



Notice of Proposed Rule Making

NPRM 2515/139-36

14 February 2025

Part 139

Aerodromes –

Certification and Operation

Consequential Amendments

Nil

Docket 25/15/CAR139/36

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 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;
 - (4) The Director’s functions and powers under section of 17 the Act and
 - (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 the proposed amendments to Civil Aviation Rule (CAR) Part 139.

2. Background to the Proposal

2.1 General Summary

Civil Aviation Rule (CAR) Part 139 Aerodromes – Certification and Operation came into force on 1 January 2004. The Part formed the nucleus of the aerodrome requirements and applied to an aerodrome serving any aeroplane having a seating configuration of 20 seats or more, excluding any required flight crew member seat, that is engaged in regular air transport operations.

To date, 6 amendments to the Part have been enacted,

- (a) Amendment 01 – 1st January 2015
- (b) Amendment 02 – 1st May 2017
- (c) Amendment 03 – 13th November 2018
- (d) Amendment 04 – 1st April 2019
- (e) Amendment 05 – 4th December 2019
- (f) Amendment 06 – 3rd April 2023
- (g) Amendment 07 – 4th November 2024
- (h) Amendment 08 – 21st March 2025

This NPRM Part 139 Amendment 08 includes;

- (1) Amendment of Rescue and firefighting rule requirement 139.59(a) to replace “... Appendix 5.2.” with “... Appendix I.2.”
- (2) Amendment of Aerodrome Exposition in rule requirements 139.97(8)(i), 139.97(8)(ii), 139.97(8)(iii), 139.97(8)(iv) and 139.97(8)(v) referencing deleted rule requirements and replace with current rule requirements 139.I.2.8 to 139.I.2.24, 139.I.2.40, 139.I.2.41 to 139.I.2.45, 139.I.2.26 to 139.I.2.32 and 139.I.2.38 to 139.I.2.39 respectively.
- (3) Amendment of Rescue and firefighting – operational requirements in rule requirements 139.105(a), 139.105(b) and 139.105(f) referencing deleted rule requirements and replace with current rule requirements 139.I.2.8 to 139.I.2.24 and 139.I.2.40, 139.I.2.8 to 139.I.2.24 and 139.I.2.40 and 139.I.2.26 to 139.I.2.32 respectively.
- (4) Amendment of Aeronautical Study rule requirement 139.107(b) “*For the purpose of paragraph (a), a significant change in aerodrome operations include a change in aerodrome aircraft traffic, a change in aircraft operations type, a change in the aerodrome physical characteristics, an increase in aerodrome accidents/incidents, or a change in airspace designation.*” to “*For the purpose of paragraph (a), a significant change in aerodrome operations include:*
 - (1) *a change in aerodrome aircraft traffic;*



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- (2) *a change in aircraft operations type;*
- (3) *a change in the aerodrome physical characteristics;*
- (4) *an increase in aerodrome accidents/incidents; or,*
- (5) *a change in airspace designation.”*
- (5) Amendment of Strength of pavements rule requirement 139.B.6.6(c), “*Note.— See Note 5 to 10.2.1 ...*” to “*Note.— See Note 5 to J.2.1 ...*”
- (6) Amendment of Condition of the movement area and related facilities rule requirement 139.B.9.4 “*...B.9.5.1...*” to “*...B.9.5...*”.
- (7) Amendment of Objects on runway strips rule requirement 139.C.4.7 “*...Appendix 5...*” to “*...Appendix E...*”.
- (8) Amendment of Runway designation marking rule requirement 139.E.2.2.6 “*...Figure 5-3...*” to “*...Figure E-3...*”.
- (9) Amendment of Threshold marking rule requirement 139.E.2.4.9 “*...Figure 5-4...*” to “*...Figure E-4...*”.
- (10) Amendment of Touchdown zone marking rule requirement 139.E.2.6.3 to delete Table E-1 and insert correct table.
- (11) Amendment of Visual approach slope indicator systems rule requirement 139.E.3.5.5 “*...5.3.5.1...*” to “*...E.3.5.1...*”.
- (12) Amendment of general referencing of guidance materials to align with CASA CAR 139 guidance materials.
- (13) General amendment of formatting and typos.

2.2 NPRM Development

The proposal to amend Part 139 was triggered by the ICAO Universal Safety Oversight Audit Programme (USOAP) audit on the State of Papua New Guinea in June 2023. The outcome of audit in terms of Effective Implementation (EI) of ICAO Standards and Recommended Practices (SARPS) in the Aerodrome and Ground Aids (AGA) audit area saw PNG scoring 57.6% which is below the Global Average of 62.5%. Out of the 53 Non-Satisfactory (NS) Protocol Questions (PQs) from the audit, 22 of them were NS due to the State’s non-compliance with of the ICAO Recommended Practices (RPs) of Annex 14 Volume I. The current Part 139 only contains ICAO Standards and not the RPs. *The State’s decision for not adopting RPs in the past is based on one of the objectives of the Civil Aviation Act s2(a); “... establish rules to promote aviation safety at reasonable cost”.*

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 Minister for Transport and Civil Aviation
- (c) Aviation Document Holders
- (d) Other interested stakeholders



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3. Issues Addressed during Development

There were no major issues addressed during the development of this NPRM.

3.1 Consequential Amendments

There are no consequential amendments affecting other Rule Parts except for the definitions in rule 139.2 to be moved to Part 1.

3.2 Exemptions

As a result of the adoption of ICAO Annex 14 Volume I Recommended Practices (RPs), the State's Annex 14 Volume 1 Compliance Checklist will be updated to include the State's compliance with the RPs. However, there will not be any filing of significant differences as a result of the adoption of RPs.

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

The proposed rule amendments are intended to comply with all applicable SARPs in Annex 14, Volume I — Aerodrome Design and Operations.

Compliance with RPs by the aerodrome operators may have a positive impact on the level of safety, raising the safety margin above the minimum standards enforced by the current rules.

3.4 Compliance Costs

The cost factor on compliance with the introduced RPs may not be immediate but may come into play in the long term. Although aerodrome operators may require time, funding and resources to establish and maintain compliance with the RPs, the new rules will specify that the RPs are not mandatory but desired, and the word "may" will be used instead of "must" or "shall". Compliance with RPs is left to the aerodrome operators to plan their transition into compliance with the understanding that an RP in future may become a Standard. Promulgation of RPs may be beneficial to the aerodrome operators and users for planning purposes as well as promoting standardisation of aerodrome facilities across all aerodromes.

4. Summary of changes

The following are the proposed amendments to the current Part 139;

Current Rule	Changes
139.59(a)	Delete "... Appendix 5.2" and insert "... Appendix I.2".
139.97(8)(i)	Delete "... 139.61 ..." and insert "... 139.I.2.8 to 139.I.2.24 ...".
139.97(8)(ii)	Delete "... 139.63 ..." and insert "... 139.I.2.40 ...".
139.97(8)(iii)	Delete "... rule 139.65 ..." and insert "... rules 139.I.2.41 to 139.I.2.45 ...".
139.97(8)(iv)	Delete "... rule 139.67 ..." and insert "... rules 139.I.2.26 to 139.I.2.32 ...".
139.97(8)(v)	Delete "... 139.69 ..." and insert "... 139.I.2.38 to 139.I.2.39 ...".
139.105(a)	Delete "... 139.61 ..." and "... 139.63" and insert "... 139.I.2.8 to 139.I.2.24 ..." and "... 139.I.2.40" respectively.



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- 139.105(b) Delete "... 139.61 ..." and "... 139.63" and insert "... 139.I.2.8 to 139.I.2.24 ..." and "... 139.I.2.40" respectively.
- 139.105(f) Delete "... rule 139.67 ..." and insert "... rules 139.I.2.26 to 139.I.2.32 ...".
- 139.107(b) Amend paragraph formatting to read as follows; "For the purpose of paragraph (a), a significant change in aerodrome operations include:
 - (1) a change in aerodrome aircraft traffic;
 - (2) a change in aircraft operations type;
 - (3) a change in the aerodrome physical characteristics;
 - (4) an increase in aerodrome accidents/incidents; or,
 - (5) a change in airspace designation."
- 139.B.6.6(c) Delete "... 10.2.1 ..." and insert "... J.2.1 ...".
- 139.B.9.4 Delete "... B.9.5.1 ..." and insert "... B.9.5 ...".
- 139.C.4.6 Delete "... AC139-3.3 Pavement Bearing Strength ..." and insert "... 139 series ...".
- 139.C.4.7 Delete "... Appendix 5 ..." and insert "... Appendix E ...".
- 139.C.4.7 Note Delete "... 4 ..." and insert "... D ...".
- 139.E.2.2.6 Delete "... Figure 5-3 ..." and insert "... Figure E-3 ...".
- 139.E.2.4.9 Delete "... Figure 5-4 ..." and insert "... Figure E-4 ...".
- 139.E.2.6.3 Delete Table E-1 as shown below;

Location and dimensions (1)	Landing distance available			
	Less than 800 m (2)	800 m up to but not including 1 200 m (3)	1 200 m up to but not including 2 400 m (4)	2 400 m and above (5)
Distance from threshold to beginning of marking	150 m	250 m	300 m	400 m
Length of stripe ^a	30-45 m	30-45 m	45-60 m	45-60 m
Width of stripe	4 m	6 m	6-10 m ^b	6-10 m ^b
Lateral spacing between inner sides of stripes	6 m ^c	9 m ^c	18-22.5 m	18-22.5 m
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a. The greater dimensions of the specified ranges are intended to be used where increased conspicuity is required.

b. The lateral spacing may be varied within these limits to minimize the contamination of the marking by rubber deposits.

c. These figures were deduced by reference to the outer main gear wheel span which is element 2 of the aerodrome reference code at Appendix A, Table A-1.



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and insert correct table as shown below,

<i>Landing distance available or the distance between thresholds</i>	<i>Pair(s) of markings</i>
less than 900 m	1
900 m up to but not including 1 200 m	2
1 200 m up to but not including 1 500 m	3
1 500 m up to but not including 2 400 m	4
2 400 m or more	6

- 139.E.3.5.5 Delete "... 5.3.5.1 ..." and insert "... E.3.5.1 ...".
- 139.E.3.1.11 Delete, "... in Appendix 2, Figures A2-1 to A2-10 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights), ... Appendix 2 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights), collective notes for Figures A2-1 to A2-11 and A2-26, Note 2." and insert, "... Acceptable to the Director.".
- 139.E.3.1.12 Delete, "... in Appendix 2, Figures A2-1 to A2-10 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights), ... Appendix 2 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights), collective notes for Figures A2-12 to A2-21, Note 2." and insert, "... Acceptable to the Director.".
- E.3.4.21 Delete, "... of Appendix 2, Figure A2-1 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights)." and insert, "... acceptable to the Director.".
- E.3.4.22 Note Delete, "... Attachment A, Section 11 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights)." and insert, "... acceptable to the Director.".
- E.3.4.39 (Note) Delete, "... Appendix 2, Figures A2-1 and A2-2." and insert, "... acceptable to the Director.".
- E.3.5.5 Delete, "... 5.3.5.1..." and insert, "... E.3.5.1...".
- E.3.5.13 Delete, "... Appendix 2, Figure A2-22(CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights)." and insert, "... acceptable to the Director.".
- E.3.5.32 Delete, "... Appendix 2, Figure A2-23(CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights)." and insert, "... acceptable to the Director.".



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- E.3.9.10 Delete, “... of Appendix 2, Figure A2-9 or A2-10 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.10.10 Delete, “... of Appendix 2, Figure A2-3 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.10.11 Delete, “... of Appendix 2, Figure A2-4 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.11.5 Delete, “... of Appendix 2, Figure A2-8 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.12.8 Delete, “... of Appendix 2, Figure A2-6 or A2-7 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.13.6 Delete, “... of Appendix 2, Figure A2-5 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.14.5 Delete, “... Appendix 2, Figure A2-5.” and insert, “... acceptable to the Director.”.
- E.3.15.6 Delete, “... Appendix 2, Figure A2-6 or Figure A2-7 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights), ...” and insert, “... acceptable to the Director, ...”.
- E.3.17.9(a) Delete, “... Appendix 2, Figure A2-12, A2-13, or A2-14, ...” and insert, “... acceptable to the Director, ...”.
- E.3.17.9(b) Delete, “... Appendix 2, Figure A2-15, or A2-16, ...” and insert, “... acceptable to the Director, ...”.
- E.3.17.10 Delete, “... of Appendix 2, Figure A2-12 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director, ...”.
- E.3.17.11 Delete, “... of Appendix 2, Figure A2-17, A2-18 or A2-19 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.19.7 Delete, “... of Appendix 2, Figure A2-13, A2-14 or A2-15, ...” and insert, “... acceptable to the Director, ...”.
- E.3.20.9 Delete, “... Appendix 2, Figures A2-12 through A2-16 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights), ...” and insert, “... acceptable to the Director, ...”.



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- E.3.20.10 Delete, “... of Appendix 2, Figure A2-17, A2-18 or A2-19 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.20.11 Delete, “... of Appendix 2, Figure A2-17 or A2-19 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.23.11 Delete, “... Appendix 2, Figure A2-24 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.23.12 Delete, “... Appendix 2, Figure A2-25 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.23.13 Delete, “... Appendix 2, Figure A2-25 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.23.14 Delete, “... Appendix 2, Figure A2-12 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.23.15 Delete, “... Appendix 2, Figure A2-20 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.23.16 Delete, “... Appendix 2, Figure A2-20 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.29.6 Delete, “... Appendix 2, Figures A2-12 through A2-16 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights), ...” and insert, “... acceptable to the Director, ...”.
- E.3.29.7 Delete, “... of Appendix 2, Figure A2-17, A2-18 or A2-19 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.29.8 Delete, “... of Appendix 2, Figure A2-17 or A2-19 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.30.6 Delete, “... of Appendix 2, Figures A2-12 and A2-14 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.
- E.3.30.9 Delete, “... of Appendix 2, Figure A2-26 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights).” and insert, “... acceptable to the Director.”.



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- E.4.1.3 Format “Table E-5” to bold “**Table E-5**”.
- E.4.5.1 Delete, “... mayd...” and insert, “... may ...”.
- E.4.7.4 Correct indent formatting on E.4.7.4(b)(1) and E.4.7.4(b)(2).
- F.2.1.2 Fullstop after “... Table F-1 ...” and delete, “... and Appendix 1”.
- F.2.4.3(e)(3) Delete, “... 6.2.1.3 ...” and insert, “... F.2.1.3 ...”.
- H.1.4 Note Delete, “... Appendix 1” and insert, “... 139.2”.
- H.1.5 Delete, “... Appendix 1” and insert, “... 139.2”.
- I.2.31 Delete, “... shall ...” and insert, “... may ...”.
- I.9.2(b) Delete, “... Table 3-1” and insert, “... Table C-1”.
- I.12.1(c) Delete, “... 5.3” and insert, “... E.3”.

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:
 - (9) Aeronautical procedures.

The proposed amendment of Part 140 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.



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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 Recommended Practices of Annex 14, Volume I — Aerodrome Design and Operations.

