

The Annual Magazine of

Airports Security Force

Year 2020

FIRM & COURTEOUS





DG ASF
Maj Gen Zafar ul Haq HI(M)

It gives me immense pleasure to see the third issue of The ASF Annual Magazine. I congratulate all those who contributed the articles and the Editorial Staff for bringing out a high quality magazine, which depicts the multifarious task being performed by the Airports Security Force.

The magazine has a vital role, not only to capture the memories that we happily share, but also to use it as a vehicle of expression and promotion of professional ideas. The response from all sections is encouraging. I hope all of us will continue to pursue the creative habit of reading, thinking and writing.

It is my advice to those who think that they are too committed to get down for writing an article that plenty of time will never be available to dedicated professional therefore, seize the day, seize the hour. I am reminded of Allama Iqbal's concept of leisure.

میسر آتی ہے فرصت فقط غلاموں کو
نہیں ہے بندہ حُر کے لیے جہاں میں فراغ

It is an age of technology and change. The introduction of new training regime in ASF will help in the professional uplifting of ASF personals. We must keep ourselves abreast to prove equal to the task, of guarding and defending the Airports of our mother land – PAKISTAN and providing conducive and safe environments to passengers and all segments of Aviation Industry.



Director General ASF
Major Gen. Zafar Ul Haq HI(M)

Message

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As DG ASF, I am confident that the force will deliver if challenged while honouring its legacy and will continue to perform and improve its routine functions with professional acumen as per the motto of "Firm & Courteous".



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Dy DG ASF
Brigadier Rizwan Ahmed

I felt enormous elevation and happiness to express my views on the successful completion of the 3rd ASF Annual Magazine. It all started for the first time in the History of ASF in 2016 with a series of periodical covering all the events and happenings in ASF all over Pakistan. What is more heartening to see that it is continued with the same spirit of devotion and perseverance. I thank Allah Almighty who gave me strength to continue the journey of virtuosity in operational and administrative uplifting of the force and to ascertain new dimensions in the pursuance of professional excellence.

The publication of ASF Annual Magazine is also a part of these endeavours. This periodical accumulates all the aspects of proficiency of our troops in various paradigms and presents a comprehensive synopsis of the benchmarks achieved.

Certainly, it is a challenging effort to accumulate the wide-ranging chronicle of excellence in one handbook and I am pleased that a quality work is done with distinction and fortitude. Furthermore, the eye-catching art work along with appropriate and superior pictures are used to articulate the success story. I applaud the team of Media Branch on completion of the project, which is indeed a product of dedicated effort and hard work. I am convinced that the officers and men of this force have passion and will to raise ASF to the pinnacle of success and achievement.

Insha Allah.



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PASSING OUT BASC-48

12th December, 2020



CSOs Conference 2019
4th September, 2019

Shuhada Day 8th June 2020

Shuhada Day
celebrated on
8th June 2020 at
Headquarters and
all units of ASF.

Wreath Laying
Ceremony was held
at
Yaadgar-e-Shuhada
along with guard
of honour. DG ASF
addressed the troops
and Shuhada
Families through
Electronic Media.



Anniversary of Shuhada of PIA Plane Crash

**Wreath Laying
on behalf of
DG ASF on the
graves of the
martyrs of PIA
plane crash,
Quran Khwani
in Airguard
Cell and all ASF
units prays and
special Tribute
to Shuhada ASF.**



ASI Asad Shah Nawaz (Shaheed)

Story of Martyrdom



By
Director M. Aslam Pervaiz
CSO JIAP Karachi

It is said that “cowards die many times before their deaths and the valiant never taste of death but once”. In addition, the valiant, when they do taste of death, find it not bitter at all. It is quite true for the courage, valour and resilience shown by our law enforcement agencies. Unlike peacetimes, extraordinary law and order situation across the country demands extraordinary response from law enforcement and security agencies. And by the grace of Allah Almighty we have proven our mettle in the field of battle since the beginning of this century.

In line with other law enforcement and security agencies, ASF being the specialized security agency at Airports across the country has been instrumental in countering many overt and covert attacks. The 8th June -2014 Karachi attack is one of the biggest such attacks on our aviation industry. I can say this with much pride that the enormity and ferocity of such a big offensive from terrorists could not shatter the courage of handful of Jaawans present on the scene even for a second. They fought

hard and did not care for their lives and hit the assailants with full blow. They did not give them any chance to even reach the installations let alone destroy them until the reinforcement reached. This particular event has left indelible marks in the history of aviation security. If it is called watershed movement for aviation industry then it would not be wrong. The force not only blocked and restricted them to limit but also erased them from the face of this earth with minimum collateral damages and wrote a history of courage and valour for all the times to come.

Every Shaheed and Ghazi played his due part in the successful counter attack and turned all the evil designs of enemy into ashes. Nevertheless, there are some characters who steal the show by their distinct performance.

Shaheed ASI Asad Shahnawaz, Sitara-e-Shuja'at is the one of them who stood fast and sacrificed his life in the line of



duty. The story of his shahadat is very-interesting and inspiring. On the night of attack, Asad was on rest at camp and he was supposed to join his company next day after availing one month leave. On hearing that terrorist had attacked our motherland, Asad rushed hurriedly to draw his weapon and to get on the bus carrying troops to the place of attack. According to deployment plan, keeping his juniority in mind, he was asked to take position at Radar Post, far away from the point of attack- ICG Sector. But Shahadat was in waiting for this descendent of Imam Hussain A.S. Upon hearing about the attack, he could not control the rush of his blood and insisted to be included in counter attack party.

His valiant act of hitting the target in its den changed the course of fight and putting his teammates at vantage point by exposing the target. One of the terrorist, constantly giving tough time to ASF Troops by fire & hide tactics, the terrorist had become a challenge for the ASF troops. Realizing the situation, Asad decided to move forward. This very move tipped the victory in the lap of ASF from the clutches of enemy. He was asked to lay down and aim at enemy, but, he was viewing Jannah before him and was impatiently restless to enter heaven. The sky would have witnessed this scene with awe and wonder how Asad moved forward in volley of heavy fire to kill the enemy of his motherland. Even the enemy would have been at his wits end to see Asad advancing towards them. Hiding

behind the aero plane, the terrorist came out to shoot at Asad; the troops fired the terrorist who came out to shoot Asad. Asad received bullets on his chest. Lo and behold..... Asad fell down on earth, bleeding and looking up the skies.

The story of Shaheed Asad does not end here, upon hearing the news of martyrdom his mother did not cry rather than thanked God for the great blessing and said I presented my son to Hazrat Fatima (Razi Allah Tala Anha) as a present because my son had made me pride before daughter of prophet Hazrat Fatima Batool. She requested the authorities for permission to pay homage to the place where Asad vanquished his thirst for Shahadat. It is true that great mothers beget great sons. She went there with other family members and kissed the place and protracted before Allah for the acceptance of this great sacrifice. Shaheed Asad was really a hard working and energetic young man. He has got a thirst for progress as well as he continued his studies during service. He was a student of MSc. Physics at the time of his Shahadat. He joined ASF 01-07-2013 and bid us adieu by sacrificing his life on 08-06-2014. Though he could not even past the post of one year service, yet he fulfilled the mission of a soldier by defending his motherland against forces of evil and darkness. In recognition of his great service to the nation he has been bestowed with Tamgha-e-Shujjaat by Government of Pakistan. May the Creator shower His countless blessings on his grave.

Visit of Dignitaries



Visit of Federal Minister of Aviation Mr Choudhary Ghulam Sarwar at Headquarters ASF on 17th July 2019.

Visit of DG NAB
Karachi on 18-07-19
GNN News Mr Javed
& ARY News TV Mr
SallahuDin on
20-10-19 at HQs ASF
Karachi



Visit of Qatar Consulate
General Mr Mashal
Muhammad on 07-12-19
and Consulate General
USA Mr Curt J, Ms
Jideitering on 10-10-19
at ASF HQs Karachi



Visit of Joint Secretary
Aviation Mr Shahrukh
Nusrat at Headquarter ASF
Foundation & ASF City
Karachi on 15-10-2019.



Visit of Shahid Khan
Afridi at Headquarter's
ASF on 02-09-2019





Aviation

Security



**Lieutenant Colonel NAVAID AHSAN (Retired) TI(M),
AVSEC PM**

1. Introduction. From Karachi to Brussels and then to Istanbul, a series of terrorist attacks on airports in recent years has made it mandatory for all the stakeholders to concentrate towards all the risk a passenger as well as the aviation industry is facing, and to improve landside security at the Airports. Presently what is happening is that Airport Security is more inclined towards security of Airside or the restricted area of the Airports. Recent attacks at the airports have shown that mostly the attacks took place at landside. There is a dire need to address these new challenges as to how the Airports can be kept safe from all the threats. In the face of prevailing geopolitical situation and regional environment with special reference to threat situation all over the world. It is pertinent to remain well prepared all times to thwart any attempt of terrorist / criminal act at the airports all over the world.

2. Preamble. Aviation Security mainly focus on the airside spaces which are accessible only to passengers who hold a valid boarding pass and to security cleared staff. Landside spaces which are accessible to the general public are subject to general security enacted by national authorities. It is therefore up to our authorities to review and coordinate with airports to identify the appropriate measures that match their specific threat scenario.

3. International Civil Aviation Organization (ICAO). New set of standards regarding landside security are included in Amendment 15 to Annex 17 (April 2017). This requires all the member States.

- a. To ensure that landside areas are identified,
- b. That measures are established to mitigate and prevent attacks based on risk assessment,
- c. That measures are appropriately coordinated,

d. That responsibilities are allocated within a state's national civil aviation security Programme.

4 .WHAT IS LANDSIDE. This may vary from country to country and from airport to airport, based on their Risk Assessments and Threat Analysis. Landside can be following:

- a. Drop lanes / Pick up lanes
- b. Car Parks
- c. Approach Roads
- d. Adjoining Areas
- e. Funnel areas
- f. Areas beyond Perimeter Fence

5. Concept of Aviation Security in Pakistan

Based on the Threat Assessment, the Aviation Security in Pakistan is based on **VISIBLE DETERRENCE, LAYERED SECURITY AND MULTIPLE CHECKS** to pre-empt and counter the threats by employing all the available resources in terms of men and material. The basic method to counter threat at any airport, it has and will continue to be intelligence gathering, information sharing, and visible surveillance. However, there are a number of other measures and facility design features that can mitigate these security threats. The Success of any Operation can be attributed to following key factors:-

a. Professionalism at Operational Procedures. Professionalism is knowing your job, knowing how to do it, then doing it and doing it well. Strict adherence of all the SOPs and Instructions based on ICAO Security manual and Standards and Recommended Practices (SARPs) contained in Annex 17 of Chicago Convention. This is very much possible through Intensive practical oriented training of all the staff on operational procedures and no complacency is accepted.

b. Contingency Plans and Regular Mock Exercises. Based on threat assessment, contingency plans have to be prepared covering all possible eventualities. It should be rehearsed as Mock Exercises on a regular basis

along with all the stakeholders who have to play their part in the contingency. By doing this, plans are improved in terms of Response timings and response procedures. It has to be done on a regular basis so as to make it a second habit and everything is done in a systematic manner within shortest possible time and without any delay of orders and instructions from superior.

c. Mobility and Communication. The success of any operation is based on quick passage of information and reaching at the point of incident in a shortest possible time. This is achieved through better communication system and availability of robust vehicles.

d. Establishment of EOC. An Emergency Operations Centre (EOC) has to be established at the scene of the emergency. The EOC will be used for coordination, and overall direction of responding forces in emergency situations. Each kind of emergency should have an Incident Commander, who will manage the incident by planning, organizing, directing, coordinating, controlling, communicating, delegating, and evaluating the incident. The Incident Commander for every Emergency will be different depending upon the type of Emergency. The basic concepts is to include an integrated communications system and a unified command structure having consolidated action plan, with a manageable span of control, for the designated incident facilities, and utilization of comprehensive resource management.

e. Design of Security Infrastructure. For any airport the design of PTB (Passenger Terminal Building) should be such that it should have following:

- (1) Use of such materials to minimize damage through blast proofing as well as with shatterproof glass.
- (2) Bollards, flowerpots and other structures to prevent drive in attacks; and be included into the design infrastructure.
- (3) Separation of vehicle drop off and pickup points from PTB to ensure smooth traffic flow.
- (4) Space management to reduce bulk gatherings of people. Enforcing the policy of one meeter and greeter at the Airport.

6. Measures to Mitigate Threat at the Airports. The methodology used at the airports to combat terrorism differs from country to country basing on their Risk Assessments and Geo political situation. Keeping in view the present scenario, where Terrorism is no more a regional issue, it has rather become a Global Issue. Following are the measures which must be adopted by all the countries.

a. Profiling and Monitoring. This gives an extra edge to security personals over any possible attacker to encounter him well before hand. Carrying out Profiling, Surveillance and Monitoring through Patrols and CCTV, requires well thought-out plan and adoption of laid down procedures along with intensive training to a level that many countries have not yet achieved.

b. Layered Security and Multiple Checks. To counter any attack from landside, the best way is have layered security and multiple checks of security, so as to create hurdles and gain time for reserves to react to any threat, and keeping the possible terrorist away from the Terminal Building as well as from runway and apron. This is an approach which is very effective and tested at the Airports in Pakistan. This layer is as under:

- (1) Vehicle entry point. Profiling and physical checking of vehicles
- (2) Vehicle Scanners
- (3) UVIS (Under Vehicle Inspection System)
- (4) Terminal entry. Checking of travel documents
- (5) First Security Check Point – All Baggage is checked along with Body Search through WTMD (Walk Through Metal Detector) for security, Customs and Drug Control.
- (6) Second Security Check Point. All Hold Baggage is checked through EDS-CT (Explosive Detection System – Computed Tomography) X Ray Machines.
- 7) Third Security Check Point. All Hand Baggage is checked along with Body Search through WTMD for Security, before entering into departure lounge.

(8) Tunnel Entry to Aircraft. Boarding pass is checked before entering into aircraft.

(9) Security of Aircraft at Apron

(10) Second line of Defense in terms of dug out trenches in between Perimeter and runway.

c. Induction of Modern Weapons. It is necessary to equip security personnel with most sophisticated and effective weapons to counter any threat, as terrorist have open choices to use any type of weapon at will, therefore all Security personnel at the Airport should have most modern and effective multiple weapons with sufficient ammunition.

d. Strong Reserves / QRFs. To respond to any eventuality at any place at the airport, it is necessary to plan and deploy strong reserves and QRFs (Quick Reaction Forces). These should be so well located and spread over the area with clear identification of Area of operations so that quick and effective response is achieved. Their responses are rehearsed on regular basis through planned as well as surprise mock exercises. They should have well defined area of operation as their primary task as well as to supplement adjoining area as a secondary task.

e. Robust Vehicles. Good and robust vehicles should be employed for Quick Reaction having bullet proof protection, so as to reach as close to the point of incident as possible in a shortest possible time.

f. Perimeter Intrusion Detection System. It is not necessary that attack will always be from main entry point, it can be from any side including perimeter, so therefore it is necessary to have layered fencing around airport perimeter for early detection of intrusion and to gain time for QRFs to react. The Perimeter Intrusion Detection System (PIDS) is a multilayered structure composed of following layers supported by Fixed, PTZ (Pan Tilt Zoom) and TI (Thermal Image) Cameras:

(1) Layer-1 Fiber Optic Intrusion System (FOIS)

(2) Layer-2 Safe Corridor Microwave Detection System

(3) Layer-3 Non-Lethal Electric Fence (NLEF)

(4) Layer-4 CCTV Cameras with Centralized Control (PTZ, Fix and TI)

(5) Layer-5 Computerized Access Control at Entry / Exit

g. Extension of Area of Jurisdiction to adjoining areas. Area adjoining the airport including funnel area should be effectively covered with physical presence of security personnel through foot and mobile patrolling and technical coverage through CCTV, for countering any threat from any direction; this should also include identifying hotspots for possible locations

of MANPADS (Man Portable Air Defence System).

h. Coordination between LEAs for Security around airports. At the Airport the first responder to any eventuality is Airport Security, but to have second and third tier response from LEAs (Law Enforcement Agencies), it is necessary to have better coordination with all the LEAs operating outside the perimeter of an Airport. It should be known to Airport Security the number and location of troops deployed outside perimeter at static check posts on approach roads and patrolling of area outside perimeter. These troops should be made part of all the mock exercises for each contingency plan.

i. Enhanced landside security measures

(1) Increase physical presence of Security personals at landside.

(2) Regular vetting of all the employees working at landside.

(3) Random screening of passengers and baggage with the use of K9.

(4) Increased CCTV monitoring for landside & Terminal security.

(5) High visibility patrol strategies" to increase passenger awareness of police presence and creating visible deterrence.

Conclusion

7. The Government of Pakistan has taken major steps to improve the security of our Aviation Borders, International Airports. We have enhanced the capacity of our troops with extensive on job training, regular mock exercises based on contingencies and with modern and effective weapons. We have improved our landside security through State of the Art Security System at Perimeter and increased Screening Capability through procurement of Cargo and Car Scanners. Airports need to implement a layered, sophisticated approach to security that allows the routes to airports to become part of the security solution. Random screening and spot checks at airports provides additional security layers and may prove more effective than permanent infrastructure. The International Airports in Pakistan are much safer and secure. As compared to other airports in the world and the threats we have, we can never be complacent of our Security procedures. ASF is highly trained, well equipped and resilient enough to thwart any attempt of criminal/ terrorist act at the airports.

International Seminars

Emirates Group Security held the 3rd biennial AVSEC Global Symposium & Awards on 8th to 10th



October, 2017, in Dubai. A three days Event that included an impressive speakers line up, a Hijack exercise as well as workshops on cyber security and inflight restraint. Director Operations Lt Col Navaid Ahsan represented ASF at the occasion and won the Excellence Award of the AVSEC Senior Professional of the year.

26th AVSEC World Conference was organized by IATA at Abu Dhabi, UAE from 14-16 November, 2017, where the professionals from Aviation Security sphere united to discuss current issues and actions to be taken to manage risks in the aviation industry today.



International Seminars

Visit of Airport and Seminars in UK

A five day UK AVSEC Mechanism orientation visit (Birmingham & London) was conducted from 30th April to 4th May 2018. The visit was co-hosted by Birmingham Airport Authority and UK DfT. Basing on the performance in the security supervisors & ICAO national inspectors course 10 officers were selected to visit Birmingham Airport and later on attended Seminar on AVSEC Management System (SeMS), Global Threats to Aviation, Research, Analysis and Development, Threat and Risk Management in London.

This visit was aimed to acquaint ASF Officers with the latest AVSEC trends & technologies being used in the world. To have a clear view about the Aviation Security mechanism, procedures and Quality Assurance program in place at UK

Airports and how UK is following Annex 17 Standards and Recommended Practices coupled with their own EU Standards. Usage of latest technology for the betterment of AVSEC and passengers facilitation and to chalk out a way forward for AVSEC in Pakistan after having an analysis of UK AVSEC Mechanism.



AVSEC Training Programme



Airports Security Program Workshop

Conducted at ICAO Training Centre at Bahrain Gulf Aviation Academy from 22nd to 27th March 2018. 16 Officers attended the workshop.



Risk Management Workshop

Conducted at ICAO Training Centre at Bahrain Gulf Aviation Academy from 10th to 14th December 2017. 16 Officers including Deputy Director General ASF Brig Muhammad Zubair attended the workshop.



AVSEC Training Programme

AVSEC Supervisor Training

Conducted by UK Department for Transport at ASF Academy Karachi from 22-26 May, 2017.



ICAO National Inspector Course

Conducted at Headquarters ASF and CAA Headquarters from 21st August to 4th September 2017, in which 08 officers from ASF and 15 officers from CAA participated.



Explosive Trace Detection Training

Conducted by UK Department for Transport at ASF Academy Karachi from 18-21 December, 2017.



AVSEC Training Programme

AVSEC Instructors Course

Conducted at ICAO Training Centre Gulf Aviation Academy in Bahrain from 6th to 14th May 2018. 18 Officers attended and successfully completed the course.



ICAO National Inspectors Course

Conducted at ICAO Training Centre Gulf Aviation Academy in Bahrain from 2nd to 10th July 2018. 18 Officers attended and successfully completed the course.



Escalation of Cyber Threats

A Nightmare to Aviation Security

By Insp Afshan Ahmed
JIAP Karachi.



From terrorist attacks to geopolitical posturing, if there is one industry that tends to find itself dragged onto the frontline of global security and cyber risks, it is aviation. Aviation security remains one of the most important components of our overall defence against terrorism. Aviation incidents have an outsize impact on the public consciousness. It dramatically demonstrates the basic doctrine of terrorism— that small groups with a limited capacity for power can achieve disproportionate effects by using terrorist tactics. The threat of one terrorist compels the nation to consume vast sums to aviation security. Terrorists need to recruit only one offender, while the nation states have to protect

thousands of commercial airports, with tens of thousands of flights daily and consequently millions of passengers are inconvenienced, some possibly humiliated.



Terrorists have always come up with new tactics and devices to challenge aviation security. Sometimes they have succeeded, as they did in 1988, bringing down Pan Am 103 with a small, sophisticated explosive device probably concealed in a tape cassette player; or on 9/11, when they managed to take over four airliners, using knives and pepper spray. From airport attacks in Brussels and Istanbul to the shooting down of MH17 over Ukraine, horrifying images are more powerful





than reassuring statistics. However, in the long run, increasing security has made their operations more difficult. The effectiveness of security is not measured in the number of weapons or explosive devices discovered at airport checkpoints but in the gradually declining number of terrorist hijackings and sabotage attempts.

Emerging Threat to Aviation Security

Evolving technologies, the changing character of war and growing reliance on digital transformation are changing the nature of the threats. One of the major justifications for this new type of threat in this sector is the greater use of computer-based systems: sophisticated air navigation systems, on-board aircraft control and communication systems, airport ground systems including flight information and security screening, day-to-day data management systems etc. In aviation sector, the rise of software complexity is increasing and software security cannot be totally guaranteed. That's why it is important to handle vulnerabilities in this sector, by deploying software updates to prevent any attacks and of course to test regularly the security of critical systems.

Aviation sector's framework is interconnected and complex, and its weight in the economy as critical national infrastructure, makes the industry an attractive target for cyber attacks. There's a growing risk of calculated and premeditated cyber attacks by a widening cast of would-be threat actors, driven by ideology, criminality or attempts at state destabilization. Some Incidents of Cyber Intrusion: The aviation industry is not much immune to the cyber security risks. Aircrafts are very complex systems that rely on many transponders to communicate their position to air traffic control. It is quite difficult to hack all systems at once, including the on-board radios and the Aircraft Communications Addressing and Reporting System (ACARS), used to send messages or information about the airplane rather than voice tra-

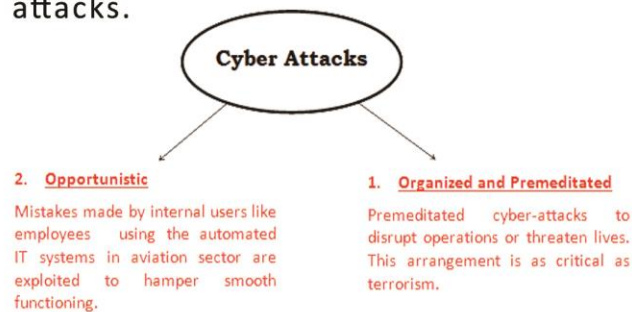


However, an attacker with a deep knowledge of the aircraft's architecture could intentionally cause serious problems with its normal operation. An attack on the internet in 2006 forced the US Federal Aviation Administration to shut down some of its air traffic control systems in Alaska.

In July 2013, an attack led to the shutdown of the passport control systems at the departure terminals at Istanbul airport, causing many flights to be delayed. Finally, an attack that possibly involved malicious hacking and phishing targeted 75 airports in the USA in 2013. These are just a few examples that justify the needs to counteract such threats that could lead to pretentious outcomes.

Types of Cyber Attacks:

There may be two types of cyber attacks.



The Threat Factors:

There are numerous critical and vulnerable points in civil aviation industry that are prone to be hacked, like flight reservation systems, flight traffic management systems, access control management systems, departure control systems, passport control systems, cloud-based airline data storage, hazardous materials transportation management, cargo handling and shipping, on-board aircraft; flight control systems, GPS-based navigation systems, fuel gauges and fuel consumption systems, maintenance computers, and so on. The potential points of cyber vulnerability in aviation are many and growing. Following are some significant

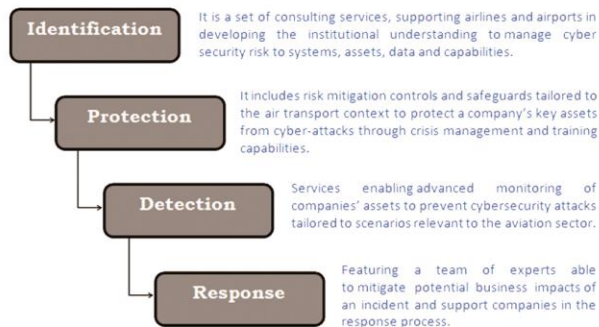
- Technology is rapidly democratizing the ability to inflict large-scale damage. Attacks that would once have been within the purview of only a few major states are becoming conceivable for a much wider range of non-state actors and individuals.



- Automated systems are becoming able to handle more and more situations. Hence, human's role evolves only when something unusual occurs. When humans have less opportunity to practise and groom their skills, they become less and less capable of reacting quickly and appropriately in crisis conditions.
- The most vulnerable points in automated systems are those where humans interact with automated procedures.
- Aviation industry has become a high-value target for non-state actors as well for conflicting nation states, because in today's digital age, warfare aspects are not just confined to conventional battlefields.
- Civil aviation is much significant for global economy and aviation-related

Recommendations A Way Forward!

Escalation of Cyber Threats can be addressed by approaching a 4-pronged strategy:



Following are some propositions to strengthen cyber security, in aviation sector:

1. Systematic Testing by External Experts:

The aviation industry has to evolve and to introduce strong systematic tests against cyber threats in addition to the compliance testing already implemented. The latter does not imply security and is managed internally by experts in compliance and availability testing. Internal security testing is then disregarded because of internal constraints and a lack of expertise. It is more than important to test all the components independently and the complete systems by external experts. These experts would have the advantage to be independent, less constrained, unbiased, creative, and more than anything else expert in breaking systems.

2. Security Measures for Critical Communication Systems:

Provide high security for critical

communication systems such as the radio. This security should ensure strong authentication, confidentiality, integrity and availability. Any other unprotected communication systems should be considered as potentially compromised. Finally, it is important to check that critical and non-critical systems are isolated.

3. Cyber Security Awareness Program:

Any company in the aviation industry should raise awareness among all the employees on the importance of considering seriously cyber threats. It is important to set up a real cybersecurity culture in the critical entities of this industry.

4. Cyber Threat Assessment:

Every company in the aviation industry should assess its needs in term of cyber security. These companies should be aware of their vulnerabilities and implement some measures to reduce them. Like any other industry, the aviation sector should consider seriously cyber security like they do for HR, Finance, operations and so on. The companies of this industry should have a deep understanding of the threats and the risks. Who are the attackers? What are their motivations? How will they attack? What should be protected in priority?

5. Strong Internal Policies

Implement stronger internal policies and plans within the company. Indeed, as companies rely more and more on computer-based systems, interact

more and more with other companies or people such as passengers; it is mandatory to strengthen internal policies and plans. It would be important to implement also recovery plan and to increase resilience.

6. National Cyber Security Program for Aviation:

Governments should set up some regulations and norms in term of cyber security specifically for aviation sector.

7. Use of 'White Hackers':

Companies should think like attackers, not defenders. The best way to prepare for tomorrow's attacks, rather than merely prevent a repeat of yesterday's, is to think like an attacker. In the cyber domain, much of the industry could still do much more to work with "white hackers", who can help them identify and re-frame their understanding of vulnerabilities.

8. Mutual Cooperation:

Cooperation on security concerns, in the physical and cyber domain, makes everyone stronger. Individual companies need to avoid seeing their own resilience against attacks as a source of comparative advantage: that creates the potential for individuals with malicious intent to shop around for the weakest link, and any successful attack undermines the sector as a whole. While aviation players are typically aware of the need to share their discoveries on previously unknown vulnerabilities and best practices for dealing with them, especially in the cyber domain, there is nonetheless a need for better mechanisms to facilitate this

collaboration.

All these recommendations might be already implemented, however, they should be continued and further enhanced to strengthen the systems, as technologies evolve constantly, so do the threats.

Defensive Approach is Inadequate

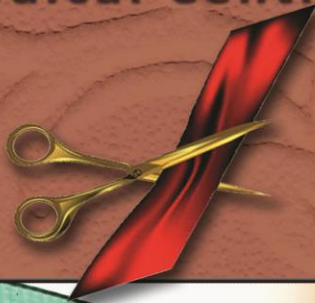
With security concerns intensifying, the security of flying increasingly depends on cross-industry and multi-stakeholder dialogues and collaboration to tackle new and shared vulnerabilities. Digital transformation is enabling the air transport industry to deliver better services to its customers, yet simultaneously raising its threat exposure. With the development of new technologies, the global aviation industry is subject to a new and growing type of threat coming from cyberspace. Today, the topic of cyber-security seems to be more crucial than ever in a context of globalized terrorism.

The aviation industry is of utmost importance to the global economy. Any cyber-attack in this industry would result in significant social and economic consequences. Moreover, this industry relies more and more on information and communication technology (ICT). As an industry that is well known for providing one of the safest type of transportation, it is imperative for all its stakeholders to understand the risks and to come together to prevent any malicious events for the good of the industry, the economy, the population and the environment.

Inauguration & Upgradations



* Upgradation of ASF Medical Centre



* Inauguration Director South Secretariat Foundation



* Officer Mess at ASF Headquarters



ASF Medical Centre

DG ASF inaugurated newly construction
Dental Care in ASF Medical Center



Construction of

Director South
Secretariat Foundation
Stone Laid by
Major General
Zafar Ul Haq HI(M)
Director General ASF on
07th May 2020.





ASF Officer Mess

Officer Mess was inaugurated at front of ASF Headquarter Karachi on 11th December 2019 by DG ASF Major General Zafar Ul Haq HI(M).

Up-gradation of ASF Rank Structure

To bring the uniformity in BPS and Designations / Rank of ASF Officers Cadre, case was initiated on 30th Sep 2013 as a consolidated proposal for up-gradation of following ranks:-

S.No	Ranks / Grades Before Up-gradation		Ranks / Grades After Up-gradation	
	Rank	BS	Rank	BS
a.	DG	(BS – 20)	DG	(BS – 21)
b.	Dy DG	(BS – 19)	Dy DG	(BS – 20)
c.	Dir	(BS – 19)	Dir	(BS – 20)
d.	DD	(BS – 18)	Addl Dir	(BS – 19)
e.	AD	(BS – 17)	DD	(BS – 18)
f.	Dy AD	(BS – 16)	AD	(BS – 17)

After a prolonged / correspondence with Federal Government on the subject, the posts of Dy Dg (BS-19) & DG (BS-20) were up-graded as Dy DG (BS-20) and (DG-21) respectively and notified on 9th September 2014. The posts of Dy AD, AD, AD, DD, & Director were up-graded and notified on 5th August 2016.

4 x posts of Director (BS-19) were promoted / materialized to up-graded posts of Director (BS- 20) through CSB on 12th March 2018.

The case for up-gradation of the posts of Corporal (BS-5 to BS-7), Sergeant (BS-7 to BS-9) & ASI (BS-9 to BS-11) was initiated with Aviation Division in Dec-2016 which was successfully accomplished and notified on 6th April 2018.

The New Identity of Airports Security Force

New Emblem for Airports Security Force was designed by Media Branch in the year 2017. The process consisted different phases of Research, Design and Development. Emblems of autonomous, semi-autonomous agencies



and attached government departments were studied in this regard. After designing number of options, a couple of them were shortlisted and presented on social media to gather the feedback and reviews of the Force members. Finally, a graceful and glorified design of ASF Emblem was selected and approved by the command. This emblem proved to be a new identity and symbol of pride for the force. The relentless efforts in research and development of the new force sign were acknowledged officially in letter and spirit through commendation certificates and cash award by DG ASF to the team.

Sports

&

**Recreational
Activities**





On 23rd March Pakistan Day Inter Companies Cricket and Volley Ball Matches was held in ASF Camp and A/CSO Quetta graced the occasion and presented trophies to the winners.



ASF Team participated in National Shooting Ball Championship played at Faisalabad Al-Fateh Ground. The players performed very well and defeated NFC Shooting Ball Team by 2-1.

Cricket Match played at various ASF Camps on Raising Day of ASF. CSO appreciated the players and distributed trophies among the winning team and the best players.

KARACHI



FAISALABAD



God in a way that makes man's efforts go in vain. What Muslims believe is that God has power over everything and whatever happens is God's will. Man's efforts are rewarded, and the destiny that we speak of is God's knowledge of events that will unfold in the future.

Now for the concept of what alters destiny, it is believed that God's knowledge and "destiny" are not always the same thing. Destiny can be the interpretation of the future by the angels that changes by prayers or efforts of people and this is a sign of God's mercy and benevolence as well as the paragon of justice. Thus, the way we understand destiny is central to understand the meaning of these lines.

The concept of predestination and destiny in Islam requires books to be understood. Working on this background, we now move to the idea of self, or "khudi".

"Khudi" as a subject has been explored in depth in many works by Dr Allama Muhammad Iqbal. The idea of self is the realization of man's own self by man himself, the understanding of one's relation with the creation and the creator. The feeling of self is heightened as man's spiritual journey progresses to the extent that man is able to explore his true power and understand his purpose in the world and his communion with God.

The most popular verses from the Poem of Bal-e-Jibril are:

خرد مندوں سے کیا پوچھوں کہ میری ابتدا کیا ہے
کہ میں اس فکر میں رہتا ہوں میری انتہا کیا ہے

خودی کو کر بلند اتنا کہ ہر تقدیر سے پہلے
خدا بندے سے پوچھے بتا تیری رضا کیا ہے

(What should I ask the sages about my origin:

I always want to know my goal.

Develop the self so that before every decree God will ascertain from you: "What is your wish?")

It means that humans have the ability to affect their own destiny by their own actions. It is the strength of our belief and our will power that God rewards. Therefore, instead of waiting for things to happen, we should try to make them happen. In the context of the poem, Iqbal says that one should raise the degree of one's self-realization to such an extent that destiny waits for one to tell what one wants. This is achieved by staying on the right path and taking efforts to raise one spiritually. This does not mean that God's will changes or God's knowledge of destiny is wrong. It simply means what we understand to be "destiny" is actually just a way of showing the creation of God in its supreme glory and God in his supreme mercy.

HEALTH & HYGIENE



Health is Hope and
Hope is Everything !!



Medical Camp & Health Seminar

Free Medical Camp and Health Seminar was arranged at ASF Camp Karachi in collaboration with Dr Essa Laboratory and Diagnostic Centre, CSO Karachi attended the seminar and souvenirs were exchanged..

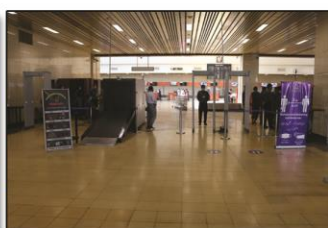




Free Medical Camp was arranged Dr Essa Laboratory and Diagnostic Centre, testing the Blood, Sugar and Cholestrol for ASF Staff at ASF Camp Karachi.



Dy DG ASF Rizwan Akhtar visited JIAP Karachi. A briefing regarding operational matters and administration of ASF JIAP was given by CSO Karachi.



Director Operation Ehsan Ullah HQ ASF, visit and inspection of Equipment and on duty ASF staff at JIAP Karachi.



General Qamar Javed Bajwa, Chief of Army Staff (COAS) attended BASC 48th Passing out Parade held at Airport Security Force Academy, Karachi.

Medical Camp at ASF Camp Karachi



Free Medical Camp for Blood, Sugar and BMD at ASF Camp Karachi Organized By Director South for ASF Staff and families.



