

 Early Warning System

ADB-58148-001

Preparing the Civil Aviation Development Investment Project III



Quick Facts

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| Countries | Papua New Guinea |
| Financial Institutions | Asian Development Bank (ADB) |
| Status | Approved |
| Bank Risk Rating | U |
| Voting Date | 2024-11-28 |
| Borrower | Government of Papua New Guinea - Department of Transport |
| Sectors | Technical Cooperation, Transport |
| Investment Type(s) | Grant |
| Investment Amount (USD) | \$ 2.00 million |
| Project Cost (USD) | \$ 2.00 million |



Project Description

According to the Bank's website, the proposed TA will provide project preparation support and capacity building for the Civil Aviation Development Investment Project (CADIP) III. The project is targeted for 2026 approval, subject to the project readiness and progress of CADIP II. The TA is aligned with the ADB's Strategy 2030 Vision for a prosperous, inclusive, resilient, and sustainable Asia and the Pacific.

The previous phases of the CADIP Phase I and Phase II have (i) upgraded 20 out of 22 national airports for better safety and security in compliance with International Civil Aviation Organization standards, and (ii) provided institutional and sector reforms to separate legal entities representing functional responsibilities. Similar to CADIP and CADIP II in this project the focus would be to upgrade selected airports to improve connectivity and larger movement. In addition, Air Niugini's re-fleeting program (to purchase larger new and more energy efficient aircraft and replace their existing fleet) will require further development of the airports to accommodate the larger aircraft. The project will also include the upgrading of selected rural airstrips based on its economic potential

The proposed CADIP III will address the above-mentioned challenges by improving and upgrading the various airports, rural airstrips, and in turn improve flight availability, upgrade of safety standards, and reduction of maintenance costs.



Early Warning System Project Analysis

According to the Technical Assistance Report, the Risk Categories are:

Environment: Not Applicable

Involuntary Resettlement: Not Applicable

Indigenous Peoples: Not Applicable



Investment Description

- Asian Development Bank (ADB)

The TA financing amount is \$2,000,000, which will be financed on a grant basis by ADB's Technical Assistance Special Fund (TASF 7).



Contact Information

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ACCESS TO INFORMATION

You can submit an information request for project information at: <https://www.adb.org/forms/request-information-form>

ADB has a two-stage appeals process for requesters who believe that ADB has denied their request for information in violation of its Access to Information Policy. You can learn more about filing an appeal at: <https://www.adb.org/site/disclosure/appeals>

ACCOUNTABILITY MECHANISM OF ADB

The Accountability Mechanism is an independent complaint mechanism and fact-finding body for people who believe they are likely to be, or have been, adversely affected by an Asian Development Bank-financed project. If you submit a complaint to the Accountability Mechanism, they may investigate to assess whether the Asian Development Bank is following its own policies and procedures for preventing harm to people or the environment. You can learn more about the Accountability Mechanism and how to file a complaint at: <http://www.adb.org/site/accountability-mechanism/main>.



Bank Documents

- [Preparing the Civil Aviation Development Investment Project III: Technical Assistance Report](#)