5.2.2 Assisting Economic Development

The proposed rule amendments will impact economic development in the long term planning of aerodrome transitioning into compliance with the introduced RPs.

5.2.3 Assisting Safety and Security

Compliance with Annex 14 Volume I Recommended Practices (RPs) by the aerodrome operators and users may have a positive impact on the level of safety, raising the safety margin above the minimum standards enforced by the current rules.

Some of the RPs relate to aerodrome security. The aerodrome operator's compliance with these additional security requirements (RPs) may have a positive impact on aviation security.

5.2.4 Improving Access and Mobility

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

5.2.5 Protecting and Promoting Public Health

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

5.2.6 Ensuring Environmental Sustainability

The proposed rule amendments will have no additional 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 on the CA web site and provided to each person who submits a written submission on this NPRM. Submissions may be examined by application to the Docket Clerk at the Civil Aviation Safety Authority Headquarter Building 1, Level 1, Morea Tobo Road, Six Mile, NCD Port Moresby 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 CASA 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 2515/139-36)
Civil Aviation Safety Authority
PO Box 1941
BOROKO
National Capital District

delivered: Docket Clerk (NPRM 2515/139-36)
Civil Aviation Safety Authority
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD

by Email: Docket Clerk (NPRM 2515/139-36)
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 Services
CASA PNG
gsikre@casapng.gov.pg

Ph.: 325 7320 Mob: 74127191



Proposed Rule Amendments

Part 139

Aerodromes – Certification and Operation

139.97 Aerodrome exposition

(a)

- (8) a statement of the rescue and firefighting category determined under 139.59 with a description of the following:
- (i) extinguishing agents required by rules ~~139.61~~139.I.2.8 to 139.I.2.24; and
 - (ii) vehicles required by rule ~~139.63~~139.I.2.40; and
 - (iii) procedure and personnel required by rules ~~139.65~~139.I.2.41 to 139.I.2.45; and
 - (iv) details of the response capability required by rules ~~139.67~~139.I.2.26 to 139.I.2.32; and
 - (v) discrete communication system required by ~~139.69~~139.I.2.38 to 139.I.2.39.

139.105 Rescue and firefighting – operational requirements

- (a) Except as provided in paragraph (c), the holder of an aerodrome operating certificate must provide on the aerodrome, during operations by aeroplanes having a certificated seating configuration of 20 passengers' seats or more, excluding any required flight crew member seat, that are engaged in regular air operations for the carriage of passengers, the rescue and firefighting capability meeting the minimum requirements of rules ~~139.61~~139.I.2.8 to 139.I.2.24 and 139.63139.I.2.40.
- (b) Except as provided in paragraph (c), if an increase in the movements or a change in the type of air transport aeroplanes using the aerodrome results in an increase in the rescue and firefighting category of the aerodrome applicable under rule 139.59, the certificate holder must increase the rescue and firefighting capability to the minimum required for that higher category under rules 139.I.2.8 to 139.I.2.24 ~~139.61~~ and 139.I.2.40~~139.63~~.
- (f) The holder of an aerodrome operating certificate must immediately replace any required rescue and firefighting vehicle that becomes inoperative to the extent that the certificate holder cannot meet the response capability required by rules ~~139.67~~139.I.2.26 to 139.I.2.32, with a vehicle that enables the certificate holder to meet that capability.

139.107 Aeronautical Study

- (a) The holder of an aerodrome operating certificate must monitor operations and conduct an aeronautical study when a significant change in aerodrome operations occurs that may affect the safety of aircraft operations.
- (b) For the purpose of paragraph (a), a significant change in aerodrome operations include:



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- (1) a change in aerodrome aircraft traffic;,
- (2) a change in aircraft operations type;,
- (3) a change in the aerodrome physical characteristics;,
- (4) an increase in aerodrome accidents/incidents; or,
- (b)(5) a change in airspace designation.

B.6.6 ...

Note.— See Note 5 to 4J.2.1 where the pavement is used by aircraft with tire pressures in the upper categories.

B.9.4 Personnel assessing and reporting runway surface conditions required in B.9.2 and B.9.5 shall be trained and competent to perform their duties.

C.4.6 ...

Note 3.— Particular attention needs to be given to the design and maintenance of an open-air storm water conveyance in order to prevent wildlife attraction, notably birds. If needed, it can be covered by a net. Procedures on wildlife management are specified in the PANS-Aerodromes (Doc 9981). Further guidance can be found in the CASA Advisory Circular AC139-3.3 Pavement Bearing Strength series.

C.4.7 ...

Note.— See Appendix D, section 4D.1, for characteristics of inner transitional surfaces.

E.2.2.6 The numbers and letters shall be in the form and proportion shown in Figure E-3. The dimensions shall be not less than those shown in Figure 5E-3, but where the numbers are incorporated in the threshold marking, larger dimensions shall be used in order to fill adequately the gap between the stripes of the threshold marking.

E.2.4.9 Where a runway threshold is permanently displaced, arrows conforming to Figure 5E-4 (B) shall be provided on the portion of the runway before the displaced threshold.

E.2.6.3 ...

<i>Landing distance available or the distance between thresholds</i>	<i>Pair(s) of markings</i>
less than 900 m	1
900 m up to but not including 1 200 m	2
1 200 m up to but not including 1 500 m	3
1 500 m up to but not including 2 400 m	4
2 400 m or more	6

...



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E.3.1.11 On the perimeter of and within the ellipse defining the main beam, ~~in Appendix 2, Figures A2-1 to A2-10 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights),~~ the maximum light intensity value shall not be greater than three times the minimum light intensity value measured ~~in accordance with Appendix 2 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights),~~ collective notes for Figures A2-1 to A2-11 and A2-26, Note 2, that is acceptable to the Director.

E.3.1.12 On the perimeter of and within the rectangle defining the main beam ~~in Appendix 2, Figures A2-12 to A2-20 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights),~~ the maximum light intensity value shall not be greater than three times the minimum light intensity value measured ~~in accordance with Appendix 2 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights),~~ collective notes for Figures A2-12 to A2-21, Note 2, that is acceptable to the Director.

E.3.4.21 The lights shall be in accordance with the specifications ~~of Appendix 2, Figure A2-1 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~ acceptable to the Director.

Note.— The flight path envelopes used in the design of these lights are given in ~~Attachment A, Figure A-6 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~ the CASAPNG Advisory Circulars, AC139 series.

E.3.4.22 ...

Note.— The length of 900m is based on providing guidance for operations under category I, II and III conditions. Reduced lengths may support category II and III operations but may impose limitations on category I operations. See ~~Attachment A, Section 11 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~ the CASAPNG Advisory Circulars, AC139 series.

E.3.4.39 The lights shall be in accordance with the specifications ~~of Appendix 2, Figures A2-1 and A2-2~~ acceptable to the Director.

Note.— The flight path envelopes used in the design of these lights are given in ~~Attachment A, Figure A-6 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~ the CASAPNG Advisory Circulars, AC139 series.

E.3.5.5 PAPI or APAPI shall be provided where the code number is 1 or 2 when one or more of the conditions specified in ~~5E.3.5.1~~ exist.

E.3.5.13 The light intensity distribution of the fly-down, wing bar and fly-up light units shall be as shown ~~in Appendix 2, Figure A2-22 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~ acceptable to the Director.

E.3.5.32 The light intensity distribution of the light units shall be as shown ~~in Appendix 2, Figure A2-23 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~ acceptable to the Director.

E.3.9.10 Runway edge lights on a precision approach runway shall be in accordance with the specifications ~~of Appendix 2, Figure A2-9 or A2-10 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~ acceptable to the Director.

