



**Notice of Proposed Rule Making
NPRM 26/17/174-46
17 August 2026**

**Part 174
Aviation Meteorological Service
Organisation - Certification and
Operation**

**Consequential Amendments
Nil**

**Docket 26/17/CAR 174-46
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 174.

2. Background to the Proposal

2.1 General Summary

Amendment 7 to Part 174 transposes standards arising from ICAO Annex 3, Amendment 82, as set out below:

- (1) siting of meteorological instruments and observers at the aerodrome;
- (2) meteorological offices and the State volcano observatory;
- (3) use of communications for the exchange of meteorological information;
- (4) meteorological information for air traffic services, search and rescue services, and aeronautical information services;
- (5) relaying of air-reports by air traffic services;
- (6) meteorological services for operators and flight crew members;
- (7) dissemination of meteorological information;
- (8) landing forecasts;
- (9) area forecasts for low-level flights; and
- (10) aerodrome warnings.

This NPRM proposes changes to Aviation Meteorological Service Organisation -Certification and Operation in Part 174 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 07 of CAR Part 174 relate to:

(a) New Rules:

- (1) **Rule 174.53(a)(3)** transposes Annex 3 paragraph 4.1.9— new rule relating to installation and exposure of meteorological instruments at an aerodrome.
- (2) **Rule 174.53(a)(4)** transposes Annex 3 paragraph 4.1.10— new rule relating to siting of meteorological instruments, and observers, aerodrome meteorological offices and meteorological watch offices.
- (3) **Rule 174.53(a)(5)** transposes Annex 3 paragraph 4.1.11— new rule relating to location of observers at an aerodrome.
- (4) **Rule 174.53(a)(6)** transposes Annex 3 paragraph 4.1.12— new rule relating to integrating semi-automatic equipment.
- (5) **Rule 174.53(f)** transposes Annex 3 paragraph 3.2.1 and 3.3.1— new rule relating to establishment of an aerodrome and meteorological watch office.
- (6) **Rule 174.55(e) and (f)** — transposes Annex 3 paragraph 11.2.1.1— new rule relating to requirements for communication.
- (7) **Rule 174.67(c)** — transposes Annex 3 paragraph 10.2.2—new rule relating to information for search and rescue.



- (8) **Rule 174.69 (b) (3)**— transposes Annex 3 paragraph 10.3.2—new provisions relating to information for AIS.
- (9) **Rule 174.83(c)(6)(7)(8) and (9)** — transposes Annex 3 paragraph 5.7.3—new rule relating to relay of air reports by ATS units.
- (10) **Rule 174.85 (b) and (c)** — transposes Annex 3 paragraph 9.1.2 - new rule relating to meteorological service for air operators and flight crew members.
- (11) **Rule 174.211 (b)(c)(d)(e)(f) and(g)** — transposes Annex 3 paragraph 4.9, 5.9, 7.4.2, and 7.5.2 – new rule relating to dissemination of METAR, SPECI, TAF, SIGMET, AIRMET, special air-reports, aerodrome warnings and wind shear warnings.
- (12) **Rule 174.219(b)(3)** — transposes Annex 3 paragraph 6.2.2.4 – new rule relating to the units and scales used in trend forecasts.
- (13) **Rule 174.223(d)(1) and (2)** — transposes Annex 3 Chapter 7.5 - new rule relating to issue, transmission and exchange of area forecasts for low-level flights prepared in support of AIRMET information.
- (14) **Rule 174.307(d)** — transposes Annex 3 Chapter 7.6 - new rule relating to requirements on the phenomena for which aerodrome warnings are issued.
- (15) **Rule 174.311-** transposes Annex 3 Chapter 3.5 – new rule relating to monitoring of active or potentially active volcanoes and the timely reporting of volcanic activity and volcanic ash in the atmosphere.

(b) Amendments:

- (1) **Rule 174.52(a)** was amended to include “**meteorological information**” and “**acceptable to the Director**” for clarity and consistency.
- (2) **Rule 174.53(d)** was amended for clarity to incorporate requirements for arrangement to supply meteorological information without established aerodrome meteorological office.
- (3) **Rule 174.67(a)(5)** was amended to include the supply of current meteorological reports and forecasts to aeronautical telecommunication stations, and forwarding of such information to the FIC or ACC where required for consistency with the requirements.
- (4) **Rule 174.211** was amended to include editorial and renumbering the existing paragraph as **(a)** to allow insertion of new paragraphs **(b) to (g)** for consistency with the requirements.
- (5) **Rule 174.219(a)** was amended to align landing forecast requirements with regional air navigation agreement to align with the requirements.

(c) Editorials:

- (1) **Rules 174.55 and 174.83** were editorially amended by replacing “**must**” or “**should**” with “**shall**”, where appropriate, to ensure consistency with the drafting standards used in Part 174 and ICAO Annex 3.

