



PNG 11th Aviation Safety & Security Conference
APEC Haus, Port Moresby, Papua New Guinea
 5 October 2026

DISCUSSION PAPER

Agenda: National Air Transport Facilitation Programme - Governance, Implementation and National Coordination
Title: Governance, Implementation and National Coordination
Organisation: Department of Transport
Presenter: Mr. Bradley Maragau, Policy Aviation Officer.

SUMMARY

This discussion paper seeks leaders' views on how Papua New Guinea can use the National Air Transport Facilitation Programme (NATFP), issued on 14 May 2025 as Revision 2, as an active national delivery mechanism for ICAO Annex 9 facilitation requirements. It invites discussion on strengthening the National Air Transport Facilitation Committee, airport-level implementation, accountable annual work programming, and coordinated national follow-up to relevant DGCA/61 facilitation outcomes, particularly passenger data and inadmissible passengers.

1.0 INTRODUCTION

Papua New Guinea's NATFP was developed with reference to ICAO Annex 9 - Facilitation, Annex 17 - Security, relevant ICAO guidance material and national legislation. Its purpose is to guide improvement and optimization of aircraft, crew, passenger and cargo flows while maintaining appropriate security requirements and compliance with applicable international and national requirements.

The NATFP identifies the Department of Transport & Infrastructure as the authority responsible for development, implementation and maintenance of the Programme and for establishing the National Air Transport Facilitation Committee. The National FAL Committee is chaired by the Secretary of Transport, while CASA PNG provides Secretariat services under the Programme's Rules of Procedure.

2.0 DISCUSSION

The National FAL Committee is established to implement and manage the NATFP. Its terms of reference include inter-agency coordination, implementation of the Programme, consideration of facilitation recommendations, development of good practices, consideration of regulatory changes, dissemination of relevant ICAO facilitation developments and coordination with the National Civil Aviation Security Committee on security-related facilitation matters.

The NATFP provides that the National FAL Committee lays down its priorities and work agenda through an annual work programme, may use dedicated subgroups, and receives operational updates from Airport Facilitation Committees. The Rules of Procedure provide for at least two National FAL Committee meetings each year.

The Programme also requires coordination between facilitation and aviation security arrangements to avoid duplication and ensure timely resolution of matters affecting both areas.

DGCA/61 did not adopt a Core Action Item under the Aviation Security and Facilitation category. It nevertheless issued Recommendations REC-20 to REC-23. Of particular

relevance to the NATFP are REC-22, covering national passenger data programmes, API/PNR, a Passenger Data Single Window and interoperable digital identity solutions, and REC-23, concerning Annex 9-aligned management of inadmissible passengers and collaboration among relevant stakeholders.

ICAO State Letter AP112/26 (TC), dated 21 September 2026, asks States/Administrations to review DGCA/61 outcomes and provide completion or progress updates on applicable Action Items through the DGCA Conference Action Items Tracker Portal no later than 31 August 2027.

The NATFP already provides an established national governance platform for facilitation. The immediate leadership opportunity is to use that platform as an active delivery mechanism linking policy, operational implementation, measurable actions and evidence, while coordinating closely with aviation security governance where issues overlap.

Priority leadership attention should therefore be directed to maintaining effective national coordination, translating the annual work programme into accountable deliverables, supporting airport-level implementation, and using the national governance arrangements to coordinate relevant DGCA/61 facilitation outcomes.

3.0 ACTION BY THE CONFERENCE

The conference is invited to:

- a. Discuss and provide guidance on strengthening use of the National FAL Committee as the principal national coordination and delivery forum;
- b. Discuss translating the annual work programme into clearly owned, measurable deliverables;
- c. Discuss strengthening the two-way link between Airport Facilitation Committees and national decision-making;
- d. Discuss coordinating national consideration and follow-up of applicable DGCA/61 facilitation outcomes through the NATFP governance framework; and
- e. Discuss any relevant matters as appropriate.

References: PNG National Air Transport Facilitation Programme, Rev. 2, 14 May 2025; ICAO State Letter AP112/26 (TC), 21 September 2026.

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DISCUSSION PAPER

Agenda: National Civil Aviation Security Programme - National Governance, Coordination and Implementation Framework

Title: National governance, coordination and implementation framework

Organisation: Department of Transport.

