



Civil Aviation Safety Authority
of Papua New Guinea

Advisory Circular

AC 39-1

Airworthiness Directives

Issue 1

31 Oct 2022

GENERAL

Civil Aviation Safety Authority Advisory Circulars (AC) contain information about standards, practices and procedures that the Director has found to be an Acceptable Means of Compliance (AMC) with the associated rule.

An AMC is not intended to be the only means of compliance with a rule, and consideration will be given to other methods of compliance that may be presented to the Director. When new standards, practices or procedures are found to be acceptable, they will be added to the appropriate Advisory Circular.

This Advisory Circular also includes Explanatory Material (EM) where it has been shown that further explanation is required. Explanatory Material must not be regarded as an acceptable means of compliance.

PURPOSE

This Advisory Circular provides methods, acceptable to the Director, for showing compliance with the airworthiness directive requirements of Part 39 and explanatory material to assist in showing compliance.

RELATED CAR

This AC relates specifically to Civil Aviation Rule 39, 43 and 91.

CHANGE NOTICE

This AC replaces Issue Initial Issue dated 1 July 2002.

APPROVAL

This AC has been approved for publication by the Director of Civil Aviation

TABLE OF CONTENTS

Subpart A - General3

- EM 39.1 Purpose3
- EM 39.3 Reserved3

Subpart B – Airworthiness Directives3

- EM 39.13 Acceptance of State of Design Alternative Means of Compliance4
- EM 39.15 Deferred Compliance4
- EM 39.17 Conflict with other continuing airworthiness instructions4

Subpart A - General

EM 39.1 Purpose

Part 39 prescribes rules for the airworthiness directives that must be complied with for each PNG registered aircraft issued with an airworthiness certificate under Part 21.

Subpart B requires compliance with two groups of airworthiness directives:

- airworthiness directives issued by the authority responsible for the foreign type certificate for the aircraft or product; and
- airworthiness directives listed in the PNG CASA's Register of Airworthiness Directives.

EM 39.3 Reserved

Subpart B – Airworthiness Directives

EM 39.11 Compliance

This requires compliance with two groups of airworthiness directives:

- airworthiness directives issued by the authority responsible for the foreign type certificate for the aircraft or product; and
- airworthiness directives listed in the PNG CASA's Register of Airworthiness Directives.

The PNG Civil Aviation Safety Authority accepts airworthiness directives issued by aircraft and product type certifying authorities which are called up by reference. These are the *country of origin* airworthiness directives.

For example, if the aircraft was type certificated by the FAA, then airworthiness directives issued by the FAA for that aircraft must be complied with. If the engines were type certificated by the UK CAA, then UK CAA airworthiness directives for that engine must be complied with. The reverse also applies. For example, a PT6 turbine- powered Britten Norman Islander would need to comply with the UK CAA airworthiness directives for the airframe and the FAA airworthiness directives issued for the engines.

There will be cases where products are type certificated in more than one country. During the PNG type acceptance process required by Part 21, the applicable airworthiness directives will be declared under that process and stated in the type acceptance report.

The second group of airworthiness directives required to be complied with under 39.11 are those PNG Airworthiness directives listed in the CASA's Register of Airworthiness Directives.

The PNG Register of Airworthiness Directives contains a list of airworthiness directives issued by the Director to cater for specific PNG needs.

The PNG Register of Airworthiness Directives is available on CASA PNG's website. It will be updated at regular intervals to generally reflect the directives issued by the Director. Each airworthiness directive issued by CASA will be assessed by the CASA to ensure it aligns with the PNG rules and that any aspects of

compliance unique to PNG are taken into account.

EM 39.13 Acceptance of State of Design Alternative Means of Compliance

This rule is self-explanatory.

EM 39.15 Deferred Compliance

This rule is self-explanatory.

EM 39.17 Conflict with other continuing airworthiness instructions

This rule is self-explanatory.