



QUARTERLY EDITION • JUNE 2026

The Aviator's Review

"Aviationizing Pakistan"

FLYING WING

WHY NASA AND BOEING ARE STUDYING AIRCRAFT WITHOUT A FUSELAGE?

URBAN AIR MOBILITY

HOW NEXT-GENERATION AIR TRANSPORT COULD TRANSFORM OUR CITIES.

AIR CARGO

THE STRATEGIC LIFELINE OF MODERN AVIATION AND WHY AVIATION PROFESSIONALS MUST MASTER IT

SOUTH AIR

A CLOSER LOOK AT EXCELLENCE, GROWTH, AND OPPORTUNITIES IN AVIATION.

RECORD-BREAKING GRADUATE

AN INSPIRING STORY OF DETERMINATION, ACHIEVEMENT, AND SUCCESS AT A YOUNG AGE.

FUTURE FLIGHT
EDITION

VOLUME 1 | ISSUE 2



Editorial Note

Dear Readers,

Welcome to another edition of The Aviator's Review.

Every new edition represents growth, learning, and continuous improvement. Since the publication of our inaugural issue, the encouragement and feedback we have received have greatly motivated us to continue this journey with even greater dedication and passion.

One of the most memorable moments during this journey was the opportunity to meet Dr. Waqar Yousuf Azeemi, a distinguished Pakistani journalist, editor, columnist, and writer with decades of experience in print media. He has served as the editor of a monthly publication since 1978 and has contributed columns to leading national newspapers, including Daily Jang and Daily Express. He has also remained associated with prestigious journalistic organizations such as APNS and CPNE, where he has held important senior leadership and vice-presidential responsibilities in the past.

During our meeting, Dr. Waqar Yousuf Azeemi carefully reviewed the inaugural edition of The Aviator's Review. He appreciated the effort behind the magazine and shared valuable guidance regarding concise and effective writing. His encouraging remarks regarding my writing, designing, and publishing efforts were truly inspiring.

Receiving appreciation and guidance from such an experienced media personality is both humbling and encouraging. His insightful advice will undoubtedly help me further improve my writing and editorial work in future editions.

I would also like to express my sincere gratitude to our readers, teachers, mentors, and supporters whose encouragement continues to inspire this initiative. With your continued support, The Aviator's Review will continue striving to grow as a platform for creativity, learning, and meaningful discussion within the aviation community.

— Farhan Kamal Azeemi

Founding Editor, The Aviator's Review



This edition takes readers on a journey through the world of aviation and emerging technologies. From Flying Wing concepts, Urban Air Mobility, and Air Cargo operations to an exclusive interview, aircraft insights, South Air, and our educational visit to NASTP Karachi, the magazine highlights innovation, learning, and the future of aerospace while celebrating inspiring achievements and memorable experiences.

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Aviation Quote to Recon

“Tomorrow’s skies will belong to those who dare to imagine beyond the horizon.”

-Anonymous



Flying Wing:

Why NASA and Boeing are studying aircraft without a fuselage?



The Blended Wing Body (BWB) is a design where the fuselage and wing are combined into a single lifting body. There's no classic "tube". Almost the entire shape of the aircraft creates lift force.

The main advantage of BWB is aerodynamics. Less drag and higher aerodynamic quality. Lower fuel consumption. According to NASA estimates, the savings can reach 20-30% compared to traditional airliners.

To test the idea in practice, NASA and Boeing launched the X-48 project. These were unmanned flying demonstrators. The tests showed that the design is stable and can be controlled normally. There are no fundamental problems with flight.

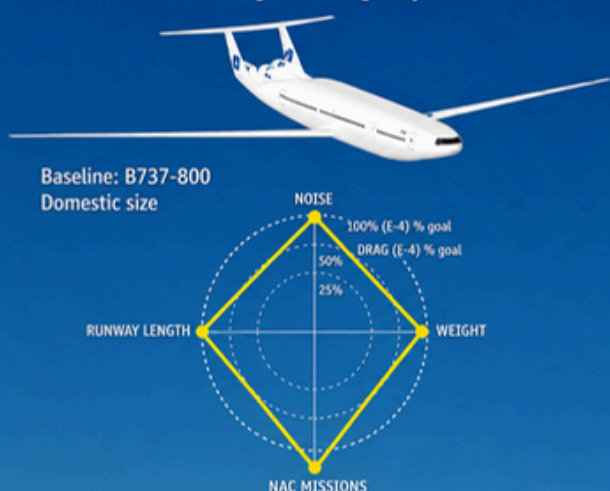
Boeing's interest in BWB persists, but new players are also joining the race. The American startup Jet-Zero is developing its passenger airliner Z4 based on the Blended Wing Body scheme.

The company has attracted the attention of major airlines and investments: United Airlines has invested in the project with an option for hundreds of aircraft, Delta is involved in the development, and the US Air Force has allocated hundreds of millions of dollars to create a demonstrator.

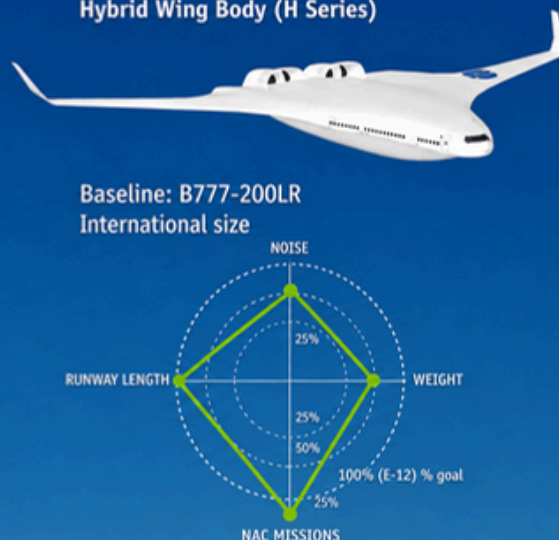
Jet-Zero claims a possible reduction in fuel consumption and emissions by up to 50% compared to traditional aircraft and plans to conduct the first flight tests of a full-scale demonstrator by 2027.

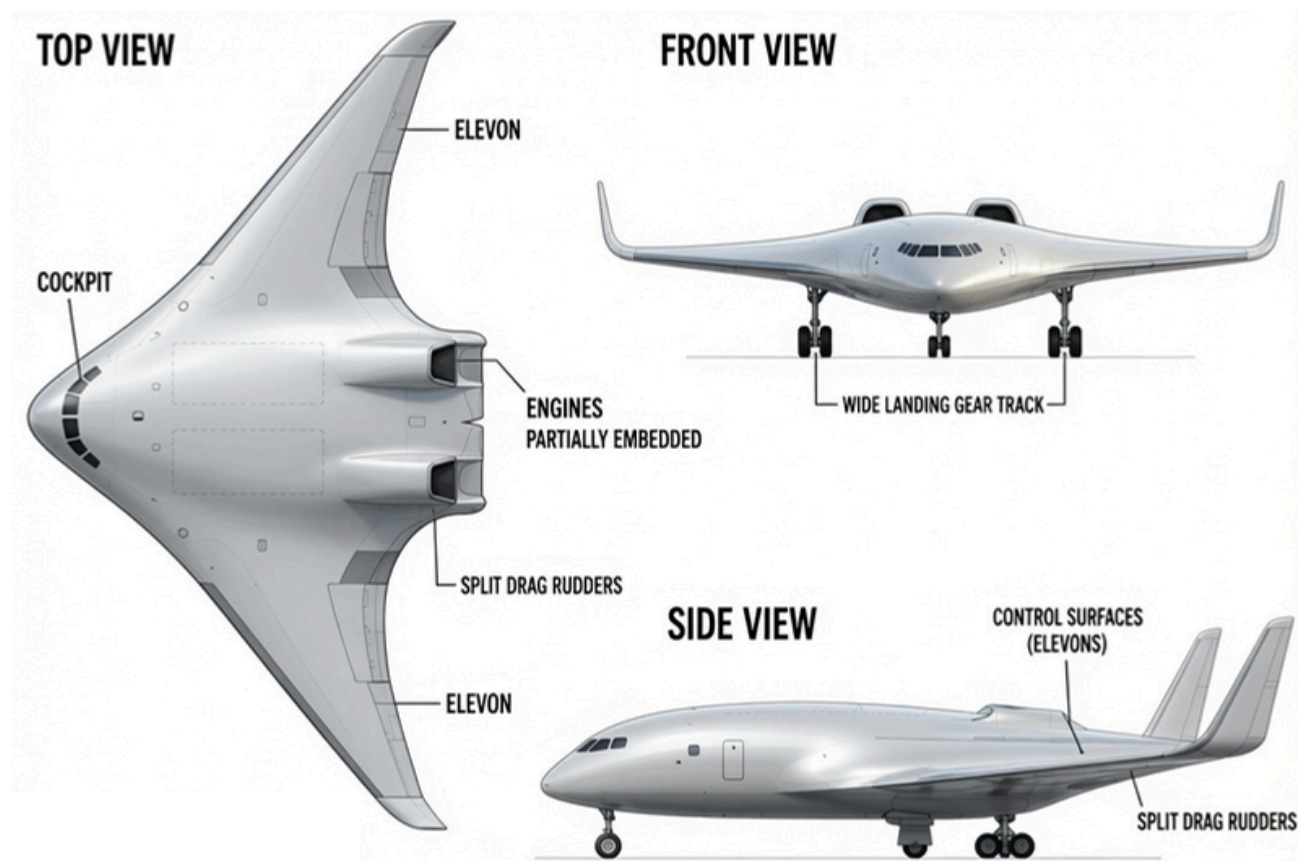
The spread of BWB is not constrained by aerodynamics, but by operation. The cabin turns out to be unusual for passengers. Evacuation is complicated. There are questions of certification and compatibility with airport infrastructure. A psychological factor also plays a role.

Double-Bubble (D Series):
modified tube and wing with lifting body



Hybrid Wing Body (H Series)





Blended Wing Body is not a replacement for the A320 or 737. It's a possible format for long-haul aircraft after 2035-2040.

Note: "These are only concepts, however one reason is to reduce the noise footprint by using the fuselage to separate the exhausts from what's below. The problem is that engines in that location would suffer from turbulent inlet air at higher angles of attack."



About the Author

Taha Khan is a lecturer at the Aviation Institute of Management, committed to educating future aviation professionals.

His life philosophy: If I don't have to, I won't go. If I have to, I'll do it quickly.

On knowledge, he believes: "The ink is black, but the words are not."

Urban Air Mobility:

The Future of Transportation Has Already Begun

Urbanization is when people become densely populated in one particular area, usually cities. It brings many pros but also cons which need to be solved, and one of the major day-to-day issues is transportation. For more than a century, transportation has remained mostly confined to roads, railways, and traditional air travel. Increasing traffic congestion, environmental concerns, and advancements in aviation technology are now giving birth to a revolutionary concept known as Urban Air Mobility (UAM).

Urban Air Mobility refers to the use of highly automated aircraft both manned and unmanned, particularly electric Vertical Take-Off and Landing aircraft (eVTOLs), to transport passengers and goods across urban and suburban areas. Unlike conventional airplanes, these aircraft can take off and land vertically, meaning there would be no need for long runways and allowing operations from rooftops, compact vertiports, and even homes rooftops.

The idea of flying taxis once belonged to science fiction, but today it is becoming reality. Major aerospace companies and technology firms are investing billions of dollars into UAM development.

Companies such as Airbus, Boeing, Joby Aviation, and Volocopter are actively developing electric air taxi systems designed for future city operations.

One of the primary reasons behind the rise of Urban Air Mobility is the growing issue of urban congestion. In many metropolitan cities, road traffic causes severe delays, economic losses, fuel wastage, and environmental pollution. UAM offers an alternative way by utilizing the low-altitude airspace above cities. A journey that may take over an hour by road could potentially be completed within minutes through aerial mobility.

Another reason of this that They're quieter and eco friendly. And for aircraft flying over neighborhoods where people are sleeping and working, that matters a lot.

Most eVTOL aircraft are powered by electric propulsion systems, significantly reducing carbon emissions and noise pollution compared to traditional helicopters and planes. Engineers are focusing on designing quieter aircraft that can operate safely within densely populated cities without causing major disturbance to environment.

However, the concept might seem promising future, But here's where it gets genuinely complicated. Air traffic management for low-altitude urban operations remains one of the most critical issues to manage. Managing hundreds or even thousands of aircraft moving here and there simultaneously over cities will require highly advanced automated traffic control systems, personnel, artificial intelligence, reliable communication networks, and dedicated aviation regulations.

Aviation authorities such as the Federal Aviation Administration and the European Union Aviation Safety Agency are already working on certification frameworks and operational standards for these aircraft.



Infrastructure development is another important factor. Cities will need specialized vertiports, charging stations, maintenance facilities, emergency response systems, and integrated passenger handling operations and traffic police. This means Urban Air Mobility is not simply about aircraft; it involves creating an entirely new transportation ecosystem with all its components.

Safety remains the highest priority in aviation, and public trust will play a major role in the success of UAM. Manufacturers must prove that these aircraft are reliable, secure, and capable of operating safely under varying weather conditions and urban complexities. Autonomous flight technologies, although advancing rapidly, will also require public acceptance before widespread implementation becomes possible.



What excites me most about this field is what it creates for students entering aviation today — careers that barely existed five years ago: new careers in aircraft operations, air traffic management, aerospace engineering, urban planning, infrastructure management, cybersecurity, and aviation technology development. For students and aviation enthusiasts, UAM represents a completely new frontier filled with innovation and possibilities, and students must enter this field.



The future of transportation is no longer limited to roads. As technology continues to evolve, the concept will not be limited to just futuristic cartoons and movies, but soon we may witness aerial taxis flying above our homes, autonomous cargo drones delivering goods, and integrated smart transportation networks that we once imagined.

Urban Air Mobility is not merely a futuristic dream now; it is an aviation revolution already taking shape day by day. The skies above modern cities may soon become the next major pathway for human mobility, changing the whole concept of transportation from roads to sky.



About the Author:

Farhan Kamal Azeemi is a student of Diploma in Aviation and Business Management (DABM) and the editor and founder of The Aviator's Review at AIM, with a strong passion for aviation and a dream of becoming an Air Traffic Controller (ATC). Alongside his aviation studies, he enjoys writing and sharing insights about the aviation industry.

Air Cargo:

The Strategic Lifeline of Modern Aviation And Why Aviation Professionals Must Master It

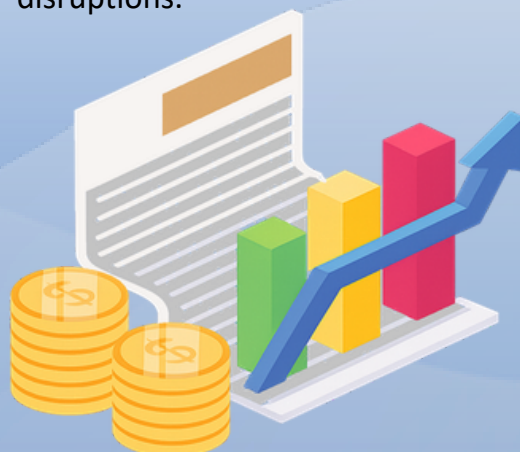
In today's hyper-connected world, air cargo has transformed from a supporting function into a strategic powerhouse. It is the backbone of global trade, the stabilizer of airline revenues, and a catalyst for national economic strength. For aviation professionals, mastering air cargo is no longer optional — it is a career-defining advantage and a gateway to global relevance.

Air Cargo: The High-Value Artery of Global Trade

Every hour, aircraft transport life-saving medicines, high-tech components, fresh perishables, and e-commerce shipments that keep the world running. Despite representing less than 1% of global trade by volume, air cargo moves 35% of global trade by value — a staggering indicator of its economic importance.

Recent global data reinforces this:

- Global air cargo demand grew 10.8% year-on-year in December 2023, the strongest in two years.
- 2024 broke all previous records, with demand rising 11.3%, surpassing even the pandemic-era peak.
- By 2025, demand continued to climb another 3.4%, driven by e-commerce and supply-chain restructuring.
- In April 2026, global demand rose 4% year-on-year, despite geopolitical disruptions.



Air cargo is not just logistics — it is economic lifeblood, powering industries, enabling global supply chains, and ensuring resilience during crises.

How Air Cargo Drives Revenue Growth in Aviation

The aviation industry has undergone a profound shift. Airlines and airports that once viewed cargo as secondary now recognize it as a primary revenue engine.

1. Cargo Stabilizes Airline Finances

During global disruptions, cargo operations kept airlines afloat. Even today, cargo contributes 10–30% of airline revenue, often with higher margins than passenger operations.

2. The E-Commerce Explosion

The rise of Amazon, Alibaba, Daraz, and global online retail has created a permanent surge in air cargo demand. Spot air cargo rates in May 2026 were 35% higher year-on-year, reflecting this sustained pressure.

3. Cargo Infrastructure = Long-Term Airport Profitability

In 2023 alone, airlines carried 57.4 million tonnes of scheduled freight — a 4% increase over 2022. Cargo terminals, logistics parks, and cold-chain facilities generate steady, predictable income for airports, often outperforming passenger-related revenue streams.

4. Integrated Supply Chains Create New Business Models

Airlines are evolving into logistics partners, integrating with freight forwarders and global supply chain networks. In 2025, air cargo enabled \$157 billion in front-loaded U.S. imports in a single quarter, helping businesses avoid tariff shocks. Air cargo is not a side business. It is the future of aviation profitability.



Air Cargo as a Catalyst for National Economic Growth and Soft Power

Nations that invest in air cargo infrastructure gain a competitive edge in global trade. The world's most successful economies — UAE, Singapore, Qatar, Turkey, South Korea — have built their influence not only through aviation but through logistics dominance.



Air Cargo Strengthens National Economies by:

- Accelerating exports and attracting foreign investment
- Enabling high-value manufacturing and technology industries
- Supporting agriculture and perishables through cold-chain logistics
- Enhancing global connectivity and trade partnerships
- Creating thousands of skilled jobs across aviation and logistics

Air Cargo as Soft Power

A nation with a strong cargo ecosystem becomes a trusted global partner. It can deliver humanitarian aid, support global supply chains, and project influence through reliability and speed.

Logistics is the new diplomacy — and air cargo is its most powerful instrument.

Why Aviation Professionals Must Embrace Air Cargo Management

The aviation workforce of the future must be cargo-literate, supply-chain aware, and globally aligned with ICAO and IATA standards.

Professionals who master air cargo gain:

- Cross-industry mobility across airlines, airports, logistics firms, and international organizations
- Leadership advantage in an industry shifting toward cargo-centric strategies
- Expertise in compliance, safety, and global regulatory frameworks
- Understanding of revenue optimization, cargo sales, and digital cargo systems
- A future-proof career in a sector growing faster than passenger aviation
- Air cargo is where aviation, economics, technology, and global trade converge. Those who understand it become the strategic leaders of tomorrow.

Final Thought

Air cargo is shaping the future of aviation, global trade, and national prosperity. Aviation professionals who master it will not just participate in the future — they will lead it.



About the Author:

Dr. Wali Mughni, PhD, FRAeS, SBt, CEO and Chairman of AIM, a retired fighter pilot, and recipient of the Sher Afghan (Top Gun) title and Sitara-e-Basalat. With over 40 years of experience in aviation and education, he leads AIM in shaping the next generation of aviation professionals.

BREAKING BARRIERS AT 17

THE YOUNGEST GRADUATE
CERTIFICATE HOLDER IN
ERAU HISTORY



MUHAMMAD ARHUM RANA

ACHIEVEMENT AT A GLANCE



AGE
17



INSTITUTION
Embry-Riddle
Aeronautical University



ACHIEVEMENT
Graduate
Certificate



RECORD
Youngest in
ERAU History



FIELD
Aviation &
Aerospace

“

AGE IS
NEVER A
BARRIER TO
EXCELLENCE.



At just 17 years of age, Arhum Rana has achieved an extraordinary milestone by earning a Graduate Certificate from Embry-Riddle Aeronautical University — widely recognized as the “Harvard of the Skies” for its global excellence in aviation and aerospace education. This remarkable accomplishment has not only showcased his dedication, intelligence, and passion for aviation, but has also placed his name in the university’s history as the youngest student ever to achieve a graduate certificate at ERAU. Let us give a huge round of applause to this young achiever whose success has become an inspiration for students and aviation enthusiasts around the world. His journey proves that age is never a barrier to excellence when ambition, determination, and hard work come together to reach extraordinary heights.



A YOUNG MIND
WITH A CLEAR
VISION TODAY,
AN AVIATION
LEADER
TOMORROW.

Interview with the Chief Guest

Mr. Abid Ali
Director HR of PAA



During the event, we had the opportunity to speak with Mr. Abid Ali about aviation education, industry challenges, student development, internships, and future opportunities in the aviation sector.

Interview conducted by Farhan Kamal Azeemi

Q *What are your thoughts on today's event?*

Mr. Abid Ali:

First of all, I am very happy to be here because this was my first visit and I was honored here as the Chief Guest. I was very impressed by the certifications and aviation-related programs being offered here. After seeing the students' presentations, ideas, and the efforts of the teachers, I realized that this platform is doing very important work for the aviation industry. Aviation is an industry where practical exposure and experience are extremely important. Here, experts are sharing their knowledge and experiences with students, which is very valuable. Aviation is a major source of global connectivity and economic growth, and precision and responsibility are among the most important aspects of this field.

Q *What advice would you give to students facing challenges in the aviation industry?*

Mr. Abid Ali:

In my opinion, recruitment and hiring criteria need improvement. Students who complete aviation diplomas and specialized courses should be given proper preference. Subjects like airport management, cargo aviation, aeronautical studies, and aircraft leasing and financing are directly connected to industry requirements. Theory alone is not enough; students also need practical understanding and exposure. That is why institutions and organizations should include these qualifications and experiences in their hiring criteria so capable students can receive proper job opportunities.

Q *What steps can be taken for the grooming and facilitation of aviation students?*

Mr. Abid Ali:

Aviation has its own professional culture, which is very dynamic and demanding. That is why internships, on-job training, and expert interaction sessions are extremely important for students. We can provide practical exposure to students at airports, connect them with aviation experts, and help answer their questions. Technology is also playing a major role in aviation today, so students should become familiar with modern aviation systems and environments. We also have an institution at the airport called "Idara-e-Hunro Danish," which focuses on skill development programs, especially for women. In the near future, InshaAllah, we hope to introduce free training courses and more aviation-related programs there as well.

South Air:

A Closer Look at Pakistan's Regional Aviation Ambitions



Pakistan's aviation industry is witnessing the rise of a promising new airline — South Air. Founded under the vision of Kanwar Muhammad Tariq, Chairman of South Air, the airline was launched with the aim of improving regional connectivity, strengthening domestic aviation, and making air travel more accessible for underserved areas of Pakistan. The idea behind South Air emerged from the growing realization that many important cities in Pakistan still face limited and inconsistent air connectivity despite increasing tourism, business activity, and population growth.

Unlike many traditional airlines that mainly focus on major trunk routes, South Air plans to develop a strong regional network connecting cities such as Gwadar, Turbat, Chitral, Skardu, Gilgit, Sukkur, Multan, Karachi, Lahore, and Islamabad. This strategy reflects a modern point-to-point operational model where airlines connect destinations directly instead of depending entirely on a hub-and-spoke system. Such an approach can reduce travel time and improve accessibility for passengers living in remote areas.