Presenter: Joachim Wojen, International Aviation Officer, Department of Transport.

SUMMARY

This discussion paper seeks leaders' views on how Papua New Guinea can use the National Civil Aviation Security Programme (NCASP), Revision 8.0 dated 1 May 2025, as an active national governance and implementation framework for aviation security. It invites discussion on disciplined execution, inter-agency coordination, evidence of effective implementation and assurance, timely escalation of resource or capability constraints, and national follow-up to relevant DGCA/61 aviation security outcomes.

1.0 INTRODUCTION

The NCASP objective is to establish a regulatory platform to protect the security, regularity and efficiency of civil aviation through safeguards against acts of unlawful interference. The Programme states that it is established in accordance with Annex 17 Standard 3.1.1 and is intended as a national policy reference for aviation security requirements and responsibilities.

Revision 8.0 is dated 1 May 2025 and is issued for use. The Programme states that it is designed around Annex 17, security-related provisions of Annex 9, relevant national legislation and Civil Aviation Rules.

2.0 DISCUSSION

The NCASP identifies the Ministry for Civil Aviation as the designated appropriate authority and delegates responsibility for developing, implementing and maintaining the NCASP to CASA PNG. The NCASP assigns CASA PNG responsibilities that include coordination between organisations, allocation of tasks, review and maintenance of the Programme, national quality control, national training, risk assessment and cybersecurity measures.

The NCASP establishes the National Civil Aviation Security Committee (NCASC). Its terms of reference include consideration of the threat environment, coordination of aviation security measures among responsible organisations, review of the NCASP and recommendations for changes in national aviation security policy. The NCASP provides for bi-annual meetings and states that, wherever possible, NCASC meetings will coincide with National Air Transport Facilitation Committee meetings because of their synergies and comparable memberships.

The NCASP is to be read with the National Civil Aviation Security Quality Control Programme and the National Civil Aviation Security Training Programme. The NCASP includes provisions covering responsibilities, airport and aircraft security, access control, cybersecurity, passenger and baggage security, cargo and mail, security equipment, personnel, response to acts of unlawful interference, evaluation of effectiveness, risk assessment and adjustment of programmes.

The NCASP provides for evaluation of effectiveness through quality control activities such as audits, inspections, tests and investigations, together with exercises and management review. It also provides for programme adjustment when failures, vulnerabilities or changes in legislation, threat environment or ICAO SARPs require amendment.

DGCA/61 adopted no Core Action Item under the Aviation Security and Facilitation category but issued Recommendations REC-20 to REC-23. REC-20 concerns the dynamic threat environment and information sharing, while REC-21 concerns information-security risks within safety, security and oversight arrangements and regional cooperation on trusted information sharing. These matters are directly relevant to the NCASP's threat/risk coordination and cybersecurity provisions.

ICAO State Letter AP112/26 (TC) asks States/Administrations to review DGCA/61 outcomes and provide completion or progress updates on applicable Action Items through the DGCA Conference Action Items Tracker Portal no later than 31 August 2027.

3.0 ACTION BY THE CONFERENCE

The conference is invited to:

- a. Discuss and provide guidance on strengthening disciplined implementation of the NCASP across responsible organisations;
- b. Discuss maintaining effective inter-agency coordination through the National Civil Aviation Security Committee and related mechanisms;
- c. Discuss strengthening evidence, assurance and timely escalation of resource or capability constraints;
- d. Discuss coordinating national consideration and follow-up of relevant DGCA/61 aviation security outcomes through the existing NCASP governance framework; and
- e. Discuss any relevant matters as appropriate.

References: PNG National Civil Aviation Security Programme, Rev. 8.0, 1 May 2025; ICAO State Letter AP112/26 (TC), 21 September 2026; Final List of Action Items arising from DGCA/61.



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DISCUSSION PAPER

Agenda: National Wildlife Hazard Management Program.
Title: Strengthening PNG Wildlife Hazard Management through Evidence, National Governance, Standardised Reporting and Risk-Based Action.
Organisation: Department of Transport.
Presenter: Mr. Kenny Abau, Manager International Air Transport Operations

SUMMARY

This discussion paper proposes a coordinated national response focused on governance, standardised reporting and ICAO IBIS arrangements, risk-based action at priority aerodromes, post-strike assurance, national safety intelligence and land-use coordination. The 2026 year-to-date analysis records 39 bird-strike events from January to September across Nadzab, Port Moresby International Airport (PMIA), Mt. Hagen and Goroka. Nadzab recorded 13 strikes, PMIA 11, Mt. Hagen 9 and Goroka 6. March recorded 9 events and April 7, representing the clearest concentration in the available 2026 data.

