






 <p>پاکستان سول ایوی ایشن اتھارٹی</p>	<b>CIVIL AVIATION AUTHORITY</b> <b>MINUTES OF MEETING</b>	<b>CAAF-007-MSXX-2.0</b>
<b>Directorate of Airport Services</b>		
<b>MEETING DESCRIPTION:</b> <b>6<sup>th</sup> NATIONAL AVIATION SAFETY TEAM (NAST) MEETING 2014</b>  <b>DATE, TIME &amp; PLACE: 11<sup>th</sup> November 2014 1000 HRS, CONFERENCE ROOM, JIAP, KARACHI</b>	Page 1 of 19  <b>FILE NO:HQCAA/1371/069/ASCG/I</b>	
<b>CHAIRD BY: AVM KHAWAR HUSSAIN DYDG CAA</b>	<b>RECORDED BY:</b>	<b>SHIREEN ALEEM GM CARGO (OPS &amp;DEV)</b>
<p><b>INTRODUCTION:</b></p> <p>The 6<sup>th</sup> National Aviation Safety Team (NAST) Meeting was held on 11<sup>th</sup> November 2014 in the Conference Room, JIAP Karachi. It was organized by Airport Services Division and chaired by Deputy Director General of Civil Aviation Authority (Dy. DG CAA).</p> <p><b>OBJECTIVE:</b></p> <p>The objective of the 6th NAST meeting was to provide the platform to discuss the aviation safety issues being faced by the civil aviation industry and resolve the same in consultation with the regulating body and concerned stake holders.</p> <p><b>PARTICIPATION:</b></p> <p>The 6th meeting of NAST was attended by the Regulators and the Service Providers of CAA, representatives from Pakistan aviation industry, which included air navigation service providers, major aircraft operators and their representatives from Flight Operations, Engineering and Corporate Safety, General Aviation Companies, Aerodrome Operators and Flying Schools.</p> <p>List of participants is attached as Annex 'B'.</p> <p><b>PROCEEDINGS:</b></p> <p>The meeting commenced with the recitation from Holy Quran.</p> <p>After the introduction of the participants, the chair Dy. DGCAA Pakistan delivered the welcome address. The chair appraised the purpose of NAST platform as well as SARAST and ARAST. The purpose of NAST platform is to enhance safety in-flight &amp; aerodrome operations and reduce incidents / accidents to minimal. The chair further emphasized to maintain close coordination between the service providers and the regulator for resolving various safety issues.</p> <p>Thereafter the proceedings of the meeting commenced and Principal Director Airport Services presented the agenda of the meeting:</p> <p><b>AGENDA POINTS 6<sup>th</sup> NAST MEETING</b></p> <ul style="list-style-type: none"> <li>i) <b>Presentation by AAR Directorate;</b></li> <li>ii) <b>Progress on the 5<sup>th</sup> NAST Meeting;</b></li> <li>iii) <b>Agenda Points for 6<sup>th</sup> NAST Meeting 2014;</b></li> <li>iv) <b>Presentation by SQMS Directorate.</b></li> </ul>		


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<b>DISCUSSION / DECISIONS</b>		<b>ACTION BY</b>
<b>AGENDA POINTS 6<sup>th</sup> NAST MEETING</b>		
<ol style="list-style-type: none"> <li>1. Presentation by AAR Directorate</li> <li>2. Progress on 5<sup>th</sup> NAST Meeting</li> <li>3. Agenda Points for 6<sup>th</sup> NAST Meeting 2014</li> <li>4. Presentation by SQMS Directorate</li> </ol>		
<b>AGENDA No :1 Presentation by AAR Directorate</b>		
<p>GM Airspace and Air Navigation Standards (AANS) presented the overview of the Safety Oversight being conducted by Airspace and Aerodrome Regulations (AAR) Directorate. He apprised the participants that the major function of this directorate is to regulate Air Navigation Services and Aerodromes including the Aerodrome Certification and Licensing of Private air strips. The status of applicable regulatory documents and compliance level of the service providers/operators were also discussed. The following were the main aspects::</p> <ul style="list-style-type: none"> <li>• Introduction of Directorate of AAR and background of establishment;</li> <li>• Organogram of the Directorate;</li> <li>• Area of Responsibility;</li> <li>• Promulgated Regulations, ANO's and Standards Manuals;</li> <li>• Safety oversight and Compliance level;</li> <li>• RNAV Approach procedures;</li> <li>• Aerodrome Certification and Licensing of Private airstrips;</li> <li>• Establishment of "Laser beam protection zones" at Airports</li> <li>• Safety Management; and</li> <li>• Acceptable Level of Safety Performance.</li> </ul> <p><b>Decision:</b> The efforts made by DAAR were acknowledged, appreciated and further recommended to enhance the compliance level and response to achieve highest possible standards of Safety.</p>		All Operators ANSP D.APS D.Ops.
<b>AGENDA No :2 Progress on 5<sup>th</sup> NAST Meeting</b>		
<p>There were total of 37 points raised during the 5<sup>th</sup> NAST meeting held on 2<sup>nd</sup> December 2011 (21 proposed, 12 fresh and 4 carry forward points). All were reviewed in detail by the house. Out of 37 points 30 were closed noting that the progress was satisfactory, whereas, 7 points requiring further action were carried forward. The detailed progress on 37 points is attached as ANNEX "A".</p>		
<b>AGENDA No :3 Agenda Points for 6<sup>th</sup> NAST Meeting 2014</b>		
<p>There were total of 24 new points (15 were proposed by the stakeholders, 2 arose fresh and 7 carried forward points). All were discussed as under in the 6<sup>th</sup> NAST meeting.</p>		

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<b>Agenda Point</b>	<b>Action By</b>	
<b>Point No:1</b> <b>RNAV/CDFFA Approach Charts</b>  It was pointed out by CP Safety PIAC that most of our smaller airfields have NDB based approach procedure. These are not very dependable especially in adverse weather conditions. Additionally they are based on the dive and drive concept. Introduction of CDFFA/RNAV approach procedure would overcome these aspects. It was apprised that CAA have developed PBN implementation plan which is being implemented in phases. According to PBN plan in phase three, the smaller aerodromes will be covered with RNP procedure by 2016. If PIAC desires the availability of RNP approaches on priority at a particular aerodrome, the same may be coordinated with Operations Directorate of CAA.  <b>Decision:</b> M/S PIAC should apprise OPS Directorate of CAA and they will facilitate the early development of RNP/PBN approaches. Continued coordination should be maintained in this regard.	CP Safety PIA D OPS CAA	
<b>Point No:2</b> <b>Congestion on VHF ground frequency at JIAP Karachi</b>  During peak hours of operation, considerable congestion is being observed on R/T on Karachi ground frequency 121.6. The main reason for this congestion is issuance of ATC clearance during taxi. International practice for the issuance of ATC clearance is 20 minutes prior to departure. The same practice, if adopted by Karachi Tower and at other major aerodromes will reduce this congestion to a large extent. Thus it should be considered. GM ATS CAA apprised that instructions have already been issued to ATS Units to issue ATC clearance before start up. He also apprised the house that <i>Controller–Pilot Data Link Communications (CPDLC)</i> system is being acquired and will be installed in near future. Upon its installation the communication congestion issue will be resolved fully. He further stated that the pilots are also observed to be reluctant to copy ATC clearance at the time of startup.  <b>Decision:</b> Operations Directorate CAA will issue instructions a fresh for its ATS units for issuance of ATC Clearance before taxi. Airline Operators shall brief their pilots accordingly.	All Operators D OPS CAA	
<b>Point No:3</b> <b>Delay in take off clearance due aircraft on approach.</b>  CP Safety PIAC apprised that many a times, aircraft have been asked to hold short of the runway for takeoff as another aircraft is on final approach even though the aircraft on approach is around 10 miles finals. This separation appears quite excessive. This separation has not been observed and/or being applied at any other major international airport outside Pakistan. GM ATS CAA informed that the air traffic controllers consider the type of aircraft, speed and attitude while applying separation between such aircraft. In most of the cases of delay, upon investigation indicates that the applicable approach speed restrictions are not being complied thus makes the controller hesitant. D. FS CAA stated that the limit of minimum speed of aircraft coming for approach to land should be defined and depicted on approach charts if possible.  <b>Decision:</b> Applicable separation minima's shall be maintained / ensured with due regard to human factor, turbulence and prevailing traffic/weather conditions.	CP Safety PIA D OPS CAA	


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<b>Agenda Point</b>		<b>Action By</b>
<b>Point No:4</b> <b>Bird Strike Performa</b>  The new Bird Strike Performa require signature of 3 officials which is not practicable. Detailed deliberations took place in this regard. P. SIB intimated that Post Flight Inspection at destination airport in Pakistan should be carried out from where the filling of Performa does not contain complications regarding signing of 3 officials.  <b>Decision:</b> The procedure contained in the new Performa will be continued		All Operators APS SIB
<b>Point No:5</b> <b>Quality of VHF Transmission</b>  The quality of transmission on existing VHF network is highly un-satisfactory. Frequent echoes, loss of range and distortion are common problems. Although some improvement has been observed in recent days but it still needs a lot of improvement. The house was apprised by the D. CNS CAA that the project for Nationwide connectivity has been launched in the recent past which will resolve the issue of quality of VHF pilot-controller communication (transmission/reception).  <b>Decision:</b> Optimum level of performance of VHF pilot-controller communication (transmission/reception) frequency should be ensured.		D CNS
<b>Point No:6</b> <b>Part Third Country Operators Authorization (TCO)</b>  The point was presented by M/s PIAC for general discussion.  <b>Decision:</b> Point does not pertain to safety matters, hence dropped. The same would be discussed at other appropriate forum.		DGM QA PAIC
<b>Point No:7</b> <b>Air Cargo Carrier 3 (ACC3) Related Framework.</b>  The point was presented by M/s PIAC and apprised that regulatory framework needed to support ACC3 needs.  <b>Decision:</b> Point does not pertain to safety matters. The same would be discussed at other appropriate forum. Hence dropped.		DGMQA PIAC

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<b>Agenda Point</b>		<b>Action By</b>
<b>Point No:8</b> <b>ALoS status (State Safety Programme)</b>  M/s. PIAC apprised that feedback regarding ALoS (Acceptable Level of Safety) from regulator is still awaited. GM SSP stated that the ALoS are required to be agreed between the operator and regulator. The data is being collected and will be disseminated by mid of 2015. The house was apprised and all concerned were reminded that 31 <sup>st</sup> December 2014 is the target date for the implementation of SMS and therefore concerted efforts should be made to accomplish the same.  <b>Decision:</b> Airworthiness, Flight Standards & AAR directorates and GM SSP should collaborate to determine the ALoS in consultation with all stakeholders by December 2014.		DSQMS DFS DAW SSP
<b>Point No:9</b> <b>Development of DATA base to determine Acceptable Level of Safety (ALoS)</b>  Airspace and Aerodrome Regulations Directorate emphasized on the development of data base of all accidents, incidents, occurrences, un-serviceability's and related technical issues to determine acceptable level of safety (ALoS) by each operator, service provider and associated maintenance organizations and forward the same to concerned regulatory element of CAA. This will enable the operators and regulators to know the health of the system as well as a base to determine ALoS which may be agreed upon thereafter. The same shall be included in the State Safety Program of Pakistan.  <b>Decision:</b> The service provider and operators should share safety data with CAA regulatory on priority. They should also determine their ALoS and submit the same to CAA. CAA should ensure promulgation of ALoS for Pakistan as well as for each operator.		DAAR D.OPS. D.APS D.SQMS GM SSP Air Lines Operators
<b>Point No:10</b> <b>Ground Operations at Aerodrome</b>  It was pointed out by D. AAR that during inspection of aerodromes for certification and audit purpose, the serviceability and condition of vehicles deployed on airside by the operators is not satisfactory. The compliance of apron driving rules and parking at designated areas should be emphasized at all levels. The oil leakage from vehicles should either be stopped or such vehicles should be removed from the airside. Apron management and the operators are requested to play their role in this regard. Considerable improvement is needed to ensure continued safety in ground operations.  <b>Decision:</b> Airline/Aerodrome Operators and Service providers should ensure optimum serviceability of all vehicles deployed on airside operations. Defected vehicles should not be put into operation. Aerodrome operators should ensure implementation of Rules & Regulations and applicable procedures for vehicle operation. Inspection of vehicles shall be carried out at regular intervals by services providers and operators.		All Operators D APS DAAR


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<b>Agenda Point</b>		<b>Action By</b>
<b>Point No:11</b> <b>Safety Reporting/ Communication procedures</b>  <p>The SQMS directorate emphasized to establish safety communication procedures among all stake holders (ATS &amp; APS). Service providers should communicate SMS objectives and procedures to all concerned personnel. Safety Managers should regularly communicate information regarding the safety performance, trend and safety issues through bulletins, briefing and circulars.</p> <p>The point was deliberated in depth and it was proposed that Voluntary Reporting (as per ICAO) should be practiced as many incidents go un-reported due to fear of punishment. The objective should be that no incident/occurrence, how minor it could be, should go unreported. Reporting, recording and evaluation process should be practiced for each element of incident and remedial action taken. This should be followed by a communiqué and the reporting person informed of the action taken. A database should be maintained and concerned regulatory element apprised of the incident as well as the outcome/action taken. The latest means of communication like internet/e-mail may be utilized to report and inform the DGCAA, PD Regulatory and DAAR.</p> <p><b>Decision:</b> All service providers and operators shall immediately report occurrences to concerned CAA offices and develop data base for all incidents, serious incidents and accidents. Necessary actions be taken and analysis should also be recorded. Monthly update shall be communicated to DAAR and DAW.</p>		All Operators PD (Reg) DAAR DSQMS
<b>Point No:12</b> <b>TCAS RA incidents</b>  <p>It was highlighted by P. SIB that the increase in number of TCAS Alert/RA incidents has been observed in the recent past. The issue was discussed in 5<sup>th</sup> NAST meeting as point No.5 and was declared as carried forward point.</p> <p><b>Decision:</b> The point is combined with CF-2011 Point No.5 and be jointly discussed.</p>		PSIB
<b>Point No:13</b> <b>Bird Menace at all Airports.</b>  <p>The point was presented by GM CS (Air Blue) regarding bird menace at airports and suggested that mobile, well equipped Bird-shooters should patrol up and down the runway from dawn to dusk, regardless of flight activity. The point was discussed in 5<sup>th</sup> NAST meeting and declared as Carry Forward point during review of progress in 6<sup>th</sup> NAST Meeting.</p> <p><b>Decision:</b> The point is combined with CF-2011 Point No.12 and be jointly discussed.</p>		DAPS PSIB
<b>Point No:14</b> <b>Installation of ILS/RWY 12 at Islamabad and RWY 35 at Peshawar</b>  <p>The point was presented by GM CS (Air Blue) This is for safety enhancement in Operations at these airports.</p> <p>It was apprised that the requirement has been fulfilled by CAA in the NAV AID/ILS provision plan.</p>		D.CNS D. Works


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<b>Agenda Point</b>		<b>Action By</b>
<b>Decision:</b> The plan be executed as per schedule and progress be presented in next NAST Meeting.		
<b>Point No:15</b> <b>ATIS reception is limited.</b>  The point has been presented by GM CS (Air Blue). Pilots have observed that when they fly in the region to UAE Airports, Muscat, Jeddah, they are able to pick up the ATIS transmissions of these stations at longer distance with clarity. Comparatively speaking, ATIS at Pakistan Airports is not audible at such range with clarity. Upgrading of subject Communication Equipment could resolve this issue.  It was apprised that ATIS equipment at Karachi and Peshawar are being replaced and at Islamabad, it will be made available at the new airport.  <b>Decision:</b> Timely execution of plan should be ensured and progress be presented in next NAST Meeting.		DCNS
<b>FRESH POINTS</b>		
<b>Point No.16:</b> <b>Information of Runway Slope in AIP.</b>  It was highlighted that the Runway slope in AIP is required to be published.  <b>Decision:</b> Slope of runways, if not published already should be published in AIP Pakistan.		D. APS D. Work D. OPS
<b>Point No. 17</b> <b>Helicopter Operation at Karachi Airport.</b>  It was highlighted by one of helicopter pilot that the ATC Controllers are required to be briefed on the Helicopter operating capability. The practice being followed at BBIAP Islamabad should be followed at JIAP Karachi as well. He also offered familiarization trip for controllers for their acquaintance, regarding performance of rotary wing operation.  It was also highlighted that as at AllAP & BBIAP Airports helicopter can land at designated area other than Runway due to which the helicopter operation is expedited and safety also enhanced. It is suggested that the same may be worked out for JIAP Karachi. The Chair agreed and directed that the operation of helicopters should be handled without delays and jeopardizing the flight safety.  <b>Decision:</b> The Director Operations to study and develop the procedures and modalities to facilitate the expeditious and safe helicopter operation from JIAP Karachi keeping in view their operating capability.		D. OPS





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<b>CARRIED FORWARD (CF) POINTS FROM 5<sup>TH</sup> NAST MEETING 2011</b>		
<b>CF-2011 – Point No.5:</b> <b>TCAS incidents – Refresher Training for Air Crew/ATCOs</b>  <b>Progress:</b>  Refresher Training has been made a part of the six monthly recurrent simulator training of all pilots and included in the Operational Manual Part ‘D’ of each operator.  The awareness training of Air Traffic Controllers needs to be enhanced. The trend of RA as intimated by P. SIB still requires attention. The point was deliberated in depth. GM ATS intimated that most of the incidents of TCAS activation occurred because of high rate of climb and descend maintained by both aircraft. The air crew should be advised to follow the prescribed/low rate of climb/descend while approaching the assigned level.  <b>Decision:</b> The Airline/Aircraft Operators should further enhance awareness of Pilots regarding TCAS and its limitations and enforcement of rate of climb/descend in accordance with the standards and recommended practices. More comprehensive awareness training should also be arranged for Air Traffic Controllers in collaboration with PIA Safety.		D.APS CFS All Airlines Operators
<b>CF-2011 Point No.12:</b> <b>Combat against Bird Strike.</b>  <b>Progress:</b>  The house was apprised that efficient plan for fighting the bird menace is in place and it is a continuous process. The number of bird shooters had been increased at major airports, high performance crackers are in use and the system is being reviewed continuously. It was also highlighted that the number of bird strike had been reduced in the current year as compared to previous years. However, improvements such as resource augmentation and provision of bird eradication tools is also in the final stage  It was apprised by GM CS (Air Blue) that the increased bird menace need further enhancement of efforts and suggested that mobile, well equipped bird shooters should patrol up and down the runway down to dusk, regardless of flight activity to shoot any bird that is flying/sitting on the runway and the fence area on the runway. The regular practice will eventually discourage / scare birds from coming on the runway/airport. It was further apprised that CAA is procuring the bird repellent system for major airports as well.  <b>Decision:</b> Effective Implementation of bird menace control plan at all airports be ensured. Liaison be made with the Local Governments and Authorities in this regard. Steps be taken to enhance awareness of the stake holders.		D.APS PSIB



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<b>CF-2011 – Point No.18:</b> <b>Laser Light Flashing.</b>  <b>Progress:</b>  SOP for prevention of laser beam incidents has been developed and is being followed. PSIB CAA pointed out that the number of laser beam incidents has increased during the recent past and Implementation of SOP and Establishment of “Laser beam protection zone” at Airports needs to be monitored on regular basis. The house was further apprised that CAA and Local Government are taking steps to eliminate laser beam risks around the airports particularly in approach and take-off path and laser beam protection zones have been established. DAAR apprised that there is a need to take up the matter with Federal Government to make regulation in this regard to have the effective implementation to eliminate laser beam risks/incidents.  <b>Decision:</b> Federal Government may be approached for making regulations in this regard, and effective coordination should be made by the Airport Management with Local Government and other Law Enforcement Authorities.		DAAR D.APS
<b>CF – 2011 – Point No. 31:</b> <b>APRAST Meeting from 20 – 24 February 2012.</b>  <b>Progress:</b> The representatives of Airblue attended the first APRAST Meeting in Bangkok held on 20 <sup>th</sup> April 2012. Thereafter the operators discontinued this practice.  <b>Decision:</b> The operator should attend the APRAST Meeting and CAA coordinator shall intimate the schedule of the meeting to the airlines well before time.		All Airline Operators Dy.NCMC
<b>CF – 2011 – Point No. 32:</b> <b>Implementation of SMS</b>  <b>Progress:</b> SMS Manual of most operators has been vetted and deficiencies have been pointed out. SMS implementation under aircraft operators, MRO, aircraft maintenance, training centers and manufacturers is being monitored by the three airworthiness offices. Most of the operator’s SMS manuals have been vetted and deficiencies have been pointed out. Some of the operators have got their SMS Manuals approved from DFS from operational perspective. SMS audits of PIAC, Airblue, Shaheen Air SEAMS and others (from aviation engineering and airworthiness point of view) are being conducted by CAW(S) office and their SMS values are also under approval. GM SQMS (APS/ANS) apprised that SMS implementation in aerodrome and ATS is almost implemented.  <b>Decision:</b> All stake holders shall ensure implementation of SMS by due date.		All Operators D.OPS D.APS D.AW GM SSP

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<b>CF-2010 Point No. 14:</b> <b>Weather Briefing</b>  <b>Progress:</b>  Regarding Weather Radar, it was informed that its desired spares for making real image available online have not been made available so far. It was further apprised that the present MET system was procured in 1992 and thus online availability of data is not possible with this obsolete technology and compatibility issues. New Doppler Weather Radar is being procured by PMD and will be installed at Karachi and Islamabad by 2015/2016 respectively for use.  <b>Decision:</b> Progress should be presented in the next NAST Meeting.		Dir MET (PMD)
<b>AGENDA ITEM No:4 PRESENTATION BY DIRECTORATE OF SQMS</b>		
GM Safety & Quality Management System gave a Presentation on implementation of IMS in ANS & Aerodromes. He briefed the house regarding implementation status of IMS in PCAA and specially Safety Management System in ANS and APS. The presentation covered the following: <ul style="list-style-type: none"> <li>▪ PCAA's Vision-Mission-Core Values</li> <li>▪ Systems Integration &amp; IMS in PCAA</li> <li>▪ Phases of IMS Implementation &amp; IMS implementation Schedule</li> <li>▪ Concept of Safety Management &amp; Service Providers</li> <li>▪ The Bridge &amp; SMS requirements</li> <li>▪ ICAO SMS Framework</li> <li>▪ SMS Implementation team</li> <li>▪ IMS Documentation</li> <li>▪ Safety Data Collection and Processing</li> <li>▪ Safety Risk Management</li> <li>▪ Safety Assurance</li> <li>▪ Safety Promotion</li> </ul> <b>Decision:</b> All stake holders should develop safety awareness programs and ensure that their employees are fully aware of their safety responsibilities.		D. OPS D. APS Airlines Operators Ground Handling Agencies

 <p>پاکستان سول ایوی ایشن اتھارٹی</p>	<b>CIVIL AVIATION AUTHORITY</b> <b>MINUTES OF MEETING</b>	<b>CAAF-007-MSXX-2.0</b>
<b>Directorate of Airport Services</b>		
<b>MEETING DESCRIPTION:</b> <b>6<sup>th</sup> NATIONAL AVIATION SAFETY TEAM (NAST) MEETING 2014</b>  <b>DATE, TIME &amp; PLACE: 11<sup>th</sup> November 2014 1000 HRS, CONFERENCE ROOM, JIAP, KARACHI</b>	Page 11 of 19  <b>FILE NO:HQCAA/1371/069/ASCG/I</b>	
<b>Agenda Point</b>	<b>Action By</b>	
<b>CONCLUDING REMARKS</b>		
<p>The Dy. DG CAA in his concluding remarks conveyed that NAST meeting is an excellent forum to interact on aviation safety with stake holders. The regulators and operators should jointly work for the optimum safety of Aerodrome and flight operations and make skies and airports safe with minimal risk of accidents/serious incidents. He further desired that SIB should make presentation for next meeting on serious incidents/accidents highlighting the phase of flight, place and reason</p> <p>He also desired that <u>7<sup>th</sup> Meeting of NAST</u> may be arranged tentatively in Mid March 2015 and regular progress may be communicated regarding safety points discussed in 6<sup>th</sup> NAST Meeting. The meeting was concluded with a vote of thanks.</p>		All Airlines/ Operators All Directors PSIB
Dated: <i>25<sup>th</sup> Nov 2014</i>	 <b>(SUHAIL AHMED)</b> Principal Director APS Leader Pakistan NAST	



**CIVIL AVIATION AUTHORITY  
MINUTES OF MEETING**

**CAAF-007-MSXX-2.0**

**Directorate of Airport Services**

**MEETING DESCRIPTION:  
6<sup>th</sup> NATIONAL AVIATION SAFETY TEAM  
(NAST) MEETING 2014**

Page 12 of 19

**DATE, TIME & PLACE: 11<sup>th</sup> November 2014  
1000 HRS, CONFERENCE ROOM,  
JIAP, KARACHI**

**FILE NO:HQCAA/1371/069/ASCG/I**

**ANNEX "A"**

**PROGRESS ON POINTS RAISED DURING THE 5<sup>TH</sup> NAST MEETING  
HELD ON 2<sup>ND</sup> DECEMBER 2011**

DECISION/PROGRESS	ACTION BY	STATUS
<p><b>Point No. 1: Irregularity in the Conduct of Flight Safety Meetings by Operators.</b></p> <p><b>Progress:</b> As per AOC Renewal Checklist in CAAD-617 AOC Guide, "Operations Audit Checklist", OP-20.16 &amp; 20.17, the Flight inspectors check that Flight Safety Meetings are being held twice (02) a year.</p>	All Operators	Closed
<p><b>Point No. 2: Unsatisfactory Downloading results from Flight Recorders.</b></p> <p><b>Progress:</b> Serviceability checks of all flight recorders/CVR have been carried out.</p>	All Operators	Closed
<p><b>Point No. 3: Inadequate Emergency Response Plan (ERP) with Operators.</b></p> <p><b>Progress:</b> Most of the Operators have developed the ERPs.</p>	All Operators	closed
<p><b>Point No. 4: Inadequate Airport Emergency Plan (ERP) at the Airports.</b></p> <p><b>Progress:</b> Crisis Emergency Response Plan (CERP) has been developed at all the Airports and being practiced.</p>	DAPS All Operators	closed
<p><b>Point No. 5: TCAS Incidents – Refresher Training for Aircrew/ ATCOs</b></p> <p><b>Progress:</b> Refresher Training is made a part of the six monthly recurrent simulator training of all pilots included in Operational Manual Part 'D' of each operator. The awareness training of ATCO need to be enhanced. The trend of RA as intimated by PSIB still needs attention.</p>	D OPS PSIB CP PIA	<b>(CF) Carry Forward</b>



**CIVIL AVIATION AUTHORITY  
MINUTES OF MEETING**

**CAAF-007-MSXX-2.0**

**Directorate of Airport Services**


**MEETING DESCRIPTION:  
6<sup>th</sup> NATIONAL AVIATION SAFETY TEAM  
(NAST) MEETING 2014**

Page 13 of 19

**DATE, TIME & PLACE: 11<sup>th</sup> November 2014  
1000 HRS, CONFERENCE ROOM,  
JIAP, KARACHI**

**FILE NO:HQCAA/1371/069/ASCG/I**

DECISION/PROGRESS	ACTION BY	STATUS
<p><b>Point No. 6: Inadequate Job Protection to the Aircrew and Engineering Staff in GA Organizations.</b></p> <p><b>Progress:</b> Necessary assurances are being worked out by Operators and implemented.</p>	All operators	Closed
<p><b>Point No. 7: Documentation – A weak area with Operators</b></p> <p><b>Progress:</b> Documentation of various aspects of Operator is checked and improvement is monitored by regulatory body</p>	All operators	Closed
<p><b>Point No. 8 Increasing Trend of Insufficient/Nil snags write ups.</b></p> <p><b>Progress:</b> Snag reporting is encouraged and during all Route Checks, a follow up on MEL items is done. Moreover, Technical Log is studied by the Flight Inspectors for analyzing trend and rectifications done by Engineering, satisfactory progress.</p>	Flight Inspector All Operators	Closed
<p><b>Point No. 9: Non Conformance to FDA/FDM Programme by Operators.</b></p> <p><b>Progress:</b> Most of the operators are compliant with the FDA/FDM Programs.</p>	All Operators	Close
<p><b>Point No. 10: Inferior Performance of Extended VHF Communication 128.3</b></p> <p><b>Progress:</b> Newly allotted extended range VHF 128.35 MHz in place of 128.3 MHz has been commissioned since February 2013 and performance issue is resolved</p>	All Operators	Closed
<p><b>Point No. 11: Adoption of FOD Prevention Programme</b></p> <p><b>Progress:</b> FOD prevention program is being ensured and is a continuous process.</p>	D.APS	Closed

 <p>پاکستان سول ایوی ایشن اتھارٹی</p>	<b>CIVIL AVIATION AUTHORITY</b> <b>MINUTES OF MEETING</b>	<b>CAAF-007-MSXX-2.0</b>
<b>Directorate of Airport Services</b>		
<b>MEETING DESCRIPTION:</b> <b>6<sup>th</sup> NATIONAL AVIATION SAFETY TEAM (NAST) MEETING 2014</b>  <b>DATE, TIME &amp; PLACE: 11<sup>th</sup> November 2014 1000 HRS, CONFERENCE ROOM, JIAP, KARACHI</b>	Page 14 of 19  <b>FILE NO:HQCAA/1371/069/ASCG/I</b>	
<b>DECISION/PROGRESS</b>	<b>ACTION BY</b>	<b>STATUS</b>
<b>Point No. 12:</b> <b>Combat against Bird Strike.</b>  <b>Progress:</b> It is a continuous process and efficient plan for fighting the bird menace is in place and improvements such as resources augmentation provision of bird eradication tools is also in the final stage. A reduction in bird strike has been observed as compared to previous years The point is also taken up as a fresh point in the agenda of 6 <sup>th</sup> NAST meeting.	DAPS	<b>(CF)</b> <b>Carry Forward</b>
<b>Point No. 13:</b> <b>Non-availability of Let Down Procedure for JIAP RWY 07</b>  <b>Progress:</b> RNP Procedure for JIAP RWY07R has been developed and published in the AIP Pakistan for unrestricted use by the compatible operators since November 2013.	D OPS DFS	Closed
<b>Item No. 14:</b> <b>Investigations of “Incidents” by SIB.</b>  <b>Progress:</b> Decision to Investigate the incidents will continue on case to case basis as per Annex-13.	PSIB All Operators	Closed
<b>Point No.15:</b> <b>Preservations of CVR &amp; FDR for incidents investigations is a waste of efforts.</b>  <b>Progress:</b> Decision of Timely retrieval of CVR/FDR as and when required by SIB will continue.	All Operators	Closed
<b>Point No. 16:</b> <b>In-correct categorization of “Incidents &amp; Serious Incidents” In Monthly IOURs.</b>  <b>Progress:</b> Operators asked to point out any anomaly, if observed, to SIB.	PSIB	Closed
<b>Point No. 17:</b> <b>Establishment of CAMB at Lahore Location.</b>  <b>Progress:</b> CAMB has already been established at Walton Aerodrome Lahore.	Aero Medical	Closed



**CIVIL AVIATION AUTHORITY  
MINUTES OF MEETING**

**CAAF-007-MSXX-2.0**

**Directorate of Airport Services**

**MEETING DESCRIPTION:  
6<sup>th</sup> NATIONAL AVIATION SAFETY TEAM  
(NAST) MEETING 2014**


Page 15 of 19


**DATE, TIME & PLACE: 11<sup>th</sup> November 2014  
1000 HRS, CONFERENCE ROOM,  
JIAP, KARACHI**


**FILE NO:HQCAA/1371/069/ASCG/I**


DECISION/PROGRESS	ACTION BY	STATUS
<p><b>Item No. 18: Laser Light Flashing.</b></p> <p><b>Progress:</b> SOP for prevention of laser beam incidents has been developed / practiced. PSIB CAA pointed out that the number of laser beam incidents has increased during the recent past and Implementation of SOP and Establishment of "Laser beam protection zone" at Airports needs to be monitored on regular basis.</p>	<p>DAAR D.APS COS</p>	<p><b>(CF) Carry Forward</b></p>
<p><b>Point No. 19: Shortage of Trained HR with Operators (Due to irregular conduct of examinations)</b></p> <p><b>Progress:</b> PLO publishes schedule of examination for Islamabad well in advance. In Karachi the examination is conducted on daily basis while at Islamabad on monthly basis. Both Islamabad &amp; Karachi are conducting computerized on line examinations.</p>	<p>PD(Reg)</p>	<p>Closed</p>
<p><b>Point No. 20: In-adequacy of Human Resource with Directorate of Flight Standards (FDS) and Safety Investigation Board (SIB) HQ CAA.</b></p> <p><b>Progress:</b> Adequate manpower has been provided to FSD.</p>	<p>DFS</p>	<p>Closed</p>
<p><b>Point No. 21: Introduction of new Bird/Animal Hit Reporting Form.</b></p> <p><b>Progress:</b> Revised bird hit reporting form, CAAF-002-SBXX-1.1 has been developed and implemented.</p>	<p>All Operators DAW D.APS</p>	<p>Closed</p>
<p><b>Point No. 22: Location of ILS vs PAPI on JIAP Rwy 25L.</b></p> <p><b>Progress:</b> The issue has been mitigated through adjustment of PAPI angle with the glide angle.</p>	<p>D OPS</p>	<p>Closed</p>



 <p>پاکستان سول ایوی ایشن اتھارٹی</p>	<b>CIVIL AVIATION AUTHORITY</b> <b>MINUTES OF MEETING</b>	<b>CAAF-007-MSXX-2.0</b>
<b>Directorate of Airport Services</b>		
<b>MEETING DESCRIPTION:</b> <b>6<sup>th</sup> NATIONAL AVIATION SAFETY TEAM (NAST) MEETING 2014</b>  <b>DATE, TIME &amp; PLACE: 11<sup>th</sup> November 2014 1000 HRS, CONFERENCE ROOM, JIAP, KARACHI</b>	<b>Page 16 of 19</b>  <b>FILE NO:HQCAA/1371/069/ASCG/I</b>	
<b>DECISION/PROGRESS</b>	<b>ACTION BY</b>	<b>STATUS</b>
<b>Point No. 23:</b> <b>Provision of Radar Controlled airspace in Cherat Control Zone.</b>  <b>Progress:</b> With the execution of Islamabad ACC Radar Plan, the said airspace will become Radar controlled airspace.	CNS ENG D OPS	Closed
<b>Point. 24:</b> <b>Anemometer at Zhob Airport.</b>  <b>Progress:</b> Electrical Anemometer has been Installed at Zhob Airport.	D MET PDM	Closed
<b>Point No. 25:</b> <b>Development of Communication failure Procedure for ILS RWY-30 at BBIAP, Islamabad.</b>  <b>Progress:</b> In case of no communication, aircraft is to carry out laid down missed approach procedure.	D.OPS DFS	Closed
<b>Point No. 26:</b> <b>Long clearance instructions by Radar Controllers.</b>  <b>Progress:</b> ICAO standard phraseology as prescribed at PANS-ATM Doc-4444 Chapter-12 is being followed.	D. OPS	Closed
<b>Point No. 27:</b> <b>Aircraft to remain on Radar VHF during circling approach at BBIAP, and other airports for continuous radar monitoring.</b>  <b>Progress:</b> The requirement for the continuous monitoring of aircraft during circling approach has been fulfilled at BBIAP, JIAP and AIIAP.	D OPS D CNS DFS	Closed
<b>Point No. 28:</b> <b>Inclusion of Private owned airports/ airfields in AIP.</b>  <b>Progress:</b> Being Implemented.	D OPS DAAR	Closed

 <p>پاکستان سول ایوی ایشن اتھارٹی</p>	<b>CIVIL AVIATION AUTHORITY</b> <b>MINUTES OF MEETING</b>	<b>CAAF-007-MSXX-2.0</b>	
<b>Directorate of Airport Services</b>			
<b>MEETING DESCRIPTION:</b> <b>6<sup>th</sup> NATIONAL AVIATION SAFETY TEAM (NAST) MEETING 2014</b>  <b>DATE, TIME &amp; PLACE:</b> 11 <sup>th</sup> November 2014 <b>1000 HRS, CONFERENCE ROOM, JIAP, KARACHI</b>	Page 17 of 19  <b>FILE NO:HQCAA/1371/069/ASCG/I</b>		
<b>DECISION/PROGRESS</b>		<b>ACTION BY</b>	<b>STATUS</b>
<b>Point No. 29:</b> <b>Timely Execution of Nav Aids/ILS Provision plan issued by HQ CAA.</b>  <b>Progress:</b> The installation of new DVOR/DME at JIAP Karachi, BKIAP Peshawar, and Quetta Airports is likely to commence by Mid December 2014. The installation of ILS/TDME at JIAP Karachi and BKIAP Peshawar is likely to commence by February, 2015.		DCNS	<b>(CF)</b> <b>Carry Forward</b>
<b>Point No. 30:</b> <b>Accident investigation Reports be provided to the Operators</b>  <b>Progress:</b> All finalized reports are being provided to the Operators and Regulators.		PSIB	Closed
<b>Point No. 31:</b> <b>APRAST Meeting from 20 – 24 February 2012.</b>  <b>Progress:</b> The only meeting in which the operators representatives participated was the APRAST Meeting held in February 2012 , thereafter it was discontinued.		All Operators PD (Reg)	<b>(CF)</b> <b>Carry Forward</b>
<b>Point No. 32:</b> <b>Implementation of SMS</b>  <b>Progress:</b> SMS Manual of most operators have been vetted and deficiencies been pointed out During 4 <sup>th</sup> APRAST meeting it was informed that SMS implementation date has been extended to October 2017. CAA Pakistan filed the difference in this regard to defer the same by December, 2014.		All Operators All Service Providers	<b>(CF)</b> <b>Carry Forward</b>
<b>Point No. 33:</b> <b>Establishment of PIAC Emergency Response Centre.</b>  <b>Progress:</b> All Operators were made aware of establishment of ERC.		All Operators	Closed
<b>CF-2010 Point No. 2:</b> <b>Human RVR Reporting</b>  <b>Progress:</b> Human RVR Reporting procedures as per ICAO guidelines are being practiced.		D OPS. D MET PMD	Closed

 <p>پاکستان سول ایوی ایشن اتھارٹی</p>	<b>CIVIL AVIATION AUTHORITY</b> <b>MINUTES OF MEETING</b>	<b>CAAF-007-MSXX-2.0</b>	
<b>Directorate of Airport Services</b>			
<b>MEETING DESCRIPTION:</b> <b>6<sup>th</sup> NATIONAL AVIATION SAFETY TEAM (NAST) MEETING 2014</b>  <b>DATE, TIME &amp; PLACE: 11<sup>th</sup> November 2014 1000 HRS, CONFERENCE ROOM, JIAP, KARACHI</b>	Page 18 of 19  <b>FILE NO:HQCAA/1371/069/ASCG/I</b>		
<b>DECISION/PROGRESS</b>		<b>ACTION BY</b>	<b>STATUS</b>
<b>CF-2010 Point No. 14:</b> <b>Weather Briefing</b>  <b>Progress:</b> Regarding Weather Radar it is informed that its desired spares for making real image available online have not been available. It is further apprised that the present MET system deployed in 1992 and online availability of data is not possible due to obsolete technology and incompatibility issues. New Doppler Weather Radar will be deployed at Karachi and Islamabad in 2015/2016 respectively.		D OPS. D MET PMD	<b>(CF)</b> <b>Carry Forward</b>
<b>CF-2010 Point No. 17:</b> <b>Pre Flight Units at BBIAP, Islamabad and all Joint User Airfields.</b>  <b>Progress:</b> Pre Flight Units (PFIU's) has been established at BKIAP. PFI services at BKIAP have been provided through Control Tower along-with Fax machine facility at Airside Management Office.		D. OPS D APS	Closed
<b>CF-2010 Agenda Item No. 25:</b> <b>Difficulties in Maintenance of Flight License.</b>  <b>Progress:</b> PEL is operating on one window operation policy and application are processed in one office, necessary improvement has been mad. Point does not pertain to NAST forum as it is not a safety issue.		GM Licensing All Operators	Closed

 <p>پاکستان - مول ایوی ایشن اتھارٹی</p>	<b>CIVIL AVIATION AUTHORITY</b> <b>MINUTES OF MEETING</b>	<b>CAAF-007-MSXX-2.0</b>
<b>Directorate of Airport Services</b>		
<b>MEETING DESCRIPTION:</b> <b>6<sup>th</sup> NATIONAL AVIATION SAFETY TEAM (NAST) MEETING 2014</b>  <b>DATE, TIME &amp; PLACE: 11<sup>th</sup> November 2014</b> <b>1000 HRS, CONFERENCE ROOM,</b> <b>JIAP, KARACHI</b>	<b>Page 19 of 19</b>  <b>FILE NO:HQCAA/1371/069/ASCG/I</b>	
<b><u>ANNEXURE "B"</u></b>  <b>6<sup>TH</sup> NATIONAL AVIATION SAFETY TEAM (NAST) MEETING</b>		
<b>LIST OF CAA PARTICIPANTS</b>		
<b>S. No</b>	<b>NAME</b>	<b>DESIGNATION</b>
1	Abdul Basit	PSIB
2	M Bilal Ahmed	Pilot Calibration
3	Fazal-um-Minallah	Chief Of Security
4	Engr. Ahmed Bilal	A/Flt Inspector Technical
5	Sumair Saeed	Chief Human Resource
6	Capt Zafar Mahmood	Director Flight Standards
7	M Saleem Ather	Director AAR
8	M Danish Qaseem	A/ Director CNS Engg
9	Engr. Syed Shaukat Hameed	A/ Director AW
10	M. Akhtar Zaidi	GM ATS
11	Syed Aamir Mahboob	Director APS
12	Tariq Mahmood	COO JIAP
13	Ch. Ashraf Shad	GM APS(N)
14	Mansoob A Bukhari	A/GM APS (S)
15	Javed Aziz Farooqi	GM SQMS (A/A)
16	Abdullah Khan	Manager Airside JIAP
17	Dr Shahid Saleem	Flight Surgeon
18	Asghar Faheem Khattak	APM JIAP
19	Muhammad Azam	GM Licensing
20	Dr Faheemuddin Khan	A/ GM Aero Medical
21	Tabassum Qureshi	GM SSP
22	Shabbir Anwar	GM ANS
23	Shireen Aleem	GM Cargo (Ops & Dev)
24	M. Dawood Chauhan	GM APM
<b>LIST OF AIRLINE / OPERATORS PARTICIPANTS</b>		
1	Gp. Captain (R) Iqbal A Khan	CGI PIA
2	Amir Aftab	CP Safety PIA
3	Athar Hussain	Dy GM HSE PIA
4	Abdul Rehman	AM Safety Air Blue
5	Sardar Sarfaraz	Dir Met
6	Abid Mustafa	GM Safety Vision Air
7	Air Cdre ( R) Javed Ishaq	COO Air Indus
8	Jibran Shahid	A/CFI PIA Flight Academy
9	Shariq	CP ICON Air