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 174 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 26/17/174-46)
Civil Aviation Safety Authority of Papua New Guinea
PO Box 1941
Boroko
National Capital District
- Delivered: Docket Clerk NPRM 26/17/174-46)
Civil Aviation Safety Authority of Papua New Guinea
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD
- By Fax: Docket Clerk (NPRM 26/17/174-46)
3251789 / 325 1919
- By Email: Docket Clerk (NPRM 26/17/174-46)
rules@casapng.gov.pg

9.1 Final date for submissions

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

9.2 Availability of the NPRM

Any person may obtain a copy of this NPRM from-

CASA PNG web site: www.casapng.gov.pg

or at a cost from

Docket Clerk
Civil Aviation Safety Authority of PNG Headquarter
Building 1, Level 1
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD.

9.3 Further information

For further information, contact:

Gloria Sikre (Ms)
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Part 174

Aviation Meteorological Service Organisation - Certification and Operation

Subpart B – Certification Requirements

...

174.51 Personnel Qualification and Competency, Education and Training Requirements

- (a) An applicant for the grant of meteorological service certificate shall establish procedures to ensure that ~~those~~ personnel authorised to provide meteorological information and service for national and international air navigation by the applicant meets the qualifications, competencies, education and training acceptable to the Director. ~~of meteorological personnel in accordance with the requirements of the World Meteorological Organization.~~

...

174.52 Site Requirements and Meteorological Office Requirements

- (a) ...

- (2) each of the remote weather sensing facilities listed in their exposition is installed and maintained in a technically appropriate position along the take-off and touchdown zone of the runway to ensure that the facility provides an accurate representation of the local meteorological conditions; and
- (3) meteorological instruments used at an aerodrome are situated in such a way as to supply data which are representative of the area for which the measurements are required; and
- (4) meteorological instruments at aeronautical meteorological stations are exposed, operated, and maintained in accordance with the practices, procedures and specifications acceptable to the Director; and
- (5) observers at an aerodrome are located, in so far as practicable, to supply data which are representative of the area for which the observations are required, and
- (6) where automated equipment forms part of an integrated semi-automatic observing system, displays of data made available to the local air traffic services units are a subset of, and displayed in parallel with, the data available in the local meteorological service unit, and each meteorological element displayed is annotated to identify, as appropriate, the location for which the element is representative;

- (c) An applicant for the grant of a meteorological service certificate shall establish procedures to ensure that each meteorological watch office (MWO) listed in the exposition:
- (d) For an aerodrome without an aerodrome meteorological office located at the aerodrome, ~~the Director may designate:~~ the applicant for the grant of a meteorological service certificate shall:
- (1) designate one or more aerodrome meteorological office(s) to supply meteorological information as required; and
- (2) ~~a competent authority or airline operator to supply and~~ establish means by which such



information can be supplied for the aerodrome concerned.

(f) An applicant for the grant of a meteorological service certificate shall establish:

- 1) one or more aerodrome meteorological offices that are adequate for the provision of the meteorological service required to satisfy the needs of air navigation; and
- 2) a meteorological watch office where there is an established ATS units within a flight information region or a control area, or an arrangement acceptable to the Director.

174.55 Communication requirements

...

(e) An applicant for the grant of a meteorological service certificate shall ensure that the telecommunications facilities;

- (1) required for direct speech and printed communications are supplemented, as and where necessary, of visual or audio communications, including closed-circuit television or separate information processing systems acceptable to the Director
- (2) used for the exchange of operational meteorological information should be are the aeronautical fixed service or, for the exchange of non-time critical operational meteorological information, the public Internet, subject to availability, satisfactory operation and bilateral/multilateral and or regional air navigation agreements.

(f) An applicant for the grant of a meteorological service certificate shall ensure that, when upper-air grid point data in digital form is made available;

- (1) for use by air traffic services computers, the transmission arrangements are agreed between the meteorological service provider and the appropriate ATS provider, and
- (2) to operators for flight planning by computer, the transmission arrangements are agreed between the world area forecast centre concerned, the meteorological service provider and the operators concerned.

174.67 Release of meteorological information

(a) ...

(5) supply up-to-date meteorological information to relevant aeronautical information services units or aeronautical telecommunication stations, as necessary, for the conduct of their functions, and a copy of such information must be forwarded, if required, to the flight information center and air traffic control center;

(c) An applicant for the grant of a meteorological service certificate shall ensure that information supplied to rescue coordination centres includes the meteorological conditions that existed in the last known position of a missing aircraft and along the intended route of that aircraft with particular reference to:

- (1) significant en-route weather phenomena;
- (2) cloud amount and type, particularly cumulonimbus, including height indications of bases and tops;
- (3) visibility and phenomena reducing visibility;
- (4) surface wind and upper wind;
- (5) state of ground, including flooding;



- (6) sea-surface temperature, state of the sea, ocean currents, if relevant to the search area; and
- (7) sea-level pressure data.

174.69 Notification of meteorological office and facility status

(b) ...

- (3) the following is supplied to an aeronautical information services unit:
 - (i) information on meteorological services for domestic and international air navigation, intended for inclusion in the aeronautical information publication(s) concerned;
 - (ii) information necessary for the preparation of NOTAM or ASHTAM including, in particular, information on:
 - A. the establishment, withdrawal and significant changes in operation of aeronautical meteorological services. This information is required to be provided to the aeronautical information services unit sufficiently in advance of the effective date to permit issuance of NOTAM in compliance with CAR Part 175;
 - B. the occurrence of volcanic activity; and
 - C. release of radioactive materials into the atmosphere, as agreed between the meteorological and appropriate civil aviation authorities concerned; and
 - (iii) information necessary for the preparation of aeronautical information circulars, including:
 - A. expected important changes in aeronautical meteorological procedures, services and facilities provided; and
 - B. effect of certain weather phenomena on aircraft operation.

174.83 Coordination Requirement

(c) ...

- (6) special air-reports by voice communications, the air traffic services units relay them without delay to their associated meteorological watch office; and
- (7) routine and special air-reports by data link communications, the air traffic services units relay them without delay to their associated meteorological watch office, the world area forecast centers and the centres designated by the regional air navigation agreement for the operation of aeronautical fixed service Internet-based services; and
- (8) special air-reports are uplinked for 60 minutes after their issuance; and
- (9) information on wind and temperature included in automated special air-reports is not uplinked to other aircraft in flight.

174.85 Service for Operators and flight crew-members

...

- (b) An applicant for the grant of a meteorological service certificate in consultation with the operator, shall determine:
 - (1) the type and format of meteorological information to be supplied; and



- (2) methods and means of supplying that information.
- (c) An applicant for the grant of a meteorological service certificate shall ensure that:
 - (1) flight documentation containing the combined route-specific upper wind and upper-air temperature forecasts are provided, as agreed between the meteorological service provider and the operator concerned, and
 - (2) meteorological information received from other meteorological offices are included in the flight documentation without modification, and
 - (3) charts included in flight documentation have a high standard for clarity and legibility, and
 - (4) automated pre-flight information systems providing self-briefing facilities provide for access by operators and flight crew members to consultation, as necessary, with an aerodrome meteorological office by telephone or other suitable telecommunications means, and
 - (5) if an aircraft in flight requests meteorological information, the aerodrome meteorological office or meteorological watch office which receives the request arranges to supply the information with the assistance, if necessary, of another aerodrome meteorological office or meteorological watch office.

Subpart D – Meteorological Observations, Reports and Forecasts

174.211 Dissemination of Meteorological Information

- (a) A holder of a meteorological service certificate shall ~~establish procedures to~~ ensure that dissemination of meteorological information (METAR/SPECI, TAF, SIGMET and Forecasts) are transmitted in IWXXM GML form, in addition to the supplementary information in abbreviated plain language.
- (b) A holder of a meteorological service certificate shall ensure that—
 - (1) METAR and SPECI are disseminated to international OPMET databanks and the centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services, in accordance with regional air navigation agreement; and
 - (2) METAR and SPECI are disseminated to other aerodromes in accordance with regional air navigation agreement.
 - (3) SPECI representing a deterioration in conditions shall be disseminated immediately after the observation, and a SPECI representing a deterioration of one weather element and an improvement in another element is disseminated immediately after the observation; and
 - (4) SPECI representing an improvement in conditions is disseminated only after the improvement has been maintained for 10 minutes, and is amended before dissemination, if necessary, to indicate the conditions prevailing at the end of that 10-minute period.
- (c) A holder of a meteorological service certificate shall ensure that –
 - (1) local routine reports are transmitted to local air traffic services units and made available to the operators and to other users at the aerodrome; and