1.0 INTRODUCTION

Wildlife strike is a cross-sector aviation safety issue requiring coordinated action by the regulator, aerodrome operators, the air navigation service provider, aircraft operators, safety investigators, environmental and land-use authorities and other relevant stakeholders.

The 2026 year-to-date analysis provides a current evidence base for discussion. It records 39 bird-strike events from January to September across four surveyed airports: Nadzab 13, Port Moresby International Airport (PMIA) 11, Mt. Hagen 9 and Goroka 6.

The purpose of this Discussion Paper is to use the 2026 evidence to focus national attention on priority locations and periods, while strengthening governance, reporting quality, post-strike assurance and coordinated risk mitigation.

2.0 DISCUSSION

The 2026 data identify Nadzab as the highest-frequency location with 13 strikes, equal to 33.3 per cent of the 39 recorded events. PMIA recorded 11 strikes (28.2 per cent), Mt. Hagen 9 (23 per cent) and Goroka 6 (15.3 per cent). These results support a risk-based approach that gives priority to aerodromes showing the highest occurrence frequency.

Monthly analysis shows the highest concentration in March (9 strikes) and April (7 strikes). The source analysis describes March–April as the peak period and notes May and September as the lowest-activity months, with one strike across the four airports in each of those months. The Safety Assurance Office is monitoring the trend to identify where and when most bird-strike events occur so that vigilance can be increased.

The available occurrence material also identifies data-quality gaps in exact local time, positive species identification, altitude or height AGL, flock size, weather, visibility, lighting and

standardised damage classification. Consistent capture of these fields is necessary to improve trend analysis and support risk-based mitigation.

ICAO reporting and wildlife hazard management arrangements should therefore be supported by a common national reporting dataset and a defined national focal point and process for forwarding wildlife-strike information to the ICAO Bird Strike Information System (IBIS).

The proposed National Wildlife Hazard Management Committee should provide the national coordination mechanism for information exchange, trend review, mitigation monitoring, training, policy and legislation review, airport wildlife hazard controls and land-use coordination. Appropriate local aerodrome wildlife coordination arrangements should complement the national mechanism.

Priority aerodromes identified through national trend analysis should undertake proportionate wildlife hazard risk review and mitigation. Post-strike arrangements should reinforce timely operational and maintenance notification and appropriate inspection following reported or suspected strikes.

National safety intelligence should include periodic wildlife-strike trend analysis, data completeness, status of priority mitigations and IBIS submissions. Numerical performance targets should be established only after the common dataset, responsibilities and national reporting baseline are confirmed.

3.0 ACTION BY THE CONFERENCE

The conference is invited to:

- a) note the 2026 year-to-date bird-strike profile of 39 events across Nadzab, PMIA, Mt. Hagen and Goroka, including the concentration of events in March and April;
- b) support formalisation and operational use of the National Wildlife Hazard Management Committee and appropriate local aerodrome wildlife coordination arrangements;
- c) endorse development and adoption of a standard national wildlife-strike reporting dataset and a defined national process and focal point for submission of wildlife-strike information to ICAO IBIS;
- d) support risk-based wildlife hazard reviews and mitigation at priority aerodromes identified through national trend analysis, with particular attention to the higher-frequency locations and periods identified in the 2026 data;
- e) call upon relevant operators and service providers to strengthen timely occurrence notification, post-strike inspection evidence and data completeness; and
- f) request periodic national wildlife-strike trend and implementation assurance reporting through the agreed national governance mechanism and to a future PNG Annual Aviation Safety & Security Conference.



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DISCUSSION PAPER

Agenda: Aviation and Environment
Title: Delivering PNG Aviation Climate Action through LTAG, CORSIA, SAF and Climate Resilience
Organisation: Department of Transport
Presenter: Mr. Terence Lames – ICAO Liaison/Aviation Environment Officer.

SUMMARY

This discussion paper invites PNG aviation leaders to consider how the relevant DGCA/61 environment and climate outcomes can be translated into a coordinated national programme covering quantified State Action Planning, LTAG, CORSIA, cleaner aviation energy and climate adaptation. Discussion is sought on governance, responsibilities, implementation support, monitoring and assurance arrangements so that agreed actions are nationally owned, practical and auditable.

1.0 INTRODUCTION

The 61st Conference of Directors General of Civil Aviation, Asia and Pacific Region, produced 84 Conference outputs, comprising 19 Core Action Items, 44 Recommendations and 21 Acknowledgements/Conclusions. ICAO APAC has requested States/Administrations to review applicable Action Items and report implementation progress through the DGCA Conference Action Items Tracker Portal no later than 31 August 2027.

For PNG, the leadership question is how relevant regional outcomes should be converted into nationally owned actions with clear accountability, practical deliverables and sustained follow-up. The 11th Annual Aviation Safety & Security Conference provides the forum for leaders to discuss the appropriate national delivery and assurance arrangements.

2.0 DISCUSSION

A coordinated national approach would allow PNG to align four related workstreams: State Action Plan and LTAG implementation; CORSIA; SAF, LCAF and other cleaner aviation energies; and climate resilience. The Conference is invited to consider how these workstreams should be prioritised, governed and integrated into organisational plans.

For State Action Planning and LTAG, the proposed direction is to support LTAG implementation and submit or update a quantified State Action Plan to ICAO. For CORSIA, the proposed direction is sustained implementation, participation in ACT-CORSIA and coordinated PNG policy positions concerning international aviation levies and taxes.

For SAF and cleaner aviation energy, the immediate proposition is a national SAF/LCAF feasibility workstream and appropriate participation in ICAO implementation-support mechanisms. For climate resilience, airport operators should consider relevant climate maturity and risk tools and the integration of adaptation priorities into infrastructure and business-continuity planning.

Implementation requires more than Conference endorsement. Leaders are invited to discuss a national coordination mechanism supported by a single register for applicable DGCA/61 actions, identifying accountable sponsors, action owners, supporting entities, milestones, evidence of completion and applicable reporting arrangements. Lead organisations should translate agreed actions into appropriate corporate, regulatory, operational or investment work plans.

The discussion should also consider how cross-agency barriers, legal constraints, capability gaps and unfunded requirements are escalated. Where appropriate, priority gaps may be packaged into implementation-support proposals for ICAO, PASO and development partners. Periodic national reviews should give aviation leaders visibility of progress, barriers, residual risk and implementation evidence.

Effective follow-through will depend on the participation of suitably qualified subject matter experts. Leaders are therefore invited to support active SME participation in the relevant Technical Working Group arrangements and to give the group sufficient authority to coordinate agreed actions, monitor progress and report periodically to aviation leaders.

3.0 ACTION BY THE CONFERENCE

The Conference is invited to:

- a) consider and endorse a coordinated PNG Aviation Climate Action Delivery Programme covering LTAG, CORSIA, SAF/LCAF and climate resilience;
- b) support the update of the quantified State Action Plan and establishment of a national SAF/LCAF feasibility workstream;
- c) support active participation in relevant ICAO implementation-support mechanisms and climate-finance partnerships;
- d) encourage participating organisations to nominate and enable suitably qualified subject matter experts to participate effectively in the Technical Working Group;
- e) authorise the Technical Working Group to coordinate implementation of agreed Action Items, maintain implementation visibility, monitor progress, identify and escalate material barriers, and report periodically to PNG aviation leaders; and
- f) support capture of progress against applicable DGCA/61 Core Action Items through the ICAO APAC tracker by 31 August 2027.



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DISCUSSION PAPER

Agenda: Economic Development of Air Transport
Title: A Data-Driven and Resilient Economic Development Agenda for PNG Air Transport
Organisation: Department of Air Transport & National Airport Corporation
Presenter: Mr. Rodney Wapindu, Manager-Aeronautical Business, National Airport Cooperation.

SUMMARY

This discussion paper proposes a national response to DGCA/61 economic development outcomes, including ICAO taxation principles, preparations for ATConf/7, consumer protection, data governance, crisis preparedness and proportionate adoption of emerging regulatory tools.

