



**Notice of Proposed Rule Making
NPRM 2515/26-05
14 February 2025**

**Part 26
Additional Airworthiness
Requirements**

**Consequential Amendments
Nil**

**Docket25/15/CAR26/05
2025 Rules Review**

Proposed Applicable 21 March 2025



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.



Latest Amendment Date: 03/04/2023	Applicable Date: 21/03/2025	Page 3 of 9
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Table of Contents

Background to the Civil Aviation Rules	2
1. Purpose of this NPRM	4
2. Background to the Proposal	4
2.1 General Summary	4
2.2 NPRM Development	4
2.3 Key Stakeholders	4
3. Issues Addressed during Development.....	4
3.1 Consequential Amendments	4
3.2 Exemptions	4
3.3 ICAO SARPS and Level of Risk to Papua New Guinea Aviation Safety	4
3.4 Compliance Costs	5
4. Summary of changes	5
5. Legislative Analysis	5
5.1 Power to make rules	5
5.2 Matters to be taken into account	6
6. Submissions on the NPRM	6
6.1 Submissions are invited	6
6.2 Examination of submissions	6
6.3 Disclosure	7
7. How to make submission	7
7.1 Final date for submissions	7
7.2 Availability of the NPRM	7
7.3 Further information	8
Proposed Rule Amendments	9

Note: Page numbers may not coincide with the Table of Contents and are subject to change.





1. Purpose of this NPRM

The purpose of this Notice of Proposed Rulemaking (NPRM) is to put forward for consideration proposed amendments to Civil Aviation Rule (CAR) Part 26.

2. Background to the Proposal

2.1 General Summary

As a signatory to the Convention on International Civil Aviation, Papua New Guinea is committed to aligning its regulations to ICAO SARPS, where practicable.

This amendment aligns Part 26 with ICAO Annex 6 Part I Amendment 48.

In this NPRM, three (3) editorial changes are proposed for better clarity and to be consistent with new aircraft types entering Papua New Guinea eg. Airbus BD-500-1A10 (A220-100) and BD-500-1A11(A220-300) which have been type certificated with the use of the universal symbol on emergency exit marking (ie. green running man) and locator signs in lieu of signs with red text. These have been accepted by both Transport Canada and the FAA as equivalent safety findings during aeroplane type certification.

Refer to paragraph 4 below for the details of these changes.

2.2 NPRM Development

Part 26 contains the additional airworthiness requirements of aircraft registered in Papua New Guinea.

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 and Civil Aviation
- (3) Aircraft operators

3. Issues Addressed during Development

There were no significant issues identified during the development of this NPRM

3.1 Consequential Amendments

There are no consequential amendments in the following Part

3.2 Exemptions

There are no current Exemptions against this Rule Part.

3.3 ICAO SARPS and Level of Risk to Papua New Guinea Aviation Safety

The proposed rule amendments are intended to comply, where practicable, with the SARPs contained in ICAO Annexes.



Latest Amendment Date: 03/04/2023	Applicable Date: 21/03/2025	Page 5 of 9
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3.4 Compliance Costs

The proposed amendments do not require additional compliance costs.

4. Summary of changes

- (a) Amend existing rule 26.51(2) – editorial changes to clarify that Appendix B requirements are applicable only for aeroplanes with a type certificated seating capacity of more than 9 but not more than 19 passenger seats. This is consistent with Appendix C requirements which applies to aeroplanes with a type certificated seating capacity of more than 19 passenger seats, hence, all aircraft types will be catered.
- (b) Amend Appendix A.1 – editorial changes to cater for exit and emergency exit markings or equivalent signs and symbols that meet the aeroplane type certification requirements.
- (c) Amend Appendix B – editorials changes to the ‘title’ and opening paragraph to reflect that Appendix B includes aircraft type certificated with a seating capacity of more than 9 but not more than 19 passenger seats.

5. Legislative Analysis

5.1 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 1 complies with the requirements of the *Civil Aviation Act 2000* and does not contravene the Constitution, the Aerodrome (Business Concession) Act 2000, Civil Aviation (Air Craft Operator Liability) Act 1975, Aircraft Charges Act, Airport Departure Tax Act, Explosive Act 1952, Firearms Act 1978, Customs Act 1951, Plant, Disease and Control Act 1953, and the Environmental Act 2000.

The proposed Rule has been checked for language and compliance with the legal conventions of Papua New Guinea.



5.2 Matters to be taken into account

The development of this NPRM and the proposed rule changes take into account the matters under section 75 of the Act that the Minister must take into account when making ordinary rules including the following:

5.2.1 ICAO Standards and Recommended Practices

The proposed rule amendments comply with applicable sections of the International Civil Aviation Organization (ICAO) Annexes listed in 3.3 above.

5.2.2 Assisting Economic Development

The proposed rule amendments will have no detrimental impact on economic development, and in some cases will reduce costs incurred by the aviation industry.

5.2.3 Assisting Safety and Personal Security

The proposed rule amendments will maintain safety levels in respect to clarifying and maintaining common standards of definitions, abbreviations and units of measurements used throughout the industry.

5.2.4 Improving Access and Mobility

The proposed rule amendments will have no impact on access and mobility.

5.2.5 Protecting and Promoting Public Health

The proposed rule amendments will have no impact on protecting and promoting public health.

5.2.6 Ensuring Environmental Sustainability

The proposed rule amendments will have no impact on environmental sustainability.

6. Submissions on the NPRM

6.1 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.

6.2 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 Civil Aviation Safety Authority of Papua New Guinea between 8:30 am and 3:30 pm, on weekdays, except statutory holidays.



Latest Amendment Date: 03/04/2023	Applicable Date: 21/03/2025	Page 7 of 9
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6.3 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 of Papua New Guinea office.

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.

7. How to make submission

Submissions may be sent by the following methods:

By Mail: Docket Clerk (NPRM 2515/26-05)
Civil Aviation Safety Authority
PO Box 1941
Boroko
National Capital District

Delivered: Docket Clerk (NPRM 2515/26-05)
Civil Aviation Safety Authority
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD

By Fax: Docket Clerk (NPRM 2515/26-05)
3251789 / 325 1919

By Email: Docket Clerk (NPRM 2515/26-05)
rules@casapng.gov.pg

7.1 Final date for submissions

Comments must be received before **COB, 14th February 2025.**

7.2 Availability of the NPRM

Any person may obtain a copy of this NPRM from-
CASA web site: www.casapng.gov.pg

or at a cost from

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



7.3 Further information

For further information, contact:

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Proposed Rule Amendments

Part 26

Additional Airworthiness Requirements

Subpart B — Additional Airworthiness Requirements

26.51 Additional airworthiness requirements

Airworthiness requirements additional to those prescribed in Part 21 are prescribed in—

- (1) ...
- (2) Appendix B for aeroplanes with a type certificated seating capacity of more than 9 but not more than 19 passenger seats; and
- (3) ...
- (4) ...

Appendix A — All Aircraft

Certification of an aircraft requires compliance with the following additional airworthiness requirements:

A.1 Marking of doors and emergency exits

- (a) Every normal and emergency exit shall be clearly and conspicuously marked with the means of opening the exit and as EXIT or EMERGENCY EXIT or universal symbols and signs that meet the requirements of certification of the aeroplane type as applicable—
 - (1) ...
 - (2) ...

Appendix B — Aeroplanes with a Type Certificated Seating Capacity of More Than 9 but not more than 19 Passengers

In addition to complying with the requirements of Appendix A, certification of an aeroplane with a type certificated seating capacity of more than 9 but not more than 19 passengers, requires compliance with the following additional airworthiness requirements: