THE "BALOCHISTAN PROVINCIAL AVIATION STRATEGY" ALONG-WITH THE "THREE-YEAR AVIATION DEVELOPMENT PLAN, 2025-2028"

GOVERNMENT OF BALOCHISTAN

LAW & PARLIAMENTARY AFFAIRS DEPARTMENT

(CODIFICATION SECTION)
(BALOCHISTAN – QUETTA)

THE "BALOCHISTAN PROVINCIAL AVIATION STRATEGY" ALONG-WITH THE "THREE-YEAR AVIATION DEVELOPMENT PLAN, 2025-2028"

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[1]THE "BALOCHISTAN PROVINCIAL AVIATION STRATEGY" ALONG-WITH THE "THREE-YEAR AVIATION DEVELOPMENT PLAN, 2025-2028"

N O T I F I C A T I O N

[02nd January 2026]

NO.SO(Gen:/Aviation Wing)CM/6-42/2025/02. In pursuance of the decision taken by the Hon'ble Provincial Cabinet in its meeting held on 12th September 2025, and with the prior approval of the competent authority, the Principal Secretary to Hon'ble Chief Minister Balochistan is pleased to notify the "Balochistan Provincial Aviation Strategy" along-with the "Three-Year Aviation Development Plan 2025-28."

THE "BALOCHISTAN PROVINCIAL AVIATION STRATEGY" ALONG-WITH THE "THREE-YEAR AVIATION DEVELOPMENT PLAN, 2025-2028"

01. PREAMBLE

1.1. Aviation plays a pivotal role in the growth of trade, tourism, and economy. The equivalent of more than half the world's population (4.5 billion scheduled passengers) travelled on 46.8 million flights in 2019. The persistent recovery of global aviation markets amid industry and macroeconomic challenges continued favorable outlook in 2024. After returning to profitability with an estimated $23.3 billion in net profits in 2023, airlines globally are projected to generate $25.7 billion in net profits on historically high revenues of $964 billion in 2024, according to International Air Transport Association (IATA) estimates. Pakistan is the second-largest economy in South Asia, with over 220 million inhabitants and a constantly growing middle class. In contrast to other sectors, the service sector has increased strongly. In 2019, over 500,000 direct and indirect jobs in Pakistan were created by the air transport sector. Today, 1.3 percent of the GDP of Pakistan is supported by inputs to the aviation sector and foreign tourists arriving by air. Despite manifold challenges, the economy is moving progressively on a higher and sustainable growth path. However, due to a large set of challenges, the Pakistan Aviation sector can be described as the large sleeping giant', which needs to wake up and immediately grab the opportunities for a better future. In the same vein, Ministry of Aviation, Government of Pakistan approved a comprehensive National Aviation

[1] This Notification has been issued by the Chief Minister Secretariat, Government of Balochistan, vide its Notification NO. SO(Gen:/Aviation Wing)CM/6-42/ 2025/ 02, dated 02nd January 2026.

Policy - 2023 and Pakistan Civil Aviation Act -2023 for the betterment of Aviation sector.

1.2. Under the broader guidelines of this Policy, Province of Balochistan is pioneer in formulating Provincial Aviation strategy - 2025 according to the Vision of the Honorable Chief Minister of Balochistan. In absence of any vision and supervision provincial aviation sector was completely neglected in the past thus rendering its actual potential useless for any contributions to provincial exchequer. Moreover, the latest advertisement for the first officer job on C208B displayed the abysmal position of Balochistan domicile pilots, where out of 64 young pilots across the country, only 7 seven young pilots were able to 'compete which makes them less than 5% national potential. The Hon'ble Chief Minister of Balochistan therefore instructed to run "Young Pilot development Plan" (YPDP-1) so that these young pilots may develop necessary skill to pursue Aviation Career. The overall impact of the Provincial Aviation strategy would boost Aviation Sector and shall generate substantial provincial exchequer and can only produce results by an efficient and workable plan administered by the professionals. The government of Balochistan would move with a strategy and a plan to not only execute successful air ambulance and provincial air transport but also develop Aviation as an Industry that would serve as a role model for the other provinces.

2. The Chief Minister's Provincial Aviation Vision

2.1. The vision of the Honorable Chief Minister of the Balochistan is to promote and regulate provincial aviation activities and to develop an infrastructure for safe, secure, efficient, adequate, economical and well-coordinated growth in Aviation sector. The Honorable Chief Minister also envisioned for the operations of the air ambulance for the public as well as the expansion of the aviation resources for the welfare of the youth of the province. Three main drivers of control to pursue this vision are strategy, policy and oversight.

2.2. Strategy. The Aviation strategy of the Honorable Chief Minister aims to capitalize vital aviation resources for the betterment of the province. The strategy is to build an aviation infrastructure to promote synergy and symbiosis so as to deliver according to its maximum potential. In first phase, the Honorable Chief Minister of the Balochistan issued directive for the registration of its Cessna aircraft with the civil aviation authority and merging Cessna flight with the VIP flight. In phase two, VIP/Cessna flight and the Rotary flight that were operated independently are put together under a newly created Wing. In its final phase, this

Wing would implement the CM vision for its existing aviation resources; oversee its expansion and policy matters. The envisaged strategy is to construct a robust provincial aviation structure by making first three years plan in which certain objectives would be set and an effort shall be made that. Aviation industry of the Province achieves self sufficiency and profitable growth by the end of the plan. The plan is attached as an Annexure to the strategy.

2.3. Policy. The Aviation Wing shall endeavor to implement CM's vision by making a broad based policy in which existing aviation resources shall be regulated. The aviation Wing shall aim for the safety, security and optimum utilization of its aviation resources so that these resources are judiciously employed as per the provincial requirement and at the same time coordinated in a way that it fulfill administrative and security requirements of this vast under-resourced province. The Wing shall oversee the expansion or up gradation of its aviation resources according to the operational requirements and to enhance capacity building of the Province.

2.4. Oversight. The cardinal tool to the vision is oversight of the operations of the existing aviation resources. In past, there was no harmony in operations of its three independent flights and therefore existing provincial resources were stretched as well as incurring heavy financial burden for the Government which was maintaining three separate flights with separate paraphernalia. Moreover, in absence of the aviation Wing, there was no supervision of the Aviation sector. The Wing would oversee development and expansion of the aviation sector in more organized manner. The province shall make few supervisory bodies as follows:

a) Aviation Steering Committee. The objective of the Aviation steering Committee is to supervise the progress on three years plan and progress on its development. The committee shall meet on quarterly basis for this purpose. The composition of the committee is as follows:

i) Chairman: The Honorable Chief Minister of the Province

ii) Members: Chief Secretary, Government of Balochistan

Principal Secretary to the CM

Secretary, Services and General Administration, Government of Balochistan

Secretary Finance, Government of Balochistan
The Director, Aviation Wing

b) **<u>Provincial Aviation Oversight Committee.</u>** The objective of the Aviation oversight Committee is to supervise and regulate the aviation sector of the province under the guidance of the Ministry of Aviation and Pakistan Civil Aviation. The provincial safety database developed for the identification of hazards and assessment of safety risks will continue to be improved in line with the National Aviation Safety Plan (NASP). The main stake holders identified in the province of Balochistan are civil and military aviation setup and there is no forum for civil military coordination to implement coordination and operation in the light of ICAO circular 330 AN/189 for civil military cooperation in coordination in air traffic management. The committee shall also assist and supervise operations in coordination with the provincial and national disaster management authority in case of any calamity. The committee shall discuss and address related concerns of the stakeholders. The committee shall meet on half yearly basis for this purpose. The proposed composition of the committee is as follows:

i) Chairman: The Director, Aviation Wing

ii) Members: The Base Commander, Samungli Air Base
The Base Commander, Khalid Air Base
Commander 50 Aviation Squadron (MOI)
Air Liaison Officer, Corps Headquarters
Director General, Provincial Disaster Management Authority
Airport Manager, Quetta International Airport
Commandant Airport Security Force
Pakistan Civil Aviation Authority (PCAA) Representative

3. <u>The First Three Years "Aviation Development Plan — (2025-2027)"</u>

3.1 **<u>Key Objectives:</u>** The objectives set for the first three years of Aviation development Plan are:

a. To provide synergy to provincial assets for quality, frequency and range of air services options by making first three years “Aviation Development Plan (2025 2027)”.

b. To approve the establishment & functioning of the Aviation wing Government of Balochistan, Quetta.

c. Local development of HR / Capacity building in Aviation sector e.g. Balochistan Airport services, fuel services at airports, services at VIP lounge for general Aviation, share in Gwadar Airport.

d. To develop a state-of-the-art infrastructure on the principle of self-sustainability by the end of the first three years plan.

e. To incentivize aviation sector for socio-economic growth of the province.

f. To Work with Ministry of Aviation, Government of Pakistan for the development of Provincial Aviation Sector and seek guidance and assistance from the Federal Government in implementing Provincial “Aviation Development Plan (2025-2027)”.

g. Starting of “Young Pilot Development Program” on C208B and subsequently for helicopters training program for helicopter license holder.

h. Disposal of Learjet A31 and up gradation of Learjet 45XR.

i. To gradually establish selfsustained provincial Air Ambulance service, flying club, air charter services and regional air transport infrastructure.

j. To establish Aviation Training Organization (ATO) in Quetta that would open doors for first ever Helicopter flying school and shall restart fixed wing flying club.

k. Up gradation of the provincial license from Aerial Work to Tourism Promotion & Regional Integration (TPRI) that would open venues for nationwide and international chartered operations.

(l) To establish University level education (BS Aviation Management) with the help of provincial ministry of education and technicians training

infrastructure to boost employment opportunities for youth of the province in provincial Aviation Sector.

(m) To revamp disused runways for air operations with the expansion of Aviation infrastructure including JVs for smaller aircrafts operations.

(n) To get into charter contracts with Record, Sandak, CPEC or OG DCL in JVs or workable model.

(o) To improve governance and oversight for the coordinated Aviation Support for security and disaster management in coordination with PDMA.

(p) To initiate process with the PCAA for Quetta - Zahidaan route within preview of NAP-2023 Para 2.1.1 Air Services Agreements and sub para 2c and that says:

i. Establishment of air connectivity between un-served city-pairs.

ii. Provision or facilitation of air connectivity with a region currently not connected by air with Pakistan.

4. MARKET DEMAND AND VIABILITY PLAN

4.1 KEY OBJECTIVE AND MARKET DEMAND

4.2	**Key Objective** Local development of HR,/ Capacity building in Aviation Sector and to establish Aviation Training Organization (ATO) in Quetta that would open doors for first ever civilian Helicopter flight school and shall restart fixed wing flying club and to establish University level education (BS Aviation Management) with the help of provincial ministry of education, B-TEVTA, BEEF and BOI and technicians training infrastructure to boost employment opportunities for youth of the province in provincial Aviation Sector.
4.3	**Market Demand:** The development of HR and capacity building in Balochistan's aviation sector is virtually non-existent, primarily due to the absence of essential training infrastructure for pilots, technicians, and aviation professionals. This lack is not just a gap—it is a critical weakness that leaves the province unable to engage meaningfully with one of the fastest-growing global industries.

	According to the Arabian Business Report (2019), over 500,000 direct and indirect jobs were generated in Pakistan by the air transport sector. Today, 1.3% of Pakistan's GDP is driven by aviation and air tourism. While the rest of the country has begun capitalizing on this sector—with every private airline inducting new aircrafts and technical personnel, and the Punjab Government announcing its own airline—Balochistan remains silent. At the international level, the Gulf region stands as an aviation giant continuously absorbing skilled aviation talent from across the globe, including Pakistan. Yet, Balochistan contributes little to this talent pool, not due to lack of potential, but due to lack of institutional support, training academies, and aviation development programs. Without investing in Aviation education and training, Balochistan cannot hope to benefit from this multi-billion-dollar industry. The province must urgently establish aviation training institutions to build a pipeline of skilled HR, or risk perpetual dependency and marginalization in a sector where it should already be playing a leading role.
4.4	**<u>Viability Option</u>** Recent data from Cessna pilot induction programs starkly highlights the severe underrepresentation of Balochistan in Pakistan's aviation sector: only 7 pilots from Balochistan applied, compared to 65 from the rest of the country—a mere 11% contribution. Even more telling, these few pilots were trained outside the province, primarily in Karachi or other Approved Training Organizations (ATOs), as no flying club or training facility exists within Balochistan. This isn't a reflection of lack of talent, but rather of systemic neglect and infrastructural absence. Ironically, the same data shows that when opportunity was given, one Baloch pilot trained outside the province secured a position with Serene Air, proving that the capability exists—**what lacks is access.** This issue extends beyond pilots. There is not a single technician training center in Balochistan, despite rapidly growing demand for aviation technicians and professionals both nationally and globally. The aviation sector is expanding, but Balochistan is being left behind—not due to a lack of ambition, but due to the absence of training infrastructure and strategic planning.

	The establishment of ATOs, technical training centers, and aviation management programs within Balochistan is not optional—it is essential. These institutions will not only empower local youth but will enable the province to claim its rightful place in Pakistan's aviation future by developing a homegrown, skilled workforce. In this connection, the delegation visit to the Diamond aircraft Inc. for suitable ATO fleet and training facility has been requested.
5.	**Young Pilot Development Program" initially on C208B and subsequently on helicopters.**
5.1	**Market Demand: (reference 4.3)** **Viability Option** The viability for expanding Balochistan's charter operations is not only promising—it is strategically necessary. The Aviation Development Plan (ADP) lays out a bold, forward-looking strategy that prioritizes the integration of locally trained pilots, particularly those under the Young Pilot Development Program (YPDP). As these pilots accumulate an additional 200 flying hours, the ADP proposes that they be given first preference for induction into charter operations, enabling further flight experience and creating tangible employment opportunities for Balochistan's youth. Beyond workforce development, the ADP directly addresses a critical fiscal concern: the cost of pay and allowances currently being borne by the Government of Balochistan (GOB) under the existing contract employment policy. This substantial expenditure and its management is included in Budget Curtailment Plan in Quantitative KPIs. By leveraging the YPDP pipeline and integrating initial flight training with hour-building contracts, the ADP presents a model that mirrors successful practices in general aviation. This approach not only reduces reliance on high-cost contractual hires but also builds a self-sustaining ecosystem of local HR in aviation—both pilots and technicians. The ADP also recommends a phased transition toward market-based private contracts for future pilot inductions, managed transparently by the Aviation Cell, GoB. This model ensures fiscal efficiency, professional competitiveness and long-term sustainability. However, given the importance of ADP project, the Director and nucleus staff within the Aviation Cell is recommended to be inducted as government employees to ensure continuity and operational integrity by employing

	organizational age scale (OAS) concept as existing in corporate culture. In sum, this strategy does not merely aim to cut costs—it seeks to build capacity, create jobs, and modernize governance, all while preserving operational readiness at the highest level.
6.	**<u>Upgradation of the provincial license from Aerial Work to Tourism Promotion & Regional Integration (TPRI):</u>** that would open venues for nationwide and international chartered operations and to get charter contracts with Reko Diq, Saindak, CPEC, or OGDCL or any organization on workable models.
6.1	**<u>Market Demand:</u>** Balochistan is an "aviation haven" for mineral exploration—a fact that hardly needs emphasis. Given the volatile security environment, the movement of foreign personnel for exploration and development is restricted almost exclusively to chartered aviation. This dependency underscores the critical need for a robust, locally governed aviation framework. Moreover, from both a security and public welfare standpoint, establishing connectivity between currently unserved city pairs across Balochistan is not just desirable—it is essential. The vast geography of the province makes air connectivity the most efficient and secure option for movement of people and goods. In response to these needs, the creation of a regional airline—"Air Balochistan"—is proposed to connect un-served routes. This initiative is not merely a transport solution; it is a strategic intervention aimed at unlocking economic potential, facilitating foreign investment, and strengthening internal cohesion through improved mobility. The proposal is now submitted for approval, with the firm belief that Balochistan must no longer be a passive observer of its own resources, but a direct and empowered participant.
6.2	**<u>Viability Option</u>** Currently, charter operators conducting missions for Reko Diq, Saindak, CPEC, Marri Gas, and OGDCL operate exclusively from Karachi or Islamabad. This arrangement allows external operators to dominate a market that rightfully belongs within the province. These operators are generating massive revenues in USD—each mission originating from Islamabad includes over three hours of ferrying just to reach Quetta, followed by an additional two-plus hours of actual mission time. The rates are exorbitant: $14,500 per hour for a helicopter,

	$6,000 for an executive jet, and $2,500 for a single-engine aircraft. Foreign entities are willing to pay these rates without hesitation, highlighting a lucrative opportunity. Yet, the economic benefits are flowing out of Balochistan. Other operators like ASSL, Askari, NLC, and MMT&T continue to benefit from this market. In order to asses revenue generation potential of Aviation Cell, VIP flight recently generated $60,000 from six hours of flying. This is not just a lost opportunity—it is a significant economic leakage. Balochistan is missing out on a high-value industry that is already thriving within its territory. It is not an overstatement to claim that charter operations, if expanded strategically, can evolve into a profitable, sustainable provincial industry. **No other charter operator can match the strategic and geographic advantage of being based in Balochistan.** The Aviation Cell of the Government of Balochistan is fully equipped—both in infrastructure and operational readiness—to capitalize on this potential. It is recommended to appoint Aviation Cell as the designated statutory aviation entity of the Government of Balochistan through formal Cabinet Notification, empowered to operate within and outside Balochistan, sign MoUs and service, agreements (ATO/TPRI/PPP) etc under the oversight of the Independent Aviation Advisory Board and act as focal point for all provincial aviation matters, empower Aviation Cell to operate chartered flights under TPRI license, collect revenue from commercial flying, training, and lease operations, utilize aircraft for VIP, medical, tourism, and strategic commercial flying without requiring repeated approvals.
7.	**Air Ambulance Service.** The Hon'ble Chief Minister, Balochistan had announced Air Ambulance Service as a welfare project and Health department proposal of **INAUGURATION OF "THE PEOPLES AIR AMBULANCE" WITHIN ONE MONTH (F/F)** is presently with the Aviation Cell, GOB for expert opinion. The proposal is put up here for the approval.
7.1	**Market Demand:** The charter demand of the 'Air Ambulance' need not to emphasis. The revenue generated shall support welfare 'Air Ambulance' Project.
7.1	**Viability Option:** Given the vast and rugged geography of Balochistan, the need for an operational air ambulance service is urgent and undeniable. The province's demographic spread, sparse road infrastructure, and remote settlements make ground-based emergency medical access both impractical and, in many cases, life-threatening. While the Health Department has included

	proposal of an MoU with a private airlift company, this approach—modeled after Punjab's 2022 initiative—has shown clear limitations. In contrast, the Aviation Cell, GOB proposes a more sustainable and sovereign solution: the establishment of a provincially owned, self-reliant air ambulance service under the banner of "The People's Air Ambulance Service." This approach would ensure full control, flexibility, and uninterrupted availability of emergency air transport. The plan involves the conversion of the Cessna 208B aircraft, which is already part of the government fleet. This aircraft, fitted with eight executive seats, will be employed in multitasking VIP and Air ambulance—while being modified in Ankara, Turkey, to accommodate Spectrum Aeromed stretcher systems. Additionally, modification of the Learjet 45XR for medical evacuation is also proposed for deployment on a need basis. Health department will permanently attach 2 x doctors and 6 x paramedic staff with Aviation Cell and shall allocate additional monthly allowance for the C208B and Learjet 45XR aircrew for performing additional duties as Air Ambulance. Moreover, 2x Single Engine Piston, 1xMulti Engine Piston shall be available for immediate medical emergency missions. This model would result in five functional, flexible air ambulance platforms, available round-the-clock, capable of covering Balochistan's diverse and challenging terrain. It ensures cost-efficiency, synergy across government missions, and complete operational autonomy—something no outsourced solution can offer.

8. REVENUE PLAN:

8.1. (a) Project Revenue in ADP

S#	Asset Used	Chartered Rate (in USD)	Per hour Operating Cost (In USD)	Revenue per hour (in USD)	Projected missions per month (hours based)	Projected Revenue per Year (in USD)	Remarks
1.	Learjet 45XR	7500	4500	3000	8x3000= 24000	12x24000= 0.288	**The Revenue of 1225 Million PKR is the annual business that will be utilized for Aviation Expansion**
2.	MI-171E	14500	4700	9800	25x9800= 245000	12x245000= 2.94	
3.	Cessna 208B	2700	1700	1000	90x1000= 90000	12x90000= 1.08	
Grand Total					**0.351 Million USD**	**4.308 Million USD or 1225 Million PKR**	

b) Budget Curtailment Plan

i. The budget curtailment strategy is as follows.

