



**DATA COLLECTION REPORT RELATED TO AIRPORT UNDER THE
PROJECT OF ACCESSIBLE PAKISTAN APPLICATION**



**SUBMITTED TO
ACCESSIBILITY & MONITORING CELL
(AMC)**

**SUBMITTED BY
INERN OF ACESSIBILTY & MONITORING CELL**



PREPARATION OF THIS GUIDE

The aim of this guide is to support organizations. It is based on the principles of providing a fully inclusive environment that supports PEOPLE WITH DISABILITIES (PWDs)

To provide universal accessibility on proper standards. To improve access to better information and support for people with disabilities including greater awareness of the need for advocacy.

Provide need of the (PWDs) who have talent but not have proper access to achieve their goals and deliver for their country.

It is crucial for PWDs to maintain independence. As they do not have proper access to the buildings or any environment and equal right in the society.

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DESIGN FOR PEOPLE

It is a discussion on “UNIVERSAL DESIGN” and how sites are designed and hold the idea of functionality for possible number of users.

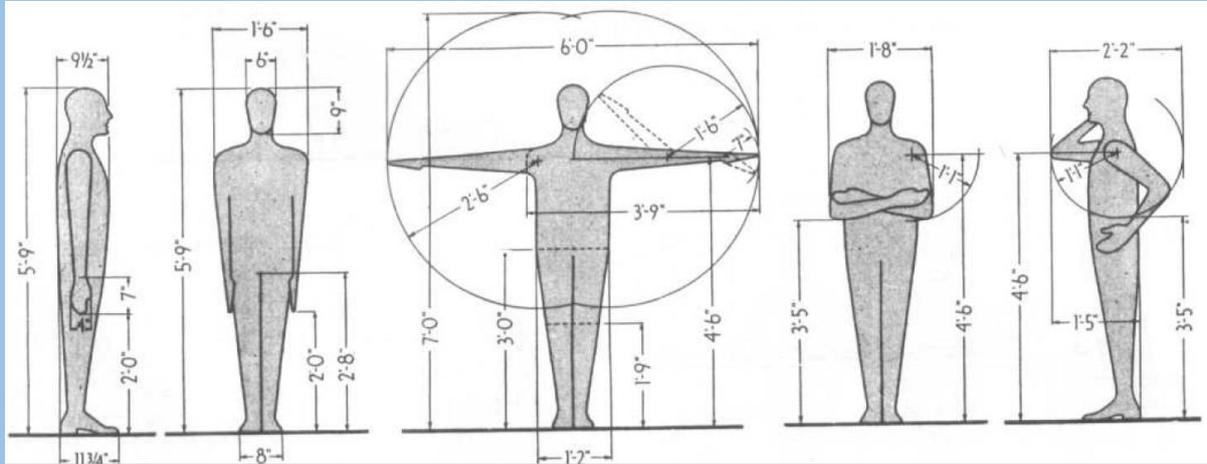
The design of effective walkways that allow for multiple uses and users is included, and the use of material paving is introduced.



GENERAL SITE DESIGN GUIDELINES

There is no shortage of sources for site furnishings today, and the designer can choose from a wide range of well-designed and durable materials in many styles. However it remains the responsibility of the design professional to select and specify the materials appropriate to the site. A working knowledge of human dimensions and behavior is necessary.

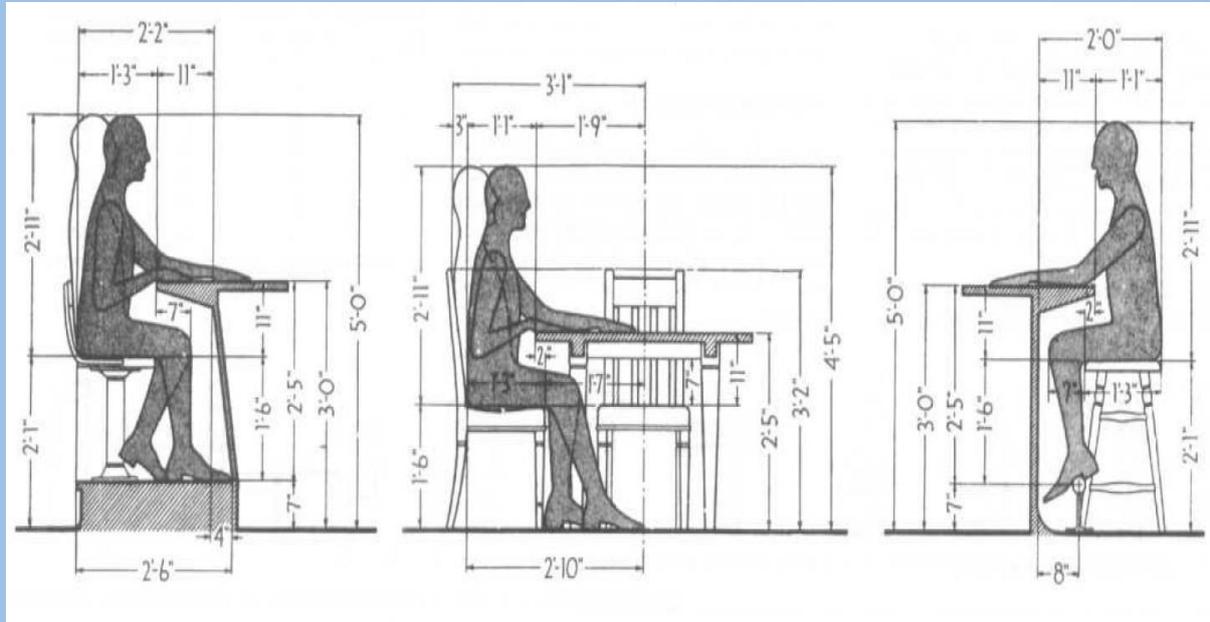
HUMAN DIMENSIONS



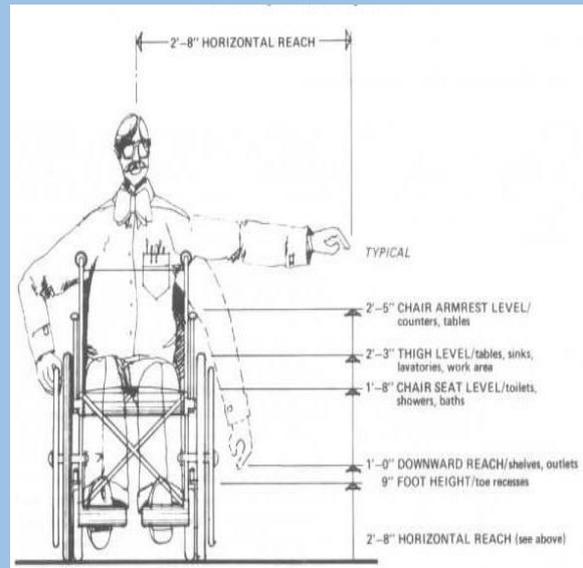
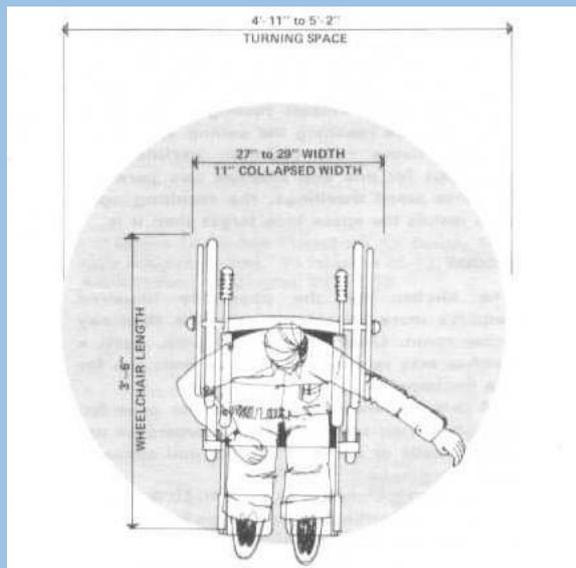
The human scale of site design is of primary interest for site developers. Site designs reflect the values of the society at that time through the work of designers.