E.3.10.10 Runway threshold lights on a precision approach runway shall be in accordance with the specifications ~~of Appendix 2, Figure A2-3 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~ acceptable to the Director.



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- E.3.10.11 Threshold wing bar lights on a precision approach runway shall be in accordance with the specifications of ~~Appendix 2, Figure A2-4 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights)~~acceptable to the Director.
- E.3.11.5 Runway end lights on a precision approach runway shall be in accordance with the specifications of ~~Appendix 2, Figure A2-8 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights)~~acceptable to the Director.
- E.3.12.8 Runway centre line lights shall be in accordance with the specifications of ~~Appendix 2, Figure A2-6 or A2-7 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights)~~acceptable to the Director.
- E.3.13.6 Touchdown zone lights shall be in accordance with the specifications of ~~Appendix 2, Figure A2-5 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights)~~acceptable to the Director.
- E.3.14.5 Simple touchdown zone lights shall be in accordance with the specifications ~~in Appendix 2, Figure A2-5~~acceptable to the Director.
- E.3.15.6 Rapid exit taxiway indicator lights shall be in accordance with the specifications ~~in Appendix 2, Figure A2-6 or Figure A2-7 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights)~~acceptable to the Director, as appropriate.
- E.3.17.9 Taxiway centre line lights shall be in accordance with the specifications ~~of:~~
- (a) ~~Appendix 2, Figure A2-12, A2-13, or A2-14~~Acceptable to the Director, for taxiways intended for use in runway visual range conditions of less than a value of 350m; and
 - (b) ~~Appendix 2, Figure A2-15 or A2-16~~Acceptable to the Director, for other taxiways.
- E.3.17.10 Where higher intensities are required from an operational point of view, taxiway centre line lights on rapid exit taxiways intended for use in runway visual range conditions less than a value of 350m shall be in accordance with the specifications of ~~Appendix 2, Figure A2-12 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights)~~acceptable to the Director. The number of levels of brilliancy settings for these lights shall be the same as that for the runway centre line lights.
- E.3.17.11 Where taxiway centre line lights are specified as components of an advanced surface movement guidance and control system and where, from an operational point of view, higher intensities are required to maintain ground movements at a certain speed in very low visibilities or in bright daytime conditions, taxiway centre line lights shall be in accordance with the specifications of ~~Appendix 2, Figure A2-17, A2-18 or A2-19 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights)~~acceptable to the Director.
- E.3.19.7 Runway turn pad lights shall be in accordance with the specifications of ~~Appendix 2, Figure A2-13, A2-14 or A2-15~~acceptable to the Director, as appropriate.
- E.3.20.9 The intensity in red light and beam spreads of stop bar lights shall be in accordance with the specifications ~~in Appendix 2, Figures A2-12 through A2-16 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation – Lights)~~acceptable to the Director, as appropriate.
- E.3.20.10 Where stop bars are specified as components of an advanced surface movement guidance and control system and where, from an operational point of view, higher intensities are



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required to maintain ground movements at a certain speed in very low visibilities or in bright daytime conditions, the intensity in red light and beam spreads of stop bar lights shall be in accordance with the specifications of ~~Appendix 2, Figure A2-17, A2-18 or A2-19 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~acceptable to the Director.

