

## DESIGN AND MONITORING FRAMEWORK

CIVIL AVIATION DEVELOPMENT INVESTMENT PROGRAM TRANCHE 3 <sup>1</sup>**Impacts the Project is aligned with:**Economic growth and poverty reduction in project areas achieved <sup>2</sup>

<b>Project Results Chain</b>	<b>Performance Indicators with Targets and Baselines</b>	<b>Data Sources and Reporting</b>	<b>Risks</b>
<p><b>Outcome</b></p> <p>Safer, more efficient, and more accessible all-weather air transport services in the project areas</p>	<p>By 2018 (December)</p> <p>a. At least 9 national airports certified to meet CASAPNG safety and security standards. (Baseline: 0)</p> <p>b. Growth in passenger demand increased from 3% to 7% and in freight demand increased from 3% to 6% (Baseline 2009)</p> <p>c. Airport incidents (delays, diversions, and closures) due to safety or security decreased from an average of 4 per month in 2009 to 2 per month</p>	<p>a. ICAO safety and security audit reports</p> <p>b. CASAPNG safety and security audit reports</p> <p>c. NAC and CASAPNG technical and annual reports</p> <p>d. NAC and PNGASL annual reports</p> <p>e. Air operators monthly reports</p>	<p>Delay in airline expansion and fleet modernization</p> <p>Government counterpart funding for the project not sustained</p> <p>Political instability and interference</p>
<p><b>Outputs</b></p> <p>1. <b>Reformed Institutions</b> Sustainable and focused operational units for airports, air traffic services, and regulatory oversight established</p>	<p><b>By 2018 (December)</b></p> <p>1a. NAC, CASAPNG, and PNGASL business strategy updated (Baseline NA)</p> <p>1b. ICAO and audit findings of safety and security noncompliance reduced to 10%</p> <p>1c. A new set of tariff and service charges structure for NAC (Baseline NA)</p> <p>1d. 1 new CASAPNG business process developed (Baseline NA)</p>	<p>NAC, CASAPNG, and PNGASL annual reports</p>	<p>Limited availability of capable contractors to complete projects on schedule</p> <p>Cost overruns in project</p>

<sup>1</sup> Sex-disaggregated data will be collected where it is relevant.<sup>2</sup> Papua New Guinea Vision 2050

<p><b>2. Improved Infrastructure</b> Airside infrastructure safety and security certification requirements met</p>	<p>2a. Runways length of 5 airports extended to min 1900 meter to meet airlines fleet requirement for jet air crafts (Baseline 0)</p> <p>2b. 6 domestic airport's new terminal buildings constructed (Baseline 0)</p> <p>2c. 9 national airports runways, taxiways and aprons certified to meet ICAO/CASAPNG requirements (Baseline 1)</p> <p>2d. Long term maintenance contracts implemented for at least 5 national airports (Baseline 0)</p> <p>2e. Capacity of staff (at least 30% of which are women) in PIU, CASA, PNGASL and NAC will be provided relevant trainings on airport maintenance and operations, air traffic safety and security. Baseline (10%)</p>	<p>CADIP quarterly and annual reports</p> <p>National statistics</p> <p>NAC annual reports</p> <p>ICAO audit reports</p> <p>CASAPNG certification</p> <p>Air operators annual reports covering airport infrastructure</p>	
<p><b>3. Improved operations</b> 3.1 Airport maintenance practices improved 3.2 Runway lights for safe night landing operations introduced to meet airline safety requirements</p>	<p>3a. Asset management system implemented and fully operational (Baseline NA)</p> <p>3b. Runway lights for night operations at 7 national airports commissioned for safe night operations (Baseline NA)</p> <p>3c. Market stalls developed for women in at least 5 national airports premises (Baseline 0)</p>	<p>NAC asset registers and asset management systems</p> <p>CADIP quarterly and annual reports</p> <p>PNGASL and CASA PNG annual reports</p> <p>NAC annual reports</p>	

### Key Activities with Milestones

#### 1. Sustainable and focused operational units for airports, air traffic services and regulatory oversight established

- 1.1 Update NAC, CASAPNG, and PNGASL strategic management plan (2018)
- 1.2 Revise and implement airport and air navigation charges (2018)

#### 2. Airside infrastructure met safety and security certification requirements

- 2.1 Prepare design and bid documents (2016)
- 2.2 Tender and award civil works contracts (2016-2017)
- 2.3 Procure asset management system and develop airport maintenance program (2017)
- 2.4 Capacity development on airports safety and audit (2016-2018)
- 2.5 Implement civil works contracts (2016-2018)
- 2.6 Implement maintenance contracts (Dec 2018)

#### 3. Airside infrastructure and landside facilities met future operational and capacity requirements

- 3.1 Prepare design and bid documents (2016)
- 3.2 Tender and award civil works contracts (2016-2017)
- 3.3 Implement civil works contracts (2016-2018)
- 3.4 Implement maintenance contracts (2018)

#### 4. Airport maintenance practices improved

- 4.1 Prepare design and bid documents (2016)
- 4.2 Tender and award equipment contracts (2016-2017)
- 4.3 Implement and commission equipment contracts (2017)

#### Project Management Activities

- Shortlist consultants and finalize request for proposals (2016)
- Evaluate proposals and award contract (2016)

#### Inputs

- ADB: \$248 million
- Government: \$27 million

#### Assumptions for Partner Financing

Not applicable

ADB = Asian Development Bank, CADIP = Civil Aviation Development Investment Program, CASAPNG = Civil Aviation Safety Authority of Papua New Guinea, ICAO = International Civil Aviation Organization, NAC = National Airports Corporation, PNG = Papua New Guinea, PNGASL = Papua New Guinea Air Services Limited.

Source: Asian Development Bank.