i.i. **Admin Cost Curtailment Strategy.** Previously, separate budget heads for Learjet, helicopter, and Cessna flights resulted in financial fragmentation and inefficient resource use. This outdated approach stretched the budget and weakened fiscal control. With the induction of "The Quetta Flying and Soaring Club" and establishment of flight school and proposed Aviation related education institution, the Aviation Cell's mandate has expanded to include training and commercial operations. To support this broader role, and in light of its commercial authorization, it is essential to delegate financial powers to the Director Aviation Cell for timely and cost-effective decision-making. It is therefore recommended that, during the ADP planning phase, all aviation related budgets be centralized under the Aviation Cell, and the Director Aviation Cell as Principal Accounting Officer may be approved. This will ensure unified financial oversight, reduce redundancy, and improve operational efficiency.

i.ii. **Operating Cost Curtailment Strategy.** The current procurement process for aviation parts is overly complex and cost-inflated due to rigid financial regulations governing hiring and purchases. Aviation-specific procurements (e.g., parts, engines, fuel, foreign maintenance contracts) are delayed or blocked by standard BPPRA rules (unsuited for technical aviation procurements), requirement for lowest-bid awards over airworthiness-critical quality/vendor approval and no exemption for emergency procurement e.g., Aircraft on Ground (AOG) situations. This not only delays critical maintenance but drives up operational costs. A shift to fixed-based maintenance contracts with approved maintenance centers offers a practical, cost-efficient alternative. Relaxation from BPPRA procurement under rule 42(c)(i) of the Balochistan Public Procurement Rules, 2014 (for aviation spares, simulator equipment, engine overhauls, etc.) and grant financial delegation power up to a defined ceiling for urgent procurements (e.g., AOG situations)

to the Director Aviation Cell is recommended. This model can immediately reduce operational costs and government liabilities by at least 25%, and by the end of the ADP period, lay the foundation for a self-sustaining provincial aviation maintenance ecosystem.

c) Guideline Recommendation. Prepare a detailed financial feasibility.

8.2 Implementation Plan. The Banks shall finance the commercial project on the equity of commercial flying generated. No government funding is involved. Two simulator centers in Quetta and Islamabad will ensure access for marketing our upcoming flight training school. It will also facilitate charter operations in the Northern Areas, where no structured tourism aviation exists apart from one Karachi based company. This move can strategically place Balochistan on the aviation map both in training and tourism.

S#	Projected Expenses	Expected Cost (excluding taxes) (Bank Funded))
1.	Establishing ATO and Flying School with 2x Training Fixed Wing Aircrafts, and 1 x MEP Fixed Wing aircraft with two simulator centers at Quetta and Islamabad.	**PKR 88 Crore**

Timelines/KPIs for Financial Plan: The projected Revenue is linked to the financial support to kick start the ADP plan. The phased program is anticipated as follows:

• **Phase -1 Planning** ▪ Approvals ▪ Release of Funds ▪ Processing of Projects	(March 2025 – Sep 2025)
• **Phase -2 Induction** ▪ Induction of Assets ▪ Licenses ▪ Establishment of ATOs ▪ Starting of Air Ambulances, chartered operations ▪ Feasibility Plan of 'Air Balochistan' ▪ Establishment of Educational Projects ▪ Preparation of "Special Aviation Package"	(Sep 2025 - Jun 2026)

▪ Review of Revenue Plan and ADP	
• **Phase -3 Implementation**	(Jul 2026 - Jun 2028)
▪ Gradual Reduction of Budget Heads, GOB by shifting to Project Company heads. ▪ Adjustment of financial assistance into operating costs of State Missions on the reducing balance method. ▪ Self-sustaining budget by the end of ADP	

(d) Guideline Recommendation. Form an Independent Aviation Advisory Board with Sector Experts.

Implementation Plan. An Independent Aviation Advisory Board is suggested as follows. The recommendations of the advisory board shall be put up to the Hon'ble CM Balochistan for final approval.

S#	Planning Parameters	Decision Required for Cabinet Approval
1.	The ADP 2025-2027 shall be supervised by the supervisory board as follows: o The Chief Secretary, Balochistan o The PS to CM, Balochistan o The Secretary Finance, Balochistan o The Director, Aviation Cell, Balochistan o Project Director ADP 2025-2028: Chief of Staff, Aviation Cell, Balochistan	Approval of the Independent Aviation Advisory Board.

PRINCIPAL SECRETARY
to Hon'ble Chief Minister
Balochistan