



## OFFICE OF THE CHIEF EXECUTIVE OFFICER AND DIRECTOR OF CIVIL AVIATION

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### Closure of NADZAB and KIUNGA.

1 September 2022

It is important to state at the outset that in civil aviation, safety is of paramount importance and is not taken lightly. Safety is not to be compromised and held ransom for the benefit of individual or any group of individuals. PNG can be proud of its achievement in recent times when it increased its EI from about 40% to 60.4% in 2018 which shows the level of effective implementation of the safety oversight of our civil aviation systems. PNG is looking at increasing these numbers as we prepare for an upcoming ICVM or USOAP full audit.

The actions taken by CASA PNG is the result of a combination of outstanding issues with NAC in its effective implementation of civil aviation requirements for operations of an aerodrome, of which is now subject of the actions taken by CASA to cease operations until such time these safety requirements are complied with by NAC.

PNG Civil Aviation Rule Part 139.3 requires the National Airport Corporation (NAC) to have a valid Aerodrome Operating Certificate for the Nadzab and Kiunga Aerodromes or Airports.

The Aerodrome Operating Certificates for Nadzab and Kiunga expired on 31 July 2022.

Audits were conducted on the Nadzab and Kiunga aerodromes in July 2022. There are 21 Non-compliances or Findings at the Nadzab Aerodrome and 7 Non-compliances or Findings at Kiunga aerodrome. These Findings require closing actions from NAC prior to the aerodrome certificates being re-issued.

A Fit and Proper person Test/Assessment was conducted on MD NAC, Mr Rex Kiponge. He did not meet the criteria specified in Section 50 of the Civil Aviation Act and is not a Fit and Proper Person.

I met with NAC Management today to address the non-compliance issues. I must state I am disappointed. Thirty-two (32) days after the Aerodrome Operating certificates have expired, NAC still do not have Safety Management System Manuals for Nadzab and Kiunga. A requirement under Part 100 of the Civil Aviation rules.

It is an offence under the Civil Aviation Act 2000 to conduct operations without a necessary aviation document.

Section 280. Acting Without Necessary Aviation Document.

A person who –

(a) operates, maintains, or services; or

(b) does any other act,

in respect of any aircraft, aeronautical product or aviation related service, either without holding the appropriate current aviation document or knowing that a current aviation document



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is required to be held in respect of that aircraft, product or service before that act may lawfully be done and knowing that the appropriate aviation document is not held, is guilty of an offence.

Penalty: Where a person convicted on an offence is -

- (a) a corporation a fine not exceeding K50,000.00; and
- (b) other than a corporation - a fine not exceeding K10,000.00 or imprisonment for a term not exceeding 3 months, or both.

PNG will undergo an ICAO audit if we accept to do so in the next ninety days. The matters raised above places PNG in a predicament where if ICAO becomes aware of the issues we have faced with NAC, the likelihood of making a finding of Significant Safety Concerns (SSCs) against the State of PNG would tarnish PNG's international reputation. We must make sure we protect PNG and avoid such an outcome.

Benedict Igo Oraka