



**Notice of Proposed Rule Making
NPRM 2515/125-30
14 February 2025**

**Part 125
Air Operations – Medium Aeroplanes**

**Consequential Amendments
Nil**

**Docket 25/15/CAR125/30
2015 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 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.



Latest Amendment Date: 03/11/2023	Applicable Date: 21/03/2025	Page 3 of 11
-----------------------------------	-----------------------------	--------------

Table of Contents

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	5
3.1 Consequential Amendments.....	5
3.2 Exemptions.....	5
3.3 ICAO SARPS and Level of Risk to Papua New Guinea Aviation Safety.....	5
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	7
6.1 Submissions are invited	7
6.2 Examination of Submissions.....	7
6.3 Disclosure.....	7
7. How to make a submission.....	7
Proposed Rule Amendments	9

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



Latest Amendment Date: 03/11/2023	Applicable Date: 21/03/2025	Page 4 of 11
-----------------------------------	-----------------------------	--------------

1. Purpose of this NPRM

The purpose of this rule making proposal is to update Civil Aviation Rule Part 125 to correct editorial errors and to refine certain rules parts to make it more viable to the PNG aviation environment.

2. Background to the Proposal

2.1 General Summary

Rule Part 125 amendments proposed in this NPRM relates to the following rules;

- (a) 125.505- Pilot in command type experience;
- (b) 125.507- Pilot in command VFR experience requirements;
- (c) 125.509- Pilot in command IFR experience requirements;
- (d) 125.565- Flight Crew member qualification; and
- (e) 125.567 Flight Examiner qualifications

Requirements of rule 125.505 revoked and new rule added, simplifying the requirement and referencing to rule 125.507 and 125.509. Rule ensures clarity and specific requirements for each category of operation, VFR and IFR. The amendments do not adversely affect the current industry practices.

Current requirements of the rules 125.507 and 125.509 remains unchanged, content is reorganized for standardisation purposes with other operating rules. Changes of the rule structure shall not have adverse impact on industry.

Changes to Rules 125.565 and 125.567 the current requirement revoked and new requirements included in subparagraph (a) (4). new requirement adopted from New Zealand CAR Part 125 to ensure the requirements reflect industry best standards.

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 and, where practicable other relevant Civil Aviation Authorities.

CASA PNG Rules Technical Working Group has incorporated changes into this rule part after credible industry feedback and after internal review of the CASA PNG rules.

Refer section 4 for the summary of changes.

2.3 Key Stakeholders

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

- The Civil Aviation Safety Authority
- The Ministry for Transport and Civil Aviation
- Aircraft operators
- Aircraft maintenance organizations
- Other aviation industry stakeholders



3. Issues Addressed during Development

3.1 Consequential Amendments

There are no other consequential amendments in other Rule Parts.

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 align, where practicable, ICAO Annex 6 Part I, Amendment 48.

3.4 Compliance Costs

The proposed amendments will not incur any cost.

4. Summary of changes

- (a) Requirements of 125.505 (a) (1), (2), and (3) – revoked;
- (b) Requirements of 125.505 (b) (1), (2), (3) and (4) – revoked;
- (c) 125.505 – New requirement inserted providing clarity and specific requirements
- (d) Requirements of 125.505 (a) (1), (2), and (3) – revoked;
- (e) 125.507 contents reorganized for rule standardisation purposes and provide clarity of requirements
- (f) 125.509 contents reorganized for rule standardisation purposes and provide clarity of requirements
- (g) 125.565 – new requirement inserted
- (h) 125.567 – new requirement inserted

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;



Latest Amendment Date: 03/11/2023	Applicable Date: 21/03/2025	Page 6 of 11
-----------------------------------	-----------------------------	--------------

- (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.

5.2.3 Assisting Safety and Personal Security

The proposed rule will have no detrimental impact on safety and personal security.

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 rules by submitting written data, views, or comments. All submissions will be considered before final action on the proposed rulemaking is taken. If there is a need to make any significant change to the rule requirements in this 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 a submission

Submissions may be sent by the following methods:

by Mail: Docket Clerk (NPRM 2515/125-29)
Civil Aviation Safety Authority
PO Box 1941
BOROKO
National Capital District

delivered: Docket Clerk (NPRM 2515/125-29)
Civil Aviation Safety Authority
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD

by Email: Docket Clerk (NPRM 2515/125-29)
rules@casapng.gov.pg

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 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:

Gloria Sikre (Ms)
Acting Manager – Legal Service
CASA PNG
gsikre@casapng.gov.pg

Ph.: 325 7571

Mob: 74127191



Proposed Rule Amendments

Part 125 Air Operations – Medium Aeroplanes

Subpart H — Crew Member Requirements

125.505 Pilot-in-command type experience requirements

- (a) ~~The certificate holder shall ensure that any person acting as a pilot in command of an aeroplane on an air operation has completed, prior to designation as pilot in command, on that make and basic model aeroplane, the following operating experience—~~
- ~~(1) for single engine aeroplanes, 5 hours and 5 take-offs and landings;~~
 - ~~(2) for multiengine aeroplanes, reciprocating or turbine engine powered, 10 hours and 8 take-offs and landings;~~
 - ~~(3) for turbojet or turbofan aeroplanes, 15 hours and 10 take-offs and landings.~~
- (b) ~~The experience required by paragraph (a) shall be acquired as follows—~~
- ~~(1) after satisfactory completion of the appropriate ground and flight training for the aeroplane; and~~
 - ~~(2) in flight during air operations, except that flight time and take-off and landing experience may be accrued in a flight simulator approved for this purpose; and~~
 - ~~(3) in the case of an aeroplane not previously used by the holder of an air operator certificate in air operations performed, operating experience acquired in the aeroplane type during proving flights or ferry flights may be used to meet this requirement; and~~
 - ~~(4) while performing the duties of a pilot in command under the supervision of a designated pilot in command.~~

A holder of an air operator certificate must, for an air operation conducted under the authority of the certificate, assign in writing—

- (1) a pilot who meets the requirements referred to in rule 125.507 as the designated pilot-in-command under VFR, or rule 125.509 as the designated pilot-in-command under IFR; and
- (2) a pilot designated as a co-pilot who is required by the flight manual for the operation of the aeroplane, and who meets the requirements referred to in rule 125.503(a); and
- (3) any additional pilot who is required by the flight manual for the operation of the aeroplane and who meets the requirements referred to in rules 125.507 or 125.509.

125.507 Pilot-in-command VFR experience requirements

~~The certificate holder shall not use a person as pilot in command of an aeroplane in an air operation performed under VFR unless that person has at least 500 hours of flight time as a pilot, including at least 150 hours of cross-country flight time.~~

A holder of an air operator certificate must not designate a pilot to act as pilot-in-command of an aeroplane conducting an air operation performed under VFR unless the pilot—

- (1) holds at least a current commercial pilot licence or airline transport pilot licence (aeroplane) with an applicable aircraft type rating; and



Latest Amendment Date: 03/11/2023	Applicable Date: 21/03/2025	Page 10 of 11
-----------------------------------	-----------------------------	---------------

- (2) has successfully completed the applicable training and competency requirements specified under Subparts I and J; and
- (3) has at least 500 hours of flight time experience as a pilot, including—
 - (i) at least 150 hours of cross-country flight time; and
 - (ii) 100 hours flight time experience in multi-engine operation if the operation is to be conducted in a multi-engine aircraft; and
- (4) for night operations, has at least 25 hours of night flight time experience.

...

125.509 Pilot-in-command IFR experience requirements

~~The certificate holder shall not use a person as pilot-in-command of an aeroplane in an air operation performed under IFR unless that person has at least —~~

- ~~(1) — 1200 hours of flight time as a pilot, including 500 hours of cross-country flight time; and~~
- ~~(2) — 75 hours of actual or simulated instrument time of which 25 hours can be in a flight simulator approved for this purpose; and~~
- ~~(3) — for night operations, 50 hours of night flight time.~~

A holder of an air operator certificate must not designate a pilot to act as pilot-in-command of an aeroplane conducting an air operation performed under IFR unless the pilot—

- (1) holds at least a current commercial pilot licence or airline pilot licence (aeroplane) with an applicable aircraft type rating; and
- (2) holds a current instrument rating;
- (3) has successfully completed the applicable training and competency requirements specified under Subparts I and J; and
- (4) has at least 1200 hours of flight time experience as a pilot, including—
 - (i) 500 hours of cross country flight time; and
 - (ii) at least 250 hours flight time experience in a multi-engine operation if the operation is to be conducted in a multi engine aircraft; and
- (5) has at least 75 hours of actual or simulated instrument time of which 25 hours can be in a flight simulator approved for this purpose; and
- (6) for night operations, the pilot has acquired at least 50 hours of night flight time experience.

125.565 Flight crew member instructor qualifications

The certificate holder shall ensure that any person carrying out functions as an instructor in its flight crew member training programme established under this Part—

- (1) has satisfactorily completed the training required by this Subpart to serve as pilot-in-command in operations; and
- (2) is—
 - (i) the holder of an appropriate and current flight instructor rating; or
 - (ii) a person approved for that purpose; and
- (3) has acquired at least 1500 hours of flight time experience as a pilot including—



Latest Amendment Date: 03/11/2023	Applicable Date: 21/03/2025	Page 11 of 11
-----------------------------------	-----------------------------	---------------

- (i) 250 hours line-operating flight time experience as pilot in-command; or
 - (ii) 100 hours of flight time experience as pilot-in-command for the particular aeroplane type involved; and
- (4) ~~completes initial and recurrent training requirements applicable to the instruction carried out.~~ has successfully completed a training course in the methods for assessing crew member competency in the technical and non-technical aspects of aircraft operation including human factors and crew resource management.

125.567 Flight examiner qualifications

Except as provided in paragraph (b), the certificate holder shall ensure that each person performing the functions of a flight examiner in its operational competency assessment programme established under this Part—

- (1) has satisfactorily completed the appropriate competency checks required by 125.605 to serve as pilot-in-command in air operations performed; and
- (2) is—
 - (i) the holder of an appropriate and current flight examiner rating; or
 - (ii) a person approved for that purpose; and
- (3) has acquired—
 - (i) 250 hours of line-operating flight time experience as pilot-in-command for the particular aeroplane type involved; or
 - (ii) 100 hours flight time as a pilot instructor to which this Part or Part 121 applies; or
 - (iii) other equivalent experience applicable to this Part or Part 121 that is acceptable to the Director, to act as a flight examiner for the purpose of conducting a competency assessment;
- (4) ~~completes initial and recurrent training requirements applicable to the testing carried out.~~ has completed a training course in the methods for assessing crew member competency in the technical and non-technical aspects of aircraft operation including human factors and crew resource management