One of the most significant aspects of South Air is its focus on regional aviation development. Pakistan has more than 40 operational and semi-operational airports, many of which remain underutilized despite their strategic importance. South Air's route planning could help increase traffic at these smaller airports while supporting tourism, trade, and regional economic growth. Destinations such as Skardu and Gilgit are already experiencing rapid tourism growth, while Gwadar is expected to become a major economic and logistics hub in the future.

From a technical aviation perspective, South Air is expected to focus on narrow-body aircraft operations suitable for short- and medium-haul domestic routes. Aircraft in this category are preferred for their fuel efficiency, operational flexibility, and lower maintenance costs. Regional airlines often rely on optimized aircraft utilization and fast turnaround operations to maintain profitability and operational efficiency.

Operating regional routes in Pakistan also presents unique technical challenges. Airports in northern regions such as Chitral and Skardu require special operational planning because of mountainous terrain, unpredictable weather conditions, and complex approach procedures. Pilots operating in these regions often require additional route familiarization and specialized training. Fuel planning for northern operations is also more demanding due to limited diversion airport options and changing weather patterns.

South Air's operational vision also reflects the growing importance of digital aviation infrastructure. The airline plans to implement modern online booking systems, passenger management platforms, customer support infrastructure, and digital operational coordination systems. In modern aviation, airlines heavily depend on Operations Control Centers (OCCs), dispatch systems, and computerized flight planning software to coordinate aircraft scheduling, fuel planning, maintenance requirements, and operational reliability.

Safety and regulatory compliance remain among the airline's top priorities. Like all commercial carriers in Pakistan, South Air operates under the oversight of the Pakistan Civil Aviation Authority (PCAA) and international ICAO aviation safety standards.



Airlines are required to follow strict procedures related to aircraft maintenance, airworthiness inspections, crew training, and Safety Management Systems (SMS) to ensure safe and reliable operations.

The emergence of South Air also highlights growing private-sector confidence in Pakistan's aviation industry. In recent years, private airlines have played an increasingly important role in improving competition, passenger services, and domestic connectivity. If successful, South Air could help reduce dependency on long road travel while improving access to remote regions across the country.

As Pakistan continues modernizing its aviation infrastructure, airlines like South Air represent more than just new business ventures — they symbolize the future of regional connectivity, economic integration, tourism growth, and technological advancement within Pakistan's aviation sector.



Visionary Behind South Air

Kanwar Muhammad Tariq is the Chairman of South Air and the driving force behind its vision to improve regional air connectivity across Pakistan. Under his leadership, the airline aims to make air travel more accessible and reliable, especially for underserved communities. His focus on connectivity, economic growth, tourism, and aviation development continues to guide South Air's expansion and long-term goals.

Inside the Aircraft:

Airbus ZEROe



Why it's Special

- *Powered by hydrogen instead of traditional jet fuel, aiming for zero carbon emissions.*
- *Features futuristic blended-wing and turbofan concepts for maximum efficiency.*
- *Designed to reduce aviation's environmental impact significantly.*
- *Represents Airbus' vision for sustainable commercial aviation.*
- *Advanced lightweight composite structures improve performance and fuel economy.*

Quick Facts

- **Manufacturer:** Airbus
- **Announced:** 2020
- **Service Entry:** Around 2035
- **Fuel Type:** Hydrogen
- **Aircraft Type:** Blended-Wing Concept
- **Capacity:** 120–200 Passengers
- **Range:** 3,700+ km

Fun Fact

The ZEROe concept is designed to produce water vapor instead of carbon-heavy emissions during flight.

Exploring the future at NASTP silicon 1

An educational visit to NASTP karachi



An educational visit to the National Aerospace Science & Technology Park (NASTP) Karachi, widely recognized as “Silicon-1,” provided students and aviation enthusiasts with a valuable opportunity to gain firsthand insight into Pakistan’s rapidly evolving aerospace, artificial intelligence, cyber security, and advanced technology ecosystem. The visit proved both professionally enriching and intellectually stimulating, offering a closer look at the innovations and research initiatives shaping the future of technology and aviation in the country.

During the visit, an extensive briefing was delivered by Air Vice Marshal (Retd.) Ghayas Uddin, Chairman and Project Director of NASTP Karachi. He outlined the strategic vision of the organization and explained Pakistan’s long-term

objectives in aerospace research, artificial intelligence, cyber security, robotics, drone technology, software development, and advanced computing. His presentation reflected Pakistan’s ambition to position itself among the emerging technology-driven aerospace economies of the region.

The National Aerospace Science & Technology Park was established under the supervision of the Pakistan Air Force and has officially been designated by the Government of Pakistan as a “Project of Strategic National Importance.” The main NASTP facility was inaugurated on 4 August 2023 by Prime Minister Shehbaz Sharif, while the Karachi chapter, NASTP Silicon-1, was inaugurated on 12 January 2024 in the presence of Chief of Army Staff General Syed Asim Munir.

