



**Notice of Proposed Rule Making  
NPRM 25/16/1-01  
19 November 2025**

**Part 1  
Definitions, Abbreviations and  
Units of Measurements**

**Consequential Amendments  
Nil**

**Docket 25/16/CAR1-01  
2025 Rules Review**

Proposed Applicable Date 19 November 2025



## Background to the Civil Aviation Rules

The Papua New Guinea (PNG) Civil Aviation Rules (CARs) establish the *minimum* regulatory safety standards and boundary for participants to gain entry into, operate within, and exit the PNG civil aviation system. The PNG Rules are divided into Parts and each Part contains a series of individual rules which relate to a particular aviation activity.

Advisory Circulars accompany many rule Parts and contain information about standards, practices and procedures that the Director has been established to be an ‘*Acceptable Means of Compliance*’ (AMC) for the associated rule. An Advisory Circular may also contain Guidance Material (GMs) and Explanatory Material (EMs) to facilitate compliance with the rule requirements.

The objective of the Civil Aviation Rules system is to obtain a balance of responsibility between, on the one hand, the State and regulatory authority, the Civil Aviation Safety Authority of PNG (CASA PNG) and, on the other hand, those who provide services and exercise privileges in the civil aviation system. This balance must enable the State and regulatory authority to set standards for, and monitor performance of aviation participants whilst providing the maximum flexibility for the participants to develop compliance within the safety boundary.

Section 45 of the *Civil Aviation Act 2000* prescribes general requirements for participants in the civil aviation system and requires, amongst other things, participants to carry out their activities safely and in accordance with the relevant prescribed safety standards and practices. Section 69 of the Act allows the Minister to make ordinary rules for any of the following purposes:

- (a) The implementation of Papua New Guinea’s obligations under the Convention
- (b) To provide for a safe, sustainable, effective and efficient aviation services
- (c) The provision of aviation meteorological services, search and rescue services and civil aviation security programmes and services
- (d) Assisting aviation safety and security, including but not limited to personal security
- (e) Assisting economic development
- (f) Improving access and mobility
- (g) Protecting and promoting public health
- (h) Ensuring environmental sustainability
- (i) Any matter related or reasonably incidental to any of the following:
  - (1) The Minister’s functions and role under section 8 of the Act;
  - (2) The Authority’s general objects and functions under section 11 of the Act;
  - (3) The Authority’s functions in relation to safety under section 12 of the Act; and
  - (4) The Director’s functions and powers under section 17 the Act
  - (5) The Director’s powers under section 52A, 53 and 54 of the Act
- (j) Any other matter contemplated by any provision of the Act.



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## 1. Purpose of this NPRM

The purpose of this Notice of Proposed Rulemaking is to put forward for consideration proposed amendments to Civil Aviation Rule Part 1.

## 2. Background to the Proposal

### 2.1 General Summary

The proposed changes to Part 1 introduce new definitions and amend existing definitions to better support regulatory clarity and harmonization with current international standards and industry best practices. These amendments are designed to provide consistency across Civil Aviation Rule Parts.

The focus with the amendments is to align Part 1 with ICAO Annex 13, 14 and Amendment 2 of Annex 19, and to incorporate improved safety objectives specifically, those relating to an Acceptable Level of Safety Performance across all PNG aviation sectors.

### 2.2 NPRM Development

As a signatory to the Convention on International Civil Aviation, Papua New Guinea is committed to aligning its regulations to ICAO SARPS, where practicable. NPRM development is triggered by several key factors. A primary trigger for NPRM is the amendments of various Annexes to the Convention. Additionally, NPRMs may be triggered when internal reviews, audits or accident and incident investigations reveal safety or compliance gaps in existing regulations that could impact aviation safety. Evolving industry best practices and technological advancements play a significant role in driving the need for regulatory updates through NPRMs. The proposed amendments are developed in consultation with internal subject matter experts.

### 2.3 Key Stakeholders

The Civil Aviation Safety Authority identifies the following as key stakeholders for the proposed rule amendments contained in this NPRM:

- (1) The Civil Aviation Safety Authority;
- (2) The Ministry for Transport;
- (3) The Minister for Civil Aviation;
- (4) Aviation Document Holders and
- (5) Other interested stakeholders

## 3. Consequential Amendments

This amendment has a positive impact on improving overall safety of airport and aerodrome operations.

## 4. Exemptions

There are no current Exemptions against this Rule Part.

## 5. Impact Assessment

### 5.1 Safety

This amendment has a positive impact on improving overall safety of airport and aerodrome



operations.

## 5.2 Compliance Cost

Additional compliance costs to the proposed amendments will only affect operators who intend to expand on the scope of external sling load operations to include carriage of persons. Cost related to purchasing appropriate equipment, amendment to procedures and training of all personnel required to be involved.

## 5.3 Security

This amendment has a positive impact on improving overall security of airport and aerodrome operations in compliance with ICAO Annex 17 requirements.

## 5.4 Environment

Negligible environmental impact.

## 5.5 Efficiency and capacity

Implementation will result in efficiency gains and overall positive impact.

## 5.6 Expected implementation time

Date of publication of final rule.

# 6. Summary of changes

The proposed amendments include:

- (a) Rule 1.1 General definitions – Added the following new definitions: Acceptable Level of Safety Performance; Aeronautical data; Critical aeronautical data; Cyclic redundancy check; Essential aeronautical data; Hazard; Information Exchange; Information Sharing; Integrity classification; Non-precision approach runway; Operational Personnel; Safety Information; Precision approach runway, category I; Precision approach runway, category II; Precision approach runway, category III; Routine aeronautical data; Safety data; Safety information; Safety Oversight; and Surveillance.
- (b) Rule 1.1 General Definitions – Update existing definitions: Aerodrome Mapping Data; Geodetic datum; Human Factors principles; Serious incident; and State Safety Programme.

To align with Annex 13, 14 and 19 definitions, to align with industry best practice to achieve acceptable level of safety performance and to provide better clarity to existing definitions.

- (c) Rule 1.2 Abbreviations- Added new abbreviations: “AMD” “ALoSP” and “CRC”

To incorporate the new abbreviations as referenced throughout Rule Parts 100, 139 and few other Rule Parts.

# 7. Legislative Analysis

## 7.1 Power to make rules

The Minister may make ordinary rules under sections 69, 70, 71 and 72 of the *Civil Aviation Act 2000*, for various purposes including implementing Papua New Guinea’s obligations under the Convention, assisting aviation safety and security, and any matter contemplated under the Act.



These proposed rules are made pursuant to:

- (a) Section 69(1)(a) which provides for the Minister to make rules for the implementation of Papua New Guinea's obligations under the Convention;
- (b) Section 72(a) which provides for the Minister to make rule for the designation, classification and certification of-
  - (1) Air services;
  - (2) Aerodrome operators;
  - (3) Aviation security providers;
  - (4) Aviation training organizations;
  - (5) Aircraft design, manufacture, maintenance and supply organizations;
  - (6) Air traffic services;
  - (7) Aviation meteorological services;
  - (8) Aeronautical communication services; and
  - (9) Aeronautical procedures.

The proposed amendment of Part 1 complies with the requirements of the *Civil Aviation Act and does not contravene the Constitution, the Aerodrome (Business Concession) Act, Civil Aviation (Air Craft Operator Liability) Act, Aircraft Charges Act, Airport Departure Tax Act, the Explosive Act, Firearms Act, Customs Act, Plant and Disease Control Act and the Environmental Act.*

The proposed Rule has been checked for language and compliance with the legal conventions of Papua New Guinea.

## 7.2 Matters to be taken into account

This NPRM is developed in accordance with the primary statutory requirements, including but not limited to those set out in s.2 and s. 75 of the Act and key government policy priorities. The matters taken into consideration include:

- 7.2.1 Enhancing safety, security, efficiency, and service quality in the civil aviation system in a sustainable manner.
- 7.2.2 Facilitating access to the air transport network, contributing to the economic and social development of Papua New Guinea.
- 7.2.3 Establishing rules of operation and responsibilities within the civil aviation system to promote safety and security at a reasonable cost.
- 7.2.4 Implementing Papua New Guinea's obligations under international aviation and meteorological agreements.
- 7.2.5 Modernizing and harmonizing regulations with international practice is important.
- 7.2.6 Ensuring provision of civil aviation and meteorological services and facilities as efficiently and economically as practicable.
- 7.2.7 Driving sustainability and inclusive national development and
- 7.2.8 Engaging all stakeholders through transparent policy and rulemaking processes.



## 8. Submissions on the NPRM

### 8.1 Submissions are invited

Interested persons are invited to participate in the making of the proposed rule amendment by submitting written data, views, or comments. All submissions will be considered before final action on the proposed rule amendment is taken. If there is a need to make any significant change to the rule requirements in the proposal as a result of the submissions received, then interested persons may be invited to make further submissions.

### 8.2 Examination of submissions

All submissions will be available in the rules docket for examination by interested persons both before and after the closing date for submissions. A consultation summary will be published with final rule.

Submissions may be examined by application to the Docket Clerk at the Civil Aviation Safety Authority of Papua New Guinea between 8:30 am and 3:30 pm, on weekdays, except statutory holidays.

### 8.3 Disclosure

Submitters should note that any information attached to submissions will become part of the docket file and will be available to the public for examination at the Civil Aviation Safety Authority of Papua New Guinea office.

Submitters should state clearly if there is any information in their submission that is commercially sensitive or for some other reason the submitter does not want the information to be released to other interested parties.

## 9. How to make submission

Submissions may be sent by the following methods:

By Mail: Docket Clerk (NPRM 25/16/01-01)  
Civil Aviation Safety Authority of Papua New Guinea  
PO Box 1941  
Boroko  
National Capital District

Delivered: Docket Clerk (NPRM 25/16/01-01)  
Civil Aviation Safety Authority of Papua New Guinea  
Morea-Tobo Road  
Six Mile, Jacksons Airport  
Port Moresby NCD

By Email: Docket Clerk (NPRM 25/16/01-01)  
[rules@casapng.gov.pg](mailto:rules@casapng.gov.pg)

### 9.1 Final date for submissions

Comments must be received before **COB, 26<sup>th</sup> September 2025.**



## **9.2 Availability of the NPRM**

Any person may obtain a copy of this NPRM from-

CASA PNG web site: [www.casapng.gov.pg](http://www.casapng.gov.pg)

or at a cost from

Docket Clerk

Civil Aviation Safety Authority of Papua New Guinea Headquarter

Building 1, Level 1

Morea-Tobo Road

Six Mile, Jacksons Airport

Port Moresby NCD.

## **9.3 Further information**

For further information, contact:

Gloria Sikre (Ms.)

Acting Manager Legal Services

CASA PNG

[gsikre@casapng.gov.pg](mailto:gsikre@casapng.gov.pg)

Ph.: 325 7571 Mob: 74127191





## Part 1

# Definitions, Abbreviations and Units of Measurement

### 1.1 General definitions

In rules made under the Act, unless the context otherwise requires—  
...

**Acceptable Level of Safety Performance** means the minimum level of safety performance of civil aviation in a State, as defined in its State safety programme, or of a service provider, as defined in its safety management system, expressed in terms of safety performance targets and safety performance indicators:

**Aerodrome mapping data** means data collected for the purpose of compiling aerodrome mapping information for aeronautical uses:

**Aeronautical data** means a representation of aeronautical facts, concepts or instructions in a formalized manner suitable for communication, interpretation or processing:

**Cyclic redundancy check** means a mathematical algorithm applied to the digital expression of data that provides a level of assurance against loss or alteration of data:

**Geodetic datum** means a minimum set of parameters required to define location and orientation of the local reference system with respect to the global reference system /frame:

**Hazard** means a condition or an object with the potential to contribute to an aircraft incident, serious incident or accident:

**Human factors principles** means principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance:

**Information Exchange** means giving and receiving in return using an established or agreed medium of transmission and reception:

**Information Sharing** means giving of Safety information using an established or agreed medium of transmission and reception:

**Non-precision approach runway** means a runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type A and a visibility not less than 1 000 m:

**Precision approach runway, category I** means a runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) not lower than 60 m (200 ft) and either a visibility not less than 800 m or a runway visual range not less than 550 m:

**Precision approach runway, category II** means a runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B with a decision



height (DH) lower than 60 m (200 ft) but not lower than 30 m (100 ft) and a runway visual range not less than 300 m:

**Precision approach runway category III** means a runway served by visual aids and non-visual aid(s) intended for landing operations following an instrument approach operation type B with a decision height (DH) lower than 30 m (100 ft), or no decision height and a runway visual range less than 300 m, or no runway visual range limitations:

**Integrity classification (aeronautical data)** means classification based upon the potential risk resulting from the use of corrupted aeronautical data:

**Routine aeronautical data** means there is a very low probability when using corrupted routine data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe:

**Essential aeronautical data** means there is a low probability when using corrupted essential data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe:

**Critical aeronautical data** means there is a high probability when using corrupted critical data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe:

**Operational Personnel** means personnel involved in aviation activities who are in a position to report safety information:

**Safety data** means a defined set of facts or set of safety values collected from various aviation-related sources, which is used to maintain or improve safety:

**Safety Information** means safety data processed, organized or analysed in a given context so as to make it useful for safety management purposes:

**Safety Oversight** means a function performed by a State to ensure that individuals and organizations performing an aviation activity comply with safety-related national laws and regulations:

**Serious Incident** means an incident ~~involving circumstances indicating that an accident nearly occurred~~ involving circumstances indicating that there was a high probability of an accident and associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down:

**State Safety Programme (SSP)** means an integrated set of laws, regulations, policies, objectives, processes, procedures and activities aimed at ~~improving~~ managing safety, at the State level:

**Surveillance** means the State activities through which the State proactively verifies through inspections and audits that aviation licence, certificate, authorization or approval holders continue to meet the established requirements and function at the level of competency and safety required by the State:



## **1.2 Abbreviations**

In rules made under the Act —

AMD	Aerodrome Mapping Data
ALoSP	Acceptable level of Safety Performance
CRC	Cyclic Redundancy check