



**CIVIL AVIATION SAFETY AUTHORITY OF PNG**

**PNG**

**Civil Aviation Rules**

**Part 93**

**Special Aerodrome Traffic Rules and Noise Abatement Procedures**

Effective 1 May 2017

**DESCRIPTION**

Part 93 prescribes special rules for aerodrome traffic, exceptions to aerodrome traffic rules prescribed in Part 91 and aerodrome noise abatement procedures.

---

## Bulletin

This Part first came into force on 1 January 2004 and now incorporates the following amendments:

<b>Amendment</b>	<b>Effective Date</b>
Amendment 1	1 January 2011
Amendment 2	1 May 2017

### Summary of amendments:

Amendment 2:

(Docket CAR/17/93/20)

Editorial amendments only –

Rule 93.359, (a) correction to spelling of  
'opereator', (c)(1) 'trafficcircuit' and (c)(2) 'Guina'

---

## Schedule of Rules

<b>Schedule of Rules</b>	<b>4</b>
<b>Subpart A — General</b>	<b>5</b>
93.1 Purpose .....	5
<b>Subpart B — Port Moresby International Airport</b>	<b>5</b>
93.51 Purpose.....	5
93.53 Reserved.....	5
93.55 Restrictions on flight training .....	5
93.57 Noise abatement procedures .....	5
<b>Subpart C — Goroka Aerodrome</b>	<b>6</b>
93.101 Purpose.....	6
93.103 Reduced meteorological minima .....	6
93.105 Noise abatement procedures .....	6
<b>Subpart D — Madang Aerodrome</b>	<b>6</b>
93.151 Purpose.....	6
93.153 Noise abatement procedures .....	6
<b>Subpart E — Moro Aerodrome</b>	<b>6</b>
93.201 Purpose.....	6
93.203 Manoeuvring in the vicinity of the aerodrome .....	6
<b>Subpart F — Tabubil Aerodrome</b>	<b>7</b>
93.251 Purpose.....	7
93.253 Use of runways .....	7
93.257 Use of radio.....	7
<b>Subpart G — Right-Hand Aerodrome Traffic Circuits</b>	<b>7</b>
93.351 Purpose.....	7
93.353 Determination for a right-hand aerodrome traffic circuit.....	7
93.355 Application for a right-hand aerodrome traffic circuit .....	7
93.357 Procedures for issue of a determination for a right-hand aerodrome traffic circuit	8
93.359 Withdrawal of right-hand aerodrome traffic circuit. ....	8
93.361 Savings provision for existing right-hand aerodrome traffic circuits	9

## Subpart A — General

### 93.1 Purpose

- (a) This Part prescribes—
- (1) special rules for aerodrome traffic, in addition to the rules for aerodrome traffic prescribed in Part 91; and
  - (2) exceptions from the rules for aerodrome traffic, prescribed in Part 91; and
  - (3) aerodrome noise abatement procedures.
- (b) Subject to paragraph (c), this Part also applies to a member of the Papua New Guinea Defence Force and any aircraft operated by the Papua New Guinea Defence Force.
- (c) This Part does not apply to any member of the Papua New Guinea Defence Force or any aircraft operated by the Papua New Guinea Defence Force acting in connection with—
- (1) any war or other like emergency; or
  - (2) the defence of Papua New Guinea and other Papua New Guinea interests; or
  - (3) aid to the civil power in time of emergency; or
  - (4) the provision of any public service.

## Subpart B — Port Moresby International Airport

### 93.51 Purpose

This Subpart prescribes—

- (1) special rules for aerodrome traffic operating in the control zone designated under Part 71 for Port Moresby International Airport; and
- (2) noise abatement procedures for aeroplanes operating in the control zone designated under Part 71 for Port Moresby International Airport.

### 93.53 Reserved

### 93.55 Restrictions on flight training

A pilot-in-command must not conduct flight training or conversion instruction in the control zone unless prior approval has been obtained from ATC.

### 93.57 Noise abatement procedures

- (a) Except as provided in paragraph (b), a pilot-in-command must not fly below an altitude of 2500 feet QNH over any congested area of Port Moresby City.
- (b) Paragraph (a) does not apply to the pilot-in-command of an aircraft if—
- (1) it is essential for the aircraft to be flown below 2500 feet AGL for the proper accomplishment of the operation; and
  - (2) that aircraft has a MCTOW of 5700kg or less.

## **Subpart C — Goroka Aerodrome**

### **93.101 Purpose**

This Subpart prescribes

- (1) special rules for aircraft landing and taking off from Goroka aerodrome; and
- (2) noise abatement procedures for aeroplanes operating in the vicinity of Goroka aerodrome.

### **93.103 Reduced meteorological minima**

Notwithstanding rule 91.301(b), a pilot-in-command may take-off and land at Goroka aerodrome when the cloud ceiling is at or above 500 feet over the aerodrome reference point.

### **93.105 Noise abatement procedures**

A pilot-in-command of an aircraft approaching Goroka aerodrome from the northwest must, on the downwind leg of the circuit, maintain a flight path outside the congested area of the township.

## **Subpart D — Madang Aerodrome**

### **93.151 Purpose**

This Subpart prescribes noise abatement procedures for aircraft operating in the vicinity of Madang aerodrome.

### **93.153 Noise abatement procedures**

- (a) A pilot-in-command of an aircraft conducting a full aerodrome traffic circuit to land at Madang aerodrome must maintain a flight path seaward of the coast line when operating southeast of the aerodrome until clear of the congested area of the Madang township.
- (b) A pilot-in-command of an aircraft must, avoid flying over any congested area of the Madang township after takeoff.

## **Subpart E — Moro Aerodrome**

### **93.201 Purpose**

This Subpart prescribes special rules for aerodrome traffic at Moro aerodrome.

### **93.203 Manoeuvring in the vicinity of the aerodrome**

- (a) A pilot-in-command of an aircraft requiring to manoeuvre the aircraft for any purpose, in the vicinity of Moro aerodrome must manoeuvre—
  - (1) for an aeroplane, north of runways 09/27; or
  - (2) for a helicopter, south of runways 09/27.
- (b) Notwithstanding paragraph (a), a pilot-in-command may, if the meteorological conditions are such that compliance with paragraph (a) could affect the safety of the flight, manoeuvre in other areas provided that they broadcast their intention on the prescribed frequency for Moro Information.

## Subpart F — Tabubil Aerodrome

### 93.251 Purpose

This Subpart prescribes special rules for aerodrome traffic operating at Tabubil aerodrome.

### 93.253 Use of runways

A pilot-in-command of an aircraft may conduct a straight-in-approach to land on runway 32 if the pilot-in-command can establish that the runway is clear of any other aircraft.

### 93.257 Use of radio

A pilot-in-command of an aircraft must, in addition to the requirements of 91.225(b)—

- (1) on approaching the aerodrome, broadcast their intention on the prescribed frequency at—
  - (i) 20 nm; and
  - (ii) 10 nm or at the “sawmill”; and
- (2) on departure, report to Moresby FIS when commencing taxiing.

## Subpart G — Right-Hand Aerodrome Traffic Circuits

### 93.351 Purpose

This Subpart prescribes rules to allow the Director to issue a determination regarding the requirement for a right-hand aerodrome traffic circuit to be published for a runway at an aerodrome, if in the interests of aviation safety or security, a standard left-hand aerodrome traffic circuit is not practicable.

### 93.353 Determination for a right-hand aerodrome traffic circuit

The Director may issue a determination for a right-hand aerodrome traffic circuit to be published for a runway at an aerodrome that is published in the PNGAIP if the Director considers that in the interest of aviation safety or security, a standard left-hand aerodrome traffic is not possible.

