



**Notice of Proposed Rule Making  
NPRM 25/16/125-30  
19 November 2025**

**Part 125  
Air Operations Medium Aeroplanes**

**Consequential Amendments  
Nil**

**Docket 25/16/CAR125-30  
2025 Rules Review**

Proposed Applicable Date 19 November 2025



## Background to the Civil Aviation Rules

The Civil Aviation Rules establish the minimum regulatory safety boundary for participants to gain entry into, operate within, and exit the Papua New Guinea civil aviation system. The Rules are structured in a manner similar to the Civil Aviation Rules of New Zealand and the Federal Aviation Regulations of the USA. Where practicable the Rules also align with the International Civil Aviation Organization Annexes and the regulatory code of the Civil Aviation Safety Authority of Australia.

Rules are divided into Parts and each Part contains a series of individual rules that relate to a particular aviation activity. Advisory Circulars accompany many rule Parts and contain information about standards, practices and procedures that the Director has established to be an Acceptable Means of Compliance (AMC) with the associated rule. An Advisory Circular may also contain guidance material (GM) to facilitate compliance with the rule requirements.

The objective of the Civil Aviation Rules system is to strike a balance of responsibility between, on the one hand, the State and regulatory authority (CASA) 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 while providing the maximum flexibility for the participants to develop their own means of 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, among 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



## Table of Contents

<b>Background to the Civil Aviation Rules .....</b>	<b>2</b>
<b>1. Purpose of this NPRM .....</b>	<b>4</b>
<b>2. Background to the Proposal .....</b>	<b>4</b>
2.1 General Summary.....	4
2.2 NPRM Development .....	4
2.3 Key Stakeholders.....	4
<b>3. Consequential Amendments.....</b>	<b>4</b>
<b>4. Exemptions .....</b>	<b>4</b>
<b>5. Impact Assessment .....</b>	<b>5</b>
5.1 Safety .....	5
5.2 Compliance Cost .....	5
5.3 Security .....	5
5.4 Environment .....	5
5.5 Efficiency and capacity .....	5
5.6 Expected implementation time .....	5
<b>6. Summary of change.....</b>	<b>5</b>
<b>7. Legislative Analysis.....</b>	<b>5</b>
7.1 Power to Make Rules.....	5
7.2 Matters to be taken into account .....	6
<b>8. Submissions on the NPRM .....</b>	<b>6</b>
8.1 Submissions are invited .....	6
8.2 Examination of Submissions.....	6
8.3 Disclosure.....	7
<b>9. How to make a submission .....</b>	<b>7</b>
9.1 Final date for submissions .....	7
9.2 Availability of the NPRM .....	7
9.3 Further information .....	7
<b>Part 125.....</b>	<b>8</b>



## 1. Purpose of this NPRM

Notice of Proposed Rulemaking is to submit for consideration proposed amendments to Civil Aviation Rule Part 125

## 2. Background to the Proposal

### 2.1 General Summary

Air Operators conducting operations under Part 125 currently permit pilots to operate more than one aircraft type. Permitting pilots to operate multiple aircraft types is recognised as industry best practice and is consistent with ICAO international standards, specifically those outlined in Annex 1 (Personnel Licensing) and Annex 6 (Operation of Aircraft).

The proposed amendment, which is the introduction of a new rule 125.529 seeks to clearly prescribe the requirements applicable to flight crew members operating more than one aircraft type under Part 125. This amendment seeks to align operational standards for flight crew qualification, training and recency, when operating more than one aircraft type, with ICAO requirements and international best practices, ensuring consistent application by all Part 125 Air Operators in Papua New Guinea.

### 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

There are no other consequential amendments in other Rule Parts.

## 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

There would be negligible cost for the service providers to comply with this amendment.

### 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 change

The proposed amendment includes:

- New Rule 125.529 - Flight crew operating multiple aeroplane types or variants

## 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 125 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 rules by submitting written data, views, or comments. All submissions will be considered before final action on the proposed rulemaking is taken. If there is a need to make any significant change to the rule requirements in this 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 on the CAA web site and provided to each person who submits a written submission on this NPRM. Submissions may be examined by application to the Docket Clerk at the Civil Aviation Safety Authority Headquarter Building 1, Level 1, Morea Tobo Road, Six Mile, NCD Port Moresby 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 CASA 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 a submission

Submissions may be sent by the following methods:

- by Mail: Docket Clerk (NPRM 25/16/125-30)  
Civil Aviation Safety Authority of Papua New Guinea  
PO Box 1941  
**BOROKO**  
National Capital District
- delivered: Docket Clerk (NPRM 25/16/125-30)  
Civil Aviation Safety Authority of Papua New Guinea  
Morea-Tobo Road  
Six Mile, Jacksons Airport  
Port Moresby NCD
- by Fax: Docket Clerk (NPRM 25/16/125-30)  
3251789 / 325 1919
- by Email: Docket Clerk (NPRM 25/16/125-30)  
[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 web site: [www.casapng.gov.pg](http://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 Service  
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## Part 125

### Air Operations Medium Aeroplanes

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#### **125.529 Flight crew operating multiple aeroplane types or variants**

- (a) If a holder of an air operator certificate assigns a flight crew member to operate more than one aeroplane type or more than one variant of an aeroplane type, the certificate holder must—
  - (1) ensure that the flight crew member is trained and qualified to operate each aeroplane type or variant; and
  - (2) establish training and competency assessment procedures acceptable to the Director.
- (b) The procedures required by paragraph (a)(2) must ensure that—
  - (1) before a flight crew member is assigned to operate more than one aeroplane type or variant, the flight crew member has the relevant experience for operating the aeroplane type or variant, taking into account the aircraft manufacturer's recommendations;
  - (2) a flight crew member has sufficient experience required on one aeroplane type or variant before beginning training for another aeroplane type or variant, taking into account the manufacturer's recommendations;
  - (3) a flight crew member who is qualified on one aeroplane type or variant is trained and qualified on another aeroplane type or variant;
  - (4) a flight crew member—
    - (i) has the applicable competency and recent flight experience requirements for each aeroplane type or variant; or
    - (ii) satisfactorily completes a competency assessment on one specified aeroplane type or variant that is deemed to meet the competency standard on another specified aeroplane type or variant.
  - (5) a flight crew undertaking the competency assessment as specified in subfor the purpose of paragraph (4) (ii) must use; the specified aeroplane types or variants must be recommended by the aeroplane manufacturer.
- (c) The experience required by paragraph (b)(1) must include the minimum flight time experience or operating cycles a flight crew member must complete in air operations to which this Part applies.
- (d) The experience required by paragraph (b)(2) must include—
  - (1) the minimum flight time experience or operating cycles a flight crew member must complete in the aeroplane type already flown to which this Part applies; and
  - (2) the minimum number of hours a flight crew member must complete exclusively on the new aeroplane type or variant after commencing training for the new aeroplane type or variant.
- (e) The training and competency assessment procedures required by paragraph (a)(2) for a flight crew member to operate more than one aeroplane type or variant, must take into account the differences between aeroplane types or variants including at least the





following:

- (1) the aeroplane operating procedures; and
  - (2) the aeroplane systems; and
  - (3) the aeroplane performance limitations; and
  - (4) the aeroplane handling characteristics.
- (f) A holder of an air operator certificate must ensure that a flight crew member assigned to act as a flight crew member on multiple aeroplane types or variants, meets—
- (1) the recent flight experience required by Part 61 for each aeroplane type or variant; or
  - (2) the recent flight experience requirements for each aeroplane type or variant as specified in the procedures required by paragraph (b)(4 ) and (5).