



**Notice of Proposed Rule Making  
NPRM 26/17/20-03  
17 August 2026**

**Part 20  
Transition Rules**

**Consequential Amendments  
Nil**

**Docket 26/17/CAR 20-03  
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 20.

## 2. Background to the Proposal

### 2.1 General Summary

Civil Aviation Rule (CAR) 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, 13 amendments to the Part have been enacted.

- (1) Amendment 01 – 1<sup>st</sup> January 2011
- (2) Amendment 02 – 1<sup>st</sup> April 2015
- (3) Amendment 03 – 1<sup>st</sup> May 2016
- (4) Amendment 04 – 1<sup>st</sup> May 2017
- (5) Amendment 05 – 1<sup>st</sup> February 2018
- (6) Amendment 06 – 13<sup>th</sup> November 2018
- (7) Amendment 07 – 4<sup>th</sup> December 2019
- (8) Amendment 08 – 14<sup>th</sup> December 2020
- (9) Amendment 09 – 2<sup>nd</sup> November 2021
- (10) Amendment 10 – 3<sup>rd</sup> November 2022
- (11) Amendment 11 – 3<sup>rd</sup> April 2023
- (12) Amendment 12 – 04<sup>th</sup> November 2024
- (13) Amendment 13 – 19<sup>th</sup> November 2025

These NPRM amendments include provisions from Part 171 for transition in Rule 20.135. Rule. Appendix B.3 d and B.3 (i) and (ii) of Rule 20.135 shall be applicable as of 1<sup>st</sup> January 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 Ministry of Civil Aviation
- (4) Aviation Document Holders



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(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.

#### 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 12 of CAR Part 20 relate to:

#### (a) New Rules:

Appendix B.3 and B.3 (i) (ii) - Created to transpose Annex 10 Volume IV related to Surveillance and Collision Avoidance Systems.

#### (b) Amendments:

Nil

#### (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



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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 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.



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## 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 26/17/20-03)  
Civil Aviation Safety Authority of Papua New Guinea  
PO Box 1941  
Boroko  
National Capital District

Delivered: Docket Clerk (NPRM 26/17/20-03)  
Civil Aviation Safety Authority of Papua New Guinea  
Morea-Tobo Road  
Six Mile, Jacksons Airport  
Port Moresby NCD

By Fax: Docket Clerk (NPRM 26/17/20-03)  
3251789 / 325 1919

By Email: Docket Clerk (NPRM 26/17/20-03)  
[rules@casapng.gov.pg](mailto:rules@casapng.gov.pg)

### 9.1 Final date for submissions

Comments must be received before **COB, 25<sup>th</sup> 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](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)  
Acting General Counsel and Board Secretary  
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[gsikre@casapng.gov.pg](mailto:gsikre@casapng.gov.pg)

Ph.: 325 7571 Mob: 74127191



## Part 20

### **20.135 Part 171 Appendix B – Surveillance and Collision Avoidance Systems**

...

B.3 (i) Interrogators commissioned on or after 1 January 2030 must also comply with the Mode A and C interrogator specified in ICAO Annex 10, Volume IV Chapter 3.1.1.5.22 and 3.1.1.8.2.2

(ii) 1090 MHz receiver

Decoding of 1090 MHz messages

- (1) 1090 MHz receivers produced on or after 1 January 2030 must be capable of decoding messages transmitted by transponders compliant with the active state transponder output power requirement specified in ICAO Annex 10, Volume IV Chapter 3.1.1.7.17.2 and 3.1.2.10.2.1.2; and
- (2)

20.141 Part 175

Reserved

~~The holder of an aeronautical information service certificate issued under Part 175 is transitioning from an aeronautical information service (AIS) to an aeronautical information management (AIM) system must ensure it complies with the requirements of—~~

- ~~(a) rule 175.58(c) no later than 01 January 2025; and~~
- ~~(b) rule 175.161(b) no later than 01 January 2025; and~~
- ~~(c) Appendix A no later than 01 January 2025.~~