### 93.355 Application for a right-hand aerodrome traffic circuit

- (a) An operator of an aerodrome that is published in the PNGAIP may apply to the Director for a right-hand aerodrome traffic circuit determination for a runway at the aerodrome.
- (b) An applicant for the issue of a right-hand aerodrome traffic circuit determination must provide the Director with the following:
  - (1) the name and contact details of the applicant;
  - (2) the name of the aerodrome;
  - (3) details of the runway that is the subject of the application including the runway designation, surface type, and any associated instrument procedures;
  - (4) details of any other runway on the aerodrome;
  - (5) details of any other aerodrome or heliport that is within 10 nm of the aerodrome;
  - (6) the reasons for having a right-hand aerodrome traffic circuit;
  - (7) any other applicable information that is requested by the Director.

- (c) An application for a right-hand aerodrome traffic circuit determination must be submitted to the Director with the payment of any applicable charge prescribed by regulations made under the Act.
- (d) The application specified in paragraph (c) must be submitted not less than 90 days before the date on which the right-hand aerodrome traffic circuit is to come into force, unless a shorter period is acceptable to the Director.

**93.357 Procedures for issue of a determination for a right-hand aerodrome traffic circuit**

- (a) Before issuing a determination that a right-hand aerodrome traffic circuit is required for a runway at an aerodrome that is published in the PNGAIP, the Director must consult with such persons and organisations as the Director considers appropriate in each case.
- (b) Upon issuing a determination that a right-hand aerodrome traffic circuit is required for a runway at an aerodrome that is published in the PNGAIP the Director must-
- (1) notify the issue of the determination in the Gazette; and
  - (2) enter the details of the right-hand aerodrome traffic circuit in the Papua New Guinea Air Navigation Register; and
  - (3) notify the aerodrome operator of the issue of the determination.
- (c) The gazette notice required under paragraph (b)(1) must specify the date on which the right-hand aerodrome traffic circuit comes into force.
- (d) A right-hand aerodrome traffic circuit for a runway does not come into force until the date specified in the gazette notice.
- (e) An aerodrome operator who is notified by the Director under paragraph (b)(3) of the issue of the determination must ensure that the applicable details for the runway and aerodrome are published in the PNGAIP.

**93.359 Withdrawal of right-hand aerodrome traffic circuit.**

- (a) An operator of an aerodrome that is published in the PNGAIP may apply to the Director to withdraw a right-hand aerodrome traffic circuit determination for a runway at the aerodrome, if the aerodrome operator considers that the right-hand aerodrome traffic circuit is no longer required.
- (b) If after considering aviation safety and security requirements, the Director is satisfied that a right-hand aerodrome traffic circuit is no longer required for a runway at an aerodrome that is published in the PNGAIP, the Director may withdraw the determination for the right-hand aerodrome traffic circuit.
- (c) After withdrawing a right-hand aerodrome traffic circuit determination for a runway at an aerodrome that is published in the PNGAIP the Director must-
- (1) notify the withdrawal and date of the withdrawal of the right-hand aerodrome traffic circuit in the Gazette; and
  - (2) amend the details of the aerodrome and the runway in the Papua New Guinea Air Navigation Register; and
  - (3) notify the aerodrome operator of the withdrawal of the determination.
- (d) The withdrawal of a right-hand aerodrome traffic circuit comes into force on the date specified in the gazette notice.



---

(e) An aerodrome operator who is notified under paragraph (c)(3) that the Director has withdrawn a determination for a right-hand aerodrome traffic circuit for a runway at the aerodrome, must ensure that the details for the aerodrome and the runway published in the PNGAIP are appropriately amended.

**93.361 Savings provision for existing right-hand aerodrome traffic circuits**

Every right-hand aerodrome traffic circuit for a runway at an aerodrome that is published in the PNGAIP immediately before 10 February 2009 continues to have effect on or after 10 February 2009 as if it were a right-hand aerodrome traffic circuit determined in accordance with this Subpart as in force on or after 10 February 2009.