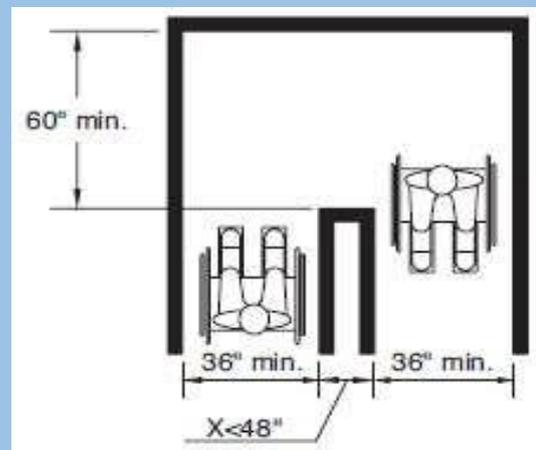
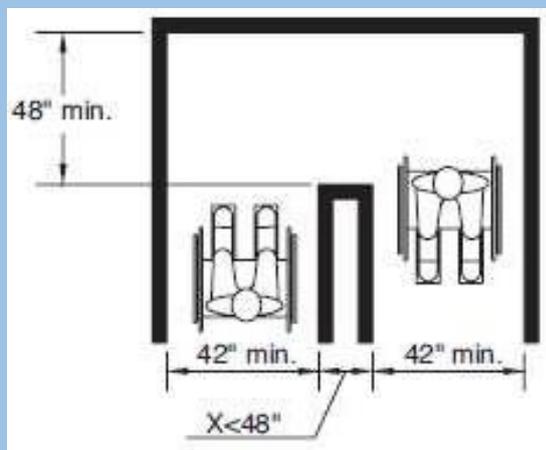
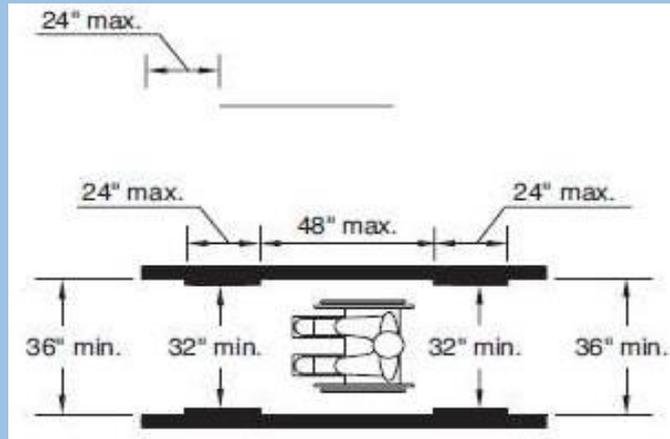
Age	Height, in	Age	Height, in
5	44	11	56
6	46	12	58
7	48	13	60
8	50	14	62
9	52	15	64
10	54	16	66

CHAIR AND TABLE DIMENSIONS



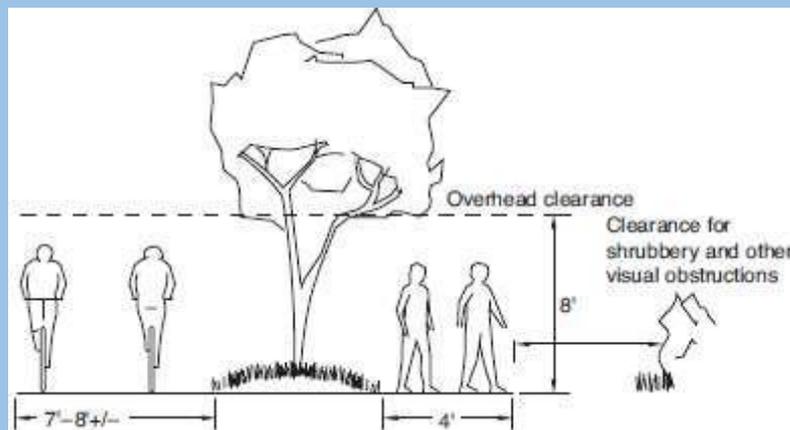
WHEELCHAIR USER DIMENSIONS





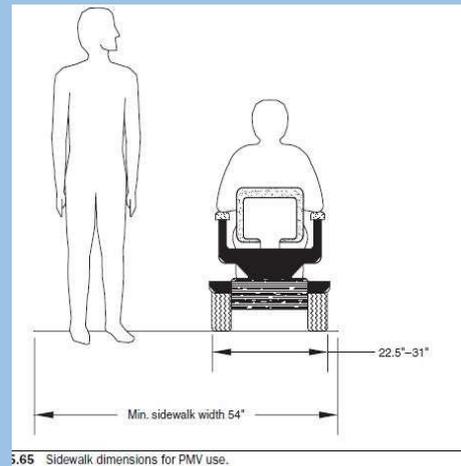
PEDESTRIAN WALKWAYS

- A fundamental element of design for the pedestrian is the pathway or sidewalk
- The peak time for walking is mid-day and sidewalks should be designed to account for this peak time