- E.3.20.11 Where a wide beam fixture is required, the intensity in red light and beam spreads of stop bar lights shall be in accordance with the specifications of ~~Appendix 2, Figure A2-17 or A2-19 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~acceptable to the Director.
- E.3.23.11 The intensity in yellow light and beam spreads of lights of Configuration A shall be in accordance with the specifications in ~~Appendix 2, Figure A2-24 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~acceptable to the Director.
- E.3.23.12 Where runway guard lights are intended for use during the day, the intensity in yellow light and beam spreads of lights of Configuration A shall be in accordance with the specifications in ~~Appendix 2, Figure A2-25 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~acceptable to the Director.
- E.3.23.13 Where runway guard lights are specified as components of an advanced surface movement guidance and control system where higher light intensities are required, the intensity in yellow light and beam spreads of lights of Configuration A shall be in accordance with the specifications in ~~Appendix 2, Figure A2-25 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~acceptable to the Director.
- E.3.23.14 The intensity in yellow light and beam spreads of lights of Configuration B shall be in accordance with the specifications in ~~Appendix 2, Figure A2-12 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~acceptable to the Director.
- E.3.23.15 Where runway guard lights are intended for use during the day, the intensity in yellow light and beam spreads of lights of Configuration B shall be in accordance with the specifications in ~~Appendix 2, Figure A2-20 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~acceptable to the Director.
- E.3.23.16 Where runway guard lights are specified as components of an advanced surface movement guidance and control system where higher light intensities are required, the intensity in yellow light and beam spreads of lights of Configuration B shall be in accordance with the specifications in ~~Appendix 2, Figure A2-20 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~acceptable to the Director.
- E.3.29.6 The intensity in red light and beam spreads of no-entry bar lights shall be in accordance with the specifications in ~~Appendix 2, Figures A2-12 through A2-16 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~acceptable to the Director, as appropriate.
- E.3.29.7 Where no-entry bars are specified as components of an advanced surface movement guidance and control system and where, from an operational point of view, higher intensities are required to maintain ground movements at a certain speed in very low visibilities or in bright daytime conditions, the intensity in red light and beam spreads of no-entry bar lights shall be in accordance with the specifications of ~~Appendix 2, Figure~~



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~~A2-17, A2-18 or A2-19 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights) acceptable to the Director.~~

E.3.29.8 Where a wide beam fixture is required, the intensity in red light and beam spreads of no-entry bar lights shall be in accordance with the specifications of ~~Appendix 2, Figure A2-17 or A2-19 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~ acceptable to the Director.

E.3.30.6 Intensity and beam spread of RELs shall be in accordance with the specifications of ~~Appendix 2, Figures A2-12 and A2-14 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~ acceptable to the Director.

E.3.30.9 Intensity and beam spread of THLs shall be in accordance with the specifications of ~~Appendix 2, Figure A2-26 (CASA Advisory Circular AC139-5.3 Visual Aids for navigation—Lights)~~ acceptable to the Director.

F.2.1.2 Low-intensity obstacle lights, Types A, B, C, D and E, medium-intensity obstacle lights, Types A, B and C, high-intensity obstacle lights Type A and B, shall be in accordance with the specifications in Table F-1 ~~and Appendix 1.~~

F.2.4.3 ...

(e) ...

(3) in addition, for wind turbines from 150m to 315m in overall height, an intermediate level at half the nacelle height of at least three low-intensity Type E lights, as specified in ~~6E.2.1.3~~, shall be provided. If an aeronautical study shows that low-intensity Type E lights are not suitable, low-intensity Type A or B lights shall be used.

H.1.4 ...

Note.— A definition of switch-over time is given in ~~Appendix 1~~ 139.2.

H.1.5 The provision of a definition of switch-over time shall not require the replacement of an existing secondary power supply before 1 January 2010. However, for a secondary power supply installed after 4 November 1999, the electric power supply connections to those facilities for which secondary power is required shall be so arranged that the facilities are capable of meeting the requirements of Table 8-1 for maximum switch-over times as defined in ~~Appendix 1~~ 139.2.

I.2.31 Any vehicles, other than the first responding vehicles(s), required to deliver the amounts of extinguishing agents specified in Table I-2 ~~shall~~ may ensure continuous agent application and ~~shall~~ may arrive no more than three minutes from the initial call.

I.9.2 ...

(b) on a runway end safety area, a taxiway strip or within the distances specified in Table ~~3C-1~~; or

I.12.1 ...

(c) its visual aid components, i.e. lights, shall be designed to conform with the relevant specifications in ~~5E.3~~; and