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Exam. Final. term.

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Q. 1

Ans. Well in my opinion it is multifaceted Problem and lot of cause can be attributed to the demise of PAN-AM. but yes you can say a ~~factor~~ of Government Commission System was the absent cause at the given time. But from just miscommunication the downfall of airline could have been caused by the overconfidence of the management staff. The case of crisis contain situation, lack of accountability, a huge media coverage and above all the paper staff to manage the situation and answer the queries of the victims families.

(5)

Q: 2

Ans.

In my opinion PAN. Am was not flexible in making quick decision but it was the ending of a long unnoticed carrying that was creating through bone of carriers system strong and bold decision in the form of selling of its routes and the changing of management staff was need of the hour as the national carrier was useless due to decade long crises which had an iceberg tip in the form of the bombing plane.

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Q #3

Ans. Pointing a mistake would be too specific about a certain issue rather I would ~~suggest~~ suggest a list of issue that had generated a decade long crises that ~~had~~ ended the Journey for PAN-AM. A few points that can be attributed as the failures PAN-AM.

- i) Failure of manpuit staff
- ii) Lack of crises control system.
- iii) Lack of Competitors
- iv) Lack of check and bt. balance system
- v) Mis-communication
- vi) Strong leadership was lacking
- vii) Bad luck in the form of other crises like Iraq war.
- viii) Conspiracie that remain unknown.

(5)

Q # 4.

Ans: Generalize from the case study base on information it was a great culture organization, because some crises are too big to recover from. Pan-Am handled the lockbie disaster as best as it could, but the decline in public confidence proved to much leading to ultimately shutting down of the the airlines.

Q # 5

Ans whether Pan Am's issue and eventual collapse came down to mis-management or bad remains a matter of debt of this day. While it's true that Pan-Am have foreseen events such as at the 1973 oil crises or lockbie

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bombing, critics rightly point out that such event were often preceded by questionable business decision on Pan-Am part.

In either case, though it is safe to say that Pan-Am was pioneer of the industry among other things below are some of the firsts that can attributed to the airline.

- 1927: First U.S. airline to operate a permanent international air route.
- 1928: First U.S. Airline to develop an airport and airway traffic control system.
- 1970: First airline to fly the Boeing 747 in scheduled service.

Besides, that while the airline itself might be out of business the Pan-Am logo remains alive to this day and recognize

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by million of people. both
in the aviation industry as
well as among the general
Public.

The End