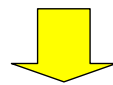


Task obtained from site survey and one consideration for solution

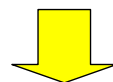
JICA survey team
(Airport Sector)

Outline of This Presentation

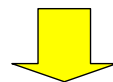
✈ Object of this study and presentation



✈ Existing condition of PNG Air sector



✈ Raise several points



✈ Suggest future development plan

Object of this Study and Presentation

◆ Object of this study

Land configuration of PNG is harsh and Road network of PNG is quite inefficiency because it has lot of missing link.

Moreover, close up of roads caused by heavy rain, flood and land slide give serious influence to the lives of local residence frequently.

Under such a situation, Airports are certainly playing an important role in PNG network that connect between cities.

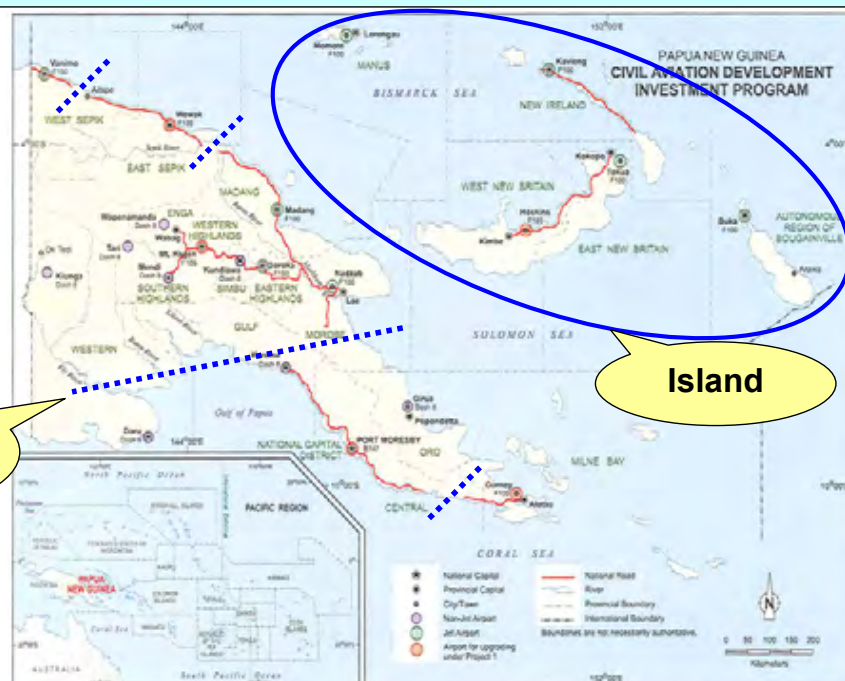
The purpose of this study is to collect information of transportation and examine possibility of support project.

◆ Object of this Presentation

- Report of result of the survey → Sharing of information
- Suggest future development plan → Discussion about directionality of support project

Airports of PNG

Papua New Guinea had moer than 450 airports, of which 21 were principal airports with paved runways.



Missing Link

Island

PNG Development Strategic Plan of Air sector

➔ PAPER NEW GUINEA DEVELOPMENT STRATEGIC PLAN 2010-2030
 (Department of National Planning and Monitoring;DNPM)
 The aviation industry plays a vital role in the changing economic, political and social development and life of the country as alternative forms of transport are often not available.

Key indicators	Baseline information	Issues	2030 target/ objective
Share of regional airports meeting international certification	7 out of 22 in 2008 (32%)	Safety standards at 70% of PNG's regional airports do not meet international certification standards.	100%
Airports upgraded for higher seating capacity	Only Port Moresby handles large jets	Regional airports do not have the capacity to handle the larger planes and increased passenger numbers expected (figure 4N).	10 airports upgraded for larger jets
Number of unused airstrips rehabilitated	n/a	Most airstrips located in remote areas are not in use. These will be rehabilitated according to their economic viability, taking into account alternative options for access provided by improving road and water transport.	Up to 50

Results of Japan project

○ Results of Jica project with PNG Air sector

➔ Port Moresby International Airport Redevelopment Project (I) and (II) in Papua New Guinea

