



**Notice of Proposed Rule Making
NPRM 26/17/61-10
26 November 2026**

**Part 61
Pilot Licences and Ratings**

**Consequential Amendments
Nil**

**Docket 26/17/CAR 61-10
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 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 61.

2. Background to the Proposal

2.1 General Summary

Amendment 13 to Part 61 transposes standards from Amendment 179 Annex 1.

The proposed changes include:

- (1) Amend rule 61.153-Eligibility requirements for a PPL to include the requirements of ICAO Annex 1 standard 2.3-PPL.
- (2) Amend rule 61.203-Eligibility requirements for a CPL to include the requirements of ICAO Annex 1 standard 2.4-CPL.
- (3) Amend rule 61.253-Eligibility requirements for ATPL to include the requirements of ICAO Annex 1 standard 2.6-ATPL.
- (4) Deletion of all references to 'military' or 'PNG Defence Force' in specific rules (61.153, 61.205, 61.253, 61.303, 61.503, 61.505, 61.507 and 61.801). As per the MOU between CASAPNG and PNGDF, there are nil exemptions granted to applicants from the military who must demonstrate equivalence to civil pilot licence requirements like any other PNG citizen;
- (5) Editorial corrections throughout the document for grammar, spelling, punctuation, formatting, consistency and clarity.
- (6) Amend rule 61.405 – Knowledge requirements for Flight Operations Officer/flight dispatcher to include requirements of ICAO Annex 1 standard 4.6.1.2
- (7) Amend rule 61.409 – Skill requirements for Flight Operations Officer/flight dispatcher to include requirements of ICAO Annex 1 standard 4.6.1.4
- (8) Amend rule 61.411 – Privileges and conditions to be observed in exercising flight operation/flight dispatcher function to include requirements of ICAO Annex 1 standard 4.6.2

This NPRM proposes changes to Pilot Licences and Ratings in Part 61 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 13 of CAR Part 61 relate to:

(a) New Rules:

- (1) 61.405 (c) (5) – Transposing Annex 1 Standard 4.6.1.2 (g)
- (2) 61.405 (c) (6) – Transposing Annex 1 Standard 4.6.1.2 (h)
- (3) 61.405 (c) (7) – Transposing Annex 1 Standard 4.6.1.2 (i)
- (4) 61.409 (5) – Transposing Annex 1 Standard 4.6.1.4 (a)
- (5) 61.409 (6) – Transposing Annex 1 Standard 4.6.1.4 (b)
- (6) 61.409 (7) – Transposing Annex 1 Standard 4.6.1.4 (c)
- (7) 61.409 (8) – Transposing Annex 1 Standard 4.6.1.4 (d)



- (8) 61.409 (9) – Transposing Annex 1 Standard 4.6.1.4 (e)
- (9) 61.409 (10) – Transposing Annex 1 Standard 4.6.1.4 (g)

(b) Amendments:

- (10) Rule 61.153(c) by deleting all reference to ‘military’ or ‘PNG defence force’.
- (11) Rule 61.205(b) by deleting all reference to ‘military’ or ‘PNG defence force’.
- (12) Rule 61.253(c) by deleting all reference to ‘military’ or ‘PNG defence force’.
- (13) Rule 61.303(d)(9) and (11) by deleting all reference to ‘military’ or ‘PNG defence force’.
- (14) Rule 61.303(e)(8) by deleting all reference to ‘military’ or ‘PNG defence force’.
- (15) Rule 61.503(c) by deleting all reference to ‘military’ or ‘PNG defence force’.
- (16) Rule 61.505(a)(2) by deleting all reference to ‘military’ or ‘PNG defence force’.
- (17) Rule 61.507(b) by deleting all reference to ‘military’ or ‘PNG defence force’.
- (18) Rule 61.801(c) by deleting all reference to ‘military’ or ‘PNG defence force’.
- (19) Rule 61.405 (a)(1)– Transposing Annex 1 Standard 4.6.1.2 (a)
- (20) Rule 61.405 (b)(3)– Transposing Annex 1 Standard 4.6.1.2 (d)
- (21) Rule 61.405 (d)(1)– Transposing Annex 1 Standard 4.6.1.2 (l)
- (22) Rule 61.405 (g)(1)– Transposing Annex 1 Standard 4.6.1.2 (p)
- (23) Rule 61.409 (1) – Transposing Annex 1 Standard 4.6.1.4 (f)

(c) Editorials:

- (1) Schedule of Rules: “Pilot licences and ratings” → Correct to “Pilot licences and ratings”.
- (2) Subpart I title and Table of rules: “61. 405 Knowledge requirements” → Correct to “61.405 Knowledge requirements” (remove extra space).
- (3) Rule 61.13: Paragraph label “(b)” is missing before the list of countries → Insert “(b)” before the list of acceptable countries.
- (4) Rule 61.17(c): “...the qualifying period to obtain a written examination credit is, —” → Correct punctuation to “is:”.
- (5) Rule 61.29(b)(2)(iv): “any type of training, including dual instruction and command practice;” → Add Oxford comma: “including dual instruction, command practice;”.
- (6) Rule 61.41(a): “the lower pilot licence type if the pilot meets the currency requirements for the lower licence type.” → Correct repetition to “for the lower pilot licence type.”.
- (7) Rule 61.9(b)(1): “6months from the date of issue” → Correct spacing to “6 months from the date of issue”.
- (8) Rule 61.11(b): “English language” → Correct capitalisation for consistency with ELP references to “English Language”.
- (9) Rule 61.153(a)(7)(iv): “recognize and manage threats and errors;” (American spelling) → Change to British spelling: “recognise and manage threats and errors;”.
- (10) Rule 61.155(b)(3): “ELP Level 4or above;” → Correct spacing to “ELP Level 4 or above;”.
- (11) Rule 61.411 title: “Privileges and conditions to be observed in exercising flight operation/flight dispatcher function 43” → Correct to “Privileges and conditions to be observed in exercising the flight operations officer/flight dispatcher function.”.



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- (12) Rule 61.7(a)(5): “category A, B, C, D, and E - Aeroplane;” → Correct to “Category A, B, C, D, and E – Aeroplane;”.
- (13) Rule 61.25(c)(3)(iii): “if the aircraft is flying at night, a current instrument rating.” → Add missing verb: “if the aircraft is flying at night, holds a current instrument rating.”.
- (14) Rule 61.37(g)(1): “except if the holder has a current pilot licence” → Improve grammar: “except if the holder already holds a current pilot licence”.
- (15) Rule 61.53(5)(iv): “pilot tasks; crew cooperation and use of checklists;” → Add parallel structure: “pilot tasks; crew cooperation; and use of checklists;”.
- (16) Rule 61.55(b)(3): “provided for in rule 61.5(o)” → Correct incorrect rule reference to “provided for in rule 61.5(i)”.
- (17) Rule 61.6(14): “Article 39 to the Convention.” → Ensure consistent capitalisation: “Article 39 of the Convention.”.
- (18) Rule 61.29(c)(2)(ii): “on a computer generated flight record” → Add hyphen: “computer-generated flight record”.
- (19) Rule 61.35(a)(1)(iv): “is complying with all the conditions, restrictions and endorsements” → Add Oxford comma: “restrictions, and endorsements”.
- (20) General – Formatting (throughout the document): All rule numbers must have consistent spacing after the decimal point (e.g., 61.405 not 61. 405).

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 61 complies with the requirements of the *Civil Aviation Act* and does not contravene the *Constitution*, the *Aerodrome (Business Concession) Act*, *Civil*



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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.



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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 26/17/61-10)
Civil Aviation Safety Authority of Papua New Guinea
PO Box 1941
Boroko
National Capital District
- Delivered: Docket Clerk (NPRM 26/17/61-10)
Civil Aviation Safety Authority of Papua New Guinea
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD
- By Fax: Docket Clerk (NPRM 26/17/61-10)
3251789 / 325 1919
- By Email: Docket Clerk (NPRM 26/17/61-10)
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
CASA PNG
gsikre@casapng.gov.pg

Ph.: 325 7571 Mob: 74127191



Part 61 Pilot Licences and Ratings

61.153 Eligibility requirements

(a)...

...

(3) Experience: have the minimum of-

- (i) For Aeroplanes: 35 hours flight time experience if completed during a course of approved training or 540 hours' flight time experience as a pilot in the appropriate category of aircraft comprising: dual flight time, instrument flight time; and not less than 10 hours of solo flight time under the supervision of an authorized flight instructor including 5 hours of solo cross-country with at least one cross-country flight totalling not less than 270 km in the course of which full stop landings at two different aerodromes shall be made. dual flight time, instrument and cross-country flight time acceptable to the Director; or
- (ii) if the person is not seeking to exercise private pilot privileges on a cross-country flight, 40 hours' flight time experience as a pilot in the appropriate category of aircraft comprising solo flight time instrument time and dual flight time acceptable to the Director For Helicopters: 35 hours flight time experience if completed during a course of approved training or 40 hours flight time experience as a pilot of helicopters comprising: not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours solo cross-country flight time with at least one cross-country flight totalling not less than 180 km in the course of which landings at two different points shall be made; and
- (iii) for a pilot under instruction in an FSTD: 5 hours may be credited towards the total flight time, for aeroplanes referred to in above paragraph (i) and for helicopters referred to in paragraph (ii); and

...

- (a) Knowledge: have a valid written examination credit, or approved equivalent relevant to, the VFR operation of light aircraft within Papua New Guinea, that covers the following private pilot licence subject areas:
 - (i) ~~a~~Air Law: rules and regulations relevant to the holder of a private pilot licence; rules of the air; altimeter setting procedures; appropriate air traffic services practices and procedures;
 - (ii) ~~air navigation and flight planning~~ Aircraft general knowledge (Aeroplanes) or (Helicopter), as applicable: principles of operation and functioning of engines, systems and instruments; operating limitation of the relevant category of aircraft and engines; relevant operational information from the flight manual; helicopter transmissions (power trains) where applicable;
 - (iii) ~~m~~Meteorology: application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry; hazardous weather conditions;
 - (iv) ~~aircraft technical knowledge (Aeroplane) or (Helicopter), as appropriate; Flight performance, planning and loading; effects of loading and mass distribution on flight characteristics; mass and balance calculations; use and practical application~~



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of take-off, landing and other performance data; pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services provisions; position reporting provisions; altimeter setting procedures; operations in areas of high density traffic;

- (v) ... human factors including principles of TEM;
 - (vi) flight radiotelephony; and Navigation: practical aspects of air navigation and dead reckoning techniques; use of aeronautical charts;
 - (vii) operational procedures including the application of TEM to operational performance; altimeter setting procedures; use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations; appropriate precautionary and emergency procedures, including action taken to avoid hazardous weather; wake turbulence and other operating hazards; for Helicopters -settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures associated with flight in VMC;
 - (viii) Principles of flight;
 - (ix) Radiotelephony: communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.
- (b) Skill: have successfully demonstrated the following to a flight examiner in a flight test:
- (i)..
 - (ii)...
 - (iii) apply aeronautical knowledge: technical and operational knowledge relevant to the aircraft type to be used in the flight test;
 - (iv)operate the aircraft within its limitations: competence to operate aircraft within its performance capabilities and limitations in accordance with the aircraft flight manual in all normal, abnormal and emergency conditions and procedures while exercising appropriate levels of judgement and command;

...

- (c) Flight Instruction: have received-
- (i) For Aeroplanes: dual instruction in aeroplanes appropriate to the class ratings sought, from an authorized flight instructor who shall ensure that the person has operational experience in at least the following areas to the level of performance required for the private pilot:
 - recognize and manage threats and errors;
 - pre-flight operations including mass and balance determination, aircraft inspection and servicing;
 - aerodrome and traffic patterns operations, collision avoidance precautions and procedures;
 - control of the aeroplane by external visual reference; flight at critically low airspeeds; recognition of and recovery from spiral dives; normal and cross-wind take-offs and landings; maximum performance short field and obstacle clearance take-offs and short field landings; flight by reference solely to instruments including the completion of a 180° turn; cross-country flying using visual reference, dead



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reckoning and, where available, radio navigation aids; emergency operations including simulated aeroplane equipment malfunctions; operations to, from and transiting controlled aerodromes, compliance with air traffic service procedures; and communications procedures and phraseology; or

- (ii) For Helicopters: no less than 20 hours of dual instruction time in helicopters from an authorized flight instructor who shall ensure that the person has operational experience in at least the following areas to the level of performance required for the private pilot: recognize and manage threats and errors; pre-flight operations including mass and balance determination, helicopter inspection and servicing; aerodrome and traffic patterns operations, collision avoidance precautions and procedures; control of the helicopter by external visual reference; recovery at the incipient stage from settling with power; recovery techniques from low rotor rpm within the normal range of engine rpm; ground manoeuvring and run-ups; hovering; take-offs and landings-normal, out of wind and sloping ground; take-offs and landings with minimum necessary power, maximum performance take-off and landing techniques; restricted site operations; quick stops; cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour; emergency operations including simulated helicopter equipment malfunctions; autorotative approach; operations to, from, and transiting controlled aerodromes, compliance with air traffic service procedures; and communications procedures and phraseology

(b)...

~~(c) A member of the Papua New Guinea Defence Force holding suitable qualifications and who is in current flying practice as a first or second pilot may be considered as having met the requirements in —~~

~~(1) paragraph (a)(6), if the person has passed the appropriate air law examination in the 5 years prior to the issue of a private pilot licence; and~~

~~— (2) paragraph (a)(7);~~

~~Provided the determination of equivalency of the suitability of the qualifications and the current flying practice is acceptable to the Director.~~

61.203 Eligibility requirements

(a)...

...

- (4) Experience: have the following minimum general flight time experience as a pilot comprising specific flight experience that is acceptable to the Director for the appropriate category of aircraft:
- (i) in the case of an aeroplane: 200 hours or, if undertaking a course of approved training, 150 hours, comprising: 100 hours as pilot-in-command or in the case of approved training, 70 hours; 20 hours of cross-country as pilot in command including a cross-country flight totalling not less than 540 km in the course of which full stop landings at two different aerodromes shall be made; 10 hours of instrument instruction time, of which not more than 5 hours may be instrument ground time; or



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- (ii) in the case of a helicopter: 150 hours or, if undertaking a course of approved training, 12500 hours, comprising: 35 hours as pilot in command; 10 hours of cross-country flight time as pilot in command including one cross-country flight in the course of which landings at two different points shall be made; 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and
 - (iii) for a pilot under instruction in an FSTD: 20 hours may be credited towards the total flight time for an aeroplane referred to in above paragraph (i) or 10 hours may be credited towards the total flight time for a helicopter referred to in above paragraph (ii); and
- (5) if the person seeks to exercise commercial pilot privileges during the night, ~~have flight time experience acceptable to the Director~~ 5 hours of night flight time including 5 take-offs and 5 landings as pilot in command; and
- (6) Knowledge: have a valid written examination credit, or approved equivalent, that covers the following commercial pilot licence subject areas:
 - (i) air law: rules and regulations relevant to the holder of a commercial pilot licence; rules of the air; appropriate air traffic services practices and procedures;
 - (ii) flight navigation general: air navigation including the use of aeronautical charts, instruments and navigational aids; understanding the principles and characteristics of appropriate navigation systems; operations of airborne equipment;
 - (iii) meteorology: interpretation and application of meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and inflight; altimetry; aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems, the structure of fronts; the origina and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions; causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
 - (iv) principles of flight and aircraft performance (Aeroplane), or (Helicopter) or (Glider), as appropriate;
 - (v) General aircraft knowledge (Aeroplane), or (Helicopter), or (Glider), as appropriate: principles of operations and functioning of engines, systems and instruments; operating limitations of the relevant category of aircraft and engines; relevant operational information from the flight manual; use and serviceability checks of aircraft equipment and systems; maintenance procedures for airframes and engines; helicopter transmissions;
 - ~~(vi) Balloon technical knowledge and aerostatics, (Balloon);~~
 - ~~(vii) Flight performance, planning and loading: effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations; use and practical application of take-off, landing and other performance data; pre-flight and en-route flight planning appropriate to commercial~~
o
 - ~~(viii) operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures; effects of~~



- external loading on handling in the case of helicopters;
- (ix) Human performance including principles of threat and error management; ~~and~~
 - (x) Operational Procedures: application of TEM to operational procedures; use of operational documentation such as AIP, NOTAM, aeronautical codes and abbreviations; altimeter setting procedures; appropriate precautionary and emergency procedures; operational procedures for carriage of freight; potential hazards associated with dangerous goods; requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from the aircraft; and for Helicopters: settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures associated with flight in VMC;
 - (xi) Principles of Flight;
 - (xii) Radiotelephony: communication procedures and phraseology as applied to VFR operations; actions to be taken in case of communication failure; and
- (7) Skill: have successfully demonstrated the following to the Director in a flight test:
- (i) ...
 - (ii) ...
 - (iii) apply aeronautical knowledge: technical and operational knowledge relevant to the aircraft type to be used in the flight test;
 - (iv) operate an aircraft within its limitations: competence to operate the aircraft within its performance capabilities and limitations in accordance with the flight manual in normal, abnormal and emergency conditions and procedures while exercising appropriate levels of judgement and ~~command~~ airmanship;
 - (v) ...
 - (vi) complete all manoeuvres with smoothness and accuracy: control of the aircraft at all times and in a manner that ensures the successful outcome of a procedure or manoeuvre is never in doubt;
 - (viii) ...
- (8) Flight Instruction: have received-
- (i) For Aeroplanes: dual instruction in aeroplanes appropriate to the class ratings sought, from an authorized flight instructor who shall ensure that the person has operational experience in at least the following areas to the level of performance required for the commercial pilot: recognize and manage threats and errors; pre-flight operations including mass and balance determination, aircraft inspection and servicing; aerodrome and traffic patterns operations, collision avoidance precautions and procedures; control of the aeroplane by external visual reference; flight at critically slow airspeeds; spin avoidance; recognition of, and recovery from, incipient and full stalls; flight with asymmetrical power for multi-engine class or type ratings; flight at critically high airspeeds; recognition of, and recovery from, spiral dives; normal and cross-wind take-offs and landings; maximum performance short field and obstacle clearance take-offs and short field landings; basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments; cross-country flying using visual



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reference, dead reckoning and radio navigation aids; diversion procedures; abnormal and emergency procedures and manoeuvres including simulated aeroplane equipment malfunctions; operations to, from and transiting controlled aerodromes, compliance with air traffic service procedures; and communications procedures and phraseology; or

- (ii) For Helicopters: have received dual instruction time in helicopters from an authorized flight instructor who shall ensure that the person has operational experience in at least the following areas to the level of performance required for the commercial pilot: recognize and manage threats and errors; pre-flight operations including mass and balance determination, helicopter inspection and servicing; aerodrome and traffic patterns operations, collision avoidance precautions and procedures; control of the helicopter by external visual reference; recovery at the incipient stage from settling with power; recovery techniques from low rotor rpm within the normal range of engine rpm; ground manoeuvring and run-ups; hovering; take-offs and landings-normal, out of wind and sloping ground; steep approaches; take-offs and landings with minimum necessary power, maximum performance take-off and landing techniques; restricted site operations; quick stops; hovering out of ground effect; operations with external load, if applicable; flight at high altitude; basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments; cross-country flying using visual reference, dead reckoning, radio navigation aids, diversion procedures; abnormal and emergency procedures, including simulated helicopter equipment malfunctions, autorotative approach and landing; operations to, from, and transiting controlled aerodromes, compliance with air traffic service procedures; and communications procedures and phraseology.

~~(b) A member of the Papua New Guinea Defence Force holding suitable qualifications and who is in current flying practice as a first or second pilot may be considered as having met the requirements in—~~

~~(1) paragraph (a)(2); and~~

~~(2) paragraph (a)(6), if the person has passed the appropriate air law examination in the 5 years prior to applying for the issue of a commercial pilots licence; and~~

~~(3) paragraph (a)(7) provided the determination of equivalency of the suitability of the qualifications and the current flying practice is acceptable to the Director.~~

61.253 Eligibility requirements

(a)...

...

- (4) Experience: have the following minimum general flight time experience as a pilot comprising specific flight experience that is acceptable to the Director for the appropriate category of aircraft:

- (i) in the case of an aeroplane, 1500 hours comprising: 500 hours as pilot-in-command under supervision or 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision; 200 hours of cross-country flight time of which not less shall be 100 hours shall be as pilot-in-command or as pilot-in-command under supervision; 75 hours of instrument time of which not more than 30 hours may be instrument ground time; 100 hours of



night flight as pilot-in-command or as co-pilot; or

- (ii) in the case of a helicopter, 1000 hours, comprising: 250 hours as pilot-in-command or 250 hours, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision; 200 hours of cross-country flight time of which not less shall be 100 hours shall be as pilot-in-command or as pilot-in-command under supervision; 30 hours of instrument time of which not more than 10 hours may be instrument ground time; 50 hours of night flight as pilot-in-command or as co-pilot; and
 - (iii) for a pilot under instruction in an FSTD: 100 hours may be credited towards the total flight time for an aeroplane referred to in above paragraph (i) or helicopters in paragraph (ii), of which not more than 25 hours in a flight procedure trainer or a basic instrument flight trainer; and
- (5) Knowledge: have a valid written examination credit, or approved equivalent, that covers the following airline transport pilot licence subject areas:
- (i) air law: rules and regulations relevant to the holder of a commercial pilot licence; rules of the air; appropriate air traffic services practices and procedures;
 - (ii) flight navigation general: air navigation including the use of aeronautical charts, radio navigational aids and area navigation systems; specific navigation requirements for long-range flight;
 - (iii) flight planning (Aeroplane or Helicopter) as appropriate;
 - (iv) meteorology: interpretation and application of meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and inflight; altimetry; aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems, the structure of fronts; the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions; causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance; practical high altitude meteorology (aeroplanes), including interpretation and use of weather reports, charts and forecasts; jetstreams (aeroplanes);
 - (v) Instruments and navigation aids (Aeroplanes only);
 - (vi) human performance including principles of threat and management;
 - (vii) advanced aerodynamics, performance and systems knowledge (Aeroplane only);
 - (viii) aerodynamics and aircraft systems (Helicopter only);
 - (ix) performance and loading (Helicopter only); and
 - (x) Principles of Flight;
 - (xi) Radiotelephony: communication procedures and phraseology; actions to be taken incase of communication failure; and

...

~~(c) A member of the Papua New Guinea Defence Force holding suitable qualifications and who has within the immediately preceding 12 months, logged flight time with the Papua New Guinea Defence~~



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~~Force as first pilot day or night level in an appropriate category of a two pilot aircraft, may be considered as having met the requirements in—~~

~~(1) paragraph (a)(2); and~~

~~(2) paragraph (a)(3), if the person has passed a Papua New Guinea Defence Force instrument flight assessment within 3 months prior to applying for the issue of an airline transport pilot licence; and~~

~~(3) paragraph (a)(5), if the person has passed the appropriate air law examination in the 5 years prior to applying for the issue of an airline transport pilot licence; and~~

~~(4) paragraph (a)(6);~~

~~provided the determination of equivalency of the suitability of the qualifications and the logged flight time requirements is acceptable to the Director.~~

61.303 Eligibility requirements

(d) Category C Flight Instructor

(1)...

(9) demonstrate to the Director the ability to give flight instruction in the appropriate category of aircraft in all normal and emergency flight manoeuvres by passing an oral examination and a flight test that are acceptable to the Director; ~~except that a person who holds a Papua New Guinea Defence force flight instructor qualification may be considered as having met the requirements in-~~

...

~~(11) paragraph (d)(5), if the person's Papua New Guinea Defence Force instructor qualification is for aeroplanes; and~~

...

(e) Category B Flight Instructor

(1)...

(8) demonstrate to the Director the ability to give flight instruction in the appropriate category of aircraft in all normal and emergency flight manoeuvres by passing an oral examination and a flight test that are acceptable to the Director; ~~except that a person who holds a current Papua New Guinea Defence Force flight instructor qualification may be accepted by the Director as meeting the flight time experience required by paragraph (e)(3) for the issue of a Category B flight instructor rating.~~

...

Subpart I –Flight operations officer/flight dispatcher

...

61. 405 Knowledge requirements

Have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight operations officer/flight dispatcher designation or equivalent in at least the following subject areas:



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- (a) Air law
 - (1) rules and regulations relevant for operational control and to the holder functions of a flight operations officer licence; appropriate air traffic services practices and procedures;
- (b) Aircraft general knowledge
 - (1) principles of operation of aeroplane engines, systems and instruments;
 - (2) operating limitations of aeroplanes and engines;
 - (3) minimum equipment list and configuration deviation list;
- (c) Flight performance calculation, planning procedures and loading
 - (1) effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;
 - (2) operational flight planning; fuel consumption and endurance calculations; alternate aerodrome selection procedures; en-route cruise control; extended range operation;
 - (3) preparation and filing of air traffic services flight plans;
 - (4) basic principles of computer-assisted planning systems;
 - (5) take off performance including field length, climb and obstacle criteria and limitation;
 - (6) cruise performance including minimum altitudes, decompression/engine out/gear down scenario planning;
 - (7) landing performance including approach climb and field length criteria and limitations;
- (d) Human performance
 - (1) human performance relevant to ~~dispatch~~ operational control duties, including principles of threat and error management;
- ...
- (g) Operational procedures
 - (1) use of aeronautical documentation and standard operating procedures;
- ...

61.409 Skill Requirements

The applicant shall have demonstrated the ability to:

- (1) make an accurate and operationally acceptable weather analysis ~~from a series of daily weather maps and weather reports~~; provide an operationally valid briefing on weather conditions ~~prevailing in the general neighbourhood~~ of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;
- (2) determine the optimum flight path for a given segment, and create accurate manual and/or computer generated flight plans;
- (3) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence; and
- (4) recognise and manage threats and errors.
- (5) identify and to retrieve aeronautical data and other information relevant for the analysis of operational situations and risks;
- (6) identify and evaluate the risk factors and the possible consequences for flight operations;
- (7) identify and evaluate actions considering risk, the effect on flight safety and regularity of the



operation;

- (8) determine an appropriate course of action based on the responsibilities and policies described in the operation manuals;
- (9) apply appropriate standard and non-standard procedures from the operations manual for the initiation, planning, continuation, diversion or termination of flights in the interest of safety of the aircraft and regularity and efficiency of the operation;
- (10) identify and apply operational limitations and minimums in relation to the weather, aircraft status and appropriate navigation procedures;

61.411 Privileges and conditions to be observed in exercising flight operation/flight dispatcher function

Subject to compliance with the qualification requirements, the privileges of the holder of a flight operations officer ~~designation~~ license shall be to serve in that capacity with responsibility for each area for which the applicant meets the requirements specified in the operating rules.

...

Subpart J - Remote Pilot Licence

61.501 Purpose

This subpart prescribes the requirements for the issue of a remote pilot licence, ratings ~~and the~~ privileges, limitations and the currency requirements of the remote pilot licence.

61.503 Eligibility and issue requirements

(a)...

...

- (e) A person satisfies the requirements of paragraph (a) if that person holds or has held:
 - (1) a flight crew licence ~~or an approved equivalent military qualification;~~ or
 - (2) a foreign remote pilot licence and qualification acceptable to the Director:
 - (i) equivalent to the remote pilot licence issued under this Part; and
 - (ii) a favorable background security check determination in accordance with Section 149E of the Act; or
 - (3) an air traffic control licence ~~or an approved equivalent military qualification.~~

61.505 Application for a Remote Pilot Licence

(a) ...

(2) ~~military qualification equivalent to a licence in paragraph (1);~~

....

61.507 Conditions on Remote Pilot Licence

(a)...

(4) ~~a military qualification equivalent to a licence in paragraphs (2) or (3);~~



Subpart Q – Instrument Ratings

61.801 Eligibility requirements

(a)...

~~(d) — A person who holds a Papua New Guinea Defence Force instrument rating and has passed a Papua New Guinea Defence Force instrument flight assessment in the 3 months prior to applying for the instrument rating may be considered as having met the eligibility requirements of paragraphs (a)(2) to (a)(6), provided the determination of equivalency of the instrument rating assessment is acceptable to the Director.~~