



## CIVIL AVIATION SAFETY AUTHORITY OF PAPUA NEW GUINEA

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### **SAFETY ALERT BULLETIN (SAB)**

**NO: 02/2026**

**DATE: 01/07/2026**

*A SAB contains important safety information and may include recommended action. SAB content should be especially valuable to air carriers in meeting their statutory duty to provide service with the highest degree of safety in the public interest. Besides the specific action recommended in a SAB, an alternative action may be as effective in addressing the safety issue named in the SAB.*

**TITLE: Impact of middle-east fuel crisis on Civil Aviation.**

**OBJECTIVE:** This SAB serves to alert all aviation stakeholders of their respective safety obligations during this challenging period when the ongoing aviation fuel shortage, coupled with a sharp rise in prices, is placing significant financial pressure on flight operations, with cascading effects across the entire aviation ecosystem and broader economic sectors.

This SAB also contains information and recommended actions that the Civil Aviation Safety Authority of Papua New Guinea (CASA PNG) strongly recommends, for air operators, airport operators and air service providers to consider.

#### **BACKGROUND:**

ICAO recently released an Electronic Bulletin EB 2026/16 on the 15<sup>th</sup> May 2026, recognizing the exceptional fuel-related financial pressures on operations, States and concerned stakeholders, ICAO urged all stakeholders to give due regard to the impacts on passengers. In this context, the application of ICAO's core principles on consumer protection may assist in safeguarding passengers' interests and mitigating adverse effects on travellers.

#### **DISCUSSION:**

CASA invites all PNG aviation stakeholders to work together to continue upholding the highest standards of safety of civil aviation in all decisions that may be required to address the fuel crisis. The significant financial pressure placed on all airlines worldwide leads to various cost saving measures. While those do not necessarily mean a degradation in safety levels, all stakeholders are invited to detect whether economic pressure is changing operational risk behaviors, and to keep safety paramount in decision making. In this context, operators are invited to review the specific safety risks associated with alternate aerodrome selection, fuel planning and in-flight fuel management contained in the Flight Planning and Fuel Management (FPFM) Manual (Doc 9976).

In the context of the current fuel crisis, CASA PNG wishes to remind other PNG State Agencies and Authorities of Article 24 (Customs duty) of the Convention on International Civil Aviation (Chicago, 1944 – “the Chicago Convention”) (Doc 7300/9) as well as relevant Standards and Recommended Practices contained in Annex 9 – Facilitation and the principles set forth therein.

#### **CASA PNG RECOMMENDED ACTIONS:**

CASA PNG encourages all relevant PNG Government Agencies and Authorities to ensure that any measures adopted in response to the fuel crisis remain proportionate, transparent and time-bound, and do not create unnecessary administrative or operational burdens for air transport operators.

CASA PNG further encourages all PNG stakeholders to effectively coordinate and collaborate to preserve the continuity and efficiency of international air transport, as well as the broader economic activities dependent thereon, including international travel, trade, tourism and services.

CASA PNG urges all PNG Government Agencies and Authorities to take these provisions into account, together with ICAO’s Policies on Taxation on International Air Transport (Doc 8632), and to refrain from introducing or increasing taxes on jet fuel. The imposition of additional fiscal burdens would further weaken the financial viability of the aviation sector and risk reducing connectivity, especially for PNG’s remote and developing regions.

CASA PNG urges all PNG aviation stakeholders to collaborate and implement operational measures and long-standing improvements in air navigation and aerodrome operations, such as coordinated air traffic flow management, collaborative decision-making, and optimized and integrated route design should be accelerated to reduce the impact of higher fuel costs, lower emissions, and enhance overall system resilience.

**OTHER REFERENCE INFORMATION:** Other related information on the above can be found in:

1. ICAO Electronic Bulletin EB 2026/16 dated 15 May 2026.
2. CASA SAB No. 01-2024 Revision 2 Fuel Supply Disruption and Fuel Quality Management

#### **ENQUIRIES:**

For any further enquiries regarding the contents of this Safety Alert Bulletin (SAB), you may contact the CASA PNG Manager Airworthiness Branch:

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