- (2) local special reports are transmitted to local air traffic services units as soon as the specified conditions occur, except that, as agreed between the meteorological service provider and the appropriate ATS provider, local special reports need not be issued in respect of:
 - (i) any element for which there is in the local air traffic services unit a display corresponding to the one in the meteorological station, and where arrangements are in force for the use of this display to update information included in the local routine report and the local special report; and
 - (ii) runway visual range, when all changes of one or more steps on the reporting scale in use are being reported to the local air traffic services unit by an observer on the aerodrome.
- (3) local special reports are also made available to operators and to other users at the aerodrome. and
- (4) the meteorological watch office transmits, without delay, special air reports received by voice communication to the world area forecast centres and centres designated under regional air navigation agreements for the operation of aeronautical fixed service Internet-based services; and
- (5) the meteorological watch office transmit without delay special air-reports of pre-eruption volcanic activity, a volcanic eruption or a volcanic ash cloud received to the associated volcanic ash advisory centres; and
- (6) when a special air-report is received by a meteorological watch office and the forecaster considers that the phenomenon causing the report is not expected to persist and, therefore, does not warrant issuance of a SIGMET, disseminate the special air-report in the same way that SIGMET information is disseminated in accordance with 174.301(b)(1), that is, to meteorological watch offices, world area forecast centres and other meteorological offices in accordance with regional air navigation agreement; and
- (7) where supplementary dissemination of an air report is required to satisfy specific aeronautical or meteorological requirements, appropriate arrangements are agreed between relevant stakeholders; and
- (8) air reports are exchanged in the format in which they are received.
- (d) A holder of a meteorological service certificate shall ensure that TAF and amendments thereto are disseminated to international OPMET databanks and the centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services, in accordance with regional air navigation agreement
- (e) A holder of a meteorological service certificate shall ensure that SIGMET information is disseminated to meteorological watch offices, world area forecast centres and other meteorological offices in accordance with regional air navigation agreement. SIGMET information for volcanic ash shall also be disseminated to volcanic ash advisory centres.
- (f) A holder of a meteorological service certificate shall ensure that SIGMET and AIRMET information is disseminated to international OPMET databanks and the centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services, in accordance with regional air navigation agreement.
- (g) A holder of a meteorological service certificate shall ensure that aerodrome warnings and wind shear warnings are disseminated in accordance with local arrangements to those concerned.



174.219 Landing Forecasts

- (a) A holder of a meteorological service certificate shall ensure that landing forecast are prepared at the aerodrome meteorological office ~~designated by the Director~~ as determined by regional air navigation agreement. Such forecasts are intended to meet the requirements of local users and of aircraft within about one hour's flying time from the aerodrome.
- (b) ...
- (2) A trend forecast must consist of a concise statement of the expected significant changes in the meteorological conditions at that aerodrome to be appended to a local routine or local special report, or METAR or SPECI and the period of validity of a trend forecast must be 2 hours from the time of the report which forms part of the landing forecast; and
- (3) include the units and scales used in the trend forecast are the same as those used in the report to which it is appended.

174.223 Area Forecasts for Low-Level Flights

...

- (d) A holder of a meteorological service certificate shall ensure that the area forecasts for low-level flights prepared in support of the issuance of AIRMET information ~~— are issued every 6 hours for a period of validity of 6 hours and transmitted to meteorological watch offices and/or aerodrome meteorological offices concerned not later than one hour prior to the beginning of their validity period.~~
- (1) are issued every 6 hours for a period of validity of 6 hours and transmitted to meteorological watch offices and/or aerodrome meteorological offices concerned not later than one hour prior to the beginning of their validity period; and
- (2) are exchanged between aerodrome meteorological offices and/or meteorological watch office responsible for the issuance of flight documentation for low-level flights in the flight information regions concerned.

Subpart E — SIGMET, AIRMET, and Space Weather Information, Volcanic Ash Information, ~~a~~Aerodrome ~~w~~Warnings and ~~w~~Wind ~~s~~Shear ~~w~~Warnings and ~~a~~Alerts

...

174.307 Aerodrome Warnings

- (d) are issued for the occurrence or expected occurrence of one or more of the following phenomena:
- (1) tropical cyclone (to be included if the 10-minute mean surface wind speed at the aerodrome is expected to be 17 m/s (34 kt) or more) ; and
- (2) thunderstorm; and
- (3) hail; and
- (4) freezing precipitation; and
- (5) frost; and
- (6) dust storm; and
- (7) rising sand or dust; and



- (8) strong surface wind and gusts; and
- (9) squall; and
- (10) volcanic ash (including volcanic ash deposition) ; and
- (11) tsunami; and
- (12) toxic chemicals; and
- (13) other phenomena as agreed locally.

174.311 Volcanic Ash Information

- (a) A holder of a meteorological service certificate shall establish arrangements, in accordance with regional air navigation agreement, with the relevant State volcano observatory or other responsible authority for the monitoring of active and potentially active volcanoes within Papua New Guinea.
- (b) The arrangements established under paragraph (a) shall provide for information on volcanic activity and/or volcanic ash in the atmosphere to be received as quickly as practicable when there is—
 - (1) significant pre-eruption volcanic activity; and
 - (2) a volcanic eruption, or a significant change in eruptive activity; and
 - (3) volcanic ash in the atmosphere.
- (c) information received under paragraph (b) shall be supplied, as quickly as practicable, to the associated volcanic ash advisory centre, meteorological watch office, NOTAM office, ACCs/FICs and, in accordance with regional air navigation agreement, international OPMET databanks.