million tonnes. The Kingdom also has plans to launch a new national airline to complement its existing national carriers, Saudia, Flynas, and Flyadeal. It will also build a major new international airport in Riyadh, in addition to eight regional airports. The aviation sector, rebounding now after the pandemic, will deliver SR280 billion (US\$75 billion) to Saudi Arabia's Gross Domestic Product by 2030. The Kingdom expects economic growth of 7.6 percent in 2022 the fastest in the Arabian Gulf region.

Daksha Patel, Event Director at Niche Ideas, Organisers of the Event, said, "Saudi Airport Exhibition will provide the ideal platform for Saudi airports and stakeholders to meet with global industry suppliers and experts to fulfill the Kingdom's ambitious aviation expansion programmes. We are pleased with the enthusiastic response we received from international companies to be part of this exhibition and are grateful for the warm welcome we are receiving from Saudi aviation authorities to deliver an outstanding event."

She added, "Saudi Arabia is one the most exciting aviation markets in the

Kingdom."

To be held at the Al Faisaliah Hotel in the Saudi capital city on November 7 and 8, the B2B platform will focus on three key themes Expansion, Innovation, and Collaboration to help global airport industry players looking to enter or expand in one of the world's top 5 airport growth markets over the next two decades.

Over 100 leading global companies have already confirmed to participate from more than 20 countries, including Goldhofer, SITA, Siemens, CCM Airports, Fraport, ADB Safegate, Egis, TLD, Serco, Swissport, BECHTEL, IHSE, and Nuctech. Meanwhile, key Saudi entities supporting the Kingdom's aviation strategy at the event include Saudi Ground Services, Saudi Air Navigation Services, Seder Group, METCO, PPMDC, Ground Handling Logistics, Nesma United Industries, AQESA, Trans Cities Trading, Hoshan Group, and MAFA, amongst others.

The only airports-dedicated event in Saudi Arabia, the exhibition will bring together decision-makers from airport operations, infrastructure, air traffic control, ground handling, security, retail, and investment, who are keen on learning about the latest technologies and innovations from across the world that are shaping the world of airports, cargo, transport, and logistics. Participants will have the opportunity to gain valuable insights about the commercial and investment opportunities in the Saudi aviation market from key stakeholders involved in the process.

Co-located with the event, the Future Airport Development, and Investment Summit will welcome 500 attendees including Saudi transport and aviation leaders and global experts and suppliers. The Summit program includes keynotes and panel discussions covering the role of the aviation industry in supporting Saudi Vision 2030; Aviation Sustainability;

Rebuilding the Aviation Industry Post-Covid; Future Airport Planning; Passenger Centric Thinking to Prepare the Airports of Tomorrow; Digital Innovation in Aviation; Developing Robust and Sustainable Air Traffic Management Systems; Airport Security in the Age of Digital Disruption, and Building a Local Aviation Talent Pool to Support Growth.



Malaysia Airlines expands long-standing Sabre relationship

Sabre Corporation (NASDAQ: SABR), a leading software and technology provider that powers the global travel industry, recently announced an agreement with Malaysia Airlines to enable the carrier to enhance its network planning and optimization with Sabre technology as it continues to ramp up operations.

The Kuala Lumpur-based carrier and Sabre have a successful, valued, long-standing relationship, having worked together for more than two decades. This latest agreement supports Malaysia Airlines' efforts to deliver robust schedules that are operationally feasible and profitable. It will use Sabre's network planning and optimization products for critical decision support to help it to forecast schedule profitability, match capacity and demand, and improve aircraft utilization and network connectivity.

"With industry recovery progressing well, we're firmly focused on providing optimum routes whilst ensuring the integrity of our flight schedules," said Mr Bryan Foong, Group Chief Strategy Officer, Malaysia Airlines. "As such, we're thrilled to further cement our relationship with Sabre by selecting a full suite of network planning and scheduling solutions that will help the airline in designing the right schedules and deploying the right aircraft on the right route and time to maximize revenue opportunities, optimize costs and meet high traveller demand."

Malaysia Airlines flies an extensive route network spanning across Asia Pacific, Middle East and the UK. With travel restrictions having eased in Malaysia earlier this year, bookings immediately surged for both inbound and outbound travel. The carrier is now firmly focused on longer-term plans including launching new routes, expanding codeshare partnerships, replacing aircraft and exploring sustainable aviation fuel options. In a further sign of the recovering premium travel sector, the airline has also re-opened its three Golden Lounges at Kuala Lumpur International Airport.

The carrier has selected a full suite of Sabre scheduling solutions, made up of:

Schedule Manager which enables the creation of scheduling scenarios, schedule edits, optimization of aircraft utilization, creation of connecting banks and checking for feasibility violations, to build commercially viable and operationally feasible schedules.

Fleet Manager which helps optimize fleet management decisions, assigning the most appropriate aircraft type to each flight leg to minimize spoilage and spill, reducing costs and helping to maximize

profitability.

Profit Manager which uses complex algorithms and multiple passenger choice modelling to evaluate market share, forecast load factors, and analyze partnerships and alliances, helping to forecast revenue and network profitability.

Codeshare Manager which helps the airline manage codeshare agreements with partner airlines and evaluate potential codeshare connects to maximize revenue. It allows for private what-if analysis, independent of partner airlines to evaluate the value of each partnership.

Slot Manager which is a comprehensive slot management solution allowing airlines to manage slot portfolios, automating the slot messaging

process to avoid manual messaging and help ensure schedule and slots are in sync to avoid penalties and loss of historic slots.

"What is clear is that airline network planning and optimization is only becoming more complex," said Rakesh Narayanan, Vice President, Regional General Manager, Asia Pacific, Travel Solutions, Airline Sales. "Airlines can no longer rely on historic data patterns to predict future demand and they are also facing challenges in ramping up capacity and with continuing high fuel costs. So, it's more important than ever that carriers have advanced technological solutions to predict future demand and adapt to market conditions so they can make the most of every route, every aircraft and every seat."

Air cargo tonnages stabilized



FIATA International Federation of Freight Forwarders Associations

Worldwide air cargo tonnages dropped again slightly in the final few days of August and into early September after rebounding in the last full week of last month, the latest figures from WorldACD Market Data reveal.

However, on a two-week basis they stand slightly above their levels in mid-August suggesting a possible stabilisation of demand, albeit below last year's elevated levels.

Looking at 29th August 4th September alone (week 35), worldwide chargeable weight decreased 2% compared with the previous week, partly eroding the 5% week-on-week rise in volumes reported in week 34, while the average worldwide rate slightly decreased, based on the more than 350,000 weekly transactions covered by WorldACD's data.

But comparing weeks 34 and 35 with the preceding two weeks (2Wo2W), volumes in the last two weeks combined are slightly up (2%) on a 2Wo2W basis, while average worldwide rates declined 1%, in a more or less stable capacity environment.

Across that two-week period, tonnages showed signs of recovery from most of the main air cargo origin regions.

Notably, volumes were up 4% from the key Asia Pacific origin region, on a 2Wo2W basis, and increased significantly from Middle East & South Asia (8%) and Africa (6%).

Those volume trends can also be reported on a lane-by-lane basis, with significant increases from Middle East & South Asia to Europe (11%) and Asia Pacific (19%), and from Africa to Europe (6%), while the major lane from Asia Pacific to Europe saw a +4% increase. Intra-Asia Pacific volumes were also up 6%, and the strong US dollar relative to European currencies may have helped support a 3% rise in tonnages from Europe to North America.

Declines in volumes were in particular recorded on flows between Europe and Central & South America (outbound 5%, inbound 6%) and from Europe to Africa (-6%), on a 2Wo2W basis.

Year-on-Year perspective

Comparing the overall global market with last year, chargeable weight in weeks 34 and 35 was down 9% compared with the equivalent period last year, despite a capacity increase of 11%. Capacity from all of the main origin regions, with the exception of Asia Pacific (5%), is now significantly above its levels this time last year, including double-digit percentage rises from Africa (22%), Europe (19%), North America (13%) and Middle East & South Asia (13%).

Meanwhile, after remaining above last year's levels for the whole of 2022, worldwide rates have now slipped below (2%) their level this time last year to an average of \$3.53 per kilo, despite the buoying effects of higher fuel surcharges compared with last year.



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Restructuring of Pakistan

(Prof. Safdar Sandal)



(An interesting discourse)

“Defeat is not when you fall down: it is when you refuse to get up”.

A young man looked a bit angry. Perhaps, he was running short of arguments.

He: Gone are the days when the youth believed in their elders out of respect. This is the age of technology. Information on all subjects is available on the internet. Opinions are formed and promoted through social media. Ironically, in Pakistan it is being used as a tool for mud-slinging. Believe me. Pakistan is not a country to live in, Sir. No merit, no justice, no bread, no safety, no electricity, only floods or earthquakes.

Me: What kind of logic is this? I assure you son. If Pakistan did not become an independent country under the able leadership of our Quaid, we would still be treated as third-grade citizens by the brute Hindu majority. We achieved it through sheer hard work and dedication and made Pakistan what it is today.

He: You make me laugh, Sir. Tell me. Aren't we still being treated as third

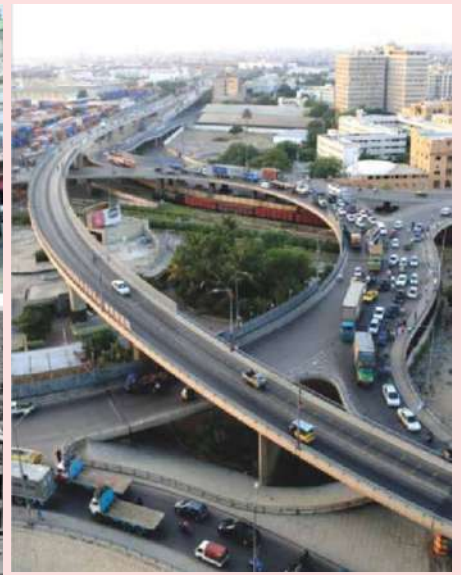


grade citizens by the ruling elite? Who mostly belong to the agricultural class and are famed for exploiting the hard-working tillers of land left with bare hands.

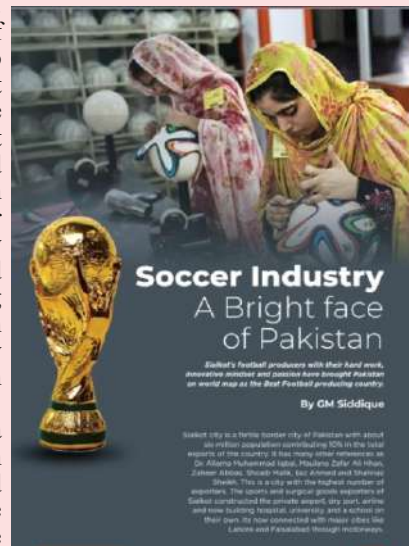
Me: Wrong.

Absolutely wrong. If there was no Pakistan, I would not have had the privilege to represent my country and company as an Ambassador or salesman for my sports-products and continuing simultaneously with various other activity like pursuing with education. Barring !! Would have been a Lower Division Clerk, at best. And you? You would be serving in some factory as messenger or peon. Ask the Muslims living in India :

how they are being treated by New Delhi and by the hard-core Hindu majority mob who beat them up if they dare to celebrate though meekly, hard-earned victory of



Pakistani Cricket team over any other team; and what to talk of over Indian cricket team. Showcasing a powerless Muslim President in India is a living



Sialkot has regained its honor of being the hub of football producing city as 60% of world's balls are now being produced in this city for all world top brands like Adidas, Nike, Puma, Lotto, Umbro, Mitre, Micassa, Diadora, Wilson, Decathlon, etc.



example being nothing more than a façade, under the 'Hindutva' idolized state still proclaiming a secular status in the world's blind eyes. What a parody? Secondly, tell me, if your mother fell sick, would you abandon her just because she got sick? Wouldn't you try finding some treatment?

Me: (continuing) ask what is happening to independence seeking Kashmiris since their annexation in 1947-48. What inhuman treatment is being meted out to them? Look at their status and especially after they have been ingrained into the manhole of Indian hegemony through enactment from their parliament?





hygienic lifestyle. Let us be little patient with our environment. Things are bound to change. So let them work so, through automation!!

He: Just like the rest of Pakistanis, you are too opinionated, Sir. Very rigid with no logic!!!

Me: But you are a Pakistani too. Aren't you? My dear, wisdom also lies in knowing what needs to be ignored and what not? If nothing else, you could at least be refrained from talking against the country. No point in complaining. Pakistan is what you have. You are not shifting to Canada. Do you think you will be treated as a first-grade citizen there? Grass looks greener on the other hill or say more easily, "grass grows greener in the neighbor's house" .. A fantasy thinking.. Sit down with yourself. Reflect.. I agree with you. There are challenges in life. I had hundred and one chances to settle in US or the West. But I preferred the dust of my homeland. Try to contribute instead of aimlessly criticizing your country.

He: There is no need to be emotional, Sir. Of course I will look after my mother. But a country where sons are treated discriminately and some of the children themselves are actually the real reason for their mother's treatment. What would you do then? To say that it is a collective failure either, doesn't absolve you still from taking responsibility. What kind of inheritance have we been bequeathed?

Me: Who says it is a failure? Look at our achievements despite the meager means and the demagogue behavior of the IMF or other such monetary subsidiaries.

He: Remember, once you told me how to address a challenging predicament? Change it, leave it or accept it. I tried. I could neither change anything nor could I accept it.

Me: The problem is that some of you accept defeat without entering the arena and into an actual fight. In search of shortcuts, you surrender first. I don't know where I heard this saying but, in a war, surrender is not an option. Either you die or triumph. If you think the present situation in Pakistan portrays a war-like scenario. I would not advise you to surrender but to take recourse to democratic means... It is the will of the people which wins eventually. There are many examples.

He: Society is too polarized to make room for logic. Educated people have no other option but to find alternatives. We are ready to sacrifice. But for who? .. the ruling elite? No way. Either we are glued to TV screens watching in-consequential talk-shows or making policies to safeguard individual interests. Sorry Sir. Too much to do. Too little time left. Too little care and attention to real issues by the so called elite who seem to have settled for a turn after a term through ill-begotten means!!

Me: Yes.. We are going through a

difficult phase of history ...

He: Oh Sir. Please !! When was it that the government of the day's focus was the people of Pakistan? We have no hope. We have no future.

Me: You have made some valued points, young man. But let me talk in a language that you understand. You know that after thesis and antithesis, here is the stage of synthesis. Don't you? We have undertaken experiments in politics. We have seen the outcome of our five year plans. Like all others, presently we are struggling to cope with the menace of the internet and social media. To begin with, let us not try to change our history to

75 YEARS OF PAKISTAN



provide credence to our argument. Let us be little patient with our environment. Things are about to change. When we have devastation caused by floods; we put the blame on America or China for climate change, although we have a minimum contribution in the climate change, luckily!! And the UN - SG recently said "Pakistan bearing the brunt despite minimal share to climate change". Yet we are blamed because of our anti-

I concluded .. we have played our innings. Now it is your turn to come forward and do what is required to be done. Be a constructive part of the process.. why don't you talk about yourself for a change? What is your contribution? What have you done for the country except finding faults in it?

The young man disappeared like steam from a tea kettle.



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Oman Air paving the way for the next generation of aviation and logistics professionals



In line with Oman's Vision 2040 strategy, which aims to develop a diversified and sustainable economy, Oman Air, the national carrier of the Sultanate of Oman, continues to provide Omani nationals the opportunity to gain insights into the aviation and logistics world through specialised internship programmes at Oman Air headquarters.

In 2021, Oman Air provided internship opportunities to 250 students from various universities and colleges in Oman and abroad. Furthermore, more than 160 additional students are expected to finish their internship programme by the end of August 2022.

Oman Air, Senior Vice President People, Hilal Al Siyabi, stated: "Oman Air is pleased to lend its support to the youth of Oman and guide them through our internship programmes. We remain committed to Oman's economic diversification and Omanisation objectives by training the next generation of Omanis in the aviation and logistic sectors. We want to encourage future aviation professionals to explore the full spectrum of positions available in the industry, whether for a flying or non-flying career."

Oman Air's Talent department, in coordination with various units of the airline, accommodates undergraduate trainees by equipping them with the skills necessary to apply for and succeed in jobs within their chosen fields, such as Human Resources, Flight Operations, Airport Management, Marketing, Corporate Communications and Media, Logistics and Supply Chain, Engineering, Digital and Operations Management, among many others.

"Interns are assigned designated coaches who are responsible for providing orientation and supervision and are accountable for mentoring and guiding the interns to maximise their potential." Al Siyabi added. "We would like to thank the employees who contribute their expertise to the next generation. We acknowledge their efforts and appreciate their participation in

achieving the company's obligation to train future leaders."

Current graduate trainees and undergraduate students who need to fulfil their curriculum requirements for graduation purposes can submit a 'Training and Internship Request' available on the official Oman Air website under the 'Careers' section.

Aleppo airport hit by Israeli strikes: Syria

Several Israeli strikes hit Aleppo airport in northern Syria on Wednesday 31 August, the official SANA news agency said, also reporting material damage.

"At around 2000 hours (1700 GMT), the Israeli enemy targeted Aleppo international airport with missile fire, causing some material damage at the heart of the facility," the agency said.

It made no mention of casualties. SANA had earlier reported "the sound of explosions" in the area.

The Britain-based Syrian Observatory for Human Rights, which relies on a wide network of sources on the ground for its information, confirmed there had been an attack. It said four Israeli missiles had targeted the runway and depots at the airport believed to contain missiles supplied by Iran.

The observatory did not report any casualties, but said the strikes had triggered explosions and fires. SANA also said that anti-aircraft defences had intercepted "enemy" missiles above the capital Damascus. State television said the missiles were Israeli.

Last Thursday 30 August, SANA reported two civilians wounded in a series of Israeli air strikes on the western Hama and Tartus regions.

The observatory said they were among the heaviest Israeli raids so far against Iranian-aligned militias in Syria.

Since civil war erupted in Syria in 2011, Israel has carried out hundreds of air strikes against its northern neighbour, targeting government troops as well as allied Iran-backed forces and Hezbollah fighters.

While Israel rarely comments on individual strikes, it has acknowledged carrying out hundreds of them.

The Israeli military has defended such action as necessary to prevent arch-enemy Iran from gaining a foothold on its doorstep.

Airline executive urges Thai government to put off further proposed Thailand tourist tax

A top airline executive is urging the Thai government to put off further the proposed Thailand Tourism Fee (TTF) which was postponed from August to later in the year. The levy which is to be collected by airlines flying into Thailand from passengers was put on hold after a top Tourism Ministry official said it was not clear yet how it would apply to visitors arriving by sea and by land. Tony Fernandes acting Chief Executive Officer of Thai Air Asia X has called on the government not to go ahead with the proposed 300 tourism levy in the short term as the kingdom's foreign tourism industry is beginning to gain momentum and could be sensitive to any changes at this time.

Thailand is understood to have welcomed 4.3 million visitors in the opening eight months of the year although the kingdom still posted a substantial \$4.1 billion current account deficit for July 2022 as its economy, like others in the world, labours under elevated energy costs and reduced export growth as national economies reel from the disruptions caused by the war in Ukraine, higher interest rates and reduced demand. The new levy known as the Thailand Tourism Fee (TTF), has been in the pipeline, in its current format, since 2019 and follows earlier attempts to introduce such a fee over previous decades.

The tourism fee was supposed to come into effect in August but the Ministry of Tourism and Sports, weeks before, announced that it was being postponed until later in the year.

Mongkon Wimonrat, the permanent secretary at the ministry, cited administrative concerns in July for the ongoing hiatus over the introduction of the measure.

Ethiopian Airlines opens in-terminal hotel inside Addis Ababa airport

Ethiopian Airlines Group has completed the first phase of its in-terminal hotel construction...

The in-terminal hotel construction began in December 2020. The hotel is connected to Addis Ababa Bole International Departure Terminal 02 within a short walking distance from the departure gate and will be managed by Ethiopian Skylight Hotel as Ethiopian Skylight In-Terminal Hotel.

The two-phased project reached the completion of the first phase, availing 41 rooms for guests.



Brussels Airport via Wikimedia Commons

The hotel is located at the heart of Africa's diplomatic hub Addis Ababa, just five minutes' walk away from Bole International Airport. With outstanding, international-standard facilities and services, the luxurious hotel is suitable for leisure and business needs.

The hotel accommodates 97 modern, spacious, and luxurious rooms, including a restaurant and other facilities. It incorporates various categories such as an executive suite, a premium room for the differently abled, 12 interconnected rooms, 30 twin rooms, and 53 double rooms.

The hotel will also cater to passengers and crews who do not wish to leave the airport for any reason, enabling the airport to provide the most convenient travel experience possible and making it preferable for seamless connections.

On completion of the first phase, Ethiopian Airlines Group CEO Mesfin Tasew says: "The extensive Ethiopian network brings millions of passengers through Addis Ababa each year. As a customer-focused airline, we want our passengers to enjoy every minute they spend with us, even their transit hours at the airport. The construction of an In-Terminal Hotel takes transit at Addis Ababa to the next level.

"It addresses the industry's demand and leads us to plan and create efficient and seamless connectivity to enhance the comfort of passengers. We want

passengers to depart from their origin city without a single worry about their transit time at Addis Ababa Airport should they

TAAP holds meeting with consul general of Republic of Turkiye in Karachi

A delegation of Travel Agents Association of Pakistan (TAAP) led by Mr. Muhammad Nadeem Sharif Chairman TAAP visited the Consulate General of Republic of Turkiye at Karachi to meet and welcome H.E. Mr. Cemal SANGU as Consul General of Turkiye and discuss matters related to travel trade relationship between Pakistan & Turkiye. The meeting was also attended by Mr. Muhammad Hanif Dossani, Vice Chairman South Zone, Mr. Fazal Mahmood, Mr. Muhammad Raza, Mr. Iqbal Sakrani & Mr. Naveed Zameer, whereas H.E. Uzay OZTURK, Vice Consul, Excellency Eyyup YILDIRIM and Mr. Gurhan SOZEN, the General Manager Turkish Airline at Karachi.

While giving welcome note, TAAP chairman introduced TAAP team, and stated that Pakistan & brotherly Country Republic of Turkiye have strong historical relations in religion, cultural, trade & commerce, foreign policy and tourism. There is a great potential to increase the tourism between both the countries.

TAAP members also participated and exchanged views with the Consul General. The TAAP team apprised H.E the Consul General about the high fares on

choose to stay there as we are waiting for them with a comfortable space where they can freshen up before boarding their next flight."

The second phase of the construction, which will avail the remaining 56 rooms, the restaurant and other facilities, will be completed in October of this year.

GDS of Turkish Airline. Visa facilitation for groups travel of Pakistani tourists to Turkiye in particular & for Tourists were also discussed. H.E. the Consul General assured TAAP members about his support for initiatives to improve tourism between the two countries.

The Honorable General Manager Turkish Airline appreciated Pakistani travel Partners for supporting Turkish Airline and in playing important role to connect travelers of Pakistan with Turkiye destinations. TAAP informed that Turkish Airline has a code sharing agreement with Pakistan national carrier PIA. He also informed that higher fares issue will be sorted out within two to three weeks time. TAAP team assured their support to Turkish Airlines remittance issue & have taken up the matter with the Finance Minister and FPCCI & KCCI as well.

While concluding the meeting TAAP Chairman invited His Excellency to visit TAAP office, he agreed and seek some time as they are at the moment are busy in providing relief work for the Pakistani flood affected people.

TAAP Chairman presented memento to H.E. the Consul General, & thanked him for gracing the occasion.



Banks sending dollars out via credit cards

Amid the daily dollar rate appreciation, banks have doubled their buying of the US currency and are sending it abroad via credit cards while the government grapples to control greenback outflows.

The State Bank of Pakistan (SBP) on Friday 16 Sept. reported the closing price of the dollar at Rs236.84, an increase of 96 paise compared to the previous day's rate of Rs235.88.

The dollar has a strong grip over the exchange rate and the clutch is getting stronger each day amid falling foreign exchange reserves and higher imports.

The open market reported the dollar price at Rs241 on Friday 16 Sept., which was almost the same as on Thursday 15 Sept..

Currency dealers said finding dollars and other currencies is difficult since demand is very high.

Speaking to media, currency market experts said the SBP and the government have tight control over dollar buying from the open market, but the banks are providing a way out through credit cards.

The average banks' buying per week was around two to four million dollars, which has now gone up to \$12m on an average,' said Malik Bostan, the chairman of the Exchange Companies Association of Pakistan (ECAP).

It is extremely difficult to buy more

than \$500 for a common man from the open market but the official way out has been found.

Travellers could take up to \$10,000 per person from the country, and now credit cards are in high demand.

The currency dealers said the banks' dollar buying has sucked away greenbacks from the open market.

We have asked the government to half the limit for travellers to \$5,000,' said Mr Bostan. He also suggested that there should be a spending limit of \$2,000 per month on credit cards.

Currency dealers said the government is trying to boost country's foreign exchange reserves by restricting spending and borrowing from global lenders, but the outflows from banks' via credit cards could undermine the efforts.

Though the SBP insists there is no curbs, the importers said that opening LCs (letters of credit) for raw materials is not easy. 'This is being done as the SBP wants to minimise the import bill,' an importer said.

Banks are also buying dollars from the grey market at much higher rates, claims a currency dealer.

However, the outflow through credit cards has added to the vulnerability of the exchange rate, which further strengthens the US dollar in Pakistan.

Govt striving to boost exports, says minister

Commerce Minister Naveed Qamar recently said that the government was committed to providing a level playing field and reducing the cost of doing business for export-oriented sectors to bring down the current account deficit.

He expressed these views while addressing a virtual session organised by South Punjab Investment Forum in collaboration with USAID.

'I am glad to inform you that textile exports during FY22 reached a historically high level of \$19.3 billion despite the fallout of Covid19 and severe economic challenges,' said the minister.

It was time to promote value-added products, he said, insisting: 'I assure you that our incentives would only be available to value-added products.'

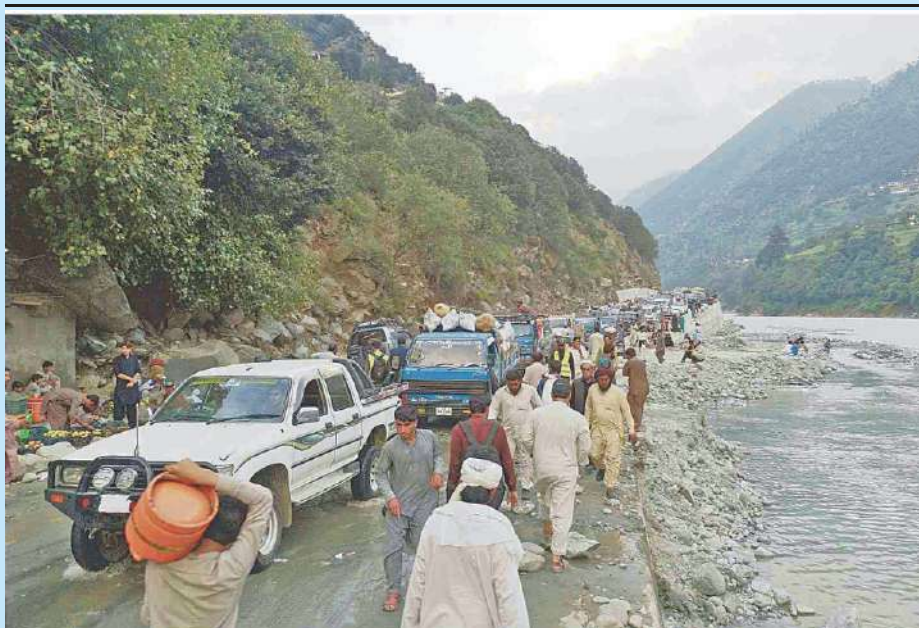
Mr Qamar highlighted the steps taken by the government, including the supply of energy at competitive tariffs, disbursement of around Rs42bn from April to June 2022 to mitigate prevailing liquidity issues due to severe economic challenges, duty-free import of cotton and reduction of customs duties on import of dyes and chemicals, adding that duty-free import of textiles and apparel machinery has been continued.

He said the commerce ministry had formulated the Textiles and Apparel Policy 2020-25, which would address matters like value addition, product diversification, skill development, productivity and ease of doing business, etc.

'We need to attract investment in the textiles and apparel sector to enhance our manufacturing capacities. I would also like to remind you that SMEs across the world are engines of growth for any country,' he remarked.

He stressed the need to encourage 'Make in Pakistan' products, noting Pakistan had less than 2pc share in the global textile market, which needed to be enhanced with practical steps.

Meanwhile, Mr Qamar also held a meeting with Finance Minister Miftah Ismail and National Food Security Minister Tariq Cheema to discuss the import of weed-resistant cotton seeds. The industry has urged the government to allow the import of cotton from India.



Motorists stuck in a snarl-up near Daroliv village, Swat, after traffic was restored on Bahrain-Kalam Road, which was damaged in the recent flash floods.

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Mohenjo Daro may be removed from world heritage list, warns official



THE crumbling structures at Mohenjo Daro following recent downpours.

The department of archaeology has called for urgent attention towards conservation and restoration work at Mohenjo Daro apprehending that the site may be removed from the world heritage list if such work was not carried out.

Sources said on Saturday 3 Sept. that archaeological ruins of Mohenjo Daro had received record rains, measured at 779.5mm, which continued from Aug 16 to 26. It resulted in considerable damage to the site and partial falling of several walls, including the protection wall of the stupa dome.

It was learnt that the curator of the site in his Aug 29 letter to the director culture, antiquities and archaeology said “we have put in efforts to protect the site with our resources”. The role of other departments irrigation, roads, highways and forest was quite essential for safeguarding the world heritage site, as landlords and farmers had not only inserted pipes and given cuts to canals and roads to release water into Mohenjo Daro's channel. However, due to negligence on the part of above-mentioned departments, the rainwater from nearby agriculture lands had filled disposal channel, the sources said.

This caused delay in driving out water from the site, the letter said, adding that water had entered even into the campus. After rains, the official concerned at the site had said: “We are facing another emergency in the shape of a constant rise in the Indus level.”

Walls of several structures crumbling after rains; urgent repair required, authorities informed

Although water level in Indus is low, due to the construction of metal road on the protection dyke near Mohenjo Daro, paired with occurrence of fissures, cavities and dangerous gullies, the

department had approached local irrigation officials but in vain, according to the letter. No one had turned up to inspect the site and assess the situation, it said.

The archaeology official had called

Floodwaters threaten vestiges of Sindh's past



A view of the collapsed section of the 'Great Wall of Sindh' at Ranikot's Sann Gate; ramparts of the Kot Diji fort have given way in the face of heavy rains; a tarpaulin covers the 'Mound of the Dead' at Moenjo Daro; and, the rain-spoilt exterior of the White Fort.

The Mound of the Dead, one of Moenjo Daro's most iconic features, is covered in blue tarpaulin. The torrential rains that have left most of Sindh inundated have not spared these ruins either, and workers scramble to reinforce the retaining wall of the mound as water seeps down into the unexcavated parts of the site, carving channels as it goes.

While the government and welfare organisations battle to provide relief and rehabilitate the hundreds of thousands left homeless by the savage monsoon downpours, heritage and archaeological sites across the province are also in dire need of repair.

Reports emanating from various parts of the province paint a pretty bleak picture; the very forts, tombs and autags etc which symbolise the glorious past of the region are now in danger of crumbling.

At Moenjo Daro alone, the rains have damaged excavated areas and exposed the ones buried underneath by creating furrows in them. The accumulated water has seeped into the excavated areas, loosening the soil and resultantly tilting the walls. This site, among the primary surviving bastions of the Indus Valley civilization as it dates back to 2,500BC, is one of the last remaining connections Pakistan has with prehistory.

In Larkana, which saw some of the

for immediate contact with the irrigation and roads departments for the repair of bund, breached canal dykes and removal of pipes.

The curator has proposed sending of experts (conservators and engineers) for an assessment of the damage caused to the site during downpours. Presently, the archaeology officials posted at Mohenjo Daro are busy repairing the damaged portions of the structures.

heaviest downpours in the region, the Shah Baharo and Tajjar buildings are covered in rainwater overflowing from drainage and sewage lines in the city centre. But it is the Mian Noor Mohammad Kalhoro graveyard (in Moro) that has, arguably, suffered the most. Here, several graves, including six tombs, have completely vanished and the condition of many others has deteriorated severely. The walls of those that do stand have caved in.

Apart from that, the Buddhist stupa at Thul Mir Rukan has fallen victim to the inclement weather as its drum has been broken. The floods have not spared the famous Makli monuments in Thatta and Banbhore either both internationally renowned archaeological sites.

Talking about the seriousness of the issue, Hamid Akhund, who is secretary of the Endowment Fund Trust (EFT) for the Preservation of Heritage of Sindh, told media recently that the damage is 'on a massive scale.

Whatever we have restored has been damaged. There is not a single place left in Sindh where heritage remains intact; be it Kot Diji, Ranikot, Shahi Mahal, White Palace, Faiz Mahal, the historic imam bargahs, bungalows or public dispensaries.

According to Mr Akhund, Kot Diji of ten considered the strongest of the ancient fortifications in the region has all but collapsed, as have the walls of Ranikot.

We do not know what is happening in Thar. There is four to five feet of stagnant water in Kot Diji. The entire heritage area of the province is turning into Moenjo Daro, and the government is not moved, he said.

Mr Akhund lamented that while the provincial Culture Department spends mammoth amounts on a variety of events, but not a single delegation has visited these sites, so far.

He suggested that rather than organising musical programmes, those funds should be diverted to save Sindh's heritage and its monuments.

Unesco mobilises \$350,000 to save heritage sites



ZULFIQAR Ali Bhutto Jr, the son of late Murtaza Bhutto, visits Moenjo Daro along with his guests on Thursday 8 Sept. to assess damage caused by torrential rains and floods.

The unprecedented floods which have killed at least 1,300 people and left vast areas of the country submerged have also taken a toll on Pakistan's cultural heritage sites, prompting the United Nations Educational, Scientific and Cultural Organisation (Unesco) to muster up emergency finances to restore these cultural treasures.

In a statement on Thursday 8 Sept., the UN body said it had mobilised an emergency fund of \$350,000 to help flood-damaged cultural heritage sites in Pakistan, particularly Moenjo Daro which dates back to 2,500BC, and historical monuments at Makli, Thatta, in Sindh.

As a result of floods, Karez in Balochistan, a traditional irrigation system on Pakistan's World Heritage Tentative List, the Amri site museum, and the Sehwan folk and craft museum in the Jamshoro district, have also been damaged, Unesco said, as it announced funds to save heritage in Pakistan.

Unesco Director General Audrey Azoulay said as part of its mandate, Unesco will provide assistance to "restore this heritage" and based on "needs analysis conducted by our office in Islamabad, we decided to mobilise right now \$350,000 from our heritage and emergency funds".

According to the world body, \$150,000 will be released from the World Heritage Fund to support recovery and prevention measures at Moenjo Daro and Thatta World Heritage site. The funds will also include measures to mitigate the impact of natural disasters in the long term.

Similarly, \$200,000 will be released from the Heritage Emergency Fund for cultural heritage, cultural practices and

intangible heritage elements at risk in the Balochistan, Swat, and Larkana districts, it added.

These activities will aim to support

not only the national response plans but also the knowledge bearers, artisans, craftspeople, and artists who have lost their livelihoods due to the floods on the other, it added.

Additionally, the Unesco office in Islamabad said it is working with the authorities to rapidly provide \$50,000 for distance learning solutions to ensure continuity of education.

Orange Line opens in Karachi



Renowned social worker Faisal Edhi, Sindh Information Minister Sharjeel Memon and Labour Minister Saeed Ghani inaugurate the Orange Line BRT service, which has been named the Abdul Sattar Edhi Line, on Saturday 10 September.

While describing the buses recently brought on Karachi roads under different transport schemes by the Sindh government as "much better than the buses running in the developed world", the provincial administration of the Pakistan Peoples Party (PPP) on Saturday 10 Sep. invited transporters and businessmen to invest in this sector, where they "would be facilitated for bank loans and government subsidies".

The offer came at the launch of the Orange Line Bus Rapid Transport (BRT) which was finally opened for public after more than six years of its groundbreaking.

In June 2016, the groundbreaking of the Orange Line project was performed by the then Sindh chief minister Syed Qaim Ali Shah, four months after the groundbreaking of the Green Line performed by the then prime minister Nawaz Sharif.

Despite having the shortest route in comparison with all five BRTs in Karachi 3.8 kilometres the Orange Line took more than six years to become operational. However, despite the delay, the Sindh government believes that it is "a gift for the people of Karachi" and more such projects are likely to be launched soon.

Sharjeel offers investors in transport sector support in bank loans, govt subsidies

Speaking to journalists at the launching ceremony of Orange Line at one of its stations, Sindh Information, Transport and Mass Transit Minister Sharjeel Inam Memon invited the private sector to take interest in the public transport system where the government was ready to extend every possible support.

"If our transporters, investors or businessmen want to bring such buses or want to make any investment in this area, the Sindh government will offer all possible support, ranging from facilitating soft loans from banks to providing government subsidies on different accounts," he said.

Earlier launched as Orange Line, the service has been renamed after Abdul Sattar Edhi as the Abdul Sattar Edhi Line.

Accompanied by Edhi Foundation's Faisal Edhi, Provincial Labour Minister Saeed Ghani, special assistant to chief minister of Sindh Ahmed Ali Jan, PPP legislators and senior officials, the transport minister also took a ride of the bus before interacting with the media.

Green Line connection

Mr Memon said that the service would be connected with the Green Line bus service soon and in the second phase of its expansion it would be plying up to Nagan Chowrangi.

"Keeping in view the high inflation burden on people, the fare of the Orange Line is kept low and it is fixed from Rs10 to maximum Rs20," he announced.

"Although the petroleum price has increased substantially over the past several months, the Sindh government wants to provide maximum relief to the people. This project has been completed under the direction of PPP Chairman Bilawal Bhutto-Zardari and Sindh Chief Minister Syed Murad Ali Shah. And another project of the public transport in Karachi will also be launched soon."



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Swatis mourn Queen Elizabeth's death recalling her '61 visit

Grief swept through Swat after the death of Britain's Queen Elizabeth II recently with the local elders recalling her 1961 visit to the region, which was a princely state at that time. Accompanied by her husband, Prince Philip, the queen stayed here for three days.

She got so fascinated by the natural and scenic beauty of Swat that she called the area 'the Switzerland of the east'.

The local elders, who were schoolchildren at that time, told media that the residents accorded a warm welcome to the royal couple on arrival.

We [residents] were properly trained for the [Queen Elizabeth II's] visit and were told to greet her with the yell 'long live the queen'. So, when she appeared on the road, we did that. The queen responded with waving hands and a smile on her face, said Mohammad Ismail, an elder of Saidu Sharif, who was a sixth grader in the Government Wadudia High School at that time.

He said the last Wali of Swat, Miangul

Abdul Haq Jahanzeb, had invited the local elders, ministers and his family members to her house to welcome Queen Elizabeth.

Before the queen's arrival, the ruler of Swat summoned the state's official tailor and asked him to make the Swati cap and a purse for the guest.

Wali-i-Swat

[Miangul Abdul Haq Jahanzeb] summoned

my father and asked

him to make a Swati cap and a unique purse for the British visitors,' said Malik Aurangzeb, owner of the Swat Cap House, whose father Malik Fazal Karim Jan was the official tailor of the Swat state. He said his father followed the orders and when Queen Elizabeth II showed up at the Wali's residence, she was presented with



Queen Elizabeth II and Prince Phillip with last Wali of Sawat Mangul Jahanzeb during a visit to the valley in 1961.

an elegant cap and a matching purse from the Swat Cap House

The local elders said Britain's queen was received a warm welcome wherever she went during three days visit.

It was like three days celebrations in Swat. We loved her [queen's] travel on the roads of Saidu Sharif,' said a 75-year-old woman.

PATA launches Asia Pacific Snapshot: Weekly Travel Recovery Dashboard

Sep 7, 2022
View this email in your browser

Broader Asia data contributed by PATA
Southeast Asia data contributed by PATA

The list of featured destinations in this newsletter will rotate on a weekly basis. Destinations with any updates regarding a change in travel policies will be given priority to be featured. The remaining destinations can be found on our [website](#).

Asia Pacific Snapshot: Weekly Travel Recovery Dashboard

DESTINATION	PANDEMIC STATUS	INBOUND TRAVEL	OUTBOUND TRAVEL	VACCINATION BOOSTER
AUSTRALIA	OPEN	OPEN	OPEN	90.3% 71.7%
AZERBAIDJAN	OPEN	OPEN	OPEN	48.0% 34.0%
BHUTAN	OPEN	OPEN	OPEN	86.7% 71.2%
CAMBODIA	OPEN	OPEN	OPEN	94.8% 65.7%
CANADA	OPEN	OPEN	OPEN	82.0% 49.6%
CHILE	OPEN	OPEN	OPEN	92.5% 81.0%
CHINA	PARTIAL	PARTIAL	PARTIAL	90.5% 57.2%

Reena Varma stands at a neighbour's house next to her ancestral home in Rawalpindi.

