



Notice of Proposed Rule Making
NPRM 26/17/01-01
17 August 2026

Part 1
Definitions, Abbreviations and Units of
Measurement

Consequential Amendments
Nil

Docket 26/17/CAR 01-01
2026 Rules Review

Proposed Applicable 26 November 2026



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 submit for consideration the proposed amendments to Civil Aviation Rule Part 1.

2. Background to the Proposal

2.1 General Summary

Amendment 13 to Part 1 transposes standards from;

(1) Chapter 1-Definitions in amended ICAO Annexes 1-19 and to align with best practices.

This NPRM proposes changes to Definitions, Abbreviations and Units of Measurement in Part 1 as detailed in section 6.

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:

- (a) The Civil Aviation Safety Authority
- (b) The Ministry for Transport
- (c) The Ministry of Civil Aviation
- (d) Aviation Document Holders
- (e) 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.

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 13 of CAR Part 1 relate to:

(a) New Rules:

- (1) Certify as airworthy (*to*): new definition to align with Annex 8, chapter 1:
- (2) Certify release to service:
- (3) Maintenance Release:
- (4) Sign a maintenance release (*to*):
- (5) Aircraft is permanently withdrawn from use:
- (6) Aircraft:
- (7) Airworthy:
- (8) Anticipated operating conditions:
- (9) Appropriate airworthiness requirements.
- (10) Approved:
- (11) C2 Link:
- (12) C2 Link interruption:



- (13) C2 Link specification:
- (14) Category A.
- (15) Category B.
- (16) Continuing airworthiness.
- (17) Detect and avoid.
- (18) Fireproof.
- (19) Fire resistant.
- (20) Handover.
- (21) Lost C2 Link decision time:
- (22) Lost C2 Link state:
- (23) Maintenance:
- (24) Modification.
- (25) Nominal C2 Link state:
- (26) Organization responsible for the type design:
- (27) Performance Class 1 helicopter:
- (28) Performance Class 2 helicopter:
- (29) Performance Class 3 helicopter:
- (30) Quality of service delivered (QoSD):
- (31) Quality of service required (QoSR):
- (32) Remotely piloted aircraft system (RPAS):
- (33) State of Design of Modification:
- (34) State of Manufacture
- (35) Switchover:
- (36) Type certificate:
- (37) Type design:
- (38) Ultimate load:
- (39) Appropriate ATS authority:
- (40) Dry runway:
- (41) Duty period:
- (42) Filed flight plan (FPL or eFPL):
- (43) Preliminary flight plan (PFP).
- (44) Wet runway:



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(b) Amendments:

- (1) Aircraft:
- (2) Airworthy:

(c) Editorials

Nil

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 (Aircraft 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.



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- 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 26/17/01-01)
Civil Aviation Safety Authority of Papua New Guinea
PO Box 1941
Boroko
National Capital District



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Delivered: Docket Clerk (NPRM 26/17/01-01)
Civil Aviation Safety Authority of Papua New Guinea
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD

By Fax: Docket Clerk (NPRM 26/17/01-01)
3251789 / 325 1919

By Email: Docket Clerk
rules@casapng.gov.pg

9.1 Final date for submissions

Comments must be received before **COB, 25th September 2026.**

9.2 Availability of the NPRM

Any person may obtain a copy of this NPRM from-

CASA PNG web site: 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 1

Definitions, Abbreviations and Units of Measurement

1.1 – General Definitions

- (1) **Certify as airworthy (to):** means to certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or the parts thereof:
- (2) **Certifying release to service:** means it has the same meaning as, to certify as airworthy, or to sign a maintenance release:
- (3) **Maintenance Release:** means a document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner in accordance with appropriate airworthiness requirements:
- (4) **Sign a maintenance release (to):** means to certify that maintenance work has been completed satisfactorily in accordance with appropriate airworthiness requirements, by issuing a maintenance release referred to in Part 43:
- (5) **Aircraft:** means any machine that can derive support in the atmosphere from the reactions of the air other ~~otherwise~~ than the reactions of the air against the earth's surface:
- (6) **Aircraft is permanently withdrawn from use:** means aircraft is permanently withdrawn from service/use where both the Certificate of Airworthiness and Certificate of Registration are cancelled:
- (7) **Airworthy:** means the status of an aircraft, remote pilot station, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation.
- (8) **Anticipated operating conditions:** means those conditions which are known from experience or which can be reasonably envisaged to occur during the operational life of the aircraft and remote pilot station taking into account the operations for which the aircraft or remote pilot station is made eligible, the conditions so considered being relative to the meteorological state of the atmosphere, to the configuration of terrain, to the functioning of the aircraft and remote pilot station, to the efficiency of personnel and to all the factors affecting safety in flight. Anticipated operating conditions do not include:
 - (a) those extremes which can be effectively avoided by means of operating procedures; and
 - (b) those extremes which occur so infrequently that to require the Standards to be met in such extremes would give a higher level of airworthiness than experience has shown to be necessary and practical.
- (9) **Appropriate airworthiness requirements:** means the comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, remote pilot station, engine or propeller under consideration:
- (10) **Appropriate ATS authority:** means the relevant authority designated by the State responsible for providing air traffic services in the airspace concerned:
- (11) **Approved:** means accepted by a Contracting State as suitable for a particular purpose. ~~Unless used with reference to another person, means approved in writing by the~~



Director:

- (12) **C2 Link:** means the data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight:
- (13) **C2 Link interruption:** means any temporary situation where the C2 Link is unavailable, discontinuous, introduces too much delay, or has inadequate integrity; but where the lost C2 Link decision time has not been exceeded:
- (14) **C2 Link specification:** means the minimum performance to be achieved by the C2 Link equipment in conformity with the applicable airworthiness system design requirements.
- (15) **Category A:** means with respect to helicopters, means a multi-engine helicopter designed with engine and system isolation features specified in FAR parts 27 and 29 or equivalent flight manual performance information based on a critical engine concept that assures adequate designated surface area and adequate performance capability for continued safe flight in the event of an engine failure; Part IVB of Annex 8 and capable of operations using take-off and landing data scheduled under a critical engine failure concept which assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off.
- (16) **Category B:** means with respect to helicopters, means a single engine or multi-engine helicopter which does not meet Category A standards. Category B helicopters have no guaranteed stay-up ability in the event of engine failure and an unscheduled landing is assumed; capability to continue safe flight in the event of an engine failure, and a forced landing is assumed:
- (17) **Continuing airworthiness:** means the set of processes by which an aircraft, remote pilot station, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.
- (18) **Detect and avoid:** means the capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.
- (19) **Dry runway:** means a runway is considered dry if its surface is free of visible moisture and not contaminated within the area intended to be used:
- (20) **Filed flight plan:** means the latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units.
- (21) **Fireproof:** means the capability to withstand the application of heat by a flame for a period of 15 minutes:
- (22) **Fire resistant:** means the capability to withstand the application of heat by a flame for a period of 5 minutes:
- (23) **Handover:** means the act of passing piloting control from one remote pilot station to another:
- (24) **Lost C2 Link decision time:** means the maximum length of time permitted before declaring a lost C2 Link state during which the C2 Link performance is not sufficient to allow the remote pilot to actively manage the flight in a safe and timely manner appropriate to the airspace and operational conditions:
- (25) **Lost C2 Link state:** means the state of the RPAS in which the C2 Link performance has degraded, as a result of a C2 Link interruption that is longer than the lost C2 Link decision time, to a point where it is not sufficient to allow the remote pilot to actively



manage the flight in a safe and timely manner.

- (26) **Maintenance:** means the performance of tasks on an aircraft, remote pilot station, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft, remote pilot station, engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.
- (27) **Modification:** ~~Means a design change that generally results in a change to the configuration of a product, component or appliance:~~ means a change to the type design of an aircraft, engine or propeller.
- (28) **Nominal C2 Link state:** means the state of the RPAS when the C2 Link performance is sufficient to allow the remote pilot to actively manage the flight of the RPA in a safe and timely manner appropriate to the airspace and operational conditions.
- (29) **Organization responsible for the type design:** means the organization that holds the type certificate, or equivalent document, for an aircraft, remote pilot station, engine or propeller type, issued by a Contracting State.
- (30) **Performance Class 1 helicopter:** means a helicopter with performance such that, in case of a ~~critical power unit engine~~ failure, it is able to land on the rejected take-off area or safely continue the flight to an appropriate landing area, ~~depending on where the failure occurs.~~
- (31) **Performance Class 2 helicopter:** means a helicopter with performance such that, in case of ~~critical power unit failure~~ engine failure, it is able to safely continue the flight, except when the failure occurs prior to a defined point after take-off or after a defined point before landing, in which cases a forced landing may be required.
- (32) **Performance Class 3 helicopter:** means a helicopter with performance such that, in case of engine ~~critical power unit~~ failure at any point in the flight profile, a forced landing must be performed.
- (33) **Preliminary flight plan:** means the information related to a flight submitted by an operator or a designated representative to conduct collaborative planning of a flight, prior to filing a flight plan:
- (34) **Quality of service delivered (QoSD):** means a statement of the QoS achieved or delivered to the RPAS operator by the C2CSP.
- (35) **Quality of service required (QoSR):** mean a statement of the QoS requirements of the RPAS operator to the C2CSP:
- (36) **Remote pilot station (RPS):** means the component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft:
- (37) **Remote pilot station:** means the component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.
- (38) **Remotely piloted aircraft system (RPAS)** means a remotely piloted aircraft, its associated remote pilot station(s), the required C2 Link(s) and any other components as specified in the type design.
- (39) **Remotely piloted aircraft system (RPAS):** means a remotely piloted aircraft, its associated remote pilot station(s), the required ~~command and control links~~ C2 Link(s) and any other components as specified in the type design:
- (40) **2-Area navigation RNAV specification** means a navigation specification based on area



navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1.

- (41) **State of Manufacture** means the State having jurisdiction over the organization responsible for the final assembly of the aircraft, remote pilot station, engine or propeller:
- (42) **Switchover:** means the act of transferring the active datalink path between the RPS and the RPA from one of the links or networks that constitutes the C2 Link to another link or network that constitutes the C2 Link:
- (43) **Type certificate:** means a document issued by a Contracting State to define the design of an aircraft, remote pilot station, engine or propeller type and to certify that this design meets the appropriate airworthiness requirements of that State:
- (44) **Type design:** means the set of data and information necessary to define an aircraft, remote pilot station, engine or propeller type for the purpose of airworthiness determination:
- (45) **Ultimate load:** means the limit load multiplied by the appropriate factor of safety:
- (46) **Wet runway:** ~~in relation to a~~ means a the runway ~~with sufficient moisture on its surface~~ is covered by any visible dampness or water up to and including 3mm deep within the intended area of use: to cause it to appear reflective but without significant areas of standing water: