



Year Book 2014-2015



**Government of Pakistan
Cabinet Secretariat
Aviation Division**



Aviation Division Year-Book

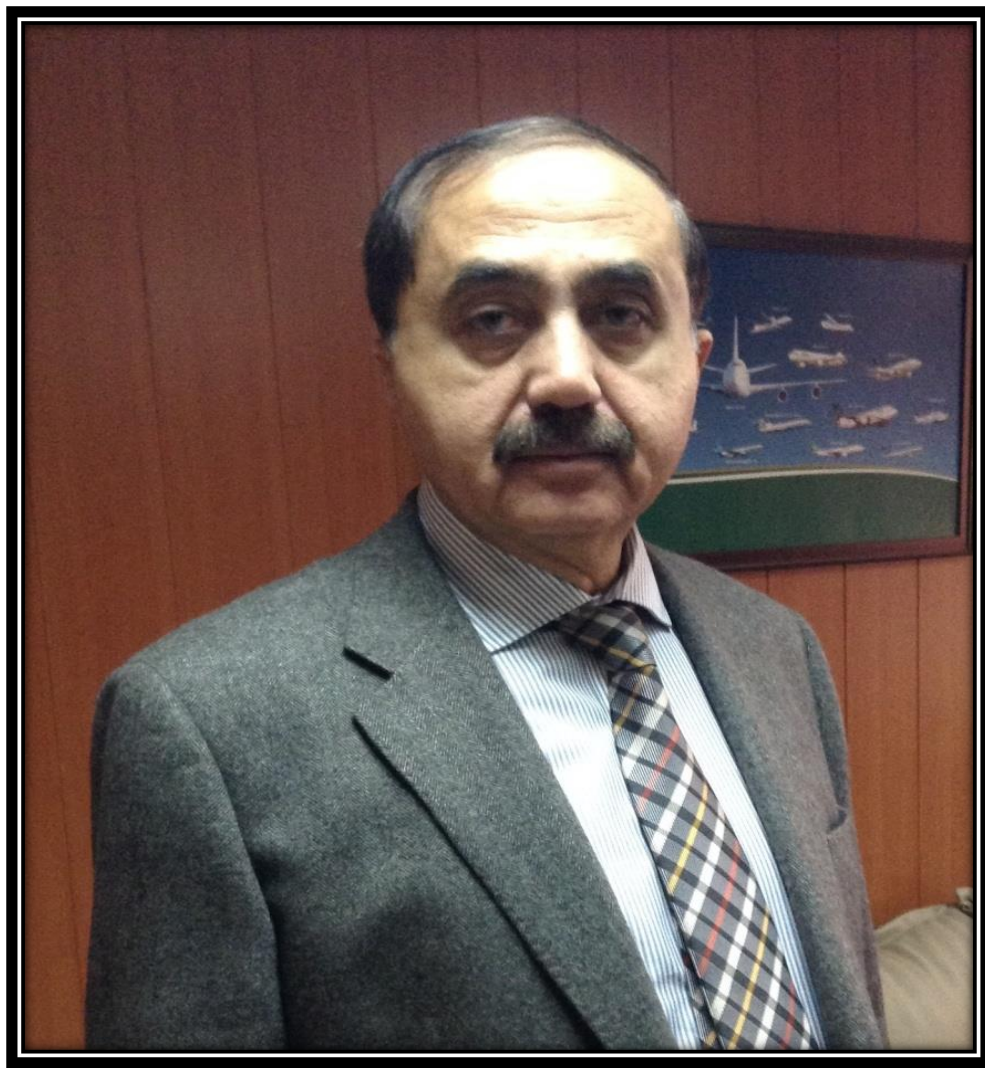
2014-2015

Our Mission is to promote and regulate civil aviation activities, and to develop an infrastructure for safe, secure, efficient, adequate, economical and properly coordinated civil air transport service in Pakistan.

PCAA, ASF, PIAC
and PMD



Mr. Shujaat Azeem
Special Assistant to Prime Minister on Aviation



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Joint Secretary

Message from the Special Assistant to Prime Minister on Aviation

Today's economy and society is predicated on a radical reduction of time and distance. While economic growth cannot be catalyzed in the absence of reliable aviation services, the society is also inextricably linked to modern aviation.

A thriving aviation industry is one of the causal components in causing socio-economic growth. Hence advancement at par with global standards is warranted for our national aviation industry. Moreover our national growth plans can only be corroborated through such modernization.

In line with our vision, we have relentlessly pursued advancement in this sector which can be gauged from several of our achievements within this short span of time which are detailed in this year book. We have promulgated the National Aviation Policy 2015 after a gap of 15 years. Not only has the aviation division in association with Pakistan Civil Aviation Authority launched expansion and renovation of existing airports but also fast-tracked development of Greenfield airports such as Islamabad International Airport and New Gwadar International Airport. It is for the first time in our national history that the national flag carrier's fleet now stands close to 40 aircrafts. There are still pervasive and daunting challenges besetting this industry but we have resolved to go forward with full commitment.

Shujaat Azeem

Special Assistant to Prime Minister on Aviation

September, 2015

Foreword

The Year-Book of the Aviation Division has been prepared in pursuance of Rule 25(2) of the Rules of Business, 1973. This book details the functions, organization, activities, achievements and vision of the Aviation Division and its attached departments/organizations for the financial year 2014-15. It contains information which may interest the academia, researchers and relevant stakeholders.

The Aviation Division was established in June 2013 as part of the Cabinet Secretariat. It had earlier been a wing under the Ministry of Defense. In this short span of time, the division has promulgated the National Aviation Policy 2015 which replaces the old policy set in 2000. The new policy focuses on safety, security and quality standards. It also engenders bilateral liberalization; lowering taxes; stimulating economy through tourism, trade, agriculture etc.; public private partnership and infrastructural development. Hence the new policy has enabled the division to relentlessly pursue an environment conducive to growth in the national aviation industry.

I hope that this book will prove useful for all interested. Suggestions and comments are welcome as they are fundamental to continuous improvement.

Muhammad Ali Gardezi

Secretary
Aviation Division
Cabinet Secretariat
Islamabad
September, 2015

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Aviation Division

Organization

The Aviation Division spearheads strategy, policy and oversight of all matters related to civil aviation. It is the primary think tank on matters concerning civil aviation by virtue of its structural and human-resource oriented acumen.

Earlier it was a wing under the Ministry of Defence. Aviation Division was created under the Cabinet Secretariat in June 2013. The following departments/organizations are within the purview of Aviation Division's:

- a) Pakistan Civil Aviation Authority (PCAA)
- b) Pakistan International Airlines Corporation (PIAC)
- c) Airport Security Force (ASF)
- d) Pakistan Meteorological Department (PMD)

The vision is to promote and regulate civil aviation activities and to develop an infrastructure for safe, secure, efficient, adequate, economical and well coordinated civil air transport service in Pakistan. Three main drivers of control to pursue this vision are strategy, policy and oversight. Under the broad based contours of our strategy, the National Aviation Policy 2015 has emerged as the stepping stone of advancement in aviation.

A developed civil air transport system is vital to economic development. Important economic centers like trade, tourism and agriculture rely on functioning of air transport system. This Division's activities hence are geared directly towards aviation and indirectly corroborating existing national economic growth plans. Aviation sector must thrive to some reasonable degree on its own terms. An entrepreneurial spirit and 'can-do' attitude among many other business values is encouraged.

National Aviation Policy 2015:

The aviation industry operates in a rapidly changing environment. Shifting demographics, continual increase in urbanization and climate change are just few of the emerging systemic trends. With the business of aviation undergoing such rapid change, evolving a new policy was the need of the hour. The previous aviation policy was announced in year 2000 and as such was largely outdated.

The National Aviation Policy 2015 was formulated in consultation with all stakeholders representing different segments of the aviation industry followed by a series of deliberations at Pakistan Civil Aviation Authority and Aviation Division. Finally the policy was vetted by USA's Embry-Riddle Aeronautical University.

National Aviation Policy 2015 is a comprehensive and forward-looking document which serves as a roadmap for the implementation of safety, security and quality standards. It also engenders bilateral liberalization; lowering taxes; stimulating economy through

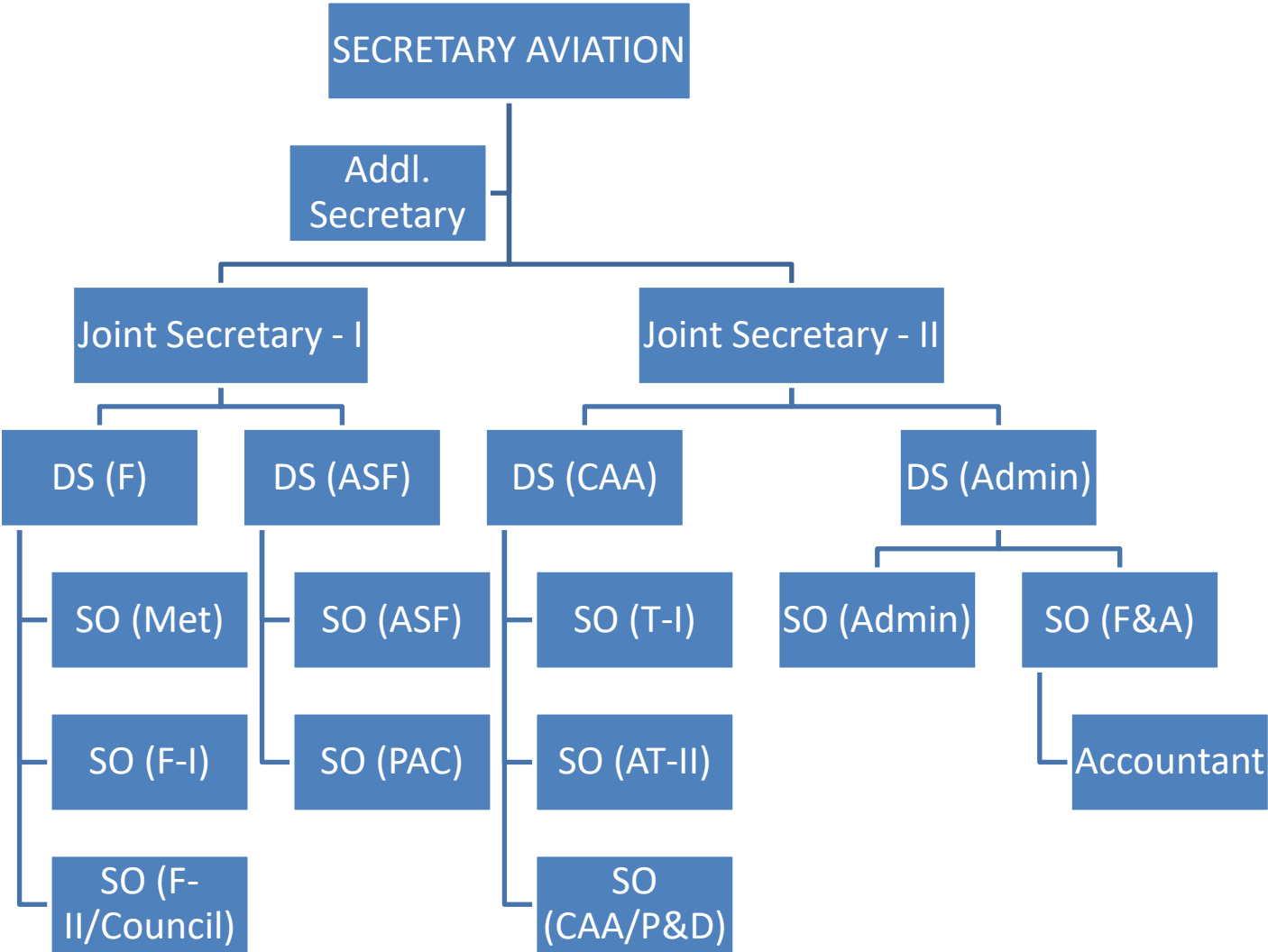
tourism, trade, agriculture etc.; public private partnership and infrastructural development. It is foreseen that its thorough implementation will bring about a positive and meaningful change in the aviation industry. In turn a thriving aviation industry would stimulate economic growth in a wide variety of ways.

The aviation industry is inextricably linked to socio-economic centers such as trade, tourism, agriculture etc. The vitality of the industry however does not depend solely on economic indicators but also on multi-faceted social inter-linkages. The impact of a thriving aviation industry goes beyond economic benefits. It brings people and countries of the world together and as such must be seen as a tool of national integration.

Key Objectives

- A. To improve governance and oversight for the compliance of ICAO standards of aviation safety, security and efficiency.
- B. To provide level playing field for national airlines and liberalize aviation sector in the country by allowing market forces to determine the price, quality, frequency and range of air services options.
- C. To follow suitable Public-Private Partnership (PPP) models for the operations, management and development of airports.
- D. To develop a state-of-the-art infrastructure for the provision of safe and efficient air transportation.
- E. To incentivize aviation sector for socio-economic growth.
- F. To create conditions conducive for affordable general aviation activities, i.e., sports flying and inter-city air travel by private aircraft /air-taxi service/charters, etc.

Organogram:





Civil Aviation Authority

Pakistan Civil Aviation Authority:

Introduction

Pakistan Civil Aviation Authority is a public sector autonomous body working under the Federal Government of Pakistan through Aviation Division, Cabinet Secretariat. Pakistan Civil Aviation Authority was created on 7th December 1982 under the Pakistan Civil Aviation Authority Ordinance XXX of 1982. The purpose of establishing CAA is to provide for the promotion and regulations of Civil Aviation activities and to develop an infrastructure for safe, efficient, adequate, economical and properly coordinated Civil Air Transport Service in Pakistan.

The general direction and administration of CAA and its affairs vest in **CAA Board** which exercises all powers, performs all functions and does all acts and things that need to be exercised, performed or done by the Authority. The Chairman CAA Board is the Secretary of the Division to which the affairs of the Authority are allocated. Presently, it is the Secretary Aviation.

CAA Executive Committee is the highest decision making body of the Organization. It exercises such administrative, executive, financial and technical powers as delegated to it by the Authority.

Functions

The PCAA has three core functions; each is headed by a Deputy Director General:

Air Navigation Services (ANS):

ANS is responsible for provision of safe, expeditious and orderly flow of air traffic at airports and in airspace.

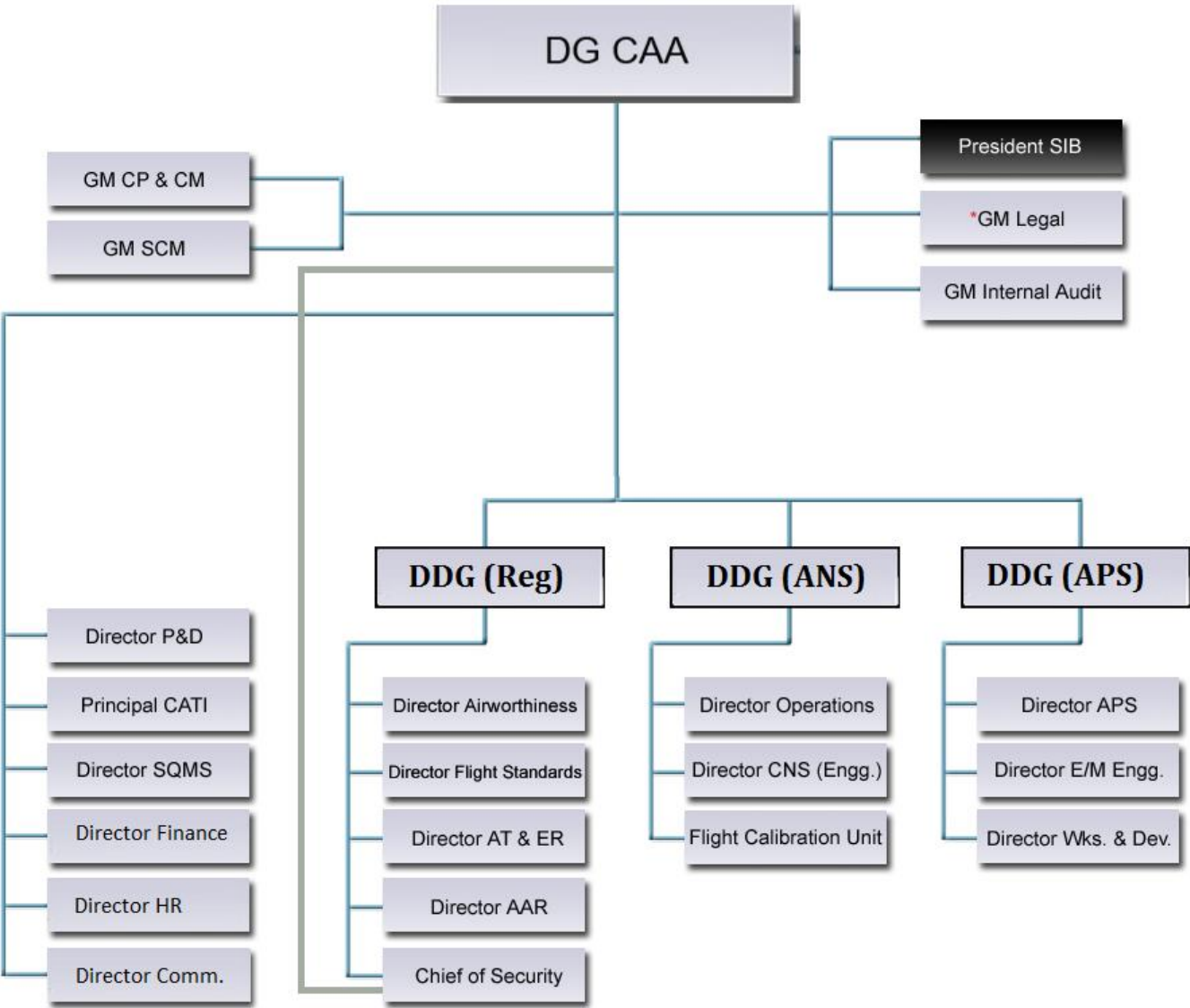
Airport Services (APS):

APS not only runs the administration of an airport but also facilitates smooth flow of passengers through airports.

Regulatory:

Regulatory function ensures compliance with standards/regulations of International Civil Aviation Organization (ICAO) and Pakistan Civil Aviation Authority (PCAA).

Organogram:



CAA Annual Development Programme:

CAA Annual Development Programme (ADP) for the year 2015-16 envisaged an overall allocation of Rs23,430 million, of which major provision of Rs11,387 million has been allocated for Islamabad International Airport Project (IIAP), Rs131 million for up-gradation of Multan International Airport (Phase-I & II), & Rs3,382 million for Re-construction/Up-gradation of Runways/Radar/Nav-Aids, Security / Technical Equipments and Rs8,530 million for other Misc. development requirements of CAA user Directorates at various locations.

-*-*-

Development Projects:

1. New Islamabad International Airport (NIIA)

The airport is being developed as a state-of-the-art facility at par with international standards to serve as a major hub for all aviation activities in the region. The new Airport facility, which is the first Green Field airport in Pakistan, shall comprise of a contemporary state-of-the-art passenger



terminal building, control tower, runway with a provision of a secondary / emergency runway, taxiways, apron, cargo complex and hangar together with all the necessary infrastructure and ancillary facilities.

The NIIA would cater to the requirements of latest generation of modern passenger aircrafts including A380. The NIIA has a modular design to handle 9 million passengers per annum and 150,000 metric



tons cargo per annum, with provision for enhancement of capacity up to 25 million passengers per annum. Being a new airport, a significant portion of the land has been earmarked for commercial purposes such as duty-free shops, hotel and convention center, air malls, business center, food courts, leisure and recreational facilities etc.

The new airport is envisaged to be a modern landmark structure symbolic to represent twenty-first century Pakistan as it will be the diplomatic and business gateway to Pakistan through the Capital City of Islamabad.

In line with master plan for current development, the construction of NIIA Project is categorized in three broad phases i.e. Phase-1: Airside Infrastructure, Phase-2: Passenger Terminal Building (PTB) and Phase-3: Landside Infrastructure. The work on all the phases is in full swing. Besides this, to meet the requirement of water, rainwater harvesting dams have been planned and work is expected to be started shortly after acquisition of land.

The work on main runway and taxiways, stands completed and first inaugural flight operated on 15th March, 2012.

• OVERALL PROGRESS:	50% IN FEB 2014	85% IN OCTOBER 2015
• AEROBRIDGES:	9 IN 2014	15 UNDER CONSTRUCTION IN 2015
• ILS SYSTEM:	CAT 2 IN 2014	CAT 3/B UP GRADE

- Civil work of Project will complete on 9th November, 2016
- Project will complete in October, 2016
- Airport will cater for the operation of A380

2. Upgradation of Multan International Airport (MIAP)

The key achievements made are appended below:-

- a.* **Airside Infrastructure:** The work on rigid runway (10500 ft X 150 ft) with 25 ft flexible shoulders for E category aircraft (B-747) and rigid Apron (36256 m²) comprising of four aircraft parking bays (1 No for B-747, 1 No for A-340 and 2 No for B-737) stands completed and in use of CAA. The honorable Prime Minister of Pakistan was the chief guest at the inaugural ceremony for Hajj Flights (B-747) in 2010. Recently the runway strength has been reevaluated by Boeing Company and found suitable for B-777 operations.
- b.* **Construction of new terminal building and allied facilities:** The work on new State-of-the-Art Terminal Building with Allied Facilities was completed in March, 2015. The honorable Prime Minister of Pakistan was the chief guest at the inaugural ceremony of new terminal building and allied landside works on 9th March, 2015. The flight operations are being handled from new Terminal Building since 9th March, 2015.



Operational features

- i. Adequate spaces have been provided for security, immigration, narcotics, exit control list, custom and other state agencies involved in monitoring of passenger movements.
- ii. Security, surveillance and monitoring shall be comprehensive by using latest techniques / equipment. To achieve this, installation of maximum number of cameras with separate control rooms and linked with the main administrative control have been established.
- iii. Modern and automatic computer control baggage handling system both for departures and arrivals has been provided.
- iv. Departures and arrivals concourses shall cater for long queues, space for circulation, space for waiting passengers, seating areas and offices for the client and airline administration.



New Passenger Boarding Bridges at Multan Airport

- Two more passenger Boarding Bridges (PBBs) are under construction at Multan Airport at a cost of Rs328 Million
- Installation of additional 2 PBBs will be completed by Dec,2015

3. New Gwadar International Airport (NGIA)

The Government of Pakistan has accorded approval for the Establishment of "New Gwadar International Airport (NGIA)". The NGIA project is part of overall infrastructure development of Balochistan. The airport will be developed as a Greenfield airport with all modern facilities for safe operation, passenger comfort and convenience.

Land acquired for the NGIA project by CAA is located 26 km east of Gwadar, just off the Makran Coastal Highway. The airport site is spread over an area of 4300 acres.

Salient design features of the project:-

a. Airside Infrastructure

- i. **Main Runway Code-4F:** 3,658 m (12,000 ft) x 60 m (200 ft) with 7.5 m (25 ft) wide paved shoulders & 305 M stop ways on both ends (with provision for Future Second Runway at a distance of 760 m to the north of Main Runway)
- ii. **Link Taxiway:** 23 m wide with 10.5 m wide paved shoulders
- iii. **Apron Parking** for Two Code – C (737, Airbus, A320, 200) and Two Code – E (777, A330/340) Aircrafts
- iv. **Cat-I Airfield Lighting, Apron Lighting, Navigational Aids**
- v. **Passenger Terminal:** capacity of 350 International pax + 150 Domestic pax at peak hours
- vi. **Cargo Terminal:** Initial handling capacity of 30,000 tons/yr
- vii. **Car Park** for 300 vehicles.
- viii. **ATC, FCR, Fuel Farm**

b. Passenger Terminal Building – Planning Features

- i. International & domestic facilities with independent processing and lounge areas
- ii. One & half level terminal facility with provision for 2 contact bridges + 2 additional bridges in the future
- iii. Provision for modular future expansion
- iv. Use of natural light as much as possible
- v. Adequate operational areas
- vi. Large concourse with all facilities and amenities for meters & greeters
- vii. Opportunities for commercial exploitation.

c. Project Completion

The Project is estimated to be completed in a period of 36 months after commencement.

4. Renovation/Upgradation of BBIAP Islamabad

- BBIAP Airport declared the worst airport in 2014
- Airport was fraught with serious security hazards besides inconvenience to the passengers due to acute congestion

Before



After



- Concourse Hall, Business Lounge, International Departure Briefing Area were renovated
- Car park expanded, Fast Track facility provided, 32 new international standard public toilets added
- Project completed at a cost of Rs479 Million
- Only 4 bathrooms for passengers at airport

Before



After



Construction of Taxiway DELTA at BBIAP

- Runway capacity was severely constrained for non availability of link taxiway thus causing aircraft to hold in the air/on ground for as long as 20 to 30 minutes during peak hours
- Cumulative delay caused the airlines to lose as much as one billion Rupees per annum for holding on ground and in air
- The Taxiway is 1700 feet long and 150 feet wide.
- Project completed in July,2015 at a cost of Rs200 Million
- Save Rs 1 billion per annum in terms of fuel savings for airlines
- Enhance safety and efficiency of aircraft operations



New Car Park for Airport Functionaries

- New Car park was developed at BBIAP for airport functionaries at a cost of Rs 19.31 million
- Main car park redesigned at a cost of Rs 44 million



Replacement of Business Lounge furniture

- **Details:** Personal donation basis.
- **Cost:** UAE Dirham 1,50,000/-
- **Completion Date:** March, 2015



5. Quetta International Airport Upgradation

- Expansion of domestic & international briefing areas/lounges, construction of new public concourse hall with allied facilities, Renovation of existing terminal building, provision of Passenger Boarding Bridges etc. Tender process is in progress.



- Recarpetting of Runway and taxiway at Quetta Airport will start soon

6. Upgradation of Faisalabad International Airport

- PC-1 of the project is under preparation for presentation before the CAA Board

7. Upgradation/Renovation of Bacha Khan International Airport

- Remodeling of existing terminal building & addition of new block to cater for international/domestic arrivals/departures besides provision of allied facilities. Tender process is in progress.
- Expression of interest was given to invite companies on Design-Build-Transfer-Operate basis.

8. Construction of Thar Airport Near Islamkot / Mithi District Tharparkar, Sindh

The Main objective of the subject project is to provide infrastructure support for the development of Thar Coal Field and to facilitate project investors to undertake Coal base power project as decided by the Government. Civil Aviation Authority (CAA) will act as an executing agency for this project as Deposit work and Sindh Coal Authority (SCA) as sponsoring agency. The project is fully being funded by the Govt. of Sindh. The Airport site (approximately 1000 acres) is located near Islamkot/ Mithi, District Tharparkar Sindh.

Main features of the project are as under:-

- a. Original Cost Rs972 (M)
- b. Revised Cost Rs1659 (M)
- c. Runway- 7,000'×100' (i/c 900'×150' over runs both ends).
- d. Link Taxiway – 800'×75.5'.
- e. ATC setup (on top of TB).
- f. Fire Fighting Equipment & Services.
- g. Fuel Storage and Supply System.
- h. Fencing & Security.
- i. Terminal Building (50 incoming / outgoing Passengers), Vehicle parking Area, Basic Utilities & Services (Total Building Area-3000 Sqm).

Total 48.5% progress has been achieved. The project is scheduled to be completed in 2016. The progress of the project is linked with the decision of Sindh High Court as the Contractor M/s Reliance took stay order against his termination order.

9. Upgradation of Hajj-Lounge, Lahore Airport

- Hajj lounge at Lahore Airport was in very bad condition in May 2014



- Work completed in August 2015 at a cost of Rs 13.64 million in 2 months time



10. Air Services Agreement

UAE

Bilateral ASA talks were held with the UAE on June 1-2, 2015 in Islamabad. As a result of the talks, an MoU was signed between Pakistan and UAE.



The delegations agreed to replace the existing text of the bilateral Air Services Agreement (ASA) with new initialed text. The two delegations agreed that the provisions of 2015 initialed ASA will be given provisional effect until its entry into force.

Passenger Operations:

- a. **For UAE designated airlines:** The designated airlines of the UAE are entitled to operate 244 weekly frequencies using any type of aircraft between points in the UAE and points in Pakistan.
- b. **For Pakistani designated airlines:** The designated airlines of Pakistan are entitled to operate unlimited number of frequencies between points in Pakistan and points in the UAE, with unrestricted 5th freedom traffic rights through any intermediate point(s) and to any beyond point(s).

Saudi Arabia

Bilateral ASA talks were held between Pakistan and Saudi Arabia in Jeddah on June 15-16, 2015. As a result of the talks, an ASA was initialed and a MoU was signed between Pakistan and Saudi Arabia thereby concluding an open skies agreement between Pakistan and Saudi Arabia.

GSAs

New GSAs have been appointed for the following airlines:

- i. United Airways of Bangladesh (Airbiz Aviation)
- ii. Oman Air (Cargo) (Gerry's International)
- iii. Ethiopian Airlines (Inter Fret Consolidators)
- iv. Mihin Lanka Airlines (TCB Aviation)
- v. Pegasus Airlines (Khyber International)
- vi. DHL Aviation (Expert Cargo)
- vii. Taban Airlines (Bukhari Travels)
- viii. Delta Airlines (Air Transport Activities)
- ix. TNT Airways S.A. (Transit Freight Solutions)
- x. Air France (Global Aviation)

Air Services Agreement Talks

During ICAN 2014 Pakistan held Air Services Agreement talks with 17 countries:

Country	Documents Signed
Bahrain	Agreed Minutes
Cambodia	Record of Discussion
Czech Republic	MoU/ASA Initialed
Egypt	MoU
Iceland	
Malta	MoU
Morocco	MoU
Netherlands	MoU
Oman	Agreed Minutes
Saudi Arabia	Draft MoU
Serbia	MoU
Seychelles	Record of Discussion

Thailand	
Turkey	Record of Discussion
United Arab Emirates	Record of Discussion
United Kingdom	MoU
Vietnam	Agreed Minutes

11. Installation of Integrated Security System (ISS) at AIIAP, Lahore

- To strengthen the overall security of Lahore Airport, 5 layers security system was installed, which includes chain link mesh fence, fiber optic intrusion sensor, CCTV Cameras etc.
- **Cost:** Rs400 Million
- **Completion Date:** June, 2015
- ISS Project work will start soon at Karachi Airport



12. Installation of ILS Cat 3B System at Primary Runway of Lahore Airport

- ILS CAT3 B will enable safe landing in 50 meter visibility due to fog/ rain and address flights diversion issues
- This equipment is being installed by M/S Safegate
- Project Worth is USD 25 Million equivalent to Pak Rs2.6 Billion
- Donated by Qatar in view of personal efforts of SAPM
- Project started on 15th August 2015 and most part of this project will be complete before 1st Dec 2015



13. Installation of ILS Cat 1 System at secondary Runway of Lahore Airport

- ILS CAT 1 is being installed on secondary Runway of Lahore Airport. Project will complete in Sep 2015. It would provide precision approach guidance to aircraft on Secondary Runway.

14. Installation of ILS Cat 1 System at Karachi and Peshawar Airports

- Instrument Landing System (ILS) & Terminal DME (TDME) for replacement of old vintage ILS/TDME at runway 25L, JIAP Karachi
- Fresh installation of ILS at BKIAP, Peshawar
- Cost of 2 ILS systems is Rs228 Million
- Systems have been installed and commissioned at respective airports and are operational.
- Ensure safe and efficient operation at both airports



15. Installation of VOR at Karachi, Peshawar and Quetta Airports

- 3 New VHF Omni Directional Range (VOR) & Distance Measuring Equipment (DME) installed and commissioned at JIAP Karachi, Quetta & Peshawar International Airports as a replacement to vintage equipment
- Cost of equipment is Rs181 Million
- Aforesaid DVOR/DME are operational



16. Primary/Secondary Surveillance Radars

- To replace the old vintage radars at Karachi & Lahore airports, a contract was signed by CAA with M/s Indra of Spain in Dec 2014
- Cost of Radars is Rs1572 Million
- To be installed by Dec 2016



17. Replacement of Passenger Boarding Bridges (PBBs) at JIAP, Karachi

- Existing 12 PBBs were installed in 1992, which have almost completed their useful life
- The contract for replacement of state of the art PBBs having all modern features has been signed by CAA with M/s ADELTE JV on 30 June 2015
- Installation work will start in Nov 2015 and all 12 PBBs will be installed within 1 year
- Cost of Project is Rs1.56 billion



18. Provision of ATC equipment (aerodrome simulators)

- 360 Degree Aerodrome Simulator – To be installed at Civil Aviation Training Institute (CATI) Hyderabad
- Offered on gratis basis by Civil Aviation Authority of Bahrain
- Cost of equipment is US\$ 3 Million (Pak Rs309 Million)
- Completion Date is Nov, 2015

19. Foreign Airlines Operations to Faisalabad, Multan and Quetta

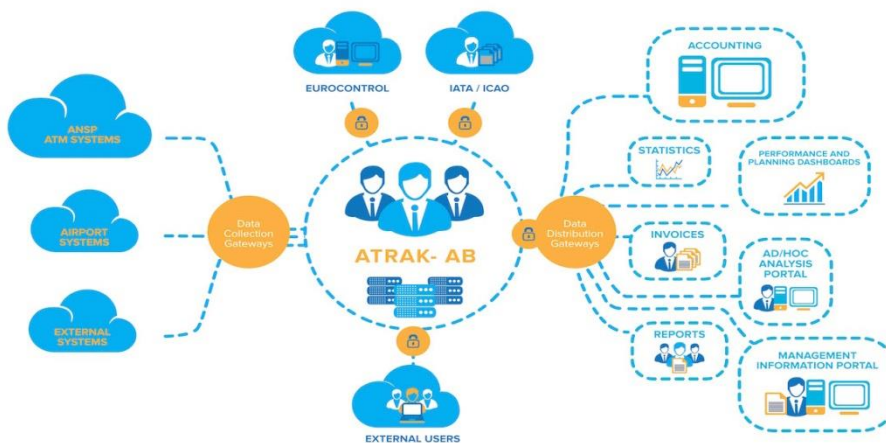
- More airlines coming to Pakistan
- Pakistani passengers getting air travel facilities at door step
- Enhance CAA income

20. Installation of JICA security equipment, scanners at airports

- JICA security equipment/scanners are being installed at Karachi, Lahore and Islamabad airports

21. Deployment of new revenue management system by Flightyfield is in progress

- Revenue management system is being procured for CAA



22. Tree Plantation at all airports of the Country

- Tree plantation campaign launched at all airports of country
- 200,000 trees are being planted
- 10,000 trees already planted on New Islamabad Airport through the cooperation of Sukh Chain Gardens, Ufone, Mobilink and Pakistan Tobacco Company.
- 10,000 more trees will be planted at New Islamabad International Airport in this season



CAA Budgetary Position (2014-15)

Budgetary Position for the Financial Year 2014-15 (Provisional / Unaudited)

(Rs in Millions)

	Actual 2014-15	Budget 2014-15
Income	50,828	49,990
Expenditure	32,974	33,348
Surplus Before Taxation	17,854	16,642
Surplus After Taxation	5,892	9,016

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Pakistan International Airlines

Pakistan International Airlines Corporation (PIAC)

Introduction

PIAC was established in 1956 under PIAC Act 1965. The present Government is very keen to make state owned entities self-reliant and financially sound. PIAC is no exception. Efforts are underway to improve the financial health of the Corporation by reducing its losses through various means and modes. In this context, stringent steps are being taken against corruption and mismanagement.

Vision

PIA's vision is to be a world class profitable airlines meeting customer expectations through excellent services, on-time performance, innovative products and absolute safety.

Mission

- Offering quality customer services and innovative products
- Using state-of-the-art technologies
- Ensuring cost-effective measures in procurement and operations
- Developing Safety Culture

Achievements

Financial Overview

(PKR in Billion)	2013	2014	2014 1 st Qtr
Revenues (Net)	95,771	99,519	27.96
Loss Before Taxation	(42,981)	(29,311)	(3.93)

- **PIA recorded a gross operating profit of billion in 1st quarter of 2015**
- **Revenue has increased by 4 %**
- **Losses reduced by 32 % in 2014-2015**
- **Without legacy loans burden, PIA will be at breakeven**

It is worth mentioning that despite facing difficulties, PIAC has been able to improve its performance with reduction in losses by 32% during 2014 as compared to 2013. In 2013 the net revenue of PIA was Rs. 95.771 billion and the Corporation sustained operating loss of Rs. 30.393 billion and Rs. 42.981 billion was loss before tax. Whereas, in 2014, PIAC's revenue was Rs. 99.519 billion, operating loss was Rs. 14.938 billion and Rs. 29.311 billion was loss before tax. The revenue of the Corporation was increased by 4% in 2014. Further, PIA's Seat Factor has also improved.

The Corporation, during the first quarter of 2015 earned gross operating profit of Rs. 2.83 billion as compare to the first quarter of corresponding year 2014 despite the delay in induction of aircraft acquired on lease. In the first quarter of 2014 revenue was Rs. 27.96 billion, operating loss was Rs. 3.93 billion and Rs. 1.84 billion was the loss before tax. In the first quarter of 2015 revenue was Rs. 25.88 billion, operating profit was Rs. 2.83 billion and Rs. 1.23 billion was the loss before tax.

Fleet Induction

The decision of induction of fuel efficient narrow body aircraft not only supported the Airline to improve its operations but also enabled in bringing efficiency and better control on fuel cost. At present, the total number of aircraft in PIA's fleet is 35.

PIAC fleet consists of different types of aircraft. Average age of each type of aircraft varies from 5 to 20 years. It was planned to extend the fleet size up to 41, therefore, PIAC have recently signed an agreement for acquisition of 18 aircraft on dry lease i.e. thirteen (13) A-320 and five (05) ATRs-72, out of which nine (09) A-320 and five (05) ATR-72 have already joined PIAC's fleet. One (01) A-320 have reached Karachi and will be inducted in the fleet in a week time and remaining 03 aircraft will join PIAC fleet by November, 2015. Two (02) B-777 are expected to join the fleet by December 2015.

To meet the growing demand PIA acted prudently to acquire aircraft on wet lease on short term basis in the last quarter of 2014 which helped greatly in retaining its market share. However, the same were returned back in May 2015. In order to facilitate hujjaj and to make hajj operation 2015 smooth and trouble free, PIA acquired two A-330 aircraft on wet lease from Air Asia for a period of 3 months till 31st Oct 2015.

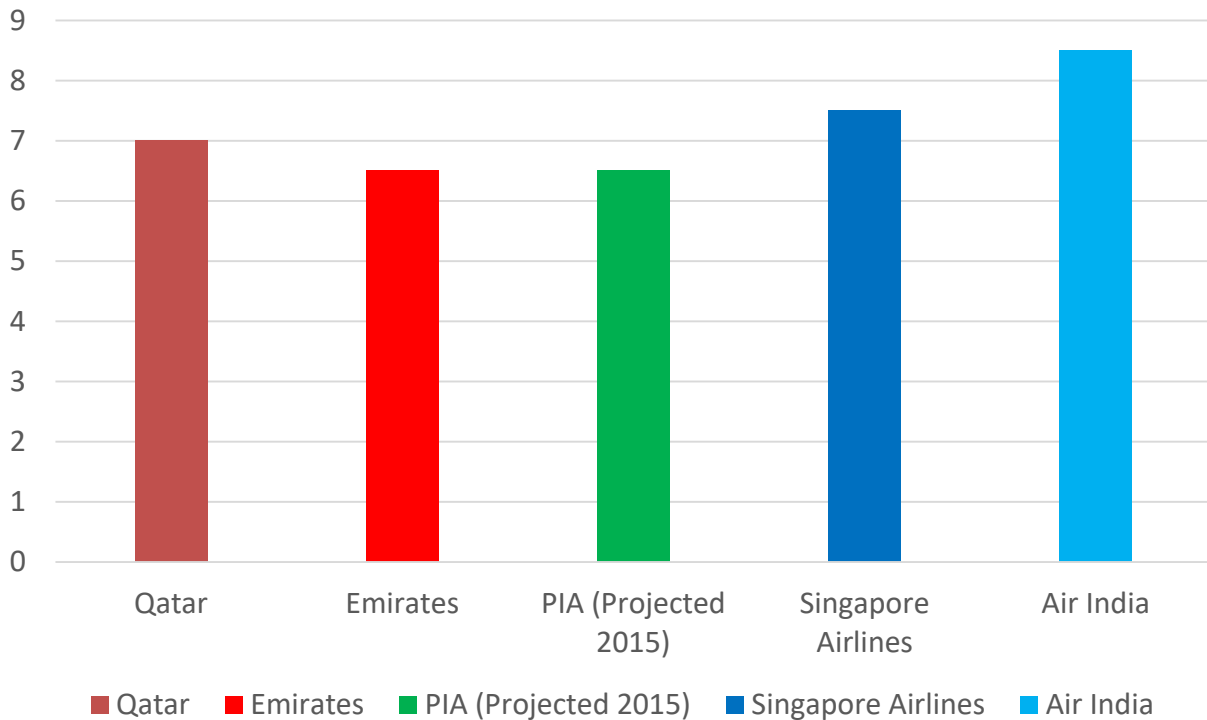
PIA Fleet					
Boeing 777		Airbus A310		Airbus A320	
					
Active Fleet	09	Total Aircrafts	06	Active Fleet	9
Planned Fleet	14	Active Fleet	03	Planned Fleet	13
Current Age	8 Years	Planned Fleet	06	Current Age	6 Years
		Current Age	20 Years		
ATR 42		Fleet size in 2013		ATR 72	
		22			
Active Fleet	06	Fleet size in 2015	35	Active Fleet	05
Planned Fleet	06	Planned fleet for Q4 2015	41	Planned Fleet	05
Current Age	7 Years			Current Age	7 Years

AIRCRAFT INDUCTION PLAN

	Fleet Size	Average Fleet Age
2013 Q1	22	14 years
2015 Q4 (Projected)	41	9 years Objective: 6 years

Note: After grounding A-310 aircrafts and acquiring new Boeing777 aircrafts the average fleet age will come down to 6 years.
Induction of so many aircraft in PIA fleet in short span of time is unprecedented

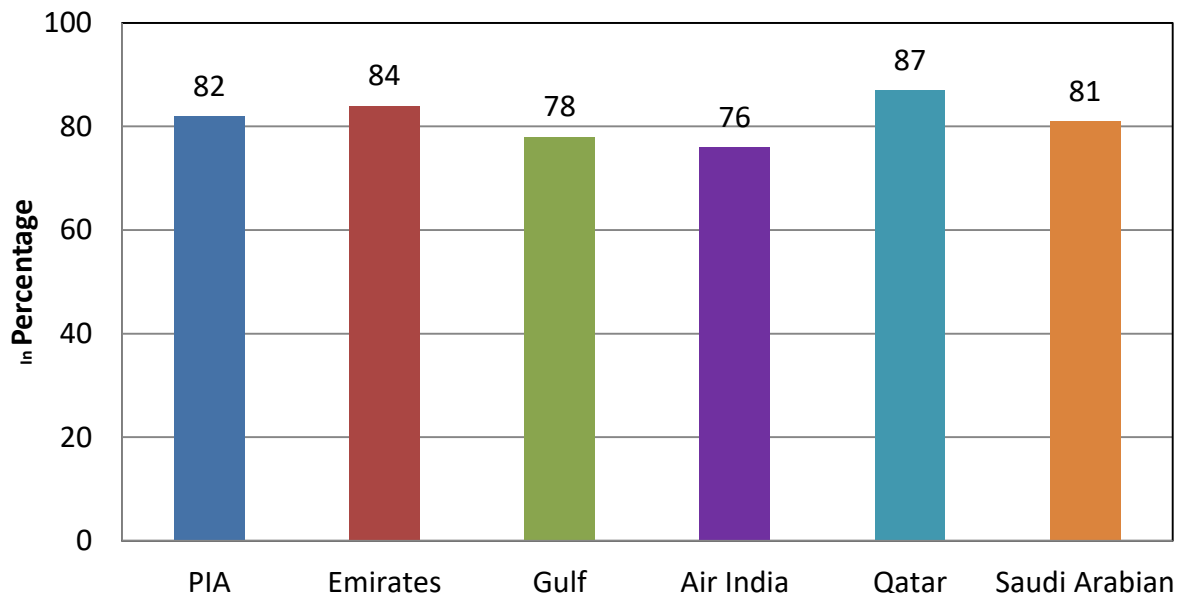
Average Fleet Ages



In 2013 (1st quarter) the fleet size of PIA was 22 with the average fleet age of 14 years. Induction of aircraft by the end of 2015 will increase the fleet size upto 41 with the average fleet age of 9 years. However, after grounding A-310 aircraft and acquiring new B-777 aircraft, the average fleet age will come down to 6 years.

Improvement in On-Time Performance

The increase in fleet size by 60% at present as compared to 2013 not only improved schedule punctuality but also helped the airline to expand its network both on international and domestic routes. The average percentage of PIA on time departure per day is 82% which is better than Gulf Air, Air India and Saudi Airline and almost at par with Emirates Airline.



Recent Improvements

PIA management initiated intense cost cutting measures and certain key decisions that have been implemented such as;

- i. Closing operations on loss making routes like Amsterdam, Frankfurt, Hong Kong and Bangkok) which saved **Rs 1.2 billion**.
- ii. Closure of offline international stations like Chicago, Istanbul, Yanbu, and Sydney which saved **Rs. 61 million**.
- iii. Shifting/Reduction of office space at JFK-USA, Doha, London, Paris) saved **Rs. 87 million**.
- iv. Manpower rationalization at International stations (137 PIA staff posted back from abroad) Saved **Rs. 29 million**.
- v. Procurement & Logistics/Stores Department of PIA completely transformed and spare parts procurement from Original Equipment Manufacturers (OEMs) only. That saved **Rs. 452 million** during 2014-15.
- vi. Zero tolerance on leakages and corruption. 302 Fake degree holders and 24 involved in smuggling removed from service.

Obtaining Quality Standards

Approval of Air Navigation Order (ANO)-145 and 147 has been obtained from CAA which is prepared on the lines of European Aviation Safety Agency (EASA) standards. ANO 145 and 147 are quality standards for aircraft and technicians/engineers respectively.

EASA 145 is a quality standard for aircraft maintained and regulated by EASA. It was with PIA till 2012 but was suspended due to the reason that because of security reasons no EASA auditor visited Pakistan. Its certification will ensure safe operation of PIA to Europe and will give them authority to maintain, repair and approve quality standard of an aircraft registered in Europe. Ex-training director Lufthansa has been hired to facilitate and speedup the process for the revival of the same.

Improvement in the Air-Craft Cabin

A project for replacement / up-gradation of Business Class Seats and tablets on B777 aircraft has been introduced which will further improve the premium product on long haul routes. For improving the flight experience, service quality and comfort for passengers, seat covers and carpets of entire PIA fleet has been replaced with new ones.

SMS Service

SMS service has been introduced to inform the passengers about flight schedule to save them from any hassle especially when flight is delayed due to some reason.

Cabin Crew Training

In order to improve Cabin services master trainers have been trained by Qatar Airways who are now imparting training to other cabin crew of the airline to improve the in flight services and crew interaction with passengers.

Baggage Identification System

Effective baggage identification system has been introduced in order to minimize baggage losses and to deliver misplaced baggage to the passengers in shortest possible time. PIA uses World Tracer Management System (WTMS) for its baggage identification. This system is linked to SABRE system to trace out missing baggage of passengers. Only missing tags for which reports are registered are inserted in the system for checking and tracing.

Training Centers

In line with Prime Minister's Youth Development Program vision, opening of 06 new regional training centers at Peshawar, Multan, Faisalabad, Hyderabad, Muzaffarabad and Sukkar training is under process. Whereas, 05 centers at Lahore, Nawab Shah, Swat, Rawalpindi and Quetta are opened.

- **Besides Karachi, PIA training centers have been established at Lahore, Rawalpindi, Peshawar, Nawabshah, Swat, Quetta and Multan.**
- **2 more will be established in Faisalabad and Sukkhar**



With ANO-147 approval, PIA Training Centre will be able to develop maintenance engineers (senior technician within 2 years, licensed aircraft maintenance engineer in 4 years). In this context, As a result 1200 engineers after every two years will be available for local and Middle East market. Similarly, it is an opportunity for youth who have secured 75% marks in F.Sc. to become aircraft maintenance engineers/technicians.

Airport Busses

8 COBUS 3000 Buses have been received from Qatar as a gift



Recently, Qatar Airways has provided 8 buses (year 2000 model) of good condition to PIA as a gift for the passengers to be carried from terminal building to Aircraft. Five (5) of these buses have the capacity of carrying 100 passengers and rest of the three (3) have the capacity of 80 passengers. Out of these 08 buses, 02 are deployed at JIAP- Karachi, 03 at BBIAP-Islamabad, 01 at AIIAP- Lahore, 01at BKIAP- Peshawar and 01 at MIAP-Multan.

Challenges



EASA 145 certification

Primary challenge is getting EASA 145 certification in order to ensure safe flight operation to Europe. It will give capability to PIA Engineering Department to maintain its aircraft fleet as per EASA standards.

Financial restructuring

Financial restructuring plan is another challenge which is essential to prepare a viable business plan. PIA management is working on it.

Union activities

Union activities and their politics is one of the major problems which time and again hampered the improvement activities. Their undue interference in the management's affairs and non-cooperative behavior does not allow management to take effective and efficient decisions. Their activities need to be regulated through imposition of some legal bonding and PIAC be declared as essential services.

Litigation, Court Cases and Stay Orders

Litigation & around 1140 court case and stay orders consuming useful physical and non-physical resources like time, finances and human resource of the corporation. These resources can be used on some other healthy activity. PIA is strengthening its legal department to handle such activities.

Procurement Rules

PIA is despite being state owned entity is also a commercial organization. PPRA Rules is a challenge to make day to day decisions. The lengthy process of following PPRA rules some time does not allow management to make prompt decision when opportunity is available.

However, Aviation Division makes sure that PPRA rules should be followed in letter and spirit and PIA management should be pro-active in making timely decisions.



Airport Security Force

Airport Security Force (ASF):

1. Introduction

Airports Security Force is an Attached Department of Aviation Division. The Force was raised through an Act of Parliament in 1975, with the mandate to ensure security of all Aerodromes, airports, aircrafts and civil aviation installations/industry. In the wake of recent security environment and increased threat to airports, ASF has come a long way in its capacity building.

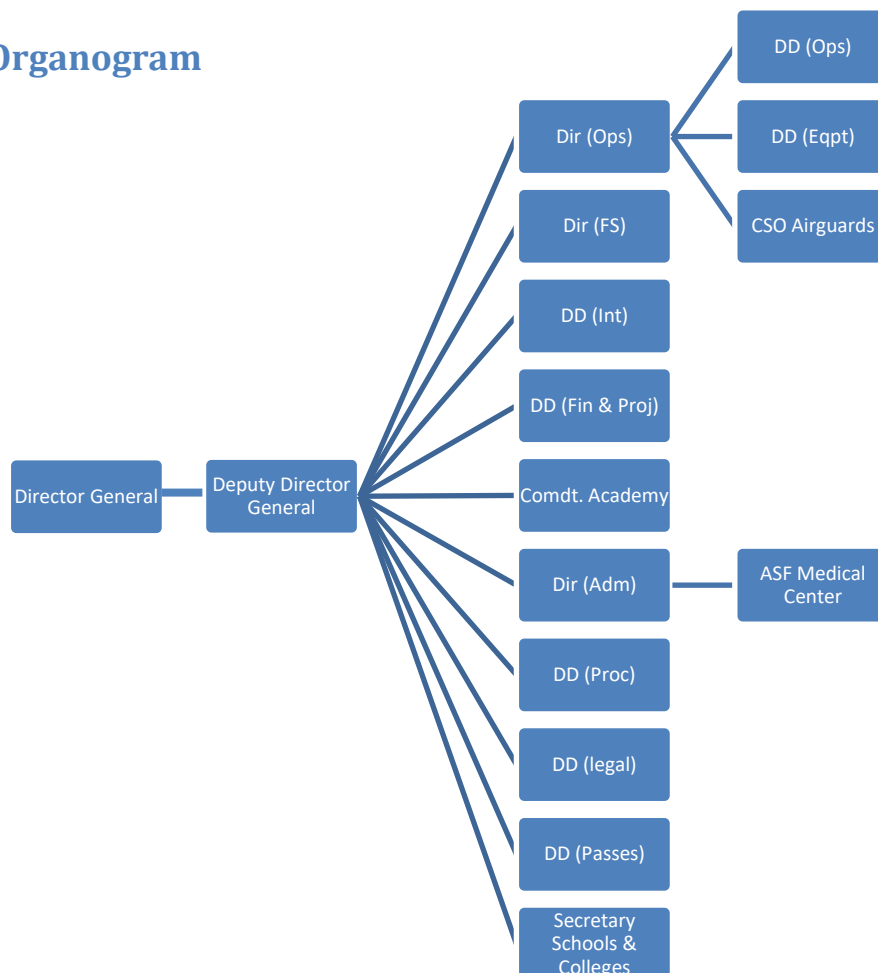
Mission Statement

Safeguard Civil Aviation Industry of Pakistan against unlawful interference adopting counter terrorism measures, preventing crimes and maintaining law and order within the limits of airports in Pakistan.

Vision

Keeping abreast with latest trends in global aviation security and adopting new technologies, develop a highly trained, well equipped and motivated Airports Security Force in order to meet international standards of aviation security and counter growing terrorism and crime against aviation industry in Pakistan. Vision is to improve the standard of aviation security. The key to AVSEC is reliability which is prioritized as Human Reliability, Technical Reliability and System Reliability.

Organogram



2. Manpower

a. State of Manpower

		<u>Authorized</u>	<u>Held</u>	<u>Deficient</u>
(1)	Uniformed Staff	10050	9108	942
(2)	Ministerial Staff	612	528	84

- b. **Amendment in recruitment rules** ASF uniformed staff had no scope of promotion to higher grade due to flaw in recruitment rules. Amendment in recruitment rules has been made vide Cabinet Secretariat Aviation Division notification SRO No.4-9/2011-ASF dated 1st June, 2015. Thereafter, Corporal Drivers have been merged in general seniority of Corporals w.e.f their date of joining ASF and they will avail equal chance of promotion with other Corporals.

c. Promotion / DPC

- (1) DPC for promotion of officers was held on 18-03-2015 and 26-05-2015. Detail is appended below:-
- (a) 02 x Deputy Directors (BPS-18) promoted to the post of Director (BPS-19).
 - (b) 04 x Assistant Directors (BPS-17) promoted to the post of Dy Director (BPS-18).
 - (c) 15 x Dy Assistant Directors (BPS-16) promoted to the post of Assistant Dir (BPS-17).
- (2) DPC for promotion of Upper Subordinates, Corporals and Ministerial Staff was held on 26th March 2015 and 27th March 2015. Detail is as under:-
- (a) 31 x Inspector (BPS-16) promoted to the post of Dy Assistant Director (BPS-16).
 - (b) 44 x Sub Inspector (BPS-14) promoted to the post of Inspector (BPS-16).
 - (c) 120 x ASI (BPS-09) promoted to the post of Sub Inspector (BPS-14).
 - (d) 283 x Sergeant (BPS-07) promoted to the post of ASI (BPS-09).
 - (e) 321 x Corporal (BPS-05) promoted to the post of Sergeant (BPS-07).
 - (f) 01 x Assistant (BPS-14) promoted as Superintendent (BPS-16).
 - (g) 03 x LDC (BPS-07) promoted to the post of UDC (BPS-09).
 - (h) 01 x Naib Qasid (BPS-01) promoted to the post of LDC (BPS-07).

1035 x Posts have been created in different cadres/ranks to strengthen the security at Airports vide Cabinet Secretariat Aviation Division letter No.433/2009-ASF dated 13th May 2015 & 2nd July 2015.

- d. **Recruitment** Detail of Recruitment is as under:-
- | | | | |
|-----|--------------------------------|---|----------------|
| (1) | 12 x Deputy Assistant Director | - | (Through FPSC) |
| (2) | 1 x Inspector | - | (Through FPSC) |
| (3) | 171 x ASIs | | |
| (4) | 928 x Corporals | | |
- e. **Wastage 258** ASF personnel have been weeded out due to malpractice / inefficiency/unprofessional conduct.
- f. **Program of Activities and Targets – 2015**
Imparting of specialized Aviation Security Training special short courses for proficiency enhancement of ASF manpower have been scheduled/targeted during 2015 for strengthening and reinforcement of security at all airports to counter the prevalent menace of terrorism.
- g. **Specialized Courses**
- | | | |
|-----|--------------------------|----------------------|
| | | Schedule |
| (1) | Advance Screener Course. | 17-08-15 to 19-09-15 |
| (2) | Admin Course | 06-04-15 to 08-05-15 |
| (3) | UAC | 23-02-15 to 15-05-15 |

3. Performance Statistics: In-spite of numerous constraints and limitations under which ASF is working, its performance is a matter of pride and satisfaction for everyone. The following act of bravery and state of recoveries made by ASF during the financial year 2014-15 reflects the state of alertness and vigilance of ASF at airports:-

- a. **Armed Attack at Karachi Airport:**
On 08 June 2014 at about 2309 hrs, 10 x terrorists entered through Fokker Gate and International Cargo Gate (ICG) located at Old Airport for attack on the airport. However, ASF staff bravely combated the terrorists and stopped them to reach ahead. All the terrorists were killed. In the incident, 12 x ASF staff were martyred and 16 x staff were injured. In this connection, Citations of Martyred, Injured and Well Performed personnel were sent to Aviation Division for Gallantry Award. Consequently, the Government of Pakistan has conferred posthumous award of **Tamgha-e-Shujaat** to the following ASF staff:-

S No	Force No	Rank	Name	Award
1.	US-4290	SI	Muhammad Sarwar	Tamgha-e-Shujaat
2.	US-4309	SI	Hafeez ur Rehman	Tamgha-e-Shujaat
3.	US-4574	SI	Muhammad Jumman	Tamgha-e-Shujaat
4.	US-4811	SI	Tariq Masood	Tamgha-e-Shujaat
5.	US-6819	ASI	Muhammad Iqbal	Tamgha-e-Shujaat

6.	US-7508	ASI	Asad Shahnawaz	Tamgha-e-Shujaat
7.	G-7449	Sgnt	Abdul Malik	Tamgha-e-Shujaat
8.	G-8198	Sgnt	Muntazir Shah	Tamgha-e-Shujaat
9.	G-11374	Cpl	Muhammad Azam Hussain	Tamgha-e-Shujaat
10.	G-11512	Cpl	Muhammad Hayat	Tamgha-e-Shujaat
11.	G-11778	Cpl	Ghulam Murtaza	Tamgha-e-Shujaat

Following ASF staff are conferred with **Sitara-e-Shujaat & Tamgha-e-Shujaat** who were injured or performed well during the attack:-

S No	Force No	Rank	Name	Award
1.	PA-2276	Dir	Maj (R) Muhammad Aslam Pervez	Sitara-e-Shujaat
2.	US-3183	Insp	Muhammad Pervez	Tamgha-e-Shujaat
3.	US-7358	ASI	Ahmad Jamal Khan	Tamgha-e-Shujaat
4.	US-7503	ASI	Fahim Mazhar	Tamgha-e-Shujaat
5.	G-7175	Sgnt	Atta ur Rehman	Tamgha-e-Shujaat
6.	G-7726	Sgnt	Naseer Ahmed	Tamgha-e-Shujaat
7.	G-7974	Sgnt	Akhtar Hussain	Tamgha-e-Shujaat
8.	G-10925	Cpl	Abid Hussain	Tamgha-e-Shujaat
9.	G-11315	Cpl	Ghulam Mustafa	Tamgha-e-Shujaat
10.	G-11547	Cpl	Muhammad Afzaal	Tamgha-e-Shujaat
11.	G-10578	Cpl	Ali Akbar	Tamgha-e-Shujaat

b. **Attack on Pasni Radar Station:**

On 20 April 2015 at about 2320 hrs, about 10-12 unknown miscreants/terrorists attacked Pasni Radar Station and opened straight fire on the Radar. ASF staff deployed at the Radar Station immediately took positions and opened fire on the unknown attackers with held arms/ammunition. The position and location of the miscreants was not visible/clear due to darkness, however, their position was outside the trench excavated around the Radar Station at distance of about 400 x meters. The miscreants/attackers escaped away from the scene taking advantage of darkness. A heavy exchange of fire between miscreants and ASF ensued without any interval, however no casualty occurred except G-11528 Corporal Muhammad Wajid who fell down from bamboo ladder and both his feet got fractured.

- c. **Recovery of Arms/Ammunition:** ASF staff has recovered following arms/ammunition during course of their duties at various airports:-

S. No	ITEMS	LICENSED / UNLICENSED	QTY
1	Gun / Rifle	Licensed	853
		Unlicensed	Nil
2	Revolver / Pistol	Licensed	2888
		Unlicensed	42
3	Ammunition (Rounds)	Licensed	101735
		Unlicensed	343
4	Magazine	Licensed	4844
		Unlicensed	10
5	Daggers/Knives/ Others		1662

- d. **Recovery of Narcotics:** ASF staff during performance of their duties at various airports recovered 130.163 x Kgs Heroin & 0.687 x Kgs Hashish during the financial year 2014-15. The accused passengers alongwith recovered Heroin were handed over to Anti Narcotics Force for legal action.
- e. **Recovery of Currency:** ASF staff during performance of their duties at various airports recovered 1,66,900 x USD 15,000 x Rubble & 26,000 x Saudi Riyal during the financial year 2014-15. The accused passengers alongwith recovered currency were handed over to Pakistan Customs for legal action.
- f. **Passenger Valuables:** A large number of passenger valuables like cash, credit cards, Jewellery etc were found by ASF at various airports and were handed over to their owners who appreciated honesty of ASF staff.

4. Training

- a. **Training at ASF Academy:** ASF Academy at Karachi caters for all types of training of ASF personnel. 2411 x all ranks were imparted training during financial year 2014-2015 as under:-

<u>Courses</u>		<u>All Ranks</u>
(1) Company Commander	=	18
(2) Promotion Cadre	=	576
(3) Advance Screener	=	88
(4) Intelligence	=	33
(5) UAC	=	29
(6) ATC	=	73
(7) OBASC	=	1125
(8) Weapon Instructor	=	34
(9) Admin	=	28
(10) Drill Instructor	=	29
(11) Wireless Communication	=	110

(12)	ASF Police	=	05
(13)	Information Technology	=	24
(14)	JICA Course at Academy	=	152
(15)	Refresher Screener Course	=	87
	Total	=	2411

- b. **Training to Other Organizations / Departments:** Training for Screeners/other courses were organized for the officers/staff of other departments/airlines at ASF Academy Karachi. Summary of the staff of other departments attended Advance/Special Screener/other courses is appended below :-

(1)	Pakistan International Airlines	=	65
(2)	Shaheen Airport Services	=	28
(3)	Pakistan Air Force	=	34
(4)	SUPARCO	=	03
(5)	Royal Airport Services	=	14
(6)	Emirates Airline	=	01
(7)	SIAL	=	01
(8)	Anti Narcotics Force	=	16
(9)	AAPS	=	02
	Total	=	164

- c. **Training Abroad:** 4 x officers / officials attended Regional Conference at Dubai & UK.
- d. **Local Courses:** 125 x ASF staff attended different courses in various training institutions in Pakistan.

5. Procurements

- a. **Transport:** ASF needs to maintain operational mobility at all times to cater for its security needs at airports. A large number of vehicles are old vintage and need replacement. In order to enhance the operational / administrative mobility, budget of Rs6,03,54,000/- has been consumed for the procurement of under mentioned quantity of vehicles:-

S.No	Item	Qty
1.	Suzuki Van 800 CC	07
2.	Suzuki Car 1000 CC	02
3.	Motorcycle GS-150 CC	22
4.	Toyota Hilux 2.5 4x2 S/C	25
5.	Toyota Hilux Vigo Champ 4x4 D/C	10
6.	Toyota Corolla Car GLi	02
7.	Hino Bus	01

- c. **Plant and Machinery:** ASF endeavors to remain in step with the technological developments in the field of Aviation Security and has acquired some of latest security equipment, communication systems, CCTV System accessories and firefighting equipment etc. All major airports have been provided with technical coverage. However, still some of the equipment at all airports need replacement as it is becoming old, obsolete and outdated. Budget of Rs2,97,36,945/- has been consumed for the procurement of Plant and Mach to enhance the security standards.

- d. **Arms:** Budget of Rs 8,36,04,261/- has been consumed for the procurement of Arms.

S. No	Item	Qty	
1	Sniper Rifle DMR – MK-I	20	Procured out of regular Budget
2	SMG 7.62 x 39 mm	757	
3	SMG 7.62 x 39 mm	858	Procured out of supplementary grant

- e. **Ammunition:** Budget of Rs8,36,04,261/- has been consumed for the procurement of Ammunition.

- f. **Software:** Budget of Rs44,19,995/- has been consumed for the procurement of under mentioned Software.

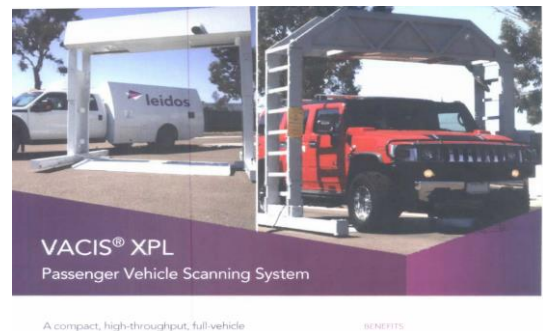
S.No	Item	Qty
1	X-ray Scanning Training System	01

6. Equipment

- a. 06x Hand Baggage X-Ray Machines (Rapiscan 620DV) received from Aviation Ministry of Bahrain through CAA have been installed at Major Airports.
- b. 30x Toyota Hilux Pickup converted into Armoured vehicles and distributed among various airports.
- c. In addition, Perimeter Security Surveillance System has been installed at Lahore Airport. The project has been completed by NESCOM at the Airport at an approximate cost of Rs.500 Million. This is a state of the art multi-layered security system designed for high end security of aviation industry. The same multi-layered security system will also be installed at Karachi, Islamabad and Peshawar for which NESCOM has already purchased the important equipment.



- d. With the cooperation of Government of Japan, eleven Hold Baggage EDS- CT, three Single View X-Ray Machines, three Vehicles Scanners and two Cargo Scanners have been received as grant-in aid through JICA (Japan International Cooperation Agency) and are being installed at Lahore, Islamabad and Karachi Airports. The EDS system will also detect explosives, which will facilitate to our flights to EU and USA.



7. Finance & Projects:

Budget Allocation & Utilization 2014-15 (Non Development Grant)

a.	Employees Related Expenses	=	Rs3487.064 M
b.	Contingent Charges	=	<u>Rs 887.538 M</u>
	Total	=	Rs4374.602 M

Budget Allocation & Utilization 2014-15 (Development Grant)

- a. On going project = 03
- (1) Construction of Barrack Accommodation - In progress for ASF at Multan Airport.
 - (2) Construction of Boundary Walls at various Airports - In progress
 - (3) Construction of Kote Magazine at various Airports - In progress
- b. Programme of activities and targets set out for itself during the financial year:-
- | | | | |
|-----|--|---|----------------------------------|
| (1) | Construction of Accommodation for ASF at Islamabad Int'l Airport | = | <u>Allocation</u>
Rs400.000 M |
|-----|--|---|----------------------------------|

8. Achievements

Reorganization

The force comprises 9632 personnel and was commanded by a Brigadier in past. To improve command and control, ASF command has been upgraded and a Major General has been made in-charge while Northern and Southern commands have also been created

Enhancement of Airports Security System

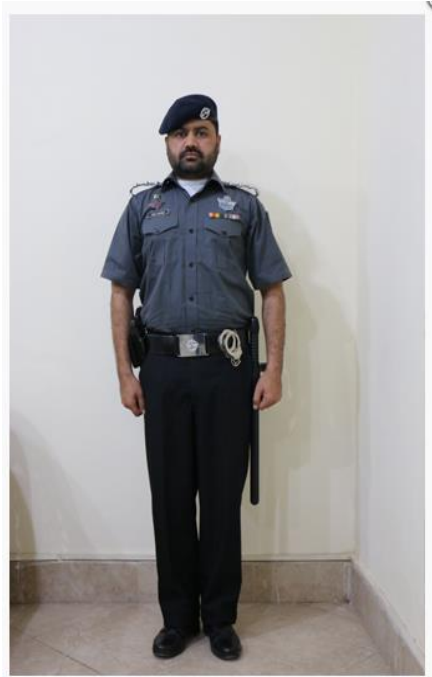
- Armored Personnel Carriers (APCs) have been purchased at a cost of Rs. 500 million from HIT Taxila and will be deployed at major airports.
- Vehicles and motorcycles are being used for patrolling and effective surveillance.





New Uniform

New uniform has been designed to give a new look. Policing items have been added to the new uniform.



Establishment of ASF Foundation

Recently the Government of Pakistan has approved the establishment of ASF Foundation for the Welfare of serving and retired ASF personnel. Under the umbrella of ASF Foundation, a Security Company will be launched which will supplement the existing security requirements at such places where ASF is not mandated to deploy regular ASF troops as well as will cater for re-employment of retired ASF staff.



Meteorological Department

Pakistan Meteorological Department (PMD):

Introduction

Pakistan Meteorological Department (PMD) is an attached department of the Cabinet Secretariat (Aviation Division). It is a scientific and technical organization engaged in the collection of real time diversified meteorological, climatologically, hydrological, agro-meteorological and seismological data for undertaking multifarious activities mainly in the field of Meteorology, Hydrology and Seismology in the fulfillment of its objectives and obligations. In addition to having various specialized units and centres (like Flood Forecasting Division, Drought Monitoring Centre, Research & Development Division etc.), PMD has a network of more than 200 diversified observing stations and about 50 Automatic Weather Observing Stations which function under the technical and administrative control of PMD's various Directorates including Regional Directorates established at four provincial capitals i.e. Lahore, Karachi, Peshawar and Quetta. Further, for the provision of Agrometeorological Services, PMD has a specialized National Agrometeorological Centre (NAMC) at Met Complex, Islamabad, which is supported by 05 Regional Agrometeorological Centres (RAMC's), located at Rawalpindi, Faisalabad, Tandojam, Quetta and Usta Muhammad. Furthermore, National Drought Monitoring (NDMC), Islamabad is another specialized unit of PMD responsible for monitoring drought situation in the country and issues drought bulletins / advisories to the concerned stakeholders. The centre is supported by 04 Regional Drought Monitoring Centers (RDMC's) located in Lahore, Karachi, Peshawar and Quetta. PMD is a progressive organization aimed at developing methods of observation, improving telecommunication facilities and forecasting techniques and acquiring modern equipment and state-of-the-art technology like satellite ground receiving station digital video broadcast receiving station, numerical weather prediction tools, radar network and other remote sensing devices etc.

Mission Statement

"To provide effective Hydrometeorological and Geophysical Services for improved protection of life, property and environment, increased safety on land at sea and in the air, enhanced quality of life and sustainable economic growth"

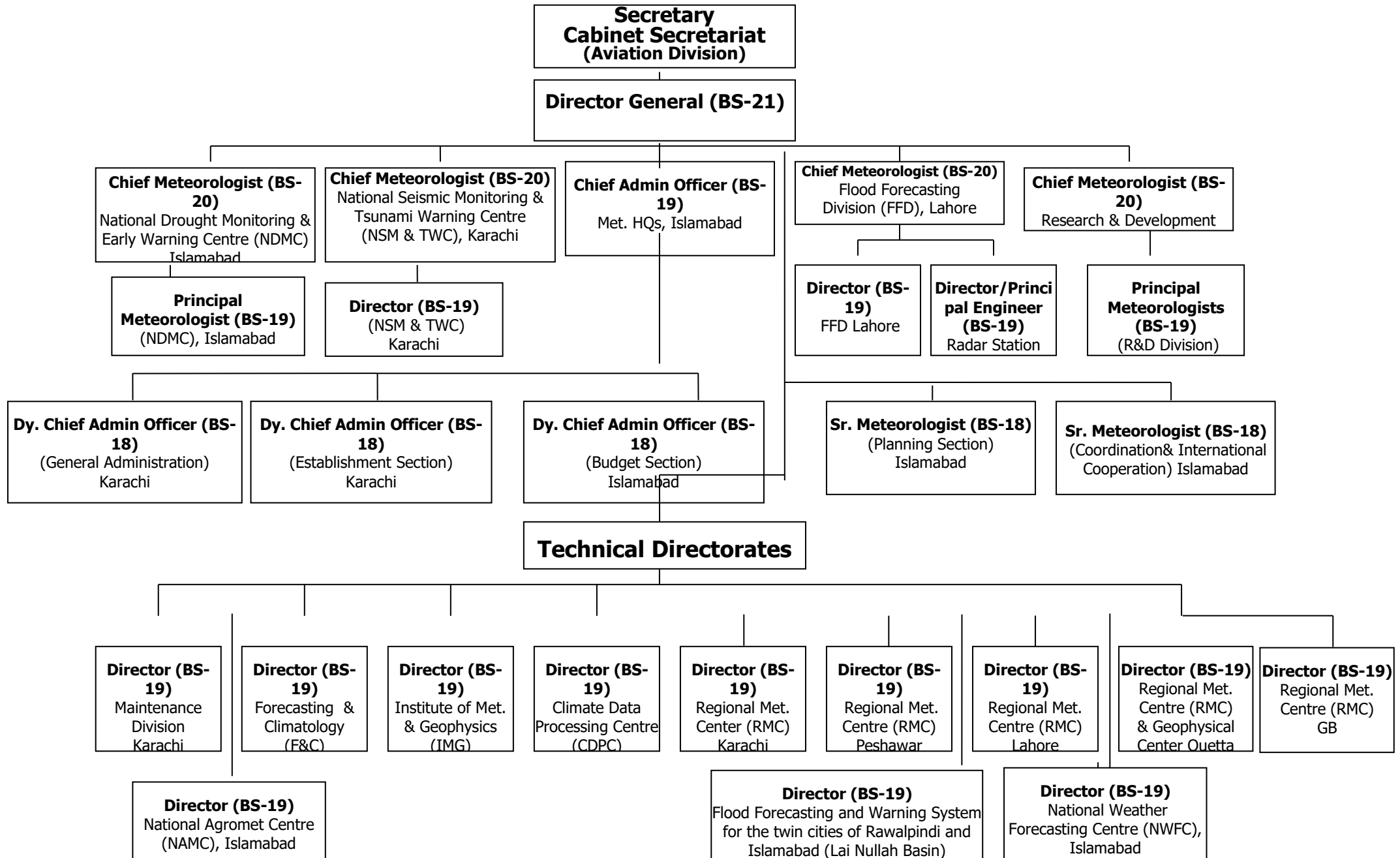
Tasks

- (a) To ensure timely issue of different types of weather/flood forecasts, warnings and advisories, earthquake reports to concerned government functionaries/organizations and print and electronic media:-
 - (i) the safety of civil aviation operations, marine navigation and other related activities;
 - (ii) mitigation of disasters due to meteorological, hydrological and geophysical phenomena such as tropical cyclones, heavy rains, floods and earthquakes etc;

- (iii) Socio-economic development of the country based on climatic and agro-climatic information to augment potential of different areas.
 - (iv) Boosting up agricultural productivity of the country by providing agrometeorological services to the farming community.
- (b) To investigate the behaviour of the atmosphere and exploiting this knowledge for short, medium and long term weather predictions.
- (c) To undertake research and development activities in various disciplines like Numerical Weather Prediction, Climate Change, Climate Modeling, Flood Modeling (hydrological Model, Flood Routing Model), Drought Monitoring, Weather Modifications, Wind Power Potential of survey of various Regions of Pakistan, Seismology and earthquake hazard assessment etc.

PMD has a total sanctioned strength of 2520 personnel comprising 354 officers (BS-16 & above) and 2166 staff members.

Organograme



Main Functions

The services being rendered by PMD to different Ministries / Organizations as follows:-

- (a) Aviation Meteorological Services (Ministry of Defence, CAA, PIA etc)
- (b) Strategic Weather Services to Armed Forces (Defence Division)
- (c) Flood & Rivers Stream Flow Forecasting (Ministry of Water and Power, National Disaster Management Authority (NDMA) and Federal Flood Commission (FFC))
- (d) Agrometeorological/Weather Service for Farmers (Ministry of National Food Security and Research)
- (e) Environment, Ozone, Climate Change &, Global Warming Monitoring (Planning & Development Division/ Planning Commission),
- (f) Seismic Monitoring & Severe Weather Early Warnings (Disaster Relief Cell of Cabinet Division, NDMA)
- (g) Scientific Studies in Atmospheric Sciences (Ministry of Science & Technology)
- (h) Astronomical Information, Moon sighting (Ministry of Religious Affair/ Ruet-e-Hilal Committee)
- (i) Harnessing Wind Power Potential of different regions of Pakistan (Ministry of Science &. Technology)
- (j) Drought/Environment Monitoring & Early Warning (Planning & Development Division, Planning Commission)
- (k) Climate Change, impact assessment and adaptation strategies (Ministry of Climate Change, Planning Commission)
- (l) Glacial melting-monitoring and research (Ministry of Climate Change)
- (m) Training on Meteorology and Earth Science (PAF, Pakistan Navy / Army and other friendly countries)

Detail of PMD's approved or execute Projects during the year 2014-2015

Sr. No.	Project Name	Capital cost of the Project (Rs in Million)	Allocation 2014-15 (Rs in Million)	Activities 2014-2015	Achievement/ Progress 2014-2015
1.	Construction of new Residential Accommodation for Operational Staff at PMD Headquarters, Islamabad	80.9	13.199	1. Finishing work at Cat-IV Blcok-II 2. Construction / completion of Cat-V.	Achieved
2.	Capacity Building of Pakistan Meteorological Department Islamabad	183.113	5.000	Payment to domestic & international trainees.	Achieved
3.	Establishment of Pak-China Seismic Net work in Pakistan	184.395	5.937	1. Purchase of land 2. Purchase of transport.	Land was not purchase due to non-receipt of NOC from the concerned Ministry. Transport was not purchased due to ban on purchase of transport by the Govt.
4.	Establishment of Flood Forecasting & Warning System for Kalpani Nullah Basin, Mardan (KPK)	230.000	40.000	Civil work for construction of Radar building	In process

5.	Establishment of Main Met. Office at New Benazir Bhutto International Airport at Islamabad.	28.923	30.969	1. Purchase of Met. Equipment like Theodolite, Automatic Weather Station 2. Purchase of computers	Achieved.
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Achievements

Training

Around 46 short-term trainings/workshops/seminars abroad availed by PMD scientists during 2014-2015. These fellowships were offered mainly by World Meteorological Organization (WMO), China Meteorological Administration (CMA), Japan International Cooperation Agency (JICA), Korea International Cooperation Agency (KOICA), UNESCO, and International Centre for Integrated Mountain Development (ICIMOD) etc.

Five (05) PMD officers proceeded abroad for undertaking Ph.D program offered by different international institutes/universities/organizations under their generous fellowships, while two (02) officers proceeded to Japan for undertaking MS in Hydrology and Water related Disaster Management.

Implementation of Quality Management System (QMS) (ISO 9001: 2008 Certification)

As per WMO and ICAO requirements, PMD implemented QMS in the provision of Meteorological Services for Air-Navigation at its major Meteorological Offices. Up till now 17 Met Offices at different airports in the country have got this certification.

Accurate Prediction of Heavy Monsoon Spell and Windstorm in Peshawar and Adjoining Areas during 2nd Week of August, 2014

PMD accurately predicted heavy monsoon rainfall spell accompanied by windstorm in Peshawar and adjoining areas during 13-16 August, 2014. The accurate and timely issuance of warnings/forecast for the inclement weather and its dissemination to the appropriate authorities have greatly helped in minimizing loss of precious lives, damaged to property and infrastructure.

Accurate Prediction of September Flood 2014

PMD accurately predicted the Monsoon rain-bearing / flood generating system that caused flooding in the rivers of Chenab and Jhelum in the country during first week of September, 2014. The accurate and timeliness flood forecasts/warnings have greatly contributed in minimizing the loss of precious lives, damaged to property and infrastructure. The Honourable Chief Minister Punjab Main Muhammad Shahbaz Sharif acknowledged PMD's forecast and informed the electoral representatives about PMD forecasts.

Flood Forecast

PMD's Flood Forecasting Division (FFD), Lahore issues Flood Forecast Bulletin (A&B) / Advisories/Alerts on regular basis to all concerned stakeholders. Further, PMD also issues district levels forecast to the stakeholders.

Fog Forecast for Major Airports/Cities

PMD successfully extended services to the Aviation Division regarding fog forecast for Major Airports/cities in the country during 2014-2015.

Accurate Monitoring of Warning of Tropical Cyclone NILOFAR

PMD precisely monitored the Tropical Cyclone "NILOFAR" that developed in the Arabian Sea during last week of October, 2014. The accurate and timely issuance of early warnings and advisories for tropical cyclone has greatly helped the nation in minimizing the losses of precious lives and property damage.

Drought Monitoring

PMD extended/intimated the drought situation about the Sindh Province through NDMA and PDMA Sindh.

Monsoon Outlook for 2015

PMD issued Monsoon Outlook 2015 and provided the weather forecasts to all the concerned stakeholders like NDMA, FFC, GHQ, Ministry of Water and Power. Further, PMD also issues district levels forecast to the stakeholders.

National Seismic Monitoring and Tsunami Early Warning Centre

PMD's National Seismic Monitoring and Tsunami Early Warning Centre provides earthquake information to all concerned stakeholders, government functionaries, electronic and print media. This centre is also responsible for the issuance of tsunami warning in case of any threat of tsunami occurrence.

Establishment of Specialized Medium Range Forecasting Centre (SMRFC)

Government of Pakistan (CDWP) approved the SMRFC project worth about Rs. 2.5 billion in which the Government of Japan share (grant-in-aid) is around 97.5 % and the Government of Pakistan share 2.5%.

PMD Budget

Detail of PMD budget for the Financial Year 2014-2015 is given as under:

a).	Original non-Development Budget	874.369 million
	Supplementary grant	<u>35.000 million</u>

Total Non-Development Budget 909.369 million

b).	Original Development Budget	76.906 million
	Supplementary Grant	<u>18.199 million</u>

Total Development Budget 95.105 million