The Pacific Asia Travel Association (PATA) is pleased to announce the launch of the PATA Asia Pacific Snapshot: Weekly Travel Recovery Dashboard to support its destination members and the sector at

large by offering an easy, comprehensive guide to the status of travel reopenings, new travel experiences, and the most current travel policies and restrictions in place across the region. This dashboard is the latest revamp of PATA's COVID-19 status dashboard which has been issued regularly over the past six months.

PATA CEO Liz Ortiguera said, "Clarity on the rapidly evolving travel status and policies spanning the vast array of destinations across Asia Pacific is critical to enabling the industry's recovery and growth. The PATA Asia Pacific Snapshot addresses this issue by providing a simple and clear weekly report about travel policies, pandemic status and the latest news and marketing campaigns

for destinations within the region.

The weekly newsletter captures destinations' latest travel development on a weekly basis through various sources and is sent every Wednesday highlighting approximately 20 destinations across the region. The list of featured destinations in the newsletter rotates on a weekly basis, with member destinations announcing new updates given priority to be featured in the newsletter. More detailed information for 40 destinations is available on the PATA website.

PATA member destinations who wish to share the latest official policy updates on travel and status, please contact the team at sic@PATA.org.

View this week's newsletter at the follow link: [https://mailchi.mp/pata/asia-pacific-snapshot-covid-19-update-recovery-dashboard-968512?e=\[UNIQID\]](https://mailchi.mp/pata/asia-pacific-snapshot-covid-19-update-recovery-dashboard-968512?e=[UNIQID]).

Interested parties can subscribe to the newsletter at the following link <http://eepurl.com/h9o0ID>.

Influx of Iranians bolsters Arbæen pilgrimage

Twenty million pilgrims, swelled by a record influx of Iranians, have converged on the Iraqi shrine city of Karbala to mark Arbæen, an annual Shia festival that climaxes on Saturday 17 Sept..

It is one of the world's biggest religious gatherings, keenly observed in Iraq and neighbouring Iran, both Shia majority countries.

The event marks the end of a 40-day mourning period for the killing of Imam Hussein a founding figure in Shia Islam and grandson of the Prophet Muhammad (PBUH) by the forces of Yazid in 680 AD.

So far, there has been little sign of the intra-Shia political tensions that have prevented Iraq forming a new government since elections nearly a year ago. 'It's as if I've arrived in paradise,' said Najme, a 37-year-old primary school teacher, wrapped in a black chador and her feet clad in sneakers.

Along with her husband and parents, she is among more than three million Iranians attending the pilgrimage in Karbala, a new record, according to the Iranian government spokesman.

The family drove from the Iranian clerical centre of Qom to Najaf a second holy city in Iraq and then walked 80 kilometres (50 miles) to Karbala, home to the shrines of Imam Hussein and his brother, Abbas.



Two women consult instructions given to them as thousands of Shias gather in the city for the Arbæen walk.

Najme's mother Latifa could not disguise her joy. 'I keep calling the family back in Iran I send them photos and videos, to share the atmosphere with them,' she said. Iranian pilgrims have flocked to the event this year in part due to Baghdad and Tehran waiving visa requirements for travel between the two countries since late last year.

But the influx of pilgrims has filled hotels and sent room prices soaring. Some have even resorted to bedding down on pavements.

The pilgrims press forward on the

esplanade, and among alleys that snake around the two mausoleums that sparkle with gold and blue under the unrelenting sun.

At night, processions are bathed in neon light. Men dressed in black jump up and down on the spot, beating their torsos to the rhythm of religious chants blaring from loudspeakers.

Some cry hot tears, others slap their faces, to mark the killing of Imam Hussein centuries ago in the Karbala desert.

Among the 20 million pilgrims up from 17 million last year are five million foreign visitors, according to figures released by Baghdad.

Iran is of course the key external source.

Arbæen is an opportunity...for working class Iranians to travel' and celebrate what is both a religious and social occasion, said Alex Shams, who is researching a doctorate on the politics of Shia Islam at the University of Chicago.

'It's almost impossible for Iranians to get visas to other countries,' he noted, and US sanctions have made the Iranian rial almost worthless. 'Iraq is really one of the few countries that... they can afford to visit.

Arbæen is similarly politically significant in Iraq, which has been mired in crisis since elections last October.

US returns antiquities to Egypt

Authorities in New York announced recently the return of 16 antiquities to Egypt, including five works that were seized from the Metropolitan Museum of Art as part of a probe into international art trafficking.

Manhattan District Attorney Alvin Bragg said the 16 works were worth more than \$16 million. He spoke a day after announcing a similar return of 58 artworks to Italy.

"Today's repatriation shows the breadth and prevalence of antiquities trafficking networks," Bragg said in a statement.

Nine of the pieces had been in the possession of Michael Steinhardt, whom Bragg described as one of the world's largest collectors of ancient art. In 2021, Steinhardt was forced by US authorities to return 180 stolen ancient artworks worth a total of \$70 million.



A file photo shows an evidence image released in a search warrant issued by the supreme court of New York state on May 19. The painted portrait dates back to the first century of the modern era (AD 54-68) and is valued at over 1.2 million dollars.

Under that deal he avoided going to jail but was banned for life from acquiring antiquities in the legal market.

Five other pieces were seized in May and June from the Met, worth \$3.1 million, as part of a probe carried out by US and French authorities and under which former Louvre director Jean-Luc Martinez was charged in France.

Those five pieces had been looted from archeological sites in Egypt, smuggled through Germany or the Netherlands to France, and sold by the Paris-based Pierre Berge & Associates to the Met, Bragg said.

"The information developed and shared by the Manhattan DA's office with law-enforcement agencies around the world related to this investigation has led to the indictment or arrest of nine individuals in France, including the former Louvre Director Jean-Luc Martinez," Bragg said.

Qatar to allow beer sales at World Cup games three hours before kickoff



A general view shows the Lusail Stadium during an orientation event for the FIFA World Cup Qatar 2022 Volunteers Programme, on the outskirts of Qatar's capital Doha.

Qatar will permit ticketed fans to buy alcoholic beer at World Cup soccer matches starting three hours before kickoff and for one hour after the final whistle, but not during the match, a source with knowledge of plans for the tournament said.

Budweiser, a major World Cup sponsor with exclusive rights to sell beer at the tournament, will serve beer within the ticketed perimeter surrounding each stadium, but not in the stadium stands or concourse, the source said.

This year's World Cup is the first to be held in a Muslim country with strict controls on alcohol, presenting unique challenges for organisers of an event sponsored by a major beer brand and often associated with beer-drinking fans. "Beer will be available when gates open, which is three hours before kick off. Whoever wants to have a beer will be able to. And then when they leave the stadium as well for one hour after the final whistle," the source said.

Additionally, Budweiser will be permitted to serve beer in part of the main FIFA fan zone in central Doha from 6:30pm to 1:00am every day of the 29-day tournament, which kicks off on Nov 20, the source said.

At previous World Cup tournaments, beer was served in fan zones all day long.

The decision about where and when beer will be sold to fans is now finalised, but the price fans will be charged for a beer is still under discussion, the source said.

"We are working closely with FIFA, which is managing the relationship with

the Qatari authorities, to ensure our activations for the tournament are executed respectfully and in compliance with local rules and regulations," a spokesperson for Budweiser brewer AB InBev said in an emailed statement.