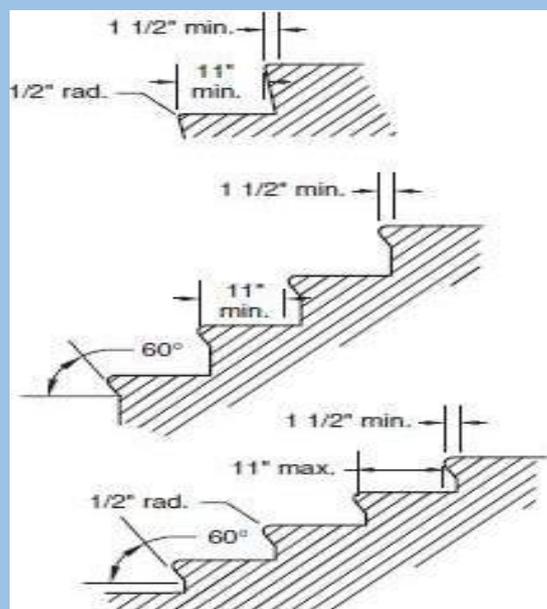
The width can be determined using the following method:

- $W = V(M)/S$
- where W = the width of the pathway or sidewalk
- V = volume in person/minute
- M = the space module or square feet allowed per person
- S = walking speed in feet per minute



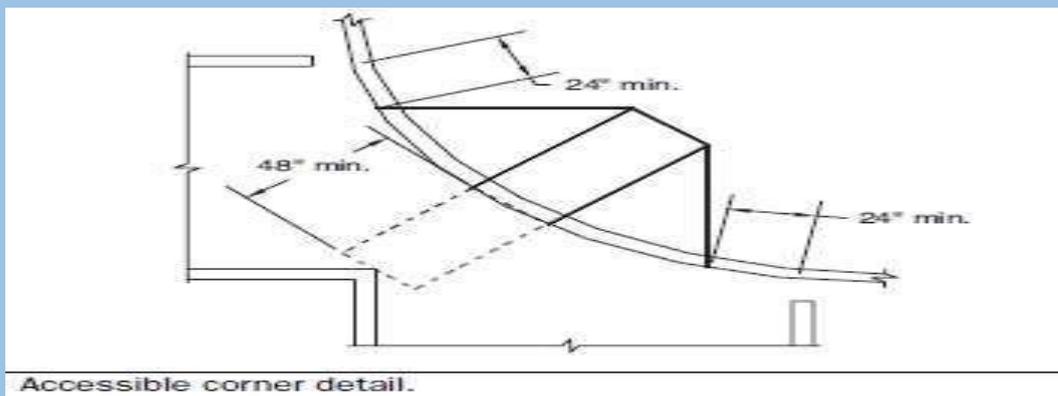
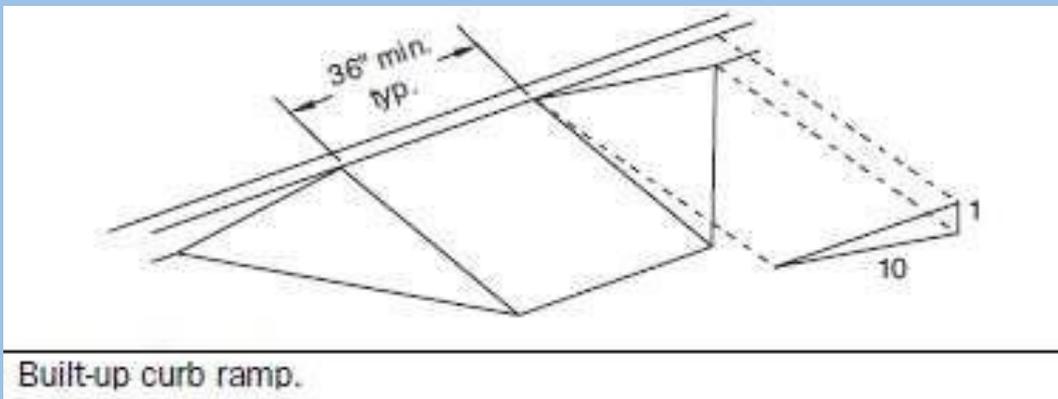
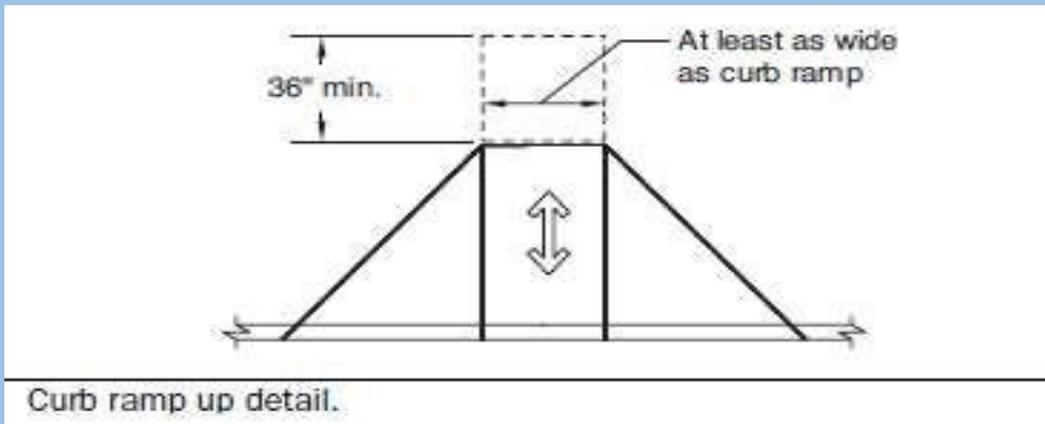
OUTDOOR STAIRWAYS

- Outdoor stairs should be made easier to use than indoor stairways because people tend to be moving faster when outdoors.
- Avoid the use of a single step. A minimum of three steps should be used to clearly signal the change in grade.
- Maintain a minimum tread height of 4.5 inch. A maximum tread height of 7 inch should also be observed.
- Stair treads should be designed with a minimum of 2 percent positive pitch to provide drainage.
- Vertical distance between landings should be 5 feet or less.
- Stair design should incorporate visual signals to signal stair treads and edges.



RAMPS

- Landings shall be at least as wide as the ramp run leading to it and be a minimum of 60 inch.
- Ramps should be designed to meet the following ADA requirements.
 - Ramps with a slope between 1:12 and 1:16 should be designed to not exceed a rise of 30 inch.
- The minimum clear width of a ramp is 36 inch.



SIGNAGE

- Designing signs is a specialty itself, and many types of signs are available commercially.
- For common signs identifying designated handicapped parking or restroom facilities, it is best to rely on signs that are familiar and in common use.
- Signs that use symbols to convey information such as warnings or directions are preferred over those that have information in only one language. Likewise, consideration should be given to ADA concerns when designing signage.



PESHAWAR INTERNATIONAL AIRPORT; AN INTERNATIONAL GATEWAY

Peshawar International Airport is the airport in Pakistan. In January 2008, the provincial government decided to work on the expansion work needed to upgrade the quality of the aircraft in terms of facilities, terminal modernization and cargo growth. In June 2008, the Deputy Director General of the CAA, Air Vice Marshal Sajid Habib, said that five billion rupees have been allocated to expand and develop Peshawar airport. Details of the work performed are ambiguous.



Peshawar airport is operated by Civil Aviation Authority (CAA). The CAA is focused on growing as an international gateway. Its vision? To be “The Best Airport In The World” by providing consumers with reliable service, sustainable growth, and a welcoming atmosphere. That begins with parking.

OVERALL AIRPORT ANALYSIS

As we start from the entrance of the airport which has access by the ramp on proper standards but with no proper signage or tactile paving for the sight disabilities. An attendant is available at the entrance area who provides proper guidance and do all process for the people with disabilities. When all process is cleared for the wheelchair user then he/she needs to go to the waiting area. However, there is no proper clear signed area for PWD in waiting area. Restroom area is provided on proper standards and can be easily accessed by the wheelchair users.

Internal ramps in airport are on standard. And moving from ground to first floor is easy as it can be accessed by escalators, elevators & stairs. Stair nosing is not in contrast.