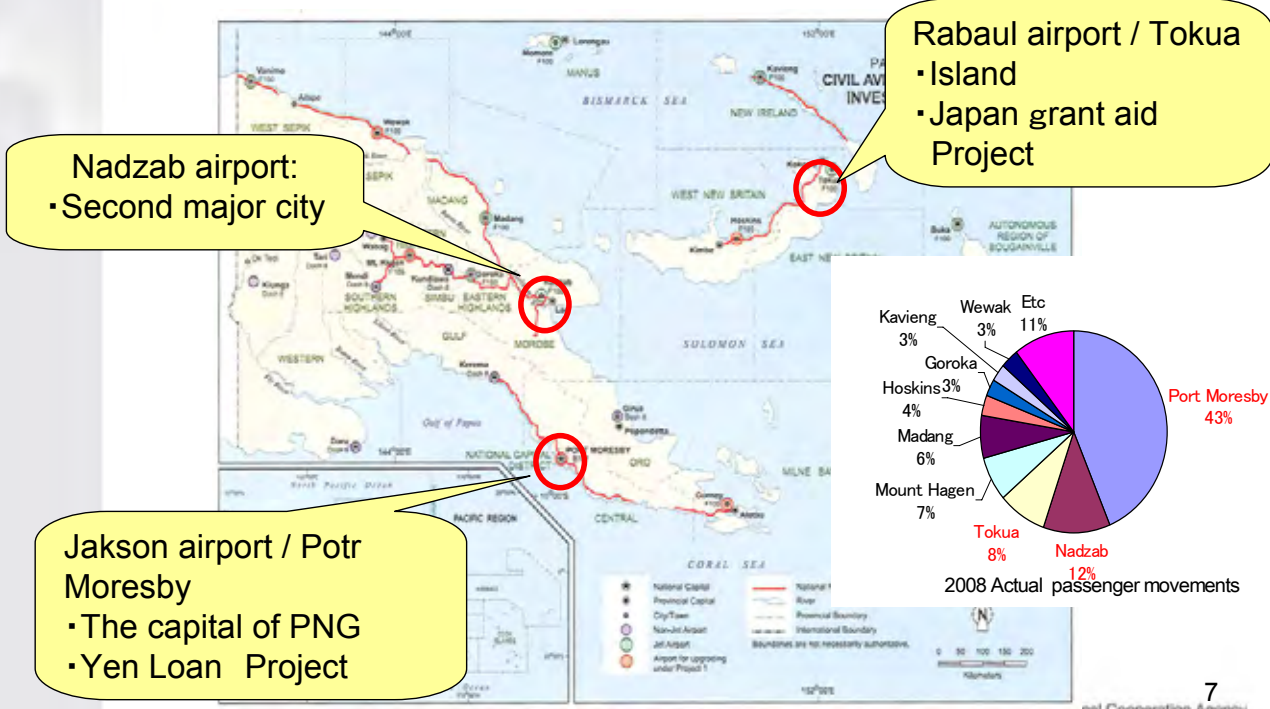
- Phase I: November 1988 to July 1998 / 8,454 million yen
- Phase II: February 1996 to April 2001 / 4,309 million yen

➔ The Project for Upgrading of New Rabaul Airport (Tokua)

- November 1996 to March 1998(1year 4 months) / 2,416 million yen

Site Survey

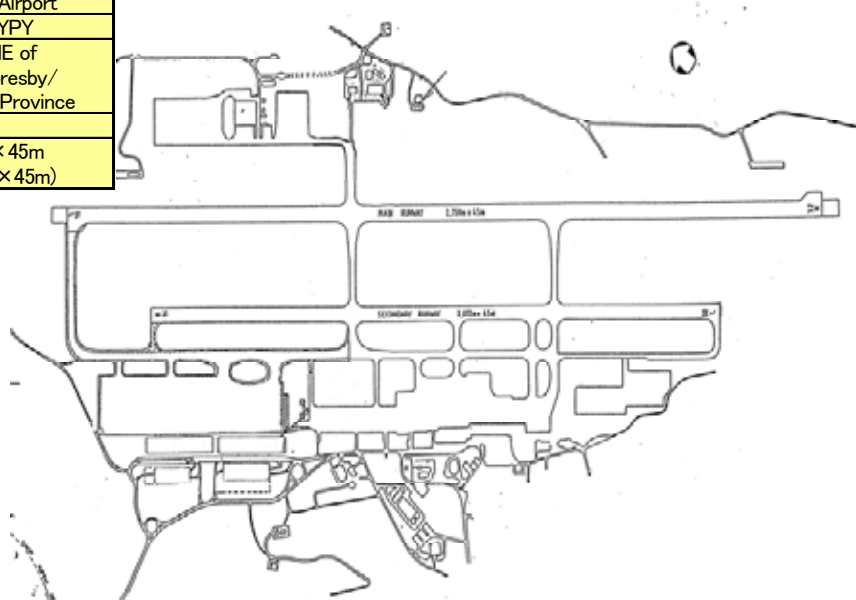
Select of three(3) airports to site survey.



Jaksons International Airport (POM)

Jaksons international Airport is the largest and busiest airport in PNG and is the main hub for Air Niugini, the national airline of PNG, as well as the main hub for Airlines PNG

Name	Jakson Airport
IATA/ICAO	POM/AYPY
Location	10 km NE of Port Moresby/ Central Province
Elevation	38m
Runway	2750m × 45m (2072m × 45m)

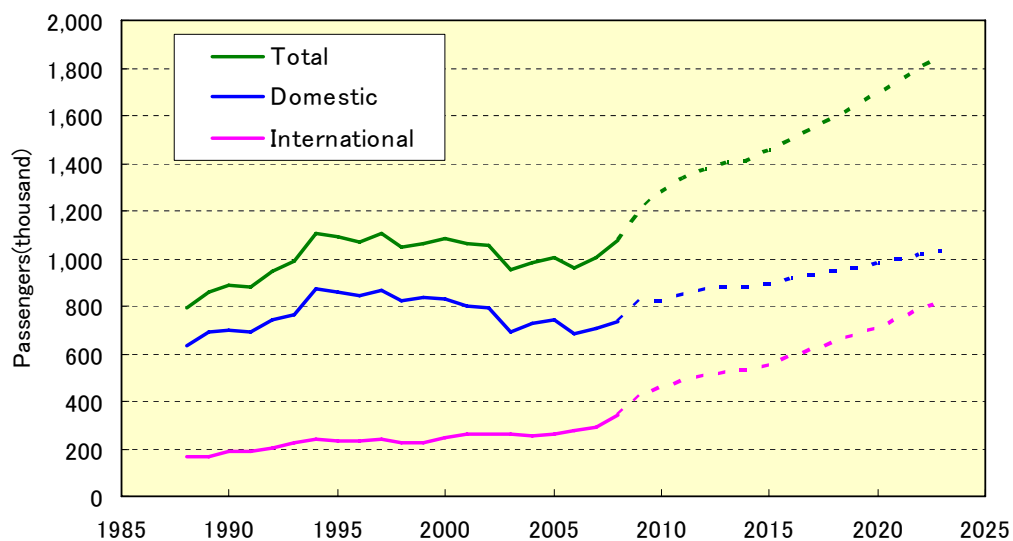


Jaksons International Airport (POM)