Qatar's World Cup organisers, the Supreme Committee for Delivery and Legacy, did not respond to requests for comment about the World Cup controls on alcohol. Qatar's government media office directed requests to the Supreme Committee.

There are four matches scheduled on most days of the tournament's group stage,

with the earliest match kicking off at 1pm.

It was not immediately clear how Qatar will handle beer sales ahead of the 1pm Wales and Iran game on Friday Nov 25, when most Muslims in Qatar will be gathering at mosques for the weekly congregational prayer.

Qatar currently requires most shops and restaurants in the country to close during Friday prayers.

Questions have swirled around the role alcohol would play at this year's World Cup since Qatar won hosting rights in 2010. While not a "dry" state like neighbouring Saudi Arabia, consuming alcohol in public places is illegal in Qatar.

Visitors cannot bring alcohol into Qatar, even from airport duty free, and they cannot buy alcohol at the country's only liquor store, on the outskirts of Doha. Only foreign residents with permits can shop there for home consumption.

Visitors can drink at a few dozen licensed hotels and clubs, where a pint of beer can cost \$18.

Budweiser will sell its non-alcoholic beer, Budweiser Zero, in stadium concourses and stands during games and at other fan sites, the source said.

"We always respect the local customs and culture in the markets in which we operate or host events," a spokesperson for AB InBev said in an emailed statement.

"Our promotion and activation of Budweiser Zero during the FIFA World Cup in Qatar will target the international guests coming to enjoy and celebrate football at the fan sites."



A tourist poses between wings, painted on windows at the top of Burj Khalifa, the world's tallest building.



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LBF virtual museum revisits shared culture, art legacy

It was a well-attended event at the National College of Arts (NCA) on Friday 2 Sept. where the British Council, Lahore Biennale Foundation (LBF) and the college partnered to launch the LBF Virtual Museum project.

The virtual museum is a digital platform for artists, academics and creative practitioners to reexamine shared cultural language and artistic legacy. The project is a part of the British Council's Pakistan-UK Season: New Perspectives programme to mark the 75th anniversary of Pakistan.

Speaking on the occasion, LBF Executive Director Qudsia Rahim said the NCA, where the virtual museum exhibition was held, was an important space for her.

"It's the same place where I used to work," she said, adding that the exhibition was a combined effort of the artists and curators. She said the LBF was striving hard to create a nationwide alliance of artists to help out the flood-affected people. She thanked NCA Vice Chancellor Prof Dr Murtaza Jafri for providing the space to the foundation to hold the exhibition.

"The virtual museum is a unique form of archiving, knowledge making and exhibition discourse in response to the global socio-cultural changes in museum practice and public perception. Curated by collaboration of leading local artists and academics, and not with a Western lens, it represents our shared history and heritage, and hopes to build upon the research as presented by local practitioners. With the current climate crisis in the country, it is now more crucial than ever to come together, collaborate and help each other," Ms Rahim said.

Mr Jafri shared with the audience that the NCA would build 100 houses for the flood-affected people and send 1,000 tents for them.

Kate Joyce, business director cultural engagement, South Asia, British Council, said, "The virtual museum is an innovative way to use art and heritage in community building in an inclusive and impactful way. This formed part of our programme of activity for Pakistan/UK: New Perspectives programme. I look forward to many young artists and curators contributing to this space as we go and meaningfully sharing ideas that pave the way for an inclusive and sustainable future."

Additional Secretary Culture Farhat Jabeen also spoke.

The project plans to develop and sell Art/NFTs as part of the LBF virtual museum for flood relief. Many people,



including - Farida Batool, Salima Hashmi, Imran Qureshi, Masooma Syed and Sarmad Khoosat, involved with the virtual museum have already committed to donate to the cause.

The projects on display included Dastaan-i-Urdu that reflected on Urdu literature in Pakistan and aimed to bring to light the sights and sounds of the cities that became centres of literary production. It included a range of literary movements.

The Body and Beyond: Women's Movement in Pakistan curated by Farida Batool investigated the challenges confronting women's movements in Pakistan, by engaging with issues of sexuality and body politics in the public sphere. It was a meditation on the feminist activism in Pakistan over the course of 75 years.

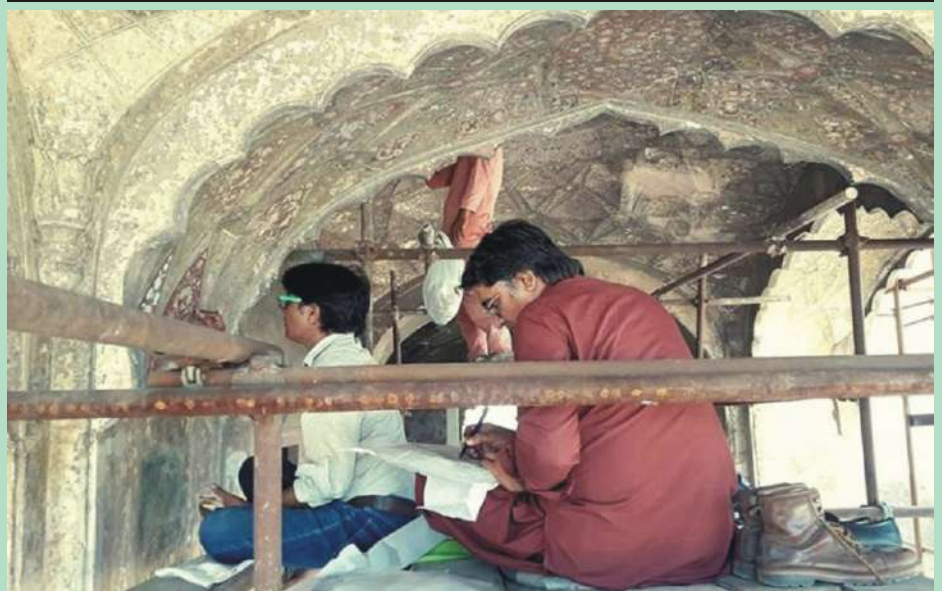
Taos Chaman by Masooma was an artistic rendering of locations in ordinary cities, towns, villages and small communities in South Asia, by artists who have lived there. It explored the plurality

of South Asian culture through the stories of migrants, marginalised individuals and communities.

Exploring What We Won't Like to Call 'Lollywood' curated by Sarmad Khoosat investigated the evolution of Pakistani cinema, its stories and relationship with the sociopolitical landscape of the country.

Ilm-e-Mosiqi: (Classical Legacies, Folk Music and Contemporary Classics) curated by Sara Zaman paid homage to the rich history of musical legacies and emerging contemporary forms in Pakistan and explored various genres of musical expressions. These include its teaching practices, gharana loyalties, the sanctity of raga time-cycles, the craft of instrument making, khayal and other musical forms.

Architecture through Space and Time: Conversations with the first generation of Pakistani Architects by Tanvir Hasan was a series of interviews with the first generation of Pakistani architects who qualified after 1947.



Archaeologists preserve art work on the walls of Daulat Khana at the Lahore.



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