



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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English only

## ASSEMBLY — 35TH SESSION

### ECONOMIC COMMISSION

#### Agenda Item 28: Regulation and organization of airports and air navigation services

### OVERVIEW OF THE ORGANIZATION AND REGULATION OF AERODROMES IN PAKISTAN

(Presented by Pakistan)

#### INFORMATION PAPER

##### SUMMARY

This paper provides a brief overview of the organization and regulation of aerodromes and process of aerodrome certification in Pakistan.

#### 1. INTRODUCTION

1.1 Pakistan is the heir to the Indus Valley Civilization and represents a major geographical area of the world. It is the gateway to the Indo-Pak sub continent and is strategically located in the South east of Central Asia States, South west of China, West of India, East of Afghanistan and Iran and North East of Gulf and Middle East. Pakistan than stands on the main air routes between Europe and the Far East. Karachi the biggest city and airport of Pakistan is one of the ancient civil airport which appeared on the world air route map in 1920 and remained the most preferred airport for technical landing by long haul flights operating between Europe and Far east until mid 80's.

## 2. **AERODROMES**

2.1 CAA is maintaining and operating 35 aerodromes in the country. Ten of these cater for international flights, 17 are domestic while 8 serve as feeder service aerodromes. Seven additional aerodromes exist but they are not operational. (Appendices A, B, C, D & E).

## 3. **REGULATION**

3.1 The erstwhile department of Civil Aviation was converted into an autonomous body i.e. Civil Aviation Authority in 1982, mainly to keep pace with the rapid developments taking place in the Aviation Industry. The Civil Aviation Authority of Pakistan has the administrative and the financial autonomy that ICAO deems necessary for efficient provision of Air Navigation Services to cater the ICAO Universal Safety Oversight Audit Programme (IUSOAP) requirements.

3.2 Pakistan is following a policy of deregulation, privatization and progressive liberalization. Consistent with this policy CAA encourages the private sector to built-own and operate aerodromes. As a result international airport owned by private sector at Sialkot is about to start its operation. Expression of interest are also invited for such project at Islamabad in the near future on Built-Operate-Transfer (BOT) basis.

## 4. **ORGANIZATION**

4.1 Aerodromes in general are managed by officers of corresponding designation to the category of aerodrome. Category is defined by the status and magnitude of operation Karachi and Lahore airports managed by officers of Director level. Operations Directorate HQCAA look after the implementation of ICAO SARPs and CAA rules concerning Air Traffic Services, passenger facilitation, cargo handling, fire and safety services through General Manager Air Traffic Services, General Manager Airport Management and General Manager Fire and Safety Services. Organization chart is placed at Appendix F.

## 5. **CERTIFICATION OF AERODROMES**

5.1 CAA Pakistan is implementing the ICAO Aerodrome Certification requirements by certifying 5 major international airports i.e. Karachi, Islamabad, Lahore, Peshawar and Quetta. The certification process is being carried out in accordance with guidance provided in ICAO Doc9774 and training received from COSCAP-SA.

5.2 The following steps have been completed so far:

- a) **Standards setting:** Aerodrome standards manual has been prepared in accordance with the ICAO SARPs contained in Annex 14.

- b) **Legislation:** Civil Aviation Rules have been amended by adding a new rule 60A requiring aerodromes to be certified.
- c) **Regulations:** Air Navigation order has been issued to further elaborate the Aerodrome Certification requirements.
- d) **Organizational arrangements:** Operations Directorate of CAA has been entrusted to conduct the task of Aerodrome Certification.
- e) **Aerodrome Certification Procedures:** A manual on the subject has been developed outlining the responsibilities of CAA officials in handling the expression of interest submitted by the Aerodrome Operator.
- f) **Aerodrome Inspector Handbook:** A Handbook containing relevant checklists has been prepared for practical purpose and use by Aerodrome Inspectors.
- g) **Staffing and Staff Training:** Adequate number of CAA officials has undergone a three phase training under supervision of COSCAP-SA Aerodrome Certification and Safety Training Expert.

## 6. CONCLUSION

- 6.1 The Assembly to kindly note the progress made by Pakistan on Aerodrome Certification.
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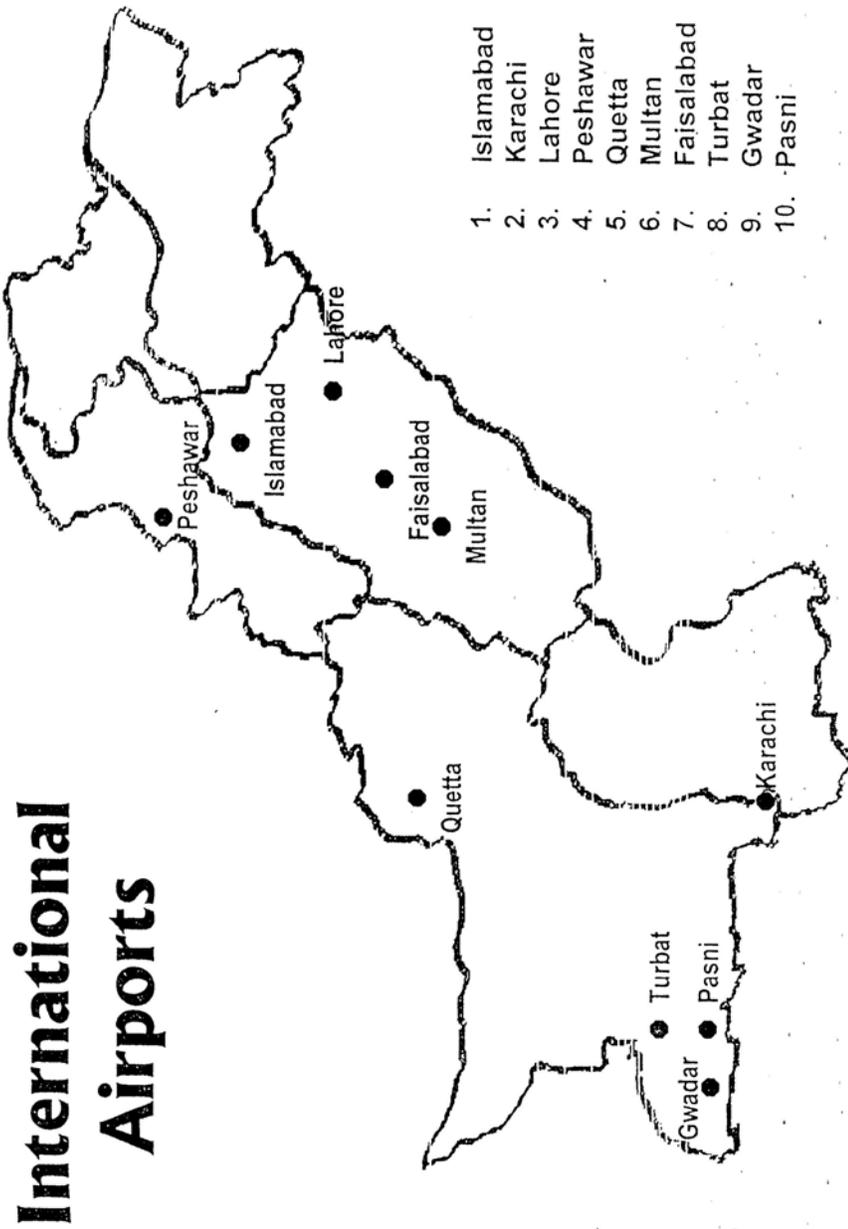
## APPENDIX A

### LOCATION OF CIVIL AIRPORTS



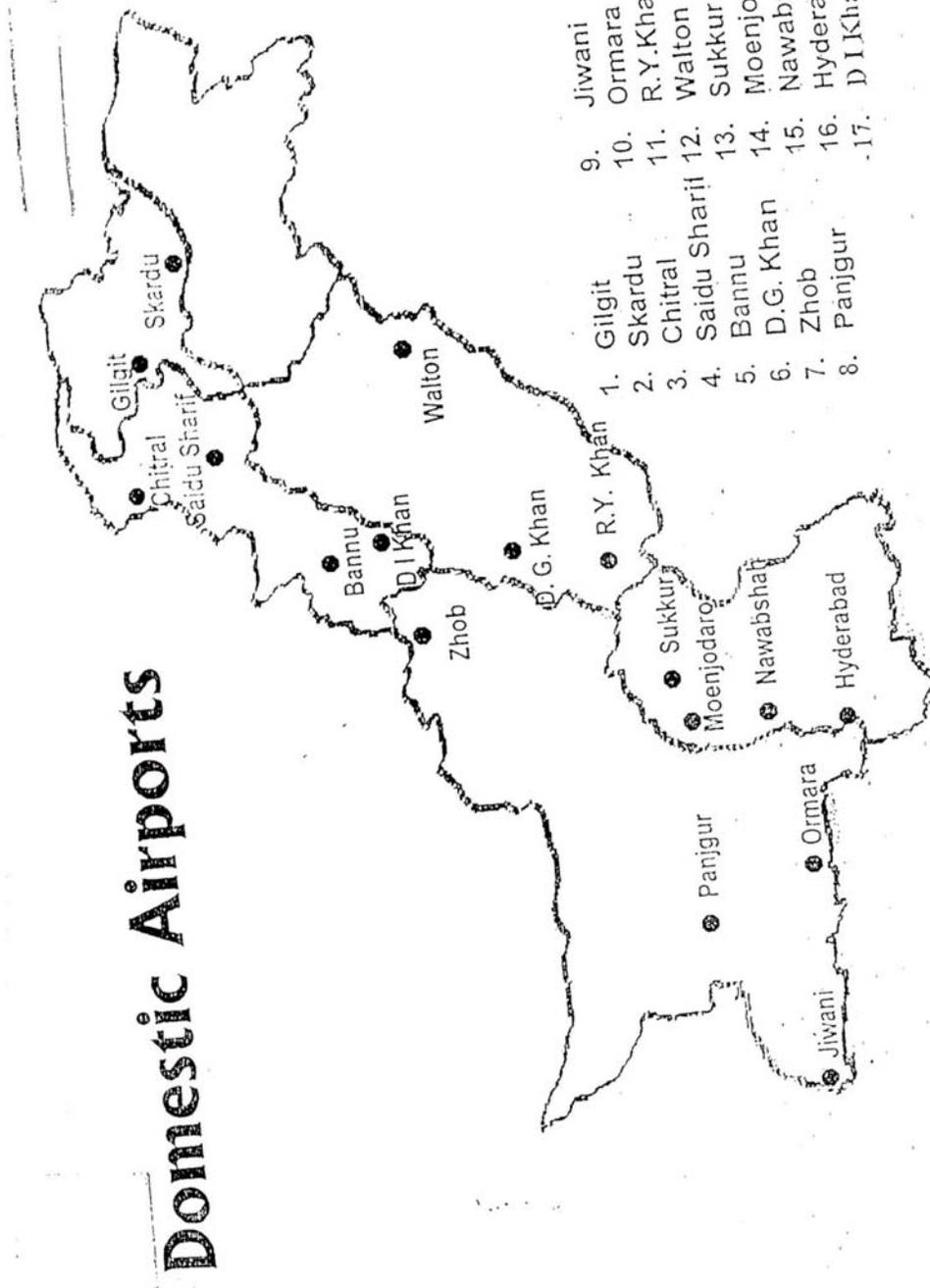
APPENDIX B

INTERNATIONAL AIRPORTS



APPENDIX C

DOMESTIC AIRPORTS





**APPENDIX D**

**FEEDER SERVICE AIRPORTS**

1. MUZAFFARABAD
2. RAWALAKOT
3. PARACHINAR
4. DALBANDIN
5. KHUZDAR
6. BAHAWALPUR
7. JACOBABAD
8. SEHWAN SHARIF

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## **APPENDIX E**

### **CLOSED AIRPORTS**

1. Kotah (4th August 1994)
  2. Bhagtanwal (3rd August 1997)
  3. Mangla
  4. Sibi
  5. Talhar (21st October 1987)
  6. Mianwali (25th October 1987)
  7. Mirpurkhas (4th February 1998)
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APPENDIX F

ORGANIZATION CHART AIRPORT MANAGEMENT

