



# ICAO

*International Civil Aviation Organization*

Sixth Meeting of the Asia/Pacific Aerodrome Design and Operations Task Force (AP-ADO/TF/6)

*Langkawi, Malaysia, 18 - 21 February 2025*

## Agenda Item 5: Transposition of Annex 14 ICAO SARPs into National Aerodrome Standards

Papua New Guinea's update on the implementation of Annex 14 SARPs

(Presented by Papua New Guinea)

### SUMMARY

This paper presents information on Papua New Guinea's update on the implementation of Annex 14 SARPs including alignment of national aerodrome standards with Annex 14 SARPs through legislative updates, airport infrastructure development programmes.

## 1. INTRODUCTION

1.1 Papua New Guinea (PNG) has 24 certified airports and is in the process of certifying 3 more. In addition, PNG has 600 known airstrips, however depending on maintenance, somewhere between 150 to 200 airstrips are operational on any given day.

1.2 PNG has one (1) international airport, the Port Moresby (Jacksons) International Airport and is in the process of designating a second international airport, the Nadzab (Tomodachi) International Airport.

1.3 PNG has the following demographics:

Description	Total
Number of Aircraft	208
Air Operators	23 Local and 8 Foreign
Maintenance Organizations	20 local and 13 Foreign
Total Number of Pilots	1195
Total Number of Aircraft Maintenance Engineers	718
Total Number of Air Traffic Controllers	98

1.4 PNG attended the 2nd Asia Pacific Ministerial Conference on Civil Aviation, 11-12 September 2024, Delhi and the Aviation Security Week in Muscat Oman, 9 – 12 December 2024.

- 1.5 PNG is working towards ratifying the Six International Laws and Treaties:
- Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 50 (a)] (Doc 10077) and
  - Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 56] (Doc 10076) (Montréal, 2016):
  - Convention for the Unification of Certain Rules for International Carriage by Air (Doc 9740) (Montreal, 1999):
  - Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation (Doc 9960) and
  - the Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft (Doc 9959) (Beijing, 2010):
  - Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft (Doc 10034) (Montréal, 2014).

1.6 We anticipate ratification by the middle of the second quarter of this year as the PNG Parliament is sitting in March 2025.

1.7 As a member of the international community and signatory to the Chicago Convention, PNG is committed to ensuring ongoing compliance with ICAO SARPs. PNG recognizes that aviation safety and security are essential pillars for national development and international cooperation.

## **2. Transposition of ICAO Annex 14 SARPs**

2.1 Papua New Guinea has made significant strides in transposing the ICAO Annex 14 Standards and Recommended Practices (SARPs) into our National Aerodrome Standards, as evidenced in the data for PNG on the ICAO USOAP CMA Online Framework in the section on CC/EFOD. This comprehensive process involves a series of steps, beginning with initial assessments, transposing of the SARPs into National legislation, surveillance and enforcement.

2.2 As part of the efforts to transpose Annex 14 SARPs into national standards, we have actively engaged with the Electronic Filing of Differences (EFOD) system to file our differences, effectively communicating our compliance status to ICAO while identifying areas requiring improvement. By leveraging the EFOD system, we are meticulously working towards full compliance with Annex 14 requirements, ensuring that our aerodrome standards are aligned with international best practices.

## **3. Legislative Updates and Guidance**

3.1 Through legislative updates and issuance of advisory circulars, Papua New Guinea has adopted the ICAO SARPs, providing clear guidance to aerodrome operators for implementing the new standards. These updates emphasized compliance to international best practices in aerodrome design and operations, reinforcing our commitment to safety and security.

3.2 As an illustration of our efforts, and in relation to this Aerodrome Design and Operations Task Force, PNG is now participating in the working groups of the ADO/TF. PNG leads the Small Working Group (SWG) on Task 5/5 and is a member to SWG on Task 5/1.

#### **4. Infrastructure Development**

4.1 Discussion Paper DP/6/1, at DGCA 59 in Cebu, Philippines discussed airport economic sustainability and financial resilience are key pillars for infrastructure development.

4.2 PNG Recognizing the crucial need to align national aerodrome standards with international safety and security requirements, the Government of Papua New Guinea, with financial support from the Asian Development Bank (ADB), launched the Civil Aviation Development Investment Program (CADIP). This innovative program addresses the deficiencies in airport infrastructure that previously did not meet ICAO standards. Key initiatives of CADIP include:

- Upgrading Runways, Taxiways, and Aprons: Implementing enhancements to meet Annex 14 specifications, thereby improving operations efficiency and safety across our airports.
- Modernizing Visual Aids and Navigation Systems: Updating equipment to enhance operational safety, ensuring reliable and accurate guidance for aircraft.
- Strengthening Institutional Capabilities: Building capacity within the National Airports Corporation (NAC) and other aviation entities to effectively manage and maintain advanced infrastructure.

4.3 On 1<sup>st</sup> January 2004, Part 139 the Civil Aviation Rules came into effect, which outlines the certification and operation requirements for aerodromes. Amendment 7 of this regulation aligns with Annex 14 Amendment 17, ensuring that aerodromes adhere to international safety and security measures.

#### **5. Progress and Achievements**

5.1 The implementation of CADIP has been carried out in three phases, focusing on upgrading airport facilities across By November 2021, significant improvements had been achieved, including:

- Modernized Navigation Equipment: Enhancing the safety and efficiency of flight operations.
- Upgraded Airside and Landside Infrastructure: Improving facilities to meet international standards, enhancing passenger experience and operational capabilities.
- Increased Capacity for Larger Aircraft: Expanding our ability to accommodate modern, larger aircraft, which boosts connectivity and stimulates economic growth.

#### **6. Collaboration and Consultation**

6.1 To support the implementation of Annex 14 SARPs, we have established strong consultations with aerodrome operators to ensure compliance with design criteria and operational requirements. This collaborative approach aligns all stakeholders in our pursuit of excellence in aviation safety and security. Through regular dialogue and shared commitment, we are fostering a unified effort to meet and exceed international standards.

## **7. Current Progress and Future Endeavors**

7.1 As of February 2025, progress continues on various fronts:

- Government Commitment: While many airports have benefited from donor funding, our government has dedicated further investment through the National Transport Strategy (NTS). Our goal is for all national airports to achieve full compliance by 2030.
- Addressing Outstanding Works: We are prioritizing the completion of pending infrastructure projects to meet required standards.
- Sustainable Operational Practices: Emphasizing long-term efficiency and environmental sustainability across all aerodromes.
- Capacity Building and Training: Investing in the development of our aviation workforce through training initiatives and skill enhancement programs.
- Cultivating a Culture of Safety: Embedding safety as a core value throughout our aviation sector, ensuring it underpins all operations and decision-making process.

## **8. Challenges**

8.1 While we are proud of PNG's achievements, we acknowledge that challenges remain:

- Funding Shortfalls: Certain airports still require upgrades to meet international standards, necessitating additional financial resources.
- Effective Resource Allocation: Ensuring that available funds are strategically directed to priority areas for maximum impact.
- Continued Capacity Building: Ongoing development of skills and competencies within our aviation workforce to keep pace with technological advancements.

8.2 The PNG Government is working actively to address the challenges, we also appreciate the assistance we get from our bilateral partners.

## **9. Summary**

9.1 In summary, Papua New Guinea's efforts to transpose ICAO Annex 14 SARPs into national standards have resulted in substantial advancement through:

- Regulatory Updates: Aligning our national regulations with international standards to ensure consistency and compliance.
- Infrastructure Improvements: Modernizing our airports to enhance safety, efficiency, and passenger experience.
- Training Initiatives: Developing the expertise of our aviation professional to meet evolving demands of the industry.
- Ongoing Commitment to Compliance: Continuously striving to meet and exceed international requirements, demonstrating our dedication to aviation excellence.

9.2 We remain steadfast in our dedication to enhancing aviation safety and security, not only for our State but as a participant in the global aviation community.

**10. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) Note Papua New Guinea's update on the implementation of Annex 14 SARPs.

\_\_\_\_\_