Civil Aviation Rules

Notice of Proposed Rule Making
NPRM 26/17/175-47
17 August 2026

Part 175
Aeronautical Information Service Organisation – Certification and Operation

Consequential Amendments Part 1

Docket 26/17/CAR175-47
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 programmers 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 175.

2. Background to the Proposal

2.1. General Summary

Amendment 7 to Part 175 transposes standards from the following;

(1) Amendment 63 to ICAO Annex 4, *Aeronautical Charts*, which introduces amendments to existing definitions and amendments to aeronautical charting requirements relating to bearings, tracks and radials.

(2) Amendment 43 to ICAO Annex 15, *Aeronautical Information Services*, which introduces provisions for data set information services under Chapter 5.4.3, editorial amendments relating to the verification and validation of aeronautical data and aeronautical information and provisions associated with the quality management system.

(3) Amendment 44 to ICAO Annex 15, *Aeronautical Information Services*, which introduces amendments to the specifications applicable to NOTAM.

This NPRM proposes changes to Aeronautical Information Service Organisation – Certification and Operation in Part 175 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

Part 1

4. Exemptions

There are no current Exemptions against this Rule Part.

5. Impact Assessment

5.1 Safety

This amendment has positive safety impact by promoting consistency across ICAO Annexes and Procedures for Air Navigation Services, improving the quality, traceability, verification and validation of aeronautical data and aeronautical information, and clarifying NOTAM requirements to reduce potential confusion and ensure applicable information is provided in a standardized manner.

5.2 Compliance Cost

The compliance cost is minimal.

5.3 Security

No security impact is envisaged with the implementation of this amendment.

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 175 relate to:

(a) New Rules:

(1) Rule 175.71(b) to (n) – transpose ICAO Annex 15 Amendment 43 standards for aeronautical information service quality management systems.

(2) Rule 175.251(f) – transpose new ICAO Annex 15 Amendment 44 standards for NOTAM origination and issue.

(3) Rule 175.255 – transpose ICAO Annex 15 Amendment 43 standards for data set information services.

(b) Amendments:

(1) Rule 175.61 – amended to transpose Amendment 43 to ICAO Annex 15, relating to the checking of aeronautical data and aeronautical information before submission.

(2) Rule 175.71(a) – amended to transpose Amendment 43 to ICAO Annex 15, relating to the establishment, implementation and maintenance of a quality management system for aeronautical information services.

(3) Rule 175 Appendix B, (b)(11**)** – amended to transpose Amendment 63 to ICAO Annex 4, replacing reference to RNAV segments with PBN segments on Enroute Charts.

(4) Rule 175 Appendix B, (c)(11) – amended to transpose Amendment 63 to ICAO Annex 4, replacing reference to RNAV segments with PBN segments on Standard Departure Charts, Instrument.

(5) Rule 175 Appendix B, (c)(19**)** – amended to transpose Amendment 63 to ICAO Annex 4, relating to navigation database coding data on Standard Departure Charts, Instrument.

(6) Rule 175 Appendix B, (d)(12) – amended to transpose Amendment 63 to ICAO Annex 4, replacing reference to RNAV segments with PBN segments on Standard Arrival Charts, Instrument.

(7) Rule 175 Appendix B, (d)(21**)** – amended to transpose Amendment 63 to ICAO Annex 4, relating to navigation database coding data on Standard Arrival Charts, Instrument.

(8) Rule 175 Appendix B, (e)(19) – amended to transpose Amendment 63 to ICAO Annex 4, replacing reference to RNAV segments with PBN segments on Instrument Approach Charts.

(9) Rule 175 Appendix B, (e)(49**)** – amended to transpose Amendment 63 to ICAO Annex 4, relating to navigation database coding data on Instrument Approach Charts.

(c) Editorials

Nil

7. Legislative Analysis

7.1 Power to make rules

The Minister may make ordinary rules under sections 69, 70, 71 and 72 of the *Civil Aviation Act 2000*, for various purposes including implementing Papua New Guinea's obligations under the Convention, assisting aviation safety and security, and any matter contemplated 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 175 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/CAR175-47)
Civil Aviation Safety Authority of Papua New Guinea
PO Box 1941
Boroko
National Capital District

Delivered: Docket Clerk (NPRM 26/17/CAR175-47)
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/CAR175-47)
3251789 / 325 1919

By Email: Docket Clerk (NPRM 26/17/CAR175-47)
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 175
Aeronautical Information Service Organisation- Certification and Operation

175.61 Collection of information

…

(b) The procedures shall ensure that-

…

(4) ~~Material to be issued~~ Aeronautical data and aeronautical information to be published as part of an aeronautical information product shall be ~~thoroughly~~ checked in accordance with rule 175.71. ~~before it is submitted to AIS, in order to ensure that all necessary information has been included and that it is correct.~~ ~~in detail; and~~

175.71 Quality Management System

(a) An applicant for the grant of an aeronautical information service certificate shall establish, implement and maintain a quality management system encompassing all functions of the aeronautical information service which meets the requirements of Part 100.

(b) The applicant shall ensure that the quality management system is demonstrable for each functional stage of the aeronautical information service.

(c) The applicant shall ensure that the quality management system:

(1) includes a quality manual that defines the scope of the quality management system as applied to aeronautical information management processes;

(2) identifies the processes needed for the quality management system;

(3) determines the sequence and interaction of those processes;

(4) determines the criteria and methods necessary to ensure the effective operation and control of those processes;

(5) ensures the availability of information necessary to support the operation and monitoring of those processes;

(6) measures, monitors and analyses those processes, and implements actions necessary to achieve planned results and continual improvement; and

(7) maintains appropriate records necessary to provide confidence in the conformity of the processes and the resulting aeronautical data and aeronautical information.

(d) The applicant shall ensure that the quality management system includes the necessary policies, processes and procedures, including those for the use of metadata, to ensure and verify that aeronautical data is traceable throughout the aeronautical information data chain so as to allow any data anomalies or errors detected in use to be identified by root cause, corrected and communicated to affected users.

(e) The applicant shall ensure that the established quality management system provides users with the necessary assurance and confidence that distributed aeronautical data and aeronautical information satisfy the aeronautical data quality requirements.

(f) The applicant shall ensure that the quality management system follows the International Organization for Standardization 9000 series of quality assurance standards and is certified by an accredited certification body.

(g) The applicant shall ensure that quality management is applicable to the whole aeronautical data chain from data origination to distribution to the next intended user, taking into consideration the intended use of data.

(h) The applicant shall ensure that, within the context of the established quality management system, the competencies and the associated knowledge, skills and attitudes required for each function are identified, and personnel assigned to perform those functions are appropriately trained.

(i) The applicant shall ensure that processes are in place to ensure that personnel possess the competencies required to perform specific assigned functions.

(j) The applicant shall ensure that appropriate records are maintained so that the qualifications of personnel can be confirmed.

(k) The applicant shall ensure that initial and periodic assessments are established that require personnel to demonstrate the required competencies. Periodic assessments of personnel shall be used as a means to detect and correct shortfalls in knowledge, skills and attitudes.

(l) The applicant shall ensure that all necessary measures are taken to monitor compliance with the quality management system in place.

(m) The applicant shall ensure that demonstration of compliance of the quality management system applied is by audit. If nonconformity is identified, initiating action to correct its cause shall be determined and taken without undue delay. All audit observations and remedial actions shall be evidenced and properly documented.

(n) The applicant shall ensure that, in the framework of the quality management system, a user feedback system is defined and implemented.

175.251 Specifications for NOTAM

(e) …

(f) A NOTAM shall be originated and issued concerning the following information:

(1) establishment, closure or significant changes in operation of aerodrome(s) or heliport(s) or runways; and

(2) establishment, withdrawal or significant changes in operation of aeronautical services (aerodromes, AIS, ATS, communications, navigation and surveillance (CNS), meteorology (MET), search and rescue (SAR), etc.); and

(3) establishment, withdrawal or significant changes in operational capability of radio navigation and air-ground communication services. This includes: interruption or return to operation; change of frequencies, change in notified hours of service, change of identification, change of orientation (directional aids), change of location, power increase or decrease amounting to 50 per cent or more, change in broadcast schedules or contents, or irregularity or unreliability of operation of any radio navigation and air-ground communication services or limitations of relay stations

including operational impact, affected service, frequency and area; and

(4) unavailability of back-up and secondary systems, having a direct operational impact; and

(5) establishment, withdrawal or significant changes to visual aids; and

(6) interruption of or return to operation of major components of aerodrome lighting systems; and

(7) establishment, withdrawal or significant changes to procedures for air navigation services; and

(8) occurrence or correction of major defects or impediments in the manoeuvring area; and

(9) changes to and limitations on availability of fuel, oil and oxygen; and

(10) major changes to search and rescue facilities and services available; and

(11) establishment, withdrawal or return to operation of hazard beacons marking obstacles to air navigation; and

(12) changes in regulations requiring immediate action, e.g. prohibited areas for SAR action;

(13) presence of hazards not otherwise promulgated, which affect air navigation (including obstacles, military exercises and operations, intentional and unintentional frequency interferences, rocket launches, displays, fireworks, sky lanterns, rocket debris, races and major parachuting events); and

(14) conflict zones which affect air navigation (to include information that is as specific as possible regarding the nature and extent of threats of that conflict and its consequences for civil aviation); and

(15) planned laser emissions, laser displays and search lights if pilots' night vision is likely to be impaired; and

(16) erecting or removal of, or changes to, obstacles to air navigation in the take-off/climb, missed approach, approach areas and runway strip; and

(17) establishment or discontinuance (including activation or deactivation) as applicable, or changes in the status of prohibited, restricted or danger areas; and

(18) establishment or discontinuance of areas or routes or portions thereof where the possibility of interception exists and where the maintenance of guard on the VHF emergency frequency 121.5MHz is required; and

(19) allocation, cancellation or change of location indicators; and

(20) changes in aerodrome/heliport rescue and firefighting category provided; and

(21) presence or removal of, or significant changes in, hazardous conditions due to snow, slush, ice, radioactive material, toxic chemicals, volcanic ash deposition or water on the movement area; and

(22) outbreaks of epidemics necessitating changes in notified requirements for inoculations and quarantine measures; and

(23) an operationally significant change in volcanic activity, the location, date and time of volcanic eruptions and/or horizontal and vertical extent of volcanic ash cloud, including direction of movement, flight levels and routes or portions of routes

which could be affected; and

(24) release into the atmosphere of radioactive materials or toxic chemicals following a nuclear or chemical incident, the location, date and time of the incident, the flight levels and routes or portions thereof which could be affected and the direction of movement; and

(25) establishment of operations of humanitarian relief missions, such as those undertaken under the auspices of the United Nations, together with procedures and/or limitations which affect air navigation; and

(26) implementation of short-term contingency measures in cases of disruption, or partial disruption, of ATS and related supporting services.

175.255 Data set information services

(a) A data set information service shall:

(1) be made available through information services; and

(2) provide, as a minimum, the ability to query and retrieve each of the digital data sets as a whole; and

(3) provide the ability to query and retrieve selected elements of the digital data sets; and

(4) provide the option to subscribe to notifications on data set updates.

Appendix B – Standards and Specification for Aeronautical Charts

…

(b) Enroute Chart

…

(11) Bearings, tracks and radials shall be magnetic. Where bearings and tracks are additionally provided as true values for ~~RNAV~~ PBN segments, they shall be shown in parentheses to the nearest tenth of a degree, e.g. 290° (294.9°T)

…

(c) Standard Departure Chart – Instrument (SID)

…

(11) Bearings, tracks and radials shall be magnetic. Where bearings and tracks are additionally provided as true values for ~~RNAV~~ PBN segments, they shall be shown in parentheses to the nearest tenth of a degree, e.g. 290° (294.9°T)

…

(19) Appropriate data to support navigation database coding shall be published in accordance with the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), Volume II, Part III, Section 5, Chapter 2, 2.3, for PBN procedures and Volume II, Part I, Section 4, Chapter 9, 9.4.1.3, for non-PBN procedures, on the verso of the chart or as a separate, properly referenced sheet.

…

(d) Standard Arrival Chart – Instrument (STAR)

…

(12) Bearings, tracks and radials shall be magnetic. Where bearings and tracks are additionally provided as true values for ~~RNAV~~ PBN segments, they shall be shown in parentheses to the nearest tenth of a degree, e.g. 290° (294.9°T)

…

(21) Appropriate data to support navigation database coding shall be published in accordance with the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), Volume II, Part III, Section 5, Chapter 2, 2.3, for PBN procedures and Volume II, Part I, Section 4, Chapter 9, 9.4.1.3, for non-PBN procedures, on the verso of the chart or as a separate, properly referenced sheet.

…

(e) Instrument Approach Chart

…

(19) Bearings, tracks and radials shall be magnetic. Where bearings and tracks are additionally provided as true values for ~~RNAV~~ PBN segments, they shall be shown in parentheses to the nearest tenth of a degree, e.g. 290° (294.9°T)

…

(49) Appropriate data to support navigation database coding shall be published in accordance with the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), Volume II, Part III, Section 5, Chapter 2, 2.3, for PBN procedures and Volume II, Part I, Section 4, Chapter 9, 9.4.1.3, for non-PBN procedures, on the verso of the chart or as a separate, properly referenced sheet.