



**Notice of Proposed Rule Making
NPRM 26/17/121-28
17 August 2026**

**Part 121
Air Operations – Large Aeroplanes**

**Consequential Amendments
Nil**

**Docket 26/17/CAR 121-28
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 121.

2. Background to the Proposal

2.1 General Summary

Amendment 14 to Part 121 transposes standards from Annex 6, Part I, Amendment 50,

This NPRM proposes the adoption of standards 4.1.5, 4.1.6, and 6.2.2.

Standard 4.1.5 and 4.1.6 specifies the requirements for rescue and firefighting services (RFFS) available at aerodromes. Rule 121.69 (b) (1) is hereby proposed for amendment to align with the standards.

The amendment to current rule 121.69(b)(1) transfers responsibility to the air operator to determine the acceptable level of RFFS and clarifies that it is not to be determined as required by the Director.

The proposal strengthens operational control and flight preparation by ensuring operators systematically consider aerodrome emergency response capability as part of planning, and that the basis for acceptability is documented and available to flight operations personnel.

Standard 6.2.2 (a) states that an aeroplane shall be equipped with accessible and adequate medical supplies. Under the same standard recommendation is provide for what medical supplies should consist off. The standard and recommendations hereby proposed to be incorporated under Rule 121.363 - Emergency Equipment.

The amendment enhances the emergency equipment provisions to require the air operators to have accessible and adequate medical supplies appropriate to the operation. The amendment specifies the number first aid kits for cabin crew, universal precaution kits for managing suspected communicable disease or body-fluid exposure, additional universal precaution kits for high-capacity operations, and an emergency medical kit for larger aeroplanes on longer sectors.

Incorporating the standards enhances passenger and crew safety by ensuring aircraft carry suitable medical supplies to manage in-flight medical events, including infection-control situations, in a manner proportionate to passenger load and flight duration.

Within Papua New Guinea, CASA PNG has received multiple reports of inflight medical emergencies, including incidents resulting in fatalities on board aircraft. Amendments to the current regulations will enhance operator preparedness and capability in preventing, managing, and responding effectively to in-flight medical emergencies.

Rule 121.565 (b) proposed amendment to include new subparagraph item (4). The new subparagraph clarifies that the recurrent segment of the training programme must be completed in a structured manner, in accordance with the required syllabus, and specifies minimum recurrence for flight crew twice per calendar year and for cabin crew annually.

The amendment provides clearer, recurrency standards to maintain competency across crew roles and ensuring operators apply recurrent training consistently.

This NPRM proposes changes to Air Operations – Large Aeroplanes in Part 121 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) Civil Aviation Safety Authority
- (2) The Ministry of 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

Negligible security impact.

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

Latest Amendment Date: 19 Nov 2025	Applicable Date: 26 Nov 2026	Page 6 of 11
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Date of publication of final rule.

6. Summary of changes

The proposed changes in amendment 14 of CAR Part 121 relate to:

(a) New Rules:

- (1) 121.69 (b) (3) - transposing Annex 6 Part I standard 4.1.6
- (2) 121.363 (a) - transposing Annex 6 Part I standard 6.2.2 and recommendation
- (3) 121.363 (a)(1) - transposing Annex 6 Part I standard 6.2.2 and recommendation
- (4) 121.363 (a) (2)- transposing Annex 6 Part I standard 6.2.2 and recommendation
- (5) 121.363 (b)- transposing Annex 6 Part I standard 6.2.2 and recommendation
- (6) 121.363 (b) (1) - transposing Annex 6 Part I standard 6.2.2 and recommendation
- (7) 121.363 (b) (2)- transposing Annex 6 Part I standard 6.2.2 and recommendation
- (8) 121.363 (b) (3)- transposing Annex 6 Part I standard 6.2.2 and recommendation
- (9) 121.363 (b) (4)- transposing Annex 6 Part I standard 6.2.2 and recommendation
- (10) 121.565 (b) (4) - establishing requirement for cabin crew member recurrent training schedule

(b) Amendments:

- (1) 121.69 (b) deleted the following words “ *the aerodrome has*”
- (2) 121.69 (b)(1) deleted the following words “*rescue fire equipment that is appropriate to the aeroplane type and is acceptable to the Director*”
- (3) 121. 69 (b) (1) transposing Annex 6 Part I standard 4.1.5
- (4) 121.69 (b) (2) - added word “*and*”
- (5) 121.363 - amended current rule to include Annex 6 Part I standard 6.2.2 and recommendation
- (6) 121.565 (b) (3)
- (7) Appendix A.2 - deleted current texts

(c) Editorials

- (1) 121.69 (b) delete word “of” and replacing with word “or”

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 121 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.

9. How to make submission

Submissions may be sent by the following methods:

By Mail: Docket Clerk (NPRM 26/17/121-28)
Civil Aviation Safety Authority of Papua New Guinea
PO Box 1941
Boroko
National Capital District

Delivered: Docket Clerk (NPRM 26/17/121-28)
Civil Aviation Safety Authority of Papua New Guinea
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD

By Fax: Docket Clerk (NPRM 26/17/121-28)
3251789 / 325 1919

By Email: Docket Clerk (NPRM 26/17/121-28)
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

<mailto:gsikre@casapng.gov.pg> For further information, contact:

Gloria Sikre (Ms)

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Part 121

Air Operations – Large Aeroplanes

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121.69 Use of Aerodromes

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- (b) A holder of an air operator certificate must ensure that an aeroplane performing an air operation under the authority of the holder's certificate does not use an aerodrome for landing ~~of or~~ taking-off unless ~~the aerodrome has~~ —
- (1) ~~rescue fire equipment that is appropriate to the aeroplane type and is acceptable to the Director~~ the level of rescue and firefighting service protection available at any aerodrome intended to be specified in the operational flight plan has been assessed to ensure that an acceptable level of protection is available for the aeroplane intended to be used;
 - (2) for turbojet and turboprop powered aeroplanes, an operating visual approach slope indicator system, except when the aeroplane is performing a precision instrument approach that includes glideslope guidance; and
 - (3) the information related to the level of rescue and firefighting service protection that is deemed acceptable shall be contained in the operations manual.

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121.363 Emergency equipment

~~A certificate holder shall ensure that each of its aeroplanes configured for more than 250 passenger seats operated on international flights is equipped with an emergency medical kit, suitable for use by qualified medical personnel, containing the items specified in Appendix A.~~

- (a) A holder of an air operator certificate must ensure that an aeroplane performing an air operation under the authority of the holder's certificate is equipped with;
- (1) emergency equipment referred to in rule 91.523 as applicable; and
 - (2) accessible adequate medical supplies acceptable to the Director.
- (b) The medical supplies referred to in paragraph(a)(2) must include, as applicable:
- (1) one or more first aid kits for the use of cabin crew in managing incidents of ill health; and
 - (2) at least one universal precaution kit for the use of cabin crew in managing incidents of ill health associated with:
 - (i) a suspected communicable disease; or
 - (ii) illness involving contact with body fluids; and
 - (3) for aeroplanes authorised to carry more than 250 passengers, two universal precaution kits of the type referred to in paragraph (b)(2); and
 - (4) for aeroplanes authorised to carry more than 100 passengers, on a sector length of more than two hours, at least one emergency medical kit ~~containing the items~~



specified in Appendix A, for the use of medical doctors or other suitably qualified persons in treating inflight medical emergencies.

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121.565 Crew member recurrent segment

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- (c) The certificate holder shall ensure that each crew member completes the recurrent segment of its training programme—
- (1) In a structured manner; and
 - (2) In accordance with the syllabus required by 121.557; and
 - (3) for a flight crew member, twice in each calendar year at intervals of not less than four months; and
 - (4) for a cabin crew member, conducted annually at intervals not exceeding 12 calendar months

...

Appendix A

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A.2

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(b) Emergency medical kits shall contain—

<u>Equipment</u>	<u>Drugs</u>
<u>One pair of sterile surgical gloves</u>	<u>Coronary vasodilators</u>
<u>Sphygmomanometer</u>	<u>Analgesics</u>
<u>Stethoscope</u>	<u>Diuretics</u>
<u>Sterile scissors</u>	<u>Anti-allergic</u>
<u>Haemostatic forceps</u>	<u>Steroids</u>
<u>Haemostatic bandages or tourniquet</u>	<u>Sedatives</u>
<u>Sterile equipment for suturing wounds</u>	<u>Ergometrine</u>
<u>Disposable syringes and needles</u>	<u>Injectable Broncho dilator</u>
<u>Disposable scalpel handle and blade</u>	<u>Narcotic drug in injectable form (compatible with the Dangerous Drugs Act Ch. 228)</u>