1.0 INTRODUCTION

The 61st Conference of Directors General of Civil Aviation, Asia and Pacific Region, produced 84 Conference outputs, comprising 19 Core Action Items, 44 Recommendations and 21 Acknowledgements/Conclusions. ICAO APAC has requested States/Administrations to review applicable Action Items and report implementation progress through the DGCA Conference Action Items Tracker Portal no later than 31 August 2027.

PNG's DGCA61 interventions identified regional cooperation, safety intelligence, digital transformation, PSIDS implementation support, GNSS resilience, cybersecurity and climate resilience among PNG's priority interests.

The 11th Annual Aviation Safety & Security Conference provides an opportunity for PNG aviation leaders to convert those regional outcomes into nationally owned actions, with clear accountability, practical deliverables and a mechanism for sustained follow-up.

2.0 DISCUSSION

ICAO State Letter AP112/26 (TC), dated 21 September 2026, requires States/Administrations to follow up applicable DGCA/61 Action Items and submit implementation progress through the online reporting tool no later than 31 August 2027. This Discussion Paper therefore distinguishes monitored Core Action Items from non-binding Recommendations and aligns national follow-up accordingly.

The objective is to move decisively from conference endorsement to execution through a nationally governed delivery programme that assigns executive accountability, establishes measurable deliverables, directs resources to priority implementation gaps, draws strategically on regional support mechanisms and produces auditable evidence of progress and operational benefit.

International taxation and policy: Implement Action Item 61/06 by maintaining PNG policy consistency with the existing ICAO international air transport taxation framework and supporting ICAO-consistent positions in relevant international processes. Lead/coordination: Government / CASA PNG. Outcome: a coherent national policy position consistent with the ICAO taxation framework.

ATConf/7 preparation: Consolidate PNG priorities on connectivity, consumer protection, airport slots where applicable, airline restructuring and data-driven regulation; maintain a nominated air-transport/data focal point. Lead/coordination: CASA PNG with Government and industry. Outcome: a single evidence-based PNG air transport position for international engagement.

Data-driven regulation: Develop common data definitions, governance and priority indicators for economic oversight and market monitoring, integrated where practical with wider regulatory assurance. Lead/coordination: CASA PNG / industry. Outcome: more consistent evidence for policy and regulatory decisions.

Crisis preparedness and passenger outcomes: Develop a cross-sector aviation economic resilience framework and review passenger information/protection arrangements against ICAO Core Principles. Lead/coordination: Government / CASA PNG / operators / airports. Outcome: improved continuity planning and clearer passenger outcomes during disruption.

3.0 IMPLEMENTATION AND ASSURANCE

- a) Require the PNG Aviation Facilitation and Security Discussion Group to establish a PNG DGCA/61 implementation coordination mechanism and a single national register mapped to the ICAO DGCA Conference Action Items Tracker Portal, with accountable sponsor, action owner, supporting entities, milestones, evidence of completion and the applicable ICAO reporting mechanism/frequency.
- b) Require each lead organisation to translate endorsed actions into funded corporate, regulatory, operational or investment work plans, with defined deliverables and implementation evidence rather than stand-alone conference commitments.
- c) Create a formal escalation pathway for cross-agency barriers, legal constraints, capability gaps and unfunded requirements; package priority gaps into implementation-support proposals for ICAO, PASO and development partners where appropriate.
- d) Institute periodic national implementation reviews by designated leads and use the Annual Aviation Safety & Security Conference as a leadership assurance checkpoint, while ensuring progress on applicable DGCA/61 Action Items is submitted through the ICAO APAC online reporting tool no later than 31 August 2027.

4.0 ACTION BY THE CONFERENCE

The conference is invited to:

- a) Endorse development of a PNG Air Transport Economic Development and Resilience Framework.
- b) Support a standing national air transport/data coordination mechanism and common focal point.
- c) Support PNG advocacy for ICAO-consistent taxation and proportionate consumer protection.
- d) Request the PNG Aviation Facilitation and Security Discussion Group to provide measurable updates on connectivity, resilience and data-governance actions, including applicable DGCA/61 tracker reporting by 31 August 2027.

Expected leadership outcome: A nationally governed delivery mechanism that converts DGCA/61 commitments into assigned, resourced and auditable actions, with leadership visibility of progress, barriers, residual risk and practical benefits across the PNG aviation system.