Located on Shahrah-e-Faisal within Faisal Cantonment, Karachi, Silicon-1 serves as the regional headquarters for Southern Pakistan. Officially published data indicates that the facility spans approximately 7.32 acres and includes nearly 286,000 square feet of covered infrastructure, with more than 125,000 square feet dedicated to technology workspaces, laboratories, incubation centers, and collaborative research environments.

According to the Special Technology Zones Authority (STZA), NASTP Silicon-1 currently hosts more than 44 technology companies and approximately 4,000 professionals, engineers, researchers, and technical staff members working across aerospace engineering, artificial intelligence, aviation software systems, cyber security, robotics, fintech, advanced computing, wireless communications, and digital innovation sectors.

One of the most significant aspects of the project is its growing international collaboration network. Turkish Aerospace Industries (TAI) is reported to be among the first international aerospace organizations to establish an operational presence within the NASTP ecosystem. Cooperation with Baykar, the internationally recognized Turkish unmanned aerial systems manufacturer, has also been publicly referenced in multiple reports. Such collaborations indicate Pakistan's increasing focus on technology transfer, joint research initiatives, and indigenous capability development in emerging aerospace domains.

The facility itself reflects a highly modern technological environment integrating Artificial Intelligence systems, Cyber Security Infrastructure, Aviation Simulation Labs, Augmented and Virtual Reality facilities, Big Data Computing platforms, Robotics research units, and advanced communication systems.

The NASTP Institute of Emerging Systems & Technologies (NIEST), operating within the same ecosystem, has been established to prepare students and professionals for future technology-oriented industries through specialized training, certifications, and research-oriented programs.

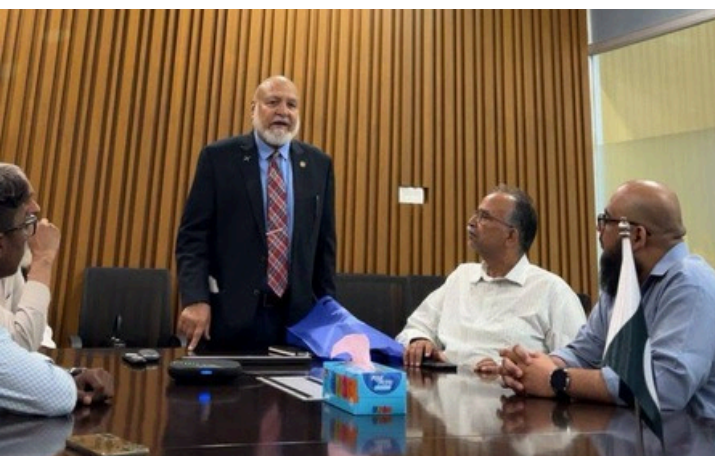
NASTP and associated Pakistan Air Force technology organizations have also participated in several national and international defense and technology exhibitions. During IDEAS 2024, Pakistan showcased a range of advanced aerospace, unmanned systems, and AI-enabled defense technologies, highlighting the country's expanding engagement within the global defense and aerospace community.

Throughout the visit, participants were given access to various research zones, collaborative workspaces, innovation centers, simulation integration areas, and advanced technological laboratories. The overall environment strongly reflected the atmosphere of an internationally competitive innovation cluster where academia, industry, and strategic research institutions operate in close coordination.

At the conclusion of the visit, Dr. Wali Magni presented a commemorative crest and souvenirs to Air Vice Marshal (Retd.) Ghayas Uddin on behalf of the Aviation Institute of Management as a gesture of appreciation and professional goodwill. The occasion reflected the growing linkage between educational institutions and Pakistan's emerging aerospace industry. NASTP Karachi represents far more than a conventional technology park. Rather, it symbolizes Pakistan's broader transition toward a knowledge-based aerospace and innovation economy, where aviation, artificial intelligence, cyber technologies, software engineering, and advanced scientific research collectively shape the future trajectory of national technological development.

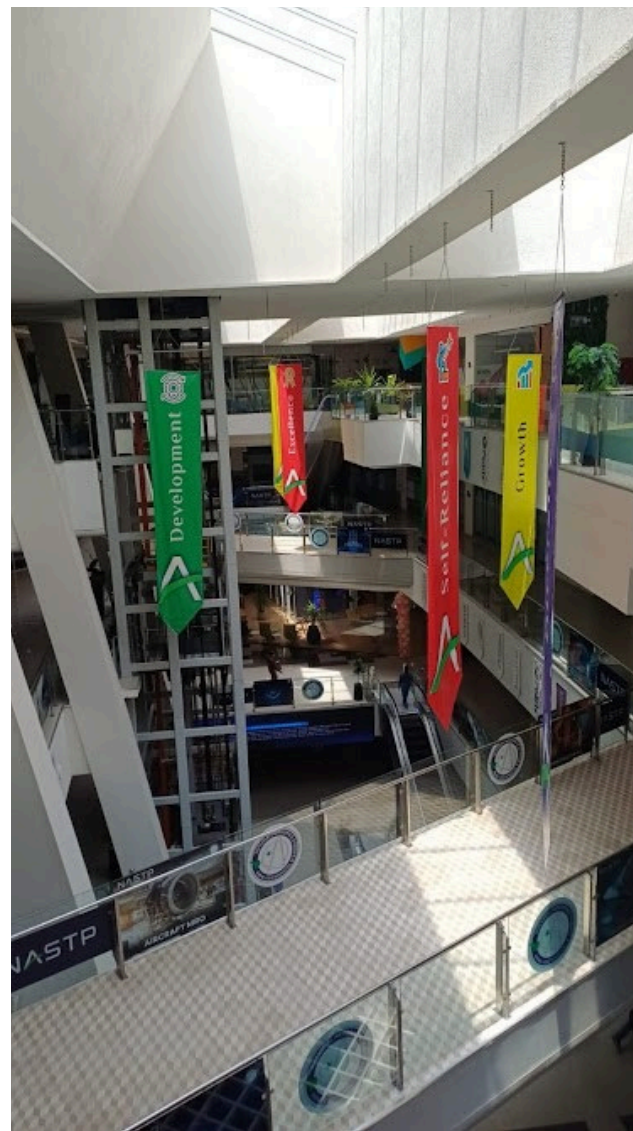
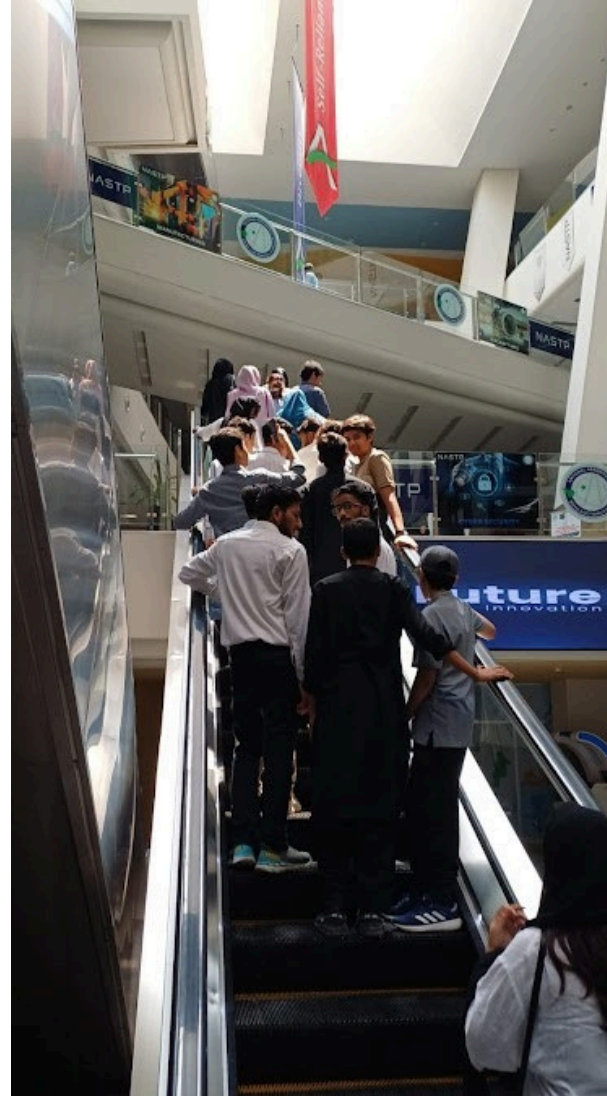
Moments at NASTP







**One Nation
One Mission**



TERMINAL TOWER TAKEOFF



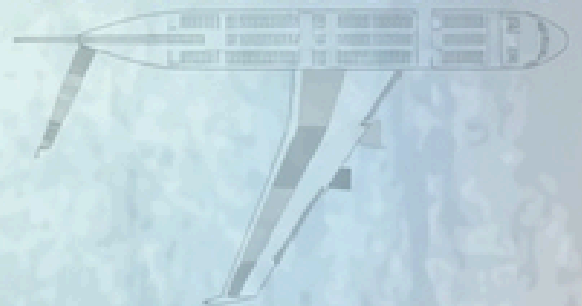
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Every student carries ideas, stories, and perspectives that deserve to be shared. The Aviator's Review provides you with a platform to turn your thoughts into impact. Whether your passion lies in aviation, innovation, or creative expression, your voice can inspire others and contribute to a growing community of future leaders.

By writing for our magazine, you not only showcase your talent but also develop confidence, communication skills, and a deeper understanding of the aviation world. This is your opportunity to be heard, to stand out, and to take your first step into a larger journey. So don't hesitate! write, express, and let your ideas take flight.

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