



Civil Aviation Safety Authority of Papua New Guinea

PNG Aviation Safety & Security Conference
APEC Haus, Port Moresby, Papua New Guinea
5 – 6 October 2026

Agenda: Agenda 3 – Air Navigation and Airports
Title: DGCA 61 Air Navigation & Airports Outcomes - Effective Engagement in the Minimum Implementation Path (MIP)
Organisation: Civil Aviation Safety Authority of Papua New Guinea
Presenter: Percy Sukbat – Executive Manager Aviation Facilities Division

SUMMARY

DGCA/61 Action Item 61/04 urges Papua New Guinea, as an ICAO Asia-Pacific Member State, to designate Air Navigation Systems experts to participate actively in the APAC Air Navigation Plan Volume III Working Group and to submit comments and feedback on the draft Minimum Implementation Path (MIP) directly to ICAO Headquarters by the specified deadline. Coordinated national engagement will help ensure that PNG's operational priorities, implementation constraints and capability needs are reflected in regional and global air navigation planning.

1.0 INTRODUCTION

- 1.1 The 61st Conference of Directors General of Civil Aviation, Asia and Pacific Region (DGCA/61), considered Discussion Paper 04/04 on positioning the region for effective engagement in the ICAO Minimum Implementation Path (MIP). The MIP is being developed under the Global Air Navigation Plan as a prioritised roadmap of minimum capabilities and implementation timelines for the evolution of the air navigation system.
- 1.2 Development of the MIP has progressed from requirements definition to content identification, with formal State consultation expected to follow. That consultation will be the principal opportunity for Papua New Guinea to test the proposed capabilities and timelines against national operational priorities, planning cycles, procurement arrangements, regulatory requirements, workforce capacity and financing realities.
- 1.3 DGCA/61 Action Item 61/04 urges States and Administrations to designate Air Navigation Systems experts to participate actively in the APAC Air Navigation Plan Volume III Working Group and to submit comments and feedback on the draft MIP directly to ICAO Headquarters by the specified deadline. The expected outcome is coordinated regional input that ensures APAC priorities and operational needs are reflected in the MIP and related global planning initiatives.

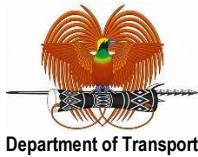
2.0 DISCUSSION

- 2.1 For Papua New Guinea, effective engagement in the MIP process requires a coordinated national position rather than a response prepared by one organisation in isolation. The Aviation Facilities Working Group should collectively assess the draft MIP against the State's air navigation priorities, existing infrastructure, operational environment and available resources.
- 2.2 PNG should designate suitably qualified Air Navigation Systems experts, including specialists with operational and planning knowledge of communications, navigation and surveillance (CNS), air traffic management (ATM), aeronautical information management (AIM), meteorology (MET) and associated digital systems. The nominated experts should be authorised to coordinate national inputs, participate consistently in the APAC Air Navigation Plan Volume III Working Group and report outcomes to the Aviation Facilities Working Group.
- 2.3 A structured national review should map each candidate MIP element against PNG's current capability, planned projects, regulatory dependencies, procurement lead times, workforce and training requirements, implementation risks and funding constraints. The review should identify capabilities that are immediately achievable, those requiring phased implementation, and those for which technical assistance or regional coordination may be necessary.
- 2.4 The resulting comments should be consolidated into a single evidence-based PNG submission and transmitted directly to ICAO Headquarters within the consultation deadline. Where common regional issues are identified, PNG's experts should also raise them through the APAC Air Navigation Plan Volume III Working Group and APANPIRG mechanisms, while preserving PNG's individual State position.
- 2.5 Timely participation will help ensure that the MIP reflects the realities of a developing Pacific State with dispersed aviation infrastructure and significant connectivity needs. It will also give PNG an early basis for aligning national air navigation planning, investment decisions, capacity development and implementation sequencing with the evolving GANP framework. Progress should be monitored for reporting through APANPIRG and at DGCA/62.

3.0 ACTION BY THE CONFERENCE

- 3.1 The conference is invited to:
- a) note DGCA/61 Action Item 61/04 and the requirement for Papua New Guinea to participate actively in development of the ICAO Minimum Implementation Path;
 - b) support the designation of suitably qualified PNG Air Navigation Systems experts to participate in the APAC Air Navigation Plan Volume III Working Group;

- c) endorse a coordinated national review of the draft MIP by the Aviation Facilities Working Group, covering operational priorities, planning, procurement, regulation, workforce, financing and implementation constraints;
- d) agree that the consolidated PNG comments and feedback be submitted directly to ICAO Headquarters by the specified consultation deadline; and
- e) support monitoring of implementation progress for reporting through the appropriate APANPIRG mechanism and at DGCA/62.



Department of Transport



Civil Aviation Safety Authority

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Agenda: Agenda 5 – Aviation Security and Facilitation
Title: National Air Transport Facilitation (NATF) Working Group Update – Security of Travel Documents
Organisation: Department of Transport
Presenter: Ms. Jacinta Waine, First Assistant Secretary

SUMMARY

This paper provides an update on Papua New Guinea's response to six (6) findings and twenty (20) related Protocol Questions (PQs) concerning the security-related Standards of ICAO Annex 9 — Facilitation, identified during the ICAO Universal Security Audit Programme audit in May 2025. The outstanding PQs cover five areas: programme and coordination, security of travel documents, inspection of travel documents, Advance Passenger Information, and Passenger Name Record data. The paper proposes that the National Air Transport Facilitation (NATF) Committee establish a Security of Travel Documents (SOTD) Technical Working Group, comprising suitably qualified representatives from five key organisations, to coordinate the required corrective action.

1.0 INTRODUCTION

- 1.1 The ICAO Universal Security Audit Programme (USAP) audit, conducted in May 2025, raised six (6) findings concerning the security-related standards of Annex 9 — Facilitation, and twenty (20) related Protocol Questions (PQs).
- 1.2 The State of Papua New Guinea is required to address these findings and related PQs to demonstrate its commitment to achieving and maintaining a high Effective Implementation (EI) of ICAO Standards and Recommended Practices (SARPs).

2.0 DISCUSSION

- 2.1 To address the twenty (20) unsatisfactory PQs on the security-related standards of Annex 9 — Facilitation, the State of Papua New Guinea must establish the necessary procedures, assign responsibilities, develop guidance material and implement security control measures across the following five areas:

- (1) Programme and Coordination (NATF Programme and NATF Committee Meetings)
- (2) Security of Travel Documents (SLTD, INTERPOL)
- (3) Inspection of Travel Documents (Fraudulent, Falsified, Counterfeit)
- (4) Advance Passenger Information (establishment of API System)
- (5) Passenger Name Record Data (establishment of PNR System)

2.2 Of the sixteen (16) NATF stakeholders, the following five (5) key organisations have responsibilities relevant to addressing the twenty (20) unsatisfactory PQs:

- (1) Department of Transport
- (2) Civil Aviation Safety Authority
- (3) Department of Foreign Affairs
- (4) Immigration and Citizenship Services Authority
- (5) Royal Papua New Guinea Constabulary (Interpol)

2.3 Section 2.1 of the NATF Committee Terms of Reference (TOR) authorises the Committee to establish and commission Technical Working Groups when required. These groups may include middle-management representatives from NATF organisations and are formed to deliver specific outcomes for the Committee. An extract from the NATF Committee TOR is provided below:

2.1 NATF TECHNICAL WORKING GROUPS

2.1.1 The NATF-C may from time to time as and when required, establish and commission Technical Working Groups (NATF-TWGs) involving middle management persons of the NATF-C organisations to achieve some specific deliverables of the NATF-C.

2.4 The proposal is for the NATF Committee to establish a Security of Travel Documents (SOTD) Technical Working Group to coordinate action on the twenty (20) unsatisfactory Facilitation PQs across the five areas identified in paragraph 2.1.

3.0 ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) establish a Security of Travel Documents (SOTD) working group to address the twenty (20) unsatisfactory Facilitation PQs relating to the security of travel documents;
- b) support the designation of suitably qualified representatives from the following organisations to participate in the establishment of a Security of Travel Documents (SOTD) technical working group:

- (1) Department of Transport
- (2) Civil Aviation Safety Authority
- (3) Department of Foreign Affairs
- (4) Immigration and Citizenship Services Authority
- (5) Royal Papua New Guinea Constabulary (Interpol)



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Agenda: Agenda 5 – Aviation Security and Facilitation
Title: National Civil Aviation Security Working Group Update - National Threat Assessment and Cybersecurity
Organisation: Civil Aviation Safety Authority of Papua New Guinea
Presenter: CASA Senior Aviation Security Inspector – Ms. Brigid Sikani

SUMMARY

This paper provides an update on Papua New Guinea's response to ten (10) findings and twenty-two (22) related non-satisfactory Protocol Questions (PQs) identified during the International Civil Aviation Organization (ICAO) Universal Security Audit Programme (USAP) audit conducted in May 2025. It proposes that the National Civil Aviation Security Committee (NCAS-C) establish two Technical Working Groups (TWGs), comprising suitably qualified representatives from the relevant organisations, to coordinate corrective actions for thirteen (13) PQs relating to National Threat Assessment and nine (9) PQs relating to Cybersecurity. The Conference is invited to support the establishment of the two TWGs and the designation of representatives from the identified organisations.

1.0 INTRODUCTION

- 1.1 In May 2025, the International Civil Aviation Organization (ICAO) conducted a full-scope Universal Security Audit Programme (USAP) audit on the State of Papua New Guinea. The audit identified seven (7) findings and thirteen (13) related Protocol Questions (PQs) concerning **National Threat Assessment**. It also identified three (3) findings and nine (9) related PQs concerning **Cybersecurity**.
- 1.2 The State of Papua New Guinea is required to address these findings and related PQs to demonstrate its commitment to achieving and maintaining a high Effective Implementation (EI) of ICAO Standards and Recommended Practices (SARPs).

2.0 DISCUSSION

- 2.1 To address the ten (10) Findings and Twenty-Two (22) related non-satisfactory PQs, the State of Papua New Guinea must establish the necessary policies, programme, procedures, develop guidance material and implement security control measures relating to National Threat Assessment and Cyber Security.

- 2.2 Of the fifteen (15) NCAS-C stakeholders, five (5) organisations have responsibilities to address the thirteen (13) non-satisfactory PQs relating to National Threat Assessment, and three (3) organisations to address the nine (9) non-satisfactory PQs relating to Cybersecurity. The composition of the two (2) proposed technical working groups are tabulated below;

Technical Working Group	Name of Entity
National Threat Assessment (NTA)	1) Civil Aviation Safety Authority 2) National Security Agency 3) National Intelligence Organisation 4) Royal Papua New Guinea Constabulary 5) Papua New Guinea Defence Force
Cybersecurity (CYB)	1) Civil Aviation Safety Authority 2) Department of Information & Communication Technology 3) National Information and Communications Technology Authority

- 2.3 Section 2.4 of the NCAS-C Terms of Reference (TOR) authorises the Committee to establish and commission Technical Working Groups when required. These groups may include middle-management representatives from NCAS-C organisations and are formed to deliver specific outcomes for the Committee. An extract from the NCAS-C TOR is provided below:

2.4	NCAS TECHNICAL WORKING GROUPS
2.4.1	The NCAS-C may from time to time as and when required, establish and commission Technical Working Groups (NCAS-TWGs) involving middle management persons of the NCAS-C organisations to achieve some specific deliverables of the NCAS-C.

- 2.4 The proposal is for the NCAS-C to establish a technical working group to address the thirteen (13) non-satisfactory PQs relating to National Threat Assessment (NTA) and another technical working group to address the nine (9) non-satisfactory PQs relating to Cybersecurity (CYB).

3.0 ACTION BY THE CONFERENCE

- 3.1 The Conference is invited to:

- a) support the establishment of a technical working group to address the thirteen (13) non-satisfactory PQs relating to National Threat Assessment (NTA);
- b) support the designation of suitably qualified representatives from the following organisations to participate in the National Threat Assessment (NTA) technical working group:
 - 1) Civil Aviation Safety Authority
 - 2) National Security Agency
 - 3) National Intelligence Organisation
 - 4) Royal Papua New Guinea Constabulary

5) Papua New Guinea Defence Force

- c) support the establishment of a technical working group to address the nine (9) non satisfactory PQs relating to Cybersecurity;
- d) support the designation of suitably qualified representatives from the following organisations to participate in the Cybersecurity (CYB) technical working group:
 - 1) Civil Aviation Safety Authority
 - 2) Department of Information & Communication Technology
 - 3) Information and Communications Technology Authority