Procrastination is the Thief of Time



By
Mr Rais Ahmed
Supdt (Audit & Accounts)
Directorate of Finance & Project
Headquarters ASF

Description

The proverb 'procrastination is the thief of time' should ring a bell for everyone. Time is an essential aspect of life for every human being. Time once lost, is lost forever. If unfortunate, we will never acquire opportunities again and may be lucky, we will attain better chances in life, but the same opportunity that we obtain in that particular moment will be lost forever.

Procrastination is a complex psychological behavior that affects everyone to some degree or another. With some it can be a minor problem; with others it is a source of considerable stress and anxiety. Procrastination is only remotely related to time management which is why very detailed schedules usually are no help.

Legal Definition of Procrastination

MerriamWebster.com defines procrastination as "to put off intentionally and habitually"

or "to put off intentionally the doing of something that should be done" English speakers borrowed the word in the 16th century from Latin procrastinatus, which itself evolved from the prefix pro-, meaning "forward," and crastinus, meaning "of tomorrow."

Characteristics of a Procrastinator

The procrastinator is often remarkably optimistic about his ability to complete a task on a tight deadline; this is usually accompanied by expressions of reassurance that everything is under control. For example, he may estimate that a paper will take only five days to write; he has fifteen days; there is plenty of time; no need to start now. Lulled by a false sense of security, time passes. At some point, he crosses over an imaginary starting time and suddenly realizes, "Oh no! - I am not in control! There isn't enough time!"

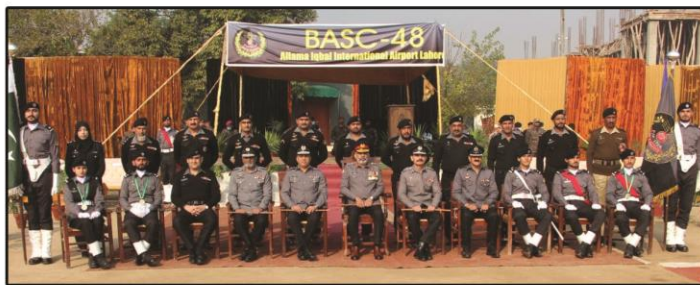
At this point, considerable effort is directed towards completing the task,



A Joint Mock Exercise was conducted on 15th September 2020 with Troops.



44th Raising Day was Celebrated on 01st October 2020, Flag hosting ceremony was held at ASF Camp Lahore.



BASC-48 Oath Taking Ceremony Allama Iqbal International Airport, Lahore, held on 16th December, 2020. Chief Guest Brigadier Rizwan Ahmed Dy.DG ASF.

NOT SURE

IN THE FUTURE

SOMEDAY

IN TIME

ONE DAY

TOMORROW

NOW!

LATER

PERHAPS

NEVER

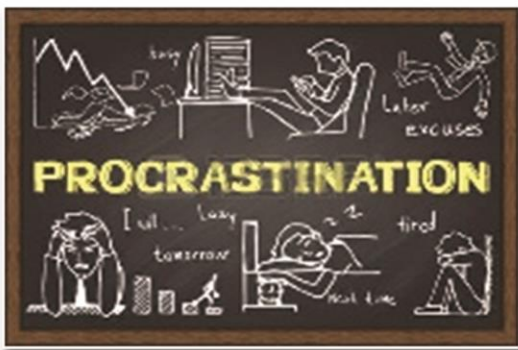
NOT YET

WHENEVER

ANOTHER DAY

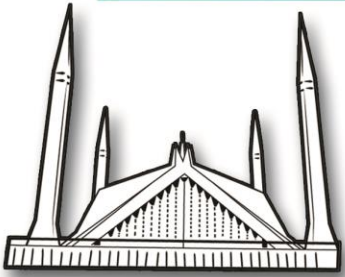
NEXT WEEK

- **Difficult**- the task seems hard to do; we naturally tend to avoid difficult things in favor of those which seem easy to us.
- **Time-consuming**- the task will take large blocks of time, and large blocks of time are unavailable until the weekend.
- **Lack of knowledge or skills**- no one wants to make mistakes, so wait until you learn how before you start.
- **Fears**- everyone will know how you screwed up.



The ayah & Hadith simply reflect the state of the one who procrastinates.

2. "If you want to make an easy job seem mighty hard, just keep putting off doing it." - Olin Miller



ISLAMABAD



DG ASF visit of New Islamabad International Airport, Camp area visit, Training Cycle during class time and follow up the troops.



DG ASF visit of ASF Public School Islamabad, attended the presentation of ASF Public School and meet with student in calss rooms after visit memorable Group Photo with principle and teachers.



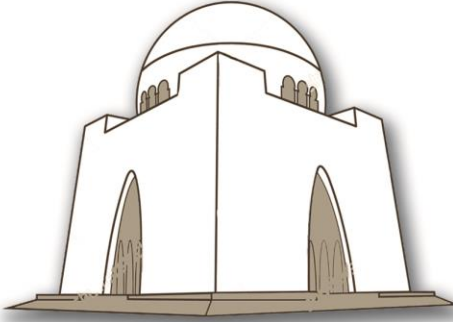


Federal Minister of Aviation Ghulam Sarwar Khan, Federal Minister Overseas Pakistani Syed Zulfiqar Abbas Bukhari, and ASF Officers a warm welcome of British Airways to Pakistan at Islamabad Airport.



BASC-48 Passing Out Parade held at New Islamabad Airport, on 14th December, 2020. Chief Guest Director General ASF, Major General Zafar Ul Haq HI(M).





KARACHI



Master Plan of ASF MOQ - Karachi under supervision of DG ASF Major General Zafar Ul Haq HI(M)

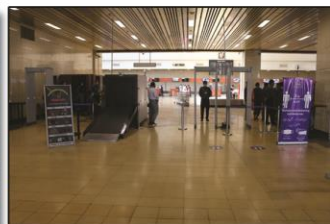


Dy DG ASF visit training area and speech with trainees of BACS-48.

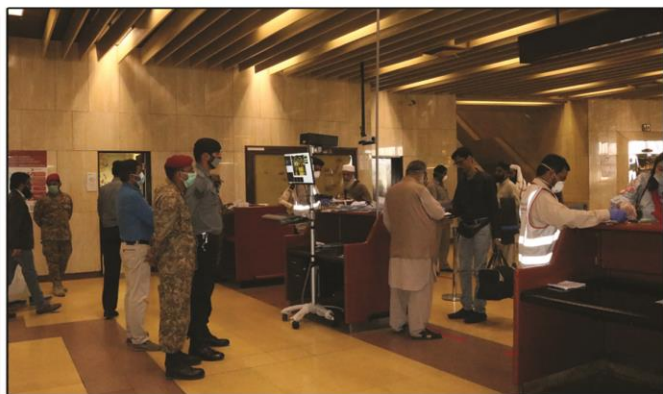
CSO Karachi Airport Director Aslam Prevez briefed trainees BASC-48 to Dy DG ASF and visit ASF Camp Karachi.



Dy DG ASF Rizwan Akhtar visited JIAP Karachi. A briefing regarding operational matters and administration of ASF JIAP was given by CSO Karachi.



Director Operation Ehsan Ullah HQ ASF, visit and inspection of Equipement and on duty ASF staff at JIAP Karachi.



International Flight arrived passanger at JIAP Karachi Health Detection Team checking COVID-19 under supervision ASF & Pak Army.

Celebrating Defence Day, Shuhada Day and Kashmir Solidarity Day at Bacha Khan International Airport.



BASC-48 Oath Taking Ceremony Bacha Khan International Airport, Peshawar. Held on Chief Guest Director Finance Malik Ishrat.



LAHORE



Rank Wearing Ceremony of Additional Director and Upper Subordinate at Lahore Airport by CSO Lahore.



Shuhada Day 8th June 2020 was commemorated at Lahore Airport, the graves of SI Muhammad Sarwar Shaheed. Wreath was layed on behalf of DG ASF.



CSO Lahore Director Qudrat Ullah, retired on 26th August 2020, and fearwel at AllAP Lahore Airport.



A Joint Mock Exercise was conducted on 15th September 2020 with Troops.



44th Raising Day was Celebrated on 01st October 2020, Flag hosting ceremony was held at ASF Camp Lahore.

Sports Gala Inter Companies Cricket and Volley Ball Matches was conducted in ASF Camp Lahore on 01st October 2020 CSO Lahore Graced the Occasion and Presented trophies to the winners.



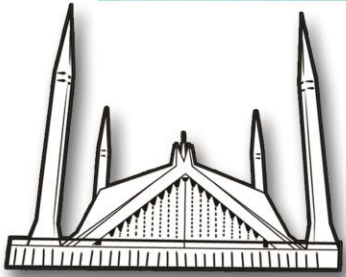


Rank Ceremony held at Quetta Airport CSO attended the Ceremony and speech to under command staff.



BASC-48 Oath Taking Ceremony Quetta International Airport, Quetta. Held on 14th December, 2020. Sector Commander Brig. M Shoaib Mughal.





ISLAMABAD



DG ASF visit of New Islamabad International Airport, Camp area visit, Training Cycle during class time and follow up the troops.



DG ASF visit of ASF Public School Islamabad, attended the presentation of ASF Public School and meet with student in calss rooms after visit memorable Group Photo with principle and teachers.



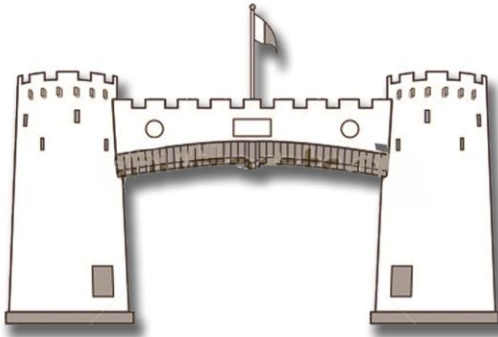


Federal Minister of Aviation Ghulam Sarwar Khan, Federal Minister Overseas Pakistani Syed Zulfiqar Abbas Bukhari, and ASF Officers a warm welcome of British Airways to Pakistan at Islamabad Airport.



BASC-48 Passing Out Parade held at New Islamabad Airport, on 14th December, 2020. Chief Guest Director General ASF, Major General Zafar Ul Haq HI(M).





PESHAWAR



Director General ASF alongwith Sector Commander North visited Bacha Khan International Airport. Met with the officers. After briefing by the CSO, DG ASF addressed the troops in Darbar.



Celebrating Defence Day, Shuhada Day and Kashmir Solidarity Day at Bacha Khan International Airport.



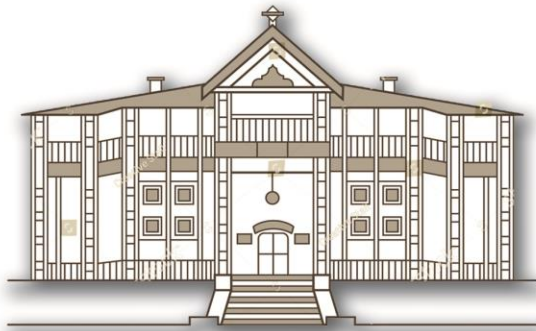
Bacha Khan International Airport after renovation and expansion of international departure sector.



44th raising day of ASF was celebrated with enthusiasm, fevor & zeal as per headquarter directive pleas. CSO offerd the prayer at airport Mosque Events, Quran Khuwani, Bara Khana and Volly ball match.



BASC-48 Oath Taking Cermoney Faisalabad International Airport, Faisalabad.
Chief Guest Brig. Furkan Moazzam.



QUETTA



Eid ul fitr was celebrated with zeal and devotion on 16th June 2018. A/CSO DD Tariq Nawaz met on duty staff and distributed sweets among them. Grand Lunch was served at unit mess QIAP.



Volley Ball match was played at ASF Camp Quetta, Commander South also participated in the match with CSO ASF Quetta.



Visit of Dir Ops (HQ ASF) at ASF Camp Quetta.



Quetta International Airport after renovation and upgradation.



Rank Ceremony held at Quetta Airport CSO attended the Ceremony and speech to under command staff.



Mock Exercises were conducted at Quetta Airport, after completion ASF Staff was briefed about their strenght and weakness by CSO Quetta.



A joint Mock Exercise was conducted at Sialkot International Airport with Troops.



As per directives of DG ASF Evaluation Training Cycle at Sialkot International Airport.



BASC-48 Oath Taking Ceremony Sialkot International Airport, Sialkot. Held on 15th December, 2020.



MULTAN

Inauguration Ceremony of PIA Flight PK-293 Multan to Sharjah was held at MIAP Domestic Departure Lounge, distinguished guest at stage were,
 Mr. Shah Mehmood Qureshi (Foreign Minister).
 Mr. Mian Muhammad Soomro (Minister for Aviation)
 Air Marshal Arshad Malik CEO President PIA
 Mr. Khwaja Badar President Chamber of Commerce Multan.



QURAN KHWANI



Independence Day celebrated at R.Y. Khan Airport and Quran Khwani was held after Fajar prayer. Special prayers were offered for Solidarity of country and ASF Shuhada.



Visited the graves of ASF Shuhada in nearest Multan, wreath laying at graves, meet with the families of shuhada and presented cake on behalf af DG ASF.



Celebration of Flag hoist ceremony on 01st October ASF Raising Day, with zeal and zest at ASF Camp Multan. A Volly Ball match was also organized in the evening.





FAISALABAD



DG ASF Visited Faisalabad International Airport. DG ASF addressed unit staff meeting he also planted a tree in ASF Camp Faisalabad.



Visit Faisalabad ASF Camp Sector Commander north Brig Furqan Moazzam



SUKKUR

INDEPENDANCE DAY OF PAKISTAN



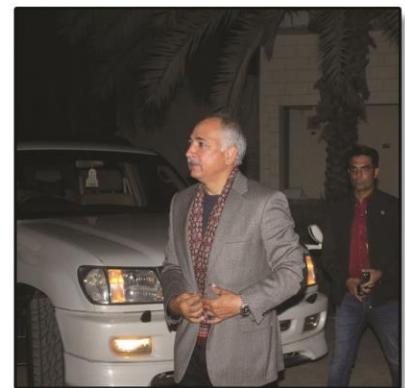
14 August, 2020
at ASF Camp Sukkur



Eid Milad-un-Nabi (SAWW) was celebrated religious fervor. ASF Camp was illuminated. at about 1100 hrs a speech and Naat Rasool-e-Maqbool (SAWW) competition was organized and distributed prizes among the winner. Bara Khana was also arranged at ASF Camp Sukkur.



Wreath Laying Ceremony was organized at the graves of Shuhada in Sukkur on behalf of DG ASF on Shuhada Day 8th June, 2020.



Director General ASF Major Gen. Zafar Ul Haq HI(M) inaugurated the single story building for 64 personnel at ASF Camp Sukkur.



44th raising day of ASF was celebrated with enthusiasm, fevor & zeal as per headqaurter directive pleas. CSO offerd the prayer at airport Mosque Events, Quran Khuwani, Bara Khana and Volly ball match





SIALKOT

Director General ASF Maj Gen Zafar ul Haq HI(M) visited Sialkot International Airport. He was warmly welcomed by Sector Commander North, CSO Sialkot and other ASF officer at Admin Block.



CSO Sialkot comprehensive briefed regarding Operational and Administrative proficiencies/requirements/achievements and ongoing projects of ASF Sialkot Airport. After Briefing DG visited International Terminal Building and thereafter addressed with troops.



A joint Mock Exercise was conducted at Sialkot International Airport with Troops.



As per directives of DG ASF Evaluation Training Cycle at Sialkot International Airport.



As per instruction of Govt of Pakistan Kashmir Solidarity hours with great fervor at Sialkot International Airport.



SUKKUR



Eid Milad-un-Nabi (SAWW) was celebrated with religious fervor. ASF Camp was illuminated. At about 1100 hrs a speech and Naat Rasool-e-Maqbool (SAWW) competition was organized and prizes were distributed among the winners. Bara Khana was also arranged at ASF Camp Sukkur.

INDEPENDENCE DAY OF PAKISTAN



14 August, 2020
at ASF Camp Sukkur



Wreath Laying Ceremony was organized at the graves of Shuhada in Sukkur on behalf of DG ASF on Shuhada Day 8th June, 2020.



44th Raising Day of ASF was celebrated at ASF Camp Sukkur with zeal & zest on 8th October 2020.



*Symbol of Pride &
Excellence*

AIRGUARDS



ASF Airguards Company

Airguards Unit was established on 26th March 1981 for the purpose of Inflight security. It was SSG (personnel of all 03 x services) of Armed Forces, which successfully run the operation for more than a decade. Later on ASF Airguards Company was raised on 04th April, 1991. After withdrawal of SSG troops on 22nd June 1992, entire responsibility of Inflight security shifted to qualified personnel of ASF Airguards Company.

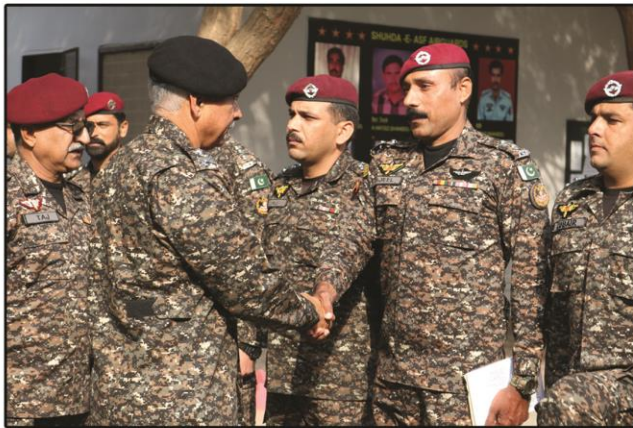
The Mission of Airguards

Ready for in-flight security coverage and provision of effective / additional back up to existing on ground aviation security.

Motto: "HARDAM TAYYAR"



DG Visit Airguards Cell

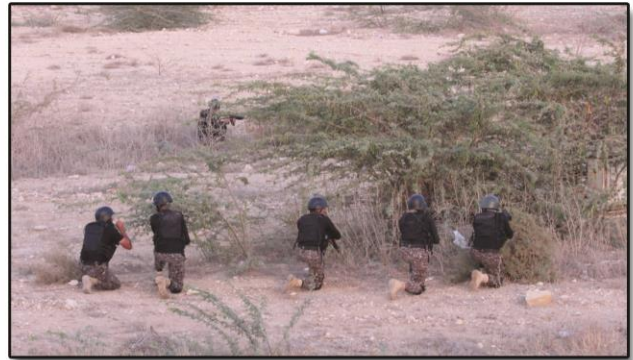


Combined Exercise of Airguards with SSG (Pak Army) at JIAP Karachi





Anti Terrorism Exercise



Anti Terrorism Exercise was conducted at JIAP Karachi which included attack sustaining and resistance removal drill.



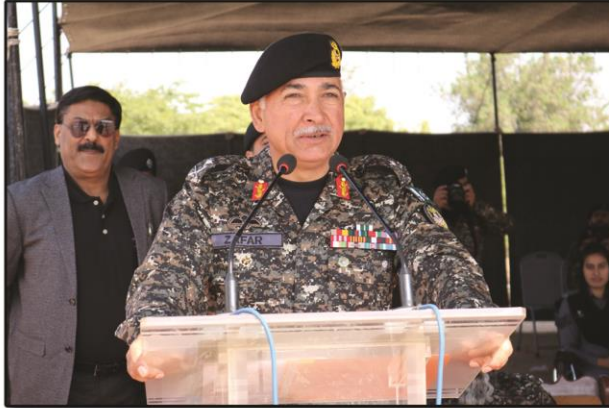


DG Visit ASF GYM

CSO Airguard received DG ASF Major Gen. Zafar Ul Haq at ASF Gym, a briefing regarding ASF Staff fitness exercises.



Airguards ATC Passing Out



Passing Out ceremony of Anti Terrorist Course was conducted at ASF Academy Karachi. Passing Out ceremony was graced by the presence of honourable DG ASF Major Gen Zafar Ul Haq HI(M).





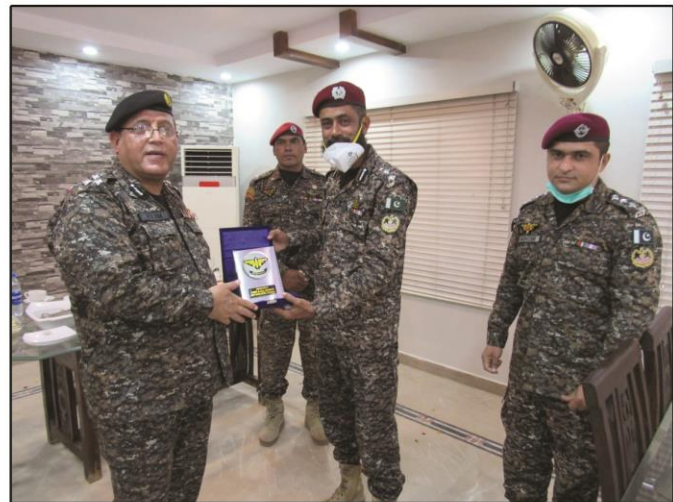
Firing Practice



Director General ASF and ASF Foundation Officers firing practice at small arm firing range with Airguard Coy.



Inauguration of Airguard Mess after renovation by Director Aslam Pervez CSO JIAP Karach.



Rank Ceremony of Airguards

Rank Ceremony was conducted in Airguard Coy. CSO Airguard convey the CSO conference points and other instructions to the troops, after darbar Barak Khana was served to the Coy Staff from promoted staff.



Administrative Uplifting



This unit was facing a storage of space in its Admin setup since long, a separate building admin block-II is constructed within tow months. This effort furnished the administrative setup with a Kote, Airguard Mess, Store/Were House, Fitness Gym and Vehicles.





AIRPORTS SECURITY FORCE PAKISTAN



AIRPORTS SECURITY FORCE
FOUNDATION
PAKISTAN



(A Project of ASF Foundation)



ASF TOWERS



ASF ARABIAN VISTA

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