



**Notice of Proposed Rule Making
NPRM 25/16/12-02
19 November 2025**

**Part 12
Accidents, Incidents and Statistics**

**Consequential Amendments
Form CA 605**

**Docket 25/16/CAR12-02
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 of 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 12.

2. Background to the Proposal

2.1 General Summary

The last amendment to CAR Part 12 was amendment 6. The proposed changes align CAR Part 12 with ICAO Annex 13, Amendment 19 and Annex 19 Amendment 2. The proposed changes also align with guidance materials identified as ICAO Doc 9859 and ICAO Doc 10184, Part III Article A41-27 Appendix D.

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

Form CA 605 is amended.

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.

5.2 Compliance Cost

The compliance cost is minimal.

5.3 Security

This amendment has a positive impact on improving overall security.

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 changes in amendment 07 of CAR Part 12 relate to:

(a) New

- Definition: Serious Incidents
- Rule 12.51(c) for notification requirement of accident.
- Rule 12.55(e)&(f) for notification requirement of serious incident & incident.
- Rule 12.151(a)(2)(iv), 12.151(a)(2)(v), Rule 12.151(a)(3)(v) & Rule 12.151(a)(3)(vi), for aircraft operating statistics.

(b) Amendments

- Rule 12.53(a) for details of accident.
- Rule 12.57(b) for details of incident.
- Rule 12.59(a), Rule 12.59(a)(2) & Rule 12.59(b) for investigation and reporting.

(c) Minor editorial/grammatical/syntax amendments

- Delete and replace Table 1 under Rule 12.151(b) Table 1



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;
 - (9) Aeronautical procedures.

The proposed amendment of Part 12 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 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 offices.

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 25/16/12-02)
Civil Aviation Safety Authority of Papua New Guinea
PO Box 1941
Boroko
National Capital District
- Delivered: Docket Clerk (NPRM 25/16/12-02)
Civil Aviation Safety Authority of Papua New Guinea
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD
- By Email: Docket Clerk (NPRM 25/16/12-02)
rules@casapng.gov.pg

9.1 Final date for submissions

Comments must be received before **COB, 26th September 2025.**



9.2 Availability of the NPRM

Any person may obtain a copy of this NPRM from-

CASA web site: www.casapng.gov.pg

or at a cost from

Docket Clerk
Civil Aviation Safety Authority 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

Ph.: 325 7571 Mob: 74127191



Part 12

Accidents, Incidents and Statistics

Subpart A — General

12.3 Definitions

Serious incident means an incident 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.

Subpart B — Notification, investigation and reporting of occurrences

12.51 Notification of accident

...

- (c) The notification required by paragraph (a) shall be within 24 hours of the accident.

12.53 Details of accident

- (a) The pilot-in-command of an aircraft that is involved in an accident or, if that person is fatally or seriously injured, the operator, shall provide the occurrence details requested on form CA005 to the Authority within ~~3 working days~~ 24 hours of the accident—

12.55 Notification of incident

...

- (e) The notification required by paragraph (a) shall be within 24 hours of the serious incident.
- (f) The notification required by paragraph (a) shall be within 24 hours of the incident.

12.57 Details of incident

...

- (b) A person who is required under paragraph (a) to provide the Authority with details of a serious incident must provide those details within ~~3 working days~~ 48 hours —
- (c) A person who is required under paragraph (a) to provide the Authority with details of an incident must provide those details within 72 hours—

12.59 Investigating and reporting

- (a) A holder of a certificate referred to under rule 12.53(a), 12.55(a) and 12.57 must, unless otherwise notified by the Authority—

...

- (2) On completion of the investigation, submit a report of the investigation to the Authority no later than 30, 60 and 90 days respectively, after the incident, serious



incident and accident—

- (b) Notwithstanding paragraph (a) (2), a holder of an aviation document may obtain the Director's approval to submit a completed report later than 30, 60 and 90 days where the nature and complexity of the investigation is such that a longer period is justified.

Subpart D — Statistics

12.151 Aircraft operating statistics

- (a) Each operator....

- (2) for aircraft used on international air transport operation:

...

(iv) the total number of passengers carried

(v) the total tonnage of cargo carried on cargo only flights

- (3) for aircraft used on domestic air transport operations:

...

(v) the total number of passengers carried

(vi) the total tonnage of cargo carried on cargo only flights

- (4) ...

- (b)

Table 1 Reporting periods for aircraft performing hire or reward operations:

Report No	Month	Due Date
1	1 Jan through 31 Jan	10 Feb
2	Feb through 28/29 Feb	10 Mar
3	1 Mar through 31 Mar	10 Apr
4	1 Apr through 30 Apr	10 May
5	1 May through 31 May	10 Jun
6	1 Jun through 30 Jun	10 Jul
7	1 Jul through 31 Jul	10 Aug
8	1 Aug through 31 Aug	10 Sep
9	1 Sep through 30 Sep	10 Oct
10	1 Oct through 31 Oct	10 Nov
11	1 Nov through 30 Nov	10 Dec
12	1 Dec through 31 Dec	10 Jan

Report No	Month	Due Date
<u>1st Quarter</u>	<u>1 Jan through 31 Mar</u>	<u>1 May</u>
<u>2nd Quarter</u>	<u>1 Apr through 30 Jun</u>	<u>1 Aug</u>
<u>3rd Quarter</u>	<u>1 Jul through 30 Sep</u>	<u>1 Nov</u>
<u>4th Quarter</u>	<u>1 Oct through 31 Dec</u>	<u>1 Feb</u>