



**Notice of Proposed Rule Making
NPRM 2515/145-40
14 February 2025**

**Part 145
Aircraft Maintenance
Organisation - Certification**

**Consequential Amendments
Part 1**

**Docket 25/15/CAR145/41
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; 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: 02/11/2022	Applicable Date: 21/03/2025	Page 3 of 13
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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 submission.....	7
7.1 Final date for submissions	8
7.2 Availability of the NPRM.....	8
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 145.

2. Background to the Proposal

2.1 General Summary

CAR Part 1 defines approved training as training conducted under special curricula and supervision approved by the Director.

Annex 1, amendment 179 chapter 1.2.8.4 requires that all competency-based approved training for aircraft and RPAS maintenance personnel shall be conducted under an approved training organisation approved by the Director in accordance with standards detailed in ICAO Annex 1 Appendix 2.

This approved training standard in ICAO Annex 1, chapter 1.2.8.4 relates primarily to approved training for the issuance of an ICAO Annex 1 license or rating. Eg. Part 66 AMEL or rating.

Part 145 Maintenance Organisation Certificate holders may currently apply for an E1-rating for approved training for the issue of a Part 66 licence or rating, however, the current PNG Part 145 rule is not compliant with ICAO Annex 1 Appendix 2, standards for such approved training.

In this NPRM, it is proposed to amend Part 145 to align with ICAO Annex 1 Appendix 2 standards, as follows:

1. Add ICAO Annex 1 chapter 1.2.8.4 standard in the PNG Part 145 E1-rating in current rule 145.11(a)(11); and
2. Add a new rule 145.101(h) to specify the requirements for approved training procedures for the revised E1-rating privileges; and
3. Add a new rule 145.119(a)(8)(xviii) to specify the requirements for approved training in the exposition for the revised E1-rating privileges; and
4. Add a new Part 145 Appendix C to transpose ICAO Annex 1, Appendix 2 standards for an approved training organization.

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

2.2 NPRM Development

Part 145 contains the transposed ICAO Annex 1 Standards and Recommended Practices into the Civil Aviation Rules.

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 Civil Aviation
- (c) 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 consequential amendments in the following Parts:

- (a) CAR Part 1 - Definitions

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 below:

1. ICAO Annex 1, Amendment 179, chapter 1.2.8.4.

3.4 Compliance Costs

The proposed amendments may require additional compliance costs.

4. Summary of changes

- (a) Rule 145.11(a)(1) amended – include ICAO Annex 1 standard to require all competency-based approved training for aircraft and RPAS maintenance personnel shall be conducted under an approved training organisation approved by the Director in accordance with standards detailed in ICAO Annex 1 Appendix 2; and
- (b) Add a new rule 145.101(h) to specify the requirements for approved training procedures for the revised E1-rating privileges; and
- (c) Add a new rule 145.119(a)(8)(xviii) to specify the requirements for approved training in the exposition for the revised E1-rating privileges;
- (d) New Appendix C added - to include standards for an approved training organisation aligned with ICAO Annex 1, Appendix 2 standards.

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;



Latest Amendment Date: 02/11/2022	Applicable Date: 21/03/2025	Page 6 of 13
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- (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 through resulting safety outcomes.

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.



Latest Amendment Date: 02/11/2022	Applicable Date: 21/03/2025	Page 7 of 13
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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 2515/145-40)
Civil Aviation Safety Authority
PO Box 1941
BOROKO
National Capital District

Delivered: Docket Clerk (NPRM 2515/145-40)
Civil Aviation Safety Authority
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD

By Fax: Docket Clerk (NPRM 2515/145-40)
3251789 / 325 1919

By Email: Docket Clerk (NPRM 2515/145-40)
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)
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Proposed Rule Amendments

Part 145

Aircraft Maintenance Organisation - Certification

Subpart A – General

145.11 Privileges and limitations

- (a) A holder of a maintenance organisation certificate may conduct aircraft maintenance which is authorised by the ratings specified on the certificate and within the scope detailed in the organisation's exposition according to the following:
- (1) ...
 - (2) ...
 - (3) ...
 - (4) ...
 - (5) ...
 - (6) ...
 - (7) ...
 - (8) ...
 - (9) ...
 - (10) ...
 - (11) E1 for the conduct of aircraft maintenance engineer technical training as detailed in the organisation's exposition. Competency-based approved training for aircraft and RPAS maintenance personnel conducted within an organization that has demonstrated compliance with the requirements in Appendix C.
 - (12) ...
 - (13) ...

145.101 Personnel Requirements

...

(h)An applicant who conducts approved training for aircraft and RPAS maintenance personnel under the E1-rating, for the issuance of a Part 66 licence or rating must establish procedures to ensure that:

(1) the approved training provides a level of competency at least equal to that provided by the minimum experience requirements for personnel not receiving such approved training; and

(2) the approved training shall be conducted within an organisation that has demonstrated compliance with the requirements of Appendix C.



145.119 Maintenance organisation exposition

- (a) An applicant for the grant of a maintenance organisation certificate must provide the Director with an exposition that contains—
- (1)...
 - (2)...
 - ...
 - (8) details of the applicant's procedures required by:
 - ...
 - (xviii) rule 145.101(h) regarding approved training under E1-rating for the issuance of a Part 66 licence or rating; and

APPENDIX C – APPROVED TRAINING ORGANISATIONS

1. Issue of approval

1.1 The issuance of an approval for a training organization and the continued validity of the approval shall depend upon the training organization being in compliance with the requirements of this Appendix.

1.2 The approval document shall contain at least the following:

- a) organization's name and location;
- b) date of issue and period of validity (where appropriate);
- c) terms of approval.

2. Training and procedures manual

2.1 The training organization shall provide a training and procedures manual for the use and guidance of personnel concerned. This manual may be issued in separate parts and shall contain at least the following information:

- a) a general description of the scope of training authorized under the organization's terms of approval;
- b) the content of the training programmes offered including the courseware and equipment to be used;
- c) a description of the organization's quality assurance system in accordance with 4;
- d) a description of the organization's facilities;
- e) the name, duties and qualification of the person designated as responsible for compliance with the requirements of the approval in 6.1;
- f) a description of the duties and qualification of the personnel designated as responsible for planning, performing and supervising the training in 6.2;
- g) a description of the procedures used to establish and maintain the competence of instructional



personnel as required;

h) a description of the method used for the completion and retention of the training records required by 7;

i) a description, when applicable, of additional training needed to comply with an operator's procedures and requirements; and

j) when the Director has authorized an approved training organization to conduct the testing required for the issuance of a licence or rating in accordance with 9, a description of the selection, role and duties of the authorized personnel, as well as the applicable requirements established by the Licensing Authority.

2.2 The training organization shall ensure that the training and procedures manual is amended as necessary to keep the information contained therein up to date.

2.3 Copies of all amendments to the training and procedures manual shall be furnished promptly to all organizations or persons to whom the manual has been issued.



3. Training programmes

3.1 The Director may approve a training programme for an aircraft maintenance (technician/engineer/mechanic) licence that allows an alternative means of compliance with the experience requirements established by ICAO Annex 1, provided that the approved training organization demonstrates to the satisfaction of the Director that the training provides a level of competency at least equivalent to that provided by the minimum experience requirements for personnel not receiving such approved training.

Note 1.— Procedures supporting the development of competency-based training and assessment for aircraft maintenance personnel, including ICAO competency frameworks, are contained in the Procedures for Air Navigation Services — Training (Doc 9868, PANS-TRG) and Advisory Circular 141-3.

Note 2.— The Manual on Training of Aircraft Maintenance Personnel (Doc 10098) contains guidance material on the design and development of an aircraft maintenance personnel training programme.

Note.— Guidance on the approval of training programmes can be found in the Manual on the Approval of Training Organizations (Doc 9841).

4. Quality assurance system

The training organization shall establish a quality assurance system, acceptable to the Licensing Authority granting the approval, which ensures that training and instructional practices comply with all relevant requirements.

5. Facilities

5.1 The facilities and working environment shall be appropriate for the task to be performed and be acceptable to the Director.

5.2 The training organization shall have, or have access to, the necessary information, equipment, training devices and material to conduct the courses for which it is approved.

5.3 Synthetic training devices shall be qualified according to requirements established by the State and their use shall be approved by the Director to ensure that they are appropriate to the task.

6