



**Notice of Proposed Rule Making  
NPRM 25/16/174-46  
19 November 2025**

**Part 174  
Aviation Meteorological Service  
Organisation – Certification and  
Operation**

**Consequential Amendments  
Nil**

**Docket 25/16/CAR174-46  
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 programmers 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 of 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 174.

## 2. Background to the Proposal

### 2.1 General Summary

The last amendment to CAR Part 174 was amendment 5.

The proposed rule amendment to Part 174 consists of:

- (a) transposing new standards to capture amendment 82 of ICAO's Annex 3,
- (b) transposing the mandatory national civil aviation security programme and cybersecurity protections standards in ICAO's Annex 17 for consistency with international standards and best practice relating to safeguarding civil aviation operations against acts of unlawful interference and the integrity, confidentiality, and protection of aviation meteorological data for aviation use, and
- (c) minor adjustments to the rule including adjustments to three definitions and inclusion of one new standard identified as deficient by the compliance checklist assessment of EFOD for clarity.

### 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 is no consequential amendments to this Rule Part.

## 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 Costs

Additional compliance costs to the proposed amendments have not been assessed.

### 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:

New:

- Rule 174.3 New Definitions
- Rule 174.87(a)(8)(xx) – requirement for Security Programme
- Rule 174.89 – Security Programme Requirements
- Rule 174.217 – Aerodrome Forecast
- Rule 174.219 – Landing Forecast

Editorial:

- Rule 174.3 (b) with the deletion of (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; and
- (9) Aeronautical procedures.

The proposed amendment of Part 174 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 CASA PNG Head office 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 Headquarter.

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 25/16/174-46)  
Civil Aviation Safety Authority of Papua New Guinea  
PO Box 1941  
Boroko  
National Capital District
- Delivered: Docket Clerk (NPRM 25/16/174-46)  
Civil Aviation Safety Authority of Papua New Guinea  
Morea-Tobo Road  
Six Mile, Jacksons Airport  
Port Moresby NCD
- By Fax: Docket Clerk (NPRM 25/16/174-46)  
3251789 / 325 1919
- By Email: Docket Clerk (NPRM 25/16/174-46)  
[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 PNG 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)  
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## Part 174

# Aviation Meteorological Service Organisation – Certification and Operation

## Subpart A- General

### Part 174.3 Definitions

(a) ...

**International airways volcano watch (IAVW).** International arrangements for monitoring volcanic activity and providing notices, forecasts and warnings to aircraft of volcanic ash in the atmosphere.

**Meteorological service provider.** The relevant entity designated to provide meteorological service for international air navigation on behalf of a Contracting State.

**Space weather information service.** A globally coordinated service where space weather centres provide information on space weather phenomena that may affect communications, navigation and surveillance systems and/or pose a radiation risk to aircraft occupants.

**Meteorological authority** means the Civil Aviation Safety Authority arranging for the provision of meteorological service for national and international air navigation on behalf of Papua New Guinea, and providing regulation and oversight of the meteorological services.

**Space weather centre (SWXC)** means a global or regional centre designated by ICAO to monitor and provide advisory information regarding space weather phenomena expected to affect high-frequency radio communications, communications via satellite, GNSS-based navigation and surveillance systems and/or pose a radiation risk to aircraft occupants, under the framework of space weather information

**State volcano observatory.** A volcano observatory, designated by regional air navigation agreement, to monitor active or potentially active volcanoes within a State and to provide information on volcanic activity to its associated area control centre/flight information centre, meteorological watch office and volcanic ash advisory centre and/or volcanic ash in the atmosphere.

(b)

For the purpose of this Part, the following terms are used with a limited or specific meaning as indicated below:

- (1) ~~to avoid confusion in respect of the term “service” between the meteorological service considered as an administrative entity and the service which is provided, “meteorological authority” is used for the former and “service” for the latter;~~
- (1) “provide” is used solely in connection with the provision of service;
- (2) “issue” is used solely in connection with cases where the obligation specifically extends to sending out the information to a user;
- (3) “make available” is used solely in connection with cases where the obligation ends with making the information accessible to a user; and
- (4) “supply” is used solely in connection with cases where either ~~(iii)~~ (2) or ~~(iv)~~ (3) applies.



## Subpart B- Certification Requirements

### 174.87 Organisation Exposition

- (a) An application for a grant of a meteorological service certificate shall provide the Director with an exposition that contains--

...

(8)...

(xx) 174.89 regarding security programme.

### 174.89 Security Programme

- (a) An applicant for the grant of an aviation meteorological service organisation certificate must establish a security programme for the facilities listed in its exposition.

- (b) The security programme required by paragraph (a) must specify the physical security requirements, practices and procedures that may be necessary —

(i) to minimise the risk of destruction, damage, or interference to the certificate holder's facilities if such an act to a facility is likely to endanger the safety of air navigation; and

(ii) to prevent unauthorised access to a facility; and

(iii) for personnel to follow in the event of a bomb threat or other threat of violence at a facility; and

(iv) to monitor unattended facilities to detect unauthorised intrusion or interference at a facility.

- (c) The security programme required by paragraph (a) must establish measures and procedures to ensure appropriate steps are taken to minimise cyber threats to civil aviation operations, including:

(i) identifying critical information and communications technology systems and data used for civil aviation purposes; and

(ii) measures to prevent, respond to and rectify cyber-attacks and corruption of meteorological information technology systems; and

(iii) developing and implementing appropriate measures to protect itself from unlawful interference in accordance with a risk assessment described in the national civil aviation security programme.

- (d) The security programme required under paragraph (a) must include procedures to notify, investigate and report security incidents to the Director in accordance with Part 12.

...



## Subpart D- Meteorological Observations, Reports and Forecasts

### 174.217 – Aerodrome Forecasts

- (e) A holder of a meteorological service certificate shall ensure that the period of validity of a routine TAF should be not less than 6 hours and not more than 30 hours; the period of validity should be determined by regional air navigation agreement. The routine TAF valid for less than 12 hours should be issued every 3 hours and those valid for 12 to 30 hours should be issued every 6 hours.

### 174.219 – Landing Forecast

- (a) A holder of a meteorological service certificate shall ensure that landing forecast are prepared at the aerodrome meteorological office designated by the Director as determined by regional air navigation agreement. Such forecasts ~~which~~ are intended to meet the requirements of local users and of aircraft within about one hour's flying time from the aerodrome.