



**Notice of Proposed Rule Making
NPRM 2515/01-01
14 February 2025**

**Part 1
Definitions, Abbreviations and
Units of Measurements**

**Consequential Amendments
Nil**

**Docket25/15/CAR1/01
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 (as amended) (the Act) 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 programs 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; and
- (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 (NPRM) is to put forward for consideration proposed amendments to Civil Aviation Rule (CAR) Part 1.

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 the ICAO SARPS, where practicable.

- (a) Definition of terms for Competency-Based Training and Assessment (CBTA) programmes

In this NPRM, it is proposed Part 1 be amended to align with Amendment 179 of Annex 1 with regard to the definitions of terms used to in Competency-based training and assessment programmes (CBTA).

The new ICAO Annex 1 definitions as transposed into PNG CAR Part 1 will provide clarity to terms used to describe the workings of CBTA programmes.

- (b) Definition of Medical terms used in Part 67

This NPRM includes new definitions of some medical terms used in Part 67 as extracted from ICAO Annex 1 amendment 179.

- (c) Other general definitions of terms used throughout the PNG CAR Parts

- (1) This NPRM includes other new licensing definitions extracted from ICAO Annex 1 amendment 179.

2.2 NPRM Development

Part 1 contains the definitions and abbreviations used in the Civil Aviation Rules to facilitate the interpretation of those rules, and includes as a general policy, definitions of specific terms and abbreviations used in more than one Rule Part.

2.3 Key Stakeholders

The Civil Aviation Safety Authority identifies the following as key stakeholders for the proposed rule amendments contained in this NPRM:

- (a) The Civil Aviation Safety Authority
- (b) The Ministry for Transport and Civil Aviation
- (c) Aircraft operators



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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 arising from the new proposed definitions to be added to CAR Part 1.

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 Annex 1.

3.4 Compliance Costs

Additional compliance costs to the proposed amendments have not been assessed.

4. Summary of changes

- (a) Rule 1.1 General Definitions – add the following new definitions: competency-based training and assessments; competency standard; conditions; ICAO competency framework; medical assessment; medical examiner; monitoring; observable behaviour; Powered lift; Rated Air Traffic Controller; and Significant.

To transpose ICAO Annex 1 amendment 179 definitions that were missing from CAR Part 1.

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;



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- (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.

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 2515/01-01)
Civil Aviation Safety Authority
PO Box 1941
Boroko
National Capital District

Delivered: Docket Clerk (NPRM 2515/01-01)
Civil Aviation Safety Authority
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD

By Fax: Docket Clerk (NPRM 2515/01-01)
3251789 / 325 1919

By Email: Docket Clerk (NPRM 2515/01-01)
rules@casapng.gov.pg



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7.1 Final date for submissions

Comments must be received before **COB, 14th March 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 with payment 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:

Gloria Sikre (Ms)
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Proposed Rule Amendments

Part 1

Definitions, Abbreviations and Units of Measurements

1.1 General definitions

In rules made under the Act, unless the context otherwise requires—

Competency based training and assessment means training and assessment that are characterised by a performance orientation, emphasis of standards of performance, and their measurement and the development of training to the specified performance standards:

Competency Standard means a level of performance that is defined as acceptable when assessing whether or not competency has been achieved:

Conditions means anything that may qualify a specific environment in which performance will be demonstrated:

ICAO Competency Framework means a competency framework developed by ICAO, is a selected group of competencies for a given aviation discipline where each competency has an associated descriptions and observable behaviours:

Medical Assessment in the context of the medical provisions of Part 67, means the evidence issued by a DAME that the licence holder meets specific requirements of medical fitness:

Medical Examiner in the context of the medical provisions of Part 67, means a physician with training in aviation medicine and practical knowledge and experience of the aviation environment who is designated by the Director to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed:

Monitoring means a cognitive process to compare an actual to an expected state. Monitoring is embedded in the competence for a given role within an aviation discipline, which serve as countermeasures in the threat and error management model. It requires knowledge, skills and attitudes to create a mental model and to take appropriate action when deviations are recognized:

Observable Behaviour means a single role-related behaviour that can be observed and may or may not be measurable:

Performance criteria means ~~simple evaluative statements on the required outcome of the competency element and a descriptions~~ used to judge assess whether the required level of performance has been achieved for a competency. A performance criterion consists of an observable behaviour, condition(s), and a competency standard:



Powered Lift means a heavier-than-air aircraft capable of vertical take-off, vertical landing and low speed flight, which depends principally on engine-driven lift devices or engine-thrust for the lift during these flight regimes and on non-rotating aerofoil(s) for lift during horizontal flights:

Rated Air Traffic Controller means an air traffic controller holding valid licences and ratings appropriate to the privileges to be exercised:

Significant in the context of the medical provisions of Part 67, significant means to a degree or of a nature that is likely to jeopardise flight safety: