

CIVIL AVIATION REFORM

PHILLIPINES AIR TRANSPORT OFFICE

The Government of Papua New Guinea (PNG) conducted a major restructure of its civil aviation sector to substantively improve safety, service delivery, efficiency of administration and to decrease reliance upon public sector funding.

PROJECT

Ambidji was tasked with the management of the Papua New Guinea Government's \$25 million civil aviation reform and modernisation programme. Under the programme, the Office of Civil Aviation, PNG was corporatised to become the Civil Aviation Authority (CAA), a new regulatory body to be established and Port Moresby's Jackson International Airport was privatised.

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Ambidji had overall programme management responsibility reporting directly to the Chief Executive of the newly formed CAA and the CAA's Board. The programme was delivered by means of several task forces responsible separately for safety, planning, infrastructure development, regulatory reform and institutional reform.



Jacksons Airport – Port Moresby

The *Safety Task Force* implemented short-term safety initiatives to maintain and improve aviation system safety in all aspects of airworthiness, flight standards, air traffic services and airports.

The *Planning Task Force* established new planning frameworks for the development of longer-term priorities in air services, airports and air safety infrastructure.

The *Infrastructure Task Force* established systems to maintain existing infrastructure and to invest in new facilities and equipment. This included satellite based communications, navigation and surveillance technologies to support the future ICAO Air Traffic Management System concept.

The *Regulatory Reform and Institutional Reform Task Forces* gave oversight to the redrafting of national aviation regulations, the separation of the regulatory and service provision functions and corporatisation of the latter. The work included managing the privatisation of Jackson's Airport, the country's main international gateway, and the devolution of smaller airports to local government. The Air Traffic Services function was corporatised and consideration given to greater private sector provision.

The project team gave oversight to earlier established programmes carried out by the government involving ATC training, rescue and fire fighting, airport maintenance and upgrading and the enhancement for financial management

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