



**Notice of Proposed Rule Making
NPRM 26/17/47-08
17 August 2026**

**Part 47
Aircraft Registration and Marking**

**Consequential Amendments
Nil**

**Docket 26/17/CAR 47-08
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 47.

2. Background to the Proposal

2.1 General Summary

Amendment 6 to Part 47 transposes standards from the following;

- (1) Annex 7, paragraphs 5.2.1, 5.2.2 and 5.2.3 regarding size of markings on wings, fuselage and vertical tail of heavier-than-air aircraft from 25cm to 30cm to be transposed to rule 47.119(b), 47.119(c) and 47.119(e).
- (2) Annex 7, paragraph 8.1 and 8.2 regarding Certificates of Registration and introducing a new Appendix A.2 for the replica of a PNG Certificate of Registration.
- (3) Annex 7, paragraph 9.1 and 9.2 regarding Certificates of De-registration and introducing a new Appendix A.3 showing a replica of a PNG Certificate of Deregistration.

This NPRM proposes changes to Registration of Aircraft in Part 47 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:

- (1) The Civil Aviation Safety Authority
- (2) The Ministry for Transport
- (3) The Ministry of Civil Aviation
- (4) Aviation Document Holders
- (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 06 of CAR Part 47 relate to:

(a) New Rules:

- (1) Appendix A.2 - showing replica of a PNG Certificate of Registration;
- (2) Appendix A.3 - showing replica of a PNG Certificate of Deregistration

(b) Amendments:

- (1) Rule 47.55(c) Registration and Grant of Certificate -amend to reference the new Appendix A.2 replica.
- (2) Rule 47.69(a)(2) to add a requirement to cancel a certificate of registration.
- (3) Rule 47.69(a)(2)(ii) to add the requirement for the Director to cancel a certificate of registration when an aircraft is permanently withdrawn from use or the AAR is expired continuously for a period of longer than 2 years.
- (4) Rule 47.69(a)(6)(ii) amend to reference the new Appendix A.3 replica.
- (5) Rule 47.69(6)(b) rewording 'certificate of cancellation of registration to 'certificate of deregistration' and reference the new Appendix A.3 replica.
- (6) Rule 47.119(b) amend to include reference to 'heavier than air' aircraft.
- (7) Rule 47.119(c)(2) amend to change 25cm to 30cm.



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(8) Rule 47.119(c)(3) amend to include ‘not less than 30cm and delete Rule 47.119(c)(3)(i) & (ii).

(9) Rule 47.119(e) amend to include ‘heavier-than-air’ aircraft.

(c) Editorials

(1) Rule 47.51(a) amend to change ‘Part 91, paragraph (c)’ to ‘rule 91.1(c).

(2) Rule 47.119(e) amend to add a missing word ‘rule’ in front of 47.119(b).

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 47 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.



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9. How to make submission

Submissions may be sent by the following methods:

- By Mail: Docket Clerk (NPRM 26/17/CAR47-08)
Civil Aviation Safety Authority of Papua New Guinea
PO Box 1941
Boroko
National Capital District
- Delivered: Docket Clerk (NPRM 26/17/47-08)
Civil Aviation Safety Authority of Papua New Guinea
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD
- By Fax: Docket Clerk (NPRM 26/17/47-08)
3251789 / 325 1919
- By Email: Docket Clerk (NPRM 26/17/47-08)
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)
Acting General Counsel and Board Secretary
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Part 47

Aircraft Registration and Marking

Subpart B — Aircraft Registration and Certificate of Registration

47.51 Requirement for Aircraft Registration and certificate

- (a) Except as provided in ~~Part 91 paragraph (e)~~ rule 91.1(c) and rule 47.53(a)(3) the person lawfully entitled to the possession of an aircraft for 28 days or longer must if the aircraft flies to, from, within, or over Papua New Guinea territory, register that aircraft and hold a valid certificate of registration for that aircraft from -

47.55 Registration and Grant of Certificate

.....

- (c) The certificate of registration, in wording and arrangement shall be in accordance with the certificate shown in ~~form CA 47/01~~ Appendix A.2.

47.69 Cancellation and certificate of ~~cancellation of~~ deregistration

(a)...

- (2) the Director cancels the certificate of registration after being is satisfied that-

(i)...

- (ii) the aircraft is permanently withdrawn from use or the Aircraft Airworthiness Review is expired continuously for a period of longer than 2 years; or

...

- (6) the Director issues a certificate of ~~cancellation of~~ deregistration for the aircraft-

(i)...

- (ii) the certificate issued is as prescribed in ~~form CA 47/01A~~ Appendix A.3.

- (b) The entry for an aircraft in the Papua New Guinea Register of Aircraft shall be cancelled when the Director issues a certificate of ~~cancellation of~~ deregistration for the aircraft in accordance with paragraph (a)(6).

47.119 Measurement of Marks

(a)....

- (b) The height of the marks on lighter-than-air or heavier-than-air aircraft must not be less than 50 cm.

- (c) The height of the marks on heavier-than-air aircraft must be-

- (1) on the wings of an aeroplane, not less than 50cm; and
- (2) on the bottom surface of the fuselage or cabin of a helicopter, not less than ~~25~~ 30 cm high; and
- (3) on the fuselage, cabin or equivalent structure and on the vertical surfaces, not less than 30 cm.

~~(i) for aircraft 5700kg MCTOW and above, not less than 25 cm;~~

~~—— (ii) for aircraft below 5700kg MCTOW, less than 25 cm.~~



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(d)...

- (e) In special cases where a lighter-than-air or heavier-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in rule 47.119(b), the measurements of the marks must be acceptable to the Director, taking account of the need for the aircraft to be identified readily.

A.2 Certificate of Registration

*	State <i>or</i> Common mark registering authority Ministry Department or Service	*
CERTIFICATE OF REGISTRATION		
1. Nationality or common mark and registration mark 	2. Manufacturer and manufacturer's designation of aircraft 	3. Aircraft serial no.
4. Name of owner		
5. Address of owner		
6. It is hereby certified that the above described aircraft has been duly entered on the in accordance with the Convention on International Civil (name of register) Aviation dated 7 December 1944 and with the (†)		
(Signature)		
Date of issue		
(†) Insert reference to applicable regulations.		
*		

* For use by the State of Registry or common mark registering authority.



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A.3 Certificate of Deregistration

*	State <i>or</i> Common mark registering authority Ministry Department or Service	*
CERTIFICATE OF DEREGISTRATION		
1. Nationality or common mark and registration mark 	2. Manufacturer and manufacturer's designation of aircraft 	3. Aircraft serial no.
4a. Issued to <i>(name of certificate holder)</i> Basis of registration (check one): ☐ ownership of aircraft ☐ operator of aircraft ☐ other (<i>explain</i>): 4b. Address of certificate holder <i>(at the time of deregistration)</i> 5. Name and contact information of owner, if different from certificate holder: <i>(at the time of deregistration)</i>		
6. It is hereby certified that the above described aircraft has been duly removed from the on and the Certificate of Registration has been cancelled. (name of register) (date) 6a. Reason(s) for deregistration, if known:		
(Signature)		
Date of issue		
*		

* For use by the State of Registry or common mark registering authority.