



**ASSEMBLY — 42ND SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 18: Capacity Development and Implementation Support – Policy and Activities**

**PAKISTAN CIVIL AVIATION AUTHORITY INITIATIVES ON  
TECHNICAL SUPPORT AND ASSISTANCE TO ENHANCE AVIATION SAFETY**

(Presented by Pakistan)

**EXECUTIVE SUMMARY**

This information paper outlines the Pakistan Civil Aviation Authority's (PCAA) key initiatives to strengthen safety oversight, which were instrumental in Pakistan's removal from the UK Air Safety List and the lifting of EASA's operational suspension. The technical support of the Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP) South Asia, through a series of specialized trainings was instrumental in this progress. PCAA introduced new policies on hiring of experienced inspectors and subject matter experts from the industry. PCAA also established revised procedures governing certification, inspection, and internal quality control. Over the past two years, significant progress has been made, and the quality of oversight has strengthened, which has also been observed and acknowledged in the independent reports by COSCAP experts.

<i>Strategic Goals:</i>	This working paper relates to the following Strategic Goals: <i>Every Flight is Safe and Secure, Aviation Delivers Seamless and Accessible and Reliable Mobility for All.</i>
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<i>Financial implications:</i>	None
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<i>References:</i>	Annex 6 — <i>Operation of Aircraft</i> Doc 8335, <i>Manual of Procedures for Operations Inspection, Certification and Continued Surveillance</i> Doc 9734, <i>Safety Oversight Manual</i> Doc 9735, <i>Universal Safety Oversight Audit Programme Continuous Monitoring Manual</i>
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**1. INTRODUCTION**

1.1 In recent years, the PCAA has undertaken a series of reforms to address longstanding challenges in aviation safety oversight. These efforts played a pivotal role in addressing challenges faced by PCAA and led to the removal of Pakistan from the UK air safety list and removal of the operational suspension on Pakistani operators by the European Union Aviation Safety Agency (EASA).

1.2 Recognizing the need for structural improvements, PCAA implemented strategic measures to align with global safety standards. These included organizational changes, capacity-building initiatives, and closer collaboration with international aviation bodies. The results have been significant, leading to the restoration of international confidence in Pakistan's aviation oversight capabilities.

## **2. INITIATIVES**

### **2.1 Technical Support from COSCAP South Asia**

2.1.1 PCAA leveraged the expertise and support of COSCAP South Asia, which provided targeted technical assistance and specialized training programs. These initiatives enhanced the competencies of safety inspectors and contributed to the alignment of national practices with international standards. PCAA conducted Regulatory Compliance Inspections (RCI) of major operators with a COSCAP expert as an observer.

### **2.2 Hiring of Experienced Personnel**

2.2.1 A policy shift allowed PCAA to recruit experienced inspectors and subject matter experts directly from the aviation industry, the age limit for retention in PCAA was extended to 70 years. This brought in critical expertise and practical knowledge, significantly improving the effectiveness of oversight functions. PCAA has now an adequate number of Flight Operation Inspectors (FOIs), Cabin Safety Inspectors (CSIs), Dangerous Goods Inspectors (DGIs) and Subject Matter Experts for Safety Management System, Flight Data Monitoring and Flight Duty Time.

### **2.3 Revised Oversight Procedures**

2.3.1 PCAA developed and implemented revised procedures for certification, inspections, and internal quality control. These updated procedures ensured more consistent and thorough application of safety standards across all regulated entities. Introduction of in-house developed software application where audit and inspection findings (non-compliances) are uploaded for a structured response from the operators. This software provided traceability and transparency to the procedure adopted to close non-compliances based on corrective action plan (CAP) implementation evidences.

### **2.4 Strengthened Internal Quality Control**

2.4.1 Internal quality control mechanisms were reinforced, introducing a more systematic approach to monitoring oversight activities. This has led to improved accountability and better detection of potential deviation from oversight policies and procedures.

### **2.5 Measurable Improvement in Oversight**

2.5.1 Over the past two years, these initiatives have resulted in a visible improvement in the quality of oversight for certification and surveillance activities. Independent assessments by COSCAP experts have recognized this progress, further validating PCAA's reform efforts. The following key indicators were set to monitor oversight performance.

- a) Oversight Capability Matrix Conformance (acquiring number of Inspectors based on iSTARS methodology);
- b) Percentage of achievement of safety oversight surveillance plan (planned to achieved);

- c) Number of inspections per operator for applicable categories (inclusive of scheduled and non-scheduled inspections);
- d) Qualitative Risk Profiling of Operators based on number, level and status of Audit Findings, Surveillance Inspections Findings, Number of Mandatory Occurrence Reports, Operator's SPI and SPT Performance Profile, Number of RIEs filed and status of operator's Top Safety Issues; and
- e) Number of Ramp Inspections (SAFA Inspections) of Local and Foreign Operators.

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