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**Agenda Item 3: Global, Regional and National Guidance/Best Practices on Wildlife
Hazard Management**

PAKISTAN'S LEGAL AND INSTITUTIONAL FRAMEWORK IN RELATION TO WHM

(Presented by PAKISTAN CIVIL AVIATION AUTHORITY)

SUMMARY

This paper presents and highlights the comprehensive legal and institutional framework established in Pakistan for Wildlife Hazard Management (WHM) to mitigate wildlife strike risks and enhance aviation safety. This framework includes primary legislation, secondary legislation, and enforcement mechanisms that regulate land use and control wildlife attractants around aerodromes.

1. INTRODUCTION

1.1 WHM is a collaborative activity requiring participation from stakeholders both within and outside airports. While aviation authorities and aerodrome operators may be able to exercise control over activities within aerodrome boundaries, the regulation and control of activities outside the airport require a robust Legal framework.

1.2 An effective legal framework provides the statutory authority to regulate land use, control wildlife attractants, enforce compliance measures, and coordinate actions among multiple stakeholders. Such a framework enables aviation authorities to implement ICAO Standards and Recommended Practices (SARPs), conduct inspections and enforcement activities, and ensure that incompatible activities such as open waste disposal, slaughterhouses, and other bird-attracting operations are properly managed around aerodromes. A robust legal regime also strengthens inter-agency coordination, supports sustainable environmental management, and ensures a proactive and consistent approach towards mitigating wildlife strike risks and enhancing the safety of aircraft operations.

1.3 The legal framework of Pakistan provides comprehensive authority to undertake the necessary measures for effective WHM in and around aerodromes that may pose hazards to aircraft operations.

2. DISCUSSION

2.1 Pakistan recognizes that effective WHM cannot be achieved solely through aerodrome-level measures and requires a comprehensive national legal and institutional framework. Pakistan has therefore established a multi-layered framework comprising the Primary Aviation Legislation, subsidiary legislation, and inter-agency coordination mechanisms to regulate wildlife attractants and incompatible land use activities around aerodromes. The framework empowers aviation authorities to undertake enforcement actions, coordinate with provincial and municipal authorities, oversee land-use planning, and ensure implementation of ICAO SARPs.

2.2 It is recognized that strengthening legal provisions, inter-agency coordination, and national-level stakeholder engagement remains critical for sustainable and effective wildlife hazard mitigation across the aviation sector.

Pakistan’s framework is based upon Primary Legislation

2.3 Pakistan Civil Aviation Act-2023: The Pakistan Civil Aviation Act, 2023 provides the statutory framework for regulation and oversight of civil aviation activities in Pakistan. The Act empowers the Pakistan Civil Aviation Authority (PCAA) to regulate aviation safety, aviation services, airports, aerodrome operations, environmental protection, and compliance with ICAO obligations. In addition to audits, inspections, surveillance of service providers, and actions such as suspension, cancellation, or revocation of aviation documents, the Act also provides for administrative and penal enforcement mechanisms. New amendments proposed in PCA Act-2023 also include wildlife risk assessments at aerodromes.

2.4 Aircraft (Removal of Danger to Safety) Ordinance-1965: The Aircraft (Removal of Danger to Safety) Ordinance, 1965 is the principal legislation specifically addressing wildlife hazards in Pakistan. The legislation authorizes:

- Regulation of bird attractants;
- Restrictions on future land use;
- Inspection and enforcement powers; and
- Prohibition of incompatible activities around aerodromes

Pakistan’s framework is based upon Statutory Regulatory Orders (S.R.Os) and Civil Aviation Rules

2.5 S.R.Os and Civil Aviation Rules constitute the secondary tier of the legal framework, issued by the Federal Government. These instruments serve as important tools for implementation of the provisions of the primary legislation to ensure civil aviation safety. The following S.R.Os and Civil Aviation Rules have been issued specifically for WHM.

- S.R.O 342 (I)/86: This S.R.O. provides for regulation of land-use activities such as establishment of tanneries, slaughterhouses, cattle yards, fish-drying area, poultry farms, etc., and waste management practices around aerodromes to support WHM and ensure aircraft safety.
- S.R.O 343 (I)/86: This S.R.O has been issued to empower airport managers and their authorized representatives to exercise powers under section-6 of Aircraft (Removal of Danger to Safety) Ordinance-1965 for effective WHM.
- Rule-71 of CARs-1994: Rule 71 provides measures for WHM around aerodromes. It empowers the Director-General PCAA to direct landowners to remove or manage such hazards, prescribes penalties for non-compliance, and authorizes designated officers to take necessary action to eliminate threats to aircraft safety.

Pakistan’s framework is based upon Institutional Framework

2.6 Pakistan’s institutional framework for WHM comprises the Pakistan Civil Aviation Authority (PCAA), the National Aerodrome Safety Committee, and aerodrome-level Environmental Control Committees.

2.7 Pakistan CAA: The PCAA is the national aviation regulator. In the context of WHM, the PCAA is responsible for:

- Implementation of ICAO SARPs;
- Aerodrome certification and oversight, including WHM;
- Development of regulations and issue guidance material;
- Monitoring aerodrome wildlife management activities and including WHM programmes / plans;
- Enforcement of aviation safety requirements; and
- Where required, coordination with federal and provincial agencies.

2.8 National Aerodrome Safety Committee: The Government of Pakistan has constituted the National Aerodrome Safety Committee to strengthen inter-agency coordination on aerodrome safety and wildlife hazard management. The committee is headed by the Federal Minister and includes high level members from the Aviation Industry, Federal and Provincial authorities and environment authorities and wildlife specialists. The Committee has been tasked with reviewing legislation, overseeing land-use planning around aerodromes, ensuring the implementation of ICAO SARPs, and promoting effective wildlife hazard management practices. The Committee also serves as a focal point for resolving conflicts between aviation, land-use, and environmental authorities.

2.9 Aerodrome Level Environment Control Committees (ECC): In accordance with PCAA requirements, each aerodrome has established an ECC, which serves as a useful platform for frequent interaction with local authorities to ensure that land-use activities around the aerodrome do not pose hazards to flight safety, including activities associated with wildlife hazard management.

Conclusion

2.10 Pakistan has established a comprehensive legal and institutional framework for wildlife hazard management at aerodromes through:

- Primary legislation;
- Rules and regulations;
- Enforcement provisions;
- Land-use control mechanisms; and
- National inter-agency coordination arrangements.

2.11 Pakistan remains committed to continuous improvement of wildlife hazard management practices through coordinated national efforts, regulatory modernization and implementation of international best practices.

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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