Actual and Forecast Passengers of POM

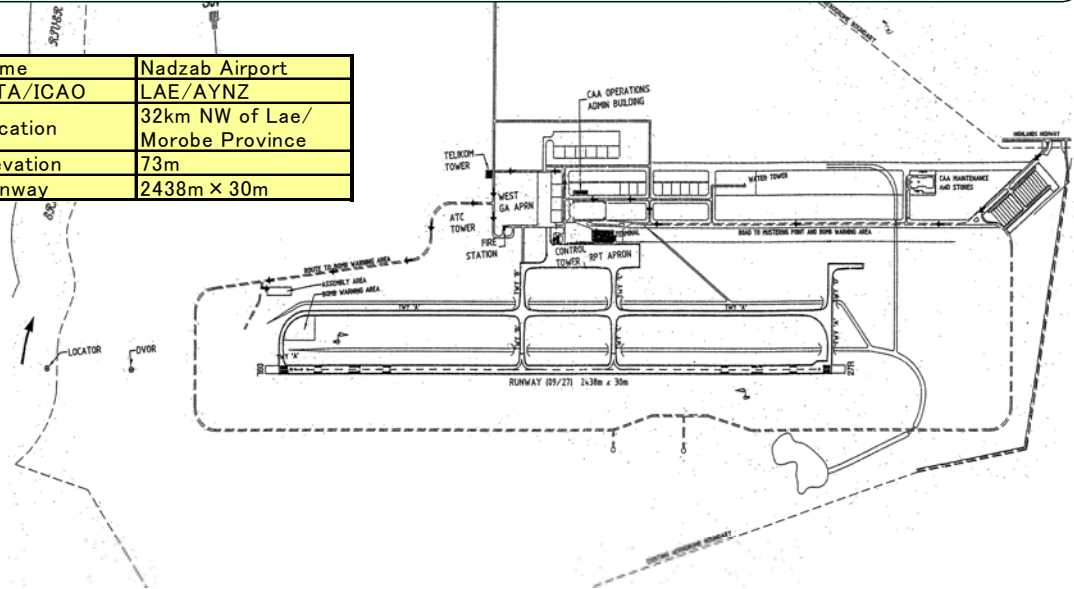
It is expected that the demand increases smoothly



Nadzab Airport

Lae Nadzab Airport is a regional airport located Lae. It is served by regional aircraft with domestic flight. The airport is located adjacent to the Highlands Highway that provides the essential road link to Lae and inland communities.

Name	Nadzab Airport
IATA/ICAO	LAE/AYNZ
Location	32km NW of Lae/ Morobe Province
Elevation	73m
Runway	2438m x 30m



Nadzab Airport

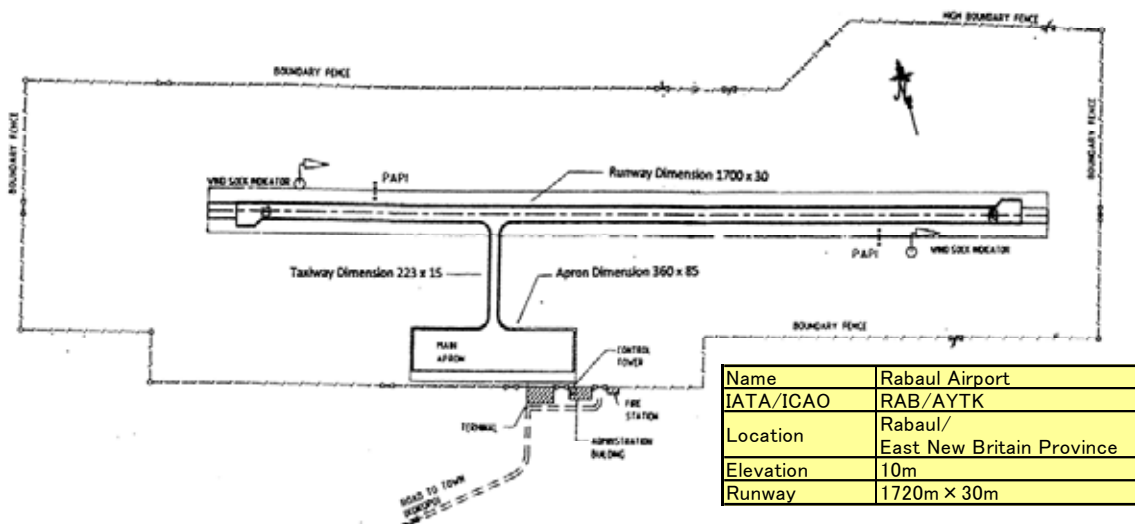


Problem and urgent Project in Nadzab Airport

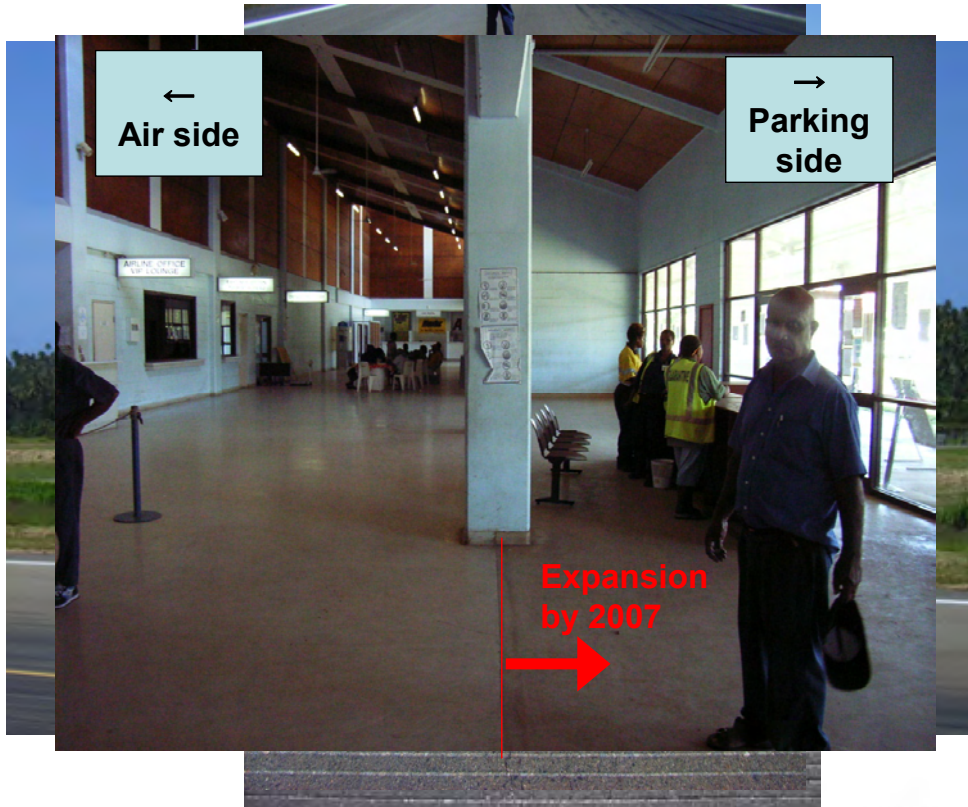
- Dedicated Freight Apron
- Rehabilitation of runway pavement for crack
- New Terminal building for future demand
- security equipment (X-Lay etc)
- Baggage Handling System

Rabaul Airport

Prior to the 1994 volcanic eruption that destroyed the town of Rabaul. The airport was destroyed by the eruption, and subsequently the new airport was built by Japan Grant and opened at Tokua in 1997.



Rabaul Airport



Problem and urgent Project in Rabaul Airport

- Construction of current asphalt pavement in 1997. Use of F100 caused surface damage along length of runway.
- A volcano eruption closed the airport for some day by seasonally prevailing winds.
- Fire Truck was not operational last 6 years and presently. Airport has no Fire Tender.

- Re-surfacing of Runway pavement
- Alternate Aerodrome
- New Fire Fighting

Raise Several Points

Major issues and challenges identified from the results of the site survey

- ◆ Deterioration of Facilities :
 - Runway, Apron, Terminal building, Unused airstrip etc
- ◆ Breaching the international compliance requirements for safety and security
 - security fences, fire fighting, X-lay etc
- ◆ The deterioration of existing equipments:
 - power supply and other airport services equipment
- ◆ Shortage of Facilities for future demand :
 - Runway, Apron, Terminal building etc

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Japan International Cooperation Agency

Suggest future development plan

◆ Rehabilitation of existing facility and equipments

- ➔ Pavement (Runway, Taxiway, Apron)
- ➔ Navigation (CNS / ATM etc)
- ➔ Unused airstrip
- ➔ Power supply

◆ Upgrade Security and safety

- ➔ Security equipment (X-Lay etc)
- ➔ Security fences
- ➔ Fire Fighting

◆ For Future demand

- ➔ Terminal Building expansion
- ➔ Pavement Strength for large airplane

◆ Technical assistance

- ➔ Navigation
- ➔ CADIP PIU (Project Implementation Unit)

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Thank you Very Much

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