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The Eighth Meeting of the Asia/Pacific
Aerodrome Assistance Working Group (AP-AA/WG/8)

(Bangkok, Thailand, 21 to 24 April 2026)

Agenda Item 3: Aerodrome Certification and Safety Management System

CERTIFICATION OF JOINT USER AERODROMES IN PAKISTAN

(Presented by PAKISTAN)

SUMMARY

This paper presents that in Pakistan, military aerodromes utilized for civil aviation operations are designated as “Joint-User” aerodromes. These aerodromes are certified by the Pakistan Civil Aviation Authority (PCAA) in accordance with national regulations transposed from ICAO Annex 14, Volume I Standards and Recommended Practices (SARPs). This paper outlines the regulatory framework, coordination mechanisms, safety management arrangements, and oversight processes adopted for the certification, oversight and continued surveillance of joint-user aerodromes in Pakistan.

1. INTRODUCTION

1.1 In accordance with ICAO Annex 14, Volume I, paragraph 1.4, States are required to certify aerodromes used for international operations and establish certification criteria for domestic aerodromes.

1.2 Where traffic demand, geographical, or financial constraints exist, military aerodromes may be utilized to accommodate civil aviation operations, including international flights and may be referred as joint-user aerodromes.

1.3 Certification of such aerodromes presents a unique challenge as military operations have their own distinct requirements regarding aerodrome design and operations. This distinction in aerodrome design specifications is attributable to the differing performance characteristics of military aircraft and the aircraft used for civil aviation operations. Moreover, operational priorities and security considerations also differ between military and civil aviation operations.

1.4 Pakistan has established a structured regulatory framework to certify joint-user aerodromes for ensuring compliance with national regulations and also enabling continuous oversight and surveillance by PCAA.

2. DISCUSSION

Certification of Joint User Aerodromes

2.1 The construction, operation, and maintenance of aerodromes constitute a multifaceted undertaking that requires financial viability, along with careful consideration of factors such as airspace and land constraints, environmental conditions, and local circumstances. Consequently, it is not always feasible for States to construct a separate aerodrome exclusively for civil aviation operations,

particularly where the traffic volume is limited or other constraints exist. In such cases, States utilize existing military aerodromes to accommodate civil aviation operations, including international flights. **Such arrangements give rise to what are commonly referred to as joint-user aerodromes.**

2.2 In order to meet the state oversight obligation under ICAO Annex 14, Volume I, and to ensure the safety of civil aviation operations, joint-user aerodromes are certified by the PCAA in accordance with applicable national standards.

2.3 While core certification requirements remain consistent, additional coordination mechanisms are implemented at joint-user aerodromes.

2.3.1 **Documented Roles, Responsibilities, and Jurisdictions:** The aerodrome operator and the military authority operating at the aerodrome enter into a comprehensive MoU, LoA, or policy document, under which each party formally agrees to its respective roles, responsibilities, and jurisdiction. This document includes provisions for ensuring compliance with the requirements of the PCAA. It also describes in detail the operational procedures to be followed and clearly defines the chain of communication applicable to each party. These arrangements ensure governance clarity and accountability for civil aviation functions.

2.3.2 **Responsibility of Aerodrome Operator:** The Aerodrome Operator retains full responsibility for compliance with all applicable PCAA requirements and for implementing any corrective actions to address the findings. The Aerodrome Operator is also responsible for ensuring the availability of all necessary resources, facilities, and suitably qualified personnel, commensurate with the size and complexity of the operations, to operate and maintain the aerodrome in a safe and efficient manner.

2.3.3 **Safety Management and Coordination:** At joint-user aerodromes military authorities actively participate in aerodrome safety-related activities, including wildlife hazard management, Foreign Object Debris (FOD) control, and other operational safety initiatives. They are also members of the Runway Safety Team and other relevant safety committees, such as the Environmental Control Committee.

2.3.4 Coordinated Safety Management Systems ensure hazard reporting, safety data sharing, and risk mitigation across civil and military domains.

2.3.5 Both civil and military personnel participate in safety promotion activities, including awareness sessions, FOD walks, and workshops/seminars.

2.3.6 **Segregation of Operations:** Parking, Ground Handling and other Services of Civil Operations are fully segregated. Area of each party is duly mapped and published in aerodrome procedures.

2.3.7 **Publication of Information:** Relevant information is published in the Aeronautical Information Publication (AIP) and the approved Aerodrome Manual.

2.3.8 **Control of Airside Development:** Any airside construction or modification including installation of equipment requires prior permission of PCAA to ensure compliance with established requirements.

2.3.9 **PCAA Oversight:** PCAA conducts routine inspections, audits, and safety oversight to ensure continued compliance. PCAA Inspectors are granted unrestricted access to facilities used for civil aviation purposes.

2.3.10 **Conclusion:** Pakistan has established a structured regulatory and coordination framework ensuring joint-user aerodromes meet safety requirements through uniform application of

aerodrome certification requirements which ensures defined responsibilities among aerodrome stakeholders and military authorities, implementation of safety management requirements, and continuous oversight.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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