



CIVIL AVIATION SAFETY AUTHORITY OF PAPUA NEW GUINEA

SAFETY INFORMATION BULLETIN (SIB)

NO: 03/2020

DATE: 16/04/2020

TITLE: PNG COVID-19 SOE – GUIDANCE FOR AIRCRAFT CONTINUING AIRWORTHINESS

OBJECTIVE: Papua New Guinea is under a State of Emergency (SOE), which includes severe restrictions on all air travel. The primary aim of this restriction is to reduce the spread of COVID-19 in Papua New Guinea by reducing contact between people to the bare minimum and stopping all but essential travel.

The impact of this inevitably leads to a reduced appetite for passenger travel with anticipated long-term grounding of a majority of PNG registered aircraft. This SIB provides guidance to Part 119 -AOC maintenance controllers and Part 145-MOC chief engineers to ensure continued airworthiness of their fleet of aircraft.

This guidance may change as the response to COVID-19 evolves.

APPLICABILITY: This SIB is applicable to all aircraft on the PNG civil aircraft register.

BACKGROUND: On 23 March 2020, the Government of PNG declared a State of Emergency throughout Papua New Guinea for 14 days with effect from Monday 23 March 2020. On Tuesday, 24 March 2020 the Department of Personnel Management released Government Circular 09 of 20 advising of NEC approved lockdown period of 14 days for all non-essential public service staff to stay at home. On Monday 6th April 2020, the Department of Personnel Management released Government Circular 10 of 20 advising of NEC decision to further extend the SOE period for 2 months, to 02 June 2020.

Prioritising the health and safety of its staff, CASA scaled down its office operations and released its staff to stay at home, in compliance with the lockdown instruction from Government.

Aircraft Parts Availability and Delivery – All Maintenance Controllers (AOC) and Chief Engineers (MOC) should assess the impact of COVID-19 on their aircraft fleet, parts availability, parts supply and delivery times during the COVID-19 SOE period and take appropriate safety mitigation action.

Apart from normal MEL management procedures, other actions such as, reducing the number of flying aircraft, and placing aircraft in long-term storage should be considered.

Preservation and storage of your aircraft (includes engines) – The COVID-19 pandemic may require your aircraft to be placed in non-operational flyable storage or non-operational long-term storage.

Maintenance Controllers (AOC) and Chief Engineers (MOC) should discuss, agree and apply specific instructions issued by the original equipment manufacturers (OEMs) for correct storage and preservation of all aircraft, engines and components placed in non-operational long-term storage.

Aircraft in non-operational storage for a maximum of *30 days*, is considered to be in flyable storage. If your aircraft remains inactive for a longer period exceeding *30 days*, it should be prepared for long-term storage per the aircraft manufacturer's instructions.

Storage conditions are to be documented in the aircraft and engine logbooks. If the aircraft has been exposed to salt environments or other contaminants, the aircraft and engine wash should be completed in accordance with the approved aircraft maintenance programme prior to long-term storage.

Cleaning and Disinfecting Aircraft – Appropriate cleaning may remove some germs, viruses and other contaminants from surfaces, but may not be effective in killing them and results may vary based upon the manner of applications and other factors.

Aircraft cleaning agents recommended by original equipment manufacturers (OEMs) are considered acceptable to CASA. These may be used according to manufacturer's instructions to disinfect aircraft interiors.

If the above disinfectants are unavailable due to shortages, alternative cleaning options should be discussed and agreed with the respective OEMs prior to its use on aircraft.

OTHER IMPORTANT INFORMATION: CASA is conscious that other issues may arise for you, that may be unique to your operation, or that we haven't identified and addressed through this SIB. If you foresee the inability to comply with a safety regulatory requirement due to the impact of COVID-19, then please engage with us early. We will take a flexible and pragmatic approach to working with you and assisting you to find solutions to the unprecedented challenges we face as an aviation sector.



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Director of Civil Aviation