



**Notice of Proposed Rule Making
NPRM 25/16/20-03
19 November 2025**

**Part 20
Transition Rules**

**Consequential Amendments
Nil**

**Docket 25/16/CAR20-03
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 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 the proposed amendments to Civil Aviation Rule Part 20.

2. Background to the Proposal

2.1 General Summary

Civil Aviation Rule Part 20 Transition Rules came into force on 1 January 2004. The Part contains transition provisions for the introduction of new rules which require participants to change the manner in which they conduct an aviation activity.

To date, 10 amendments to the Part have been enacted.

- (a) Amendment 01 – 1st January 2011
- (b) Amendment 02 – 1st April 2015
- (c) Amendment 03 – 1st May 2016
- (d) Amendment 04 – 1st May 2017
- (e) Amendment 05 – 1st February 2018
- (f) Amendment 06 – 13th November 2018
- (g) Amendment 07 – 4th December 2019
- (h) Amendment 08 – 14th December 2020
- (i) Amendment 09 – 2nd November 2021
- (j) Amendment 10 – 3rd November 2022
- (k) Amendment 11 – 3rd April 2023
- (l) Amendment 12- 4th November 2024

This NPRM proposes to amend Rule 20.119 by repealing the existing provision and replacing it with new transition requirements aligned with updated technical standards in Part 139. The new Rule 20.119 will require compliance with specified provisions of Part 139 and will be applicable from 21 November 2030.

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 consequential amendments.

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 transition.

6. Summary of changes

Amendment 13 aligns Part 139 with the latest amendment to ICAO Annex 14 requirements. The proposed amendments include:

- a) Repeal of previous provision under Rule 20.119.
- b) Appendix A.8 - Created to adopt ICAO Annex 14 related to Aeroplane Design Group.
- c) Appendix C.12 - Created to adopt ICAO Annex 14 relating to Physical Characteristics.
- d) Appendix D - Created to adopt ICAO Annex 14 relating to Obstacle Restriction and Removal.
- e) Appendix I.7 - Created to adopt ICAO Annex 14 relating to Ground Handling.



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 20 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 25/16/20-03)
Civil Aviation Safety Authority of Papua New Guinea
PO Box 1941
Boroko
National Capital District
- Delivered: Docket Clerk (NPRM 25/16/20-03)
Civil Aviation Safety Authority of Papua New Guinea
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD
- By Fax: Docket Clerk (NPRM 25/16/20-03)
3251789 / 325 1919
- By Email: Docket Clerk (NPRM 25/16/20-03)
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
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Part 20

Transition Rule

Subpart B — Transition Rules

Amendment 13-Effective Date 19 November 2025

20.119 Part 139

Repeal of previous provision under Rule 20.119 and replaced with a new transitional requirement as follows:

A holder of an aerodrome operating certificate under Part 139 must ensure that:

- a) the aerodrome design group meet the applicable requirements in Appendix A.8 of Part 139 by 21 November 2030; and
- b) the location of a runway-holding position meet the applicable requirements in Appendix C.12.9 of Part 139 by 21 November 2030; and
- c) the obstacle restriction and removal meet the applicable requirements in Appendix D of Part 139 by 21 November 2030; and
- d) ground handling meet the applicable requirements in Appendix I.7 of Part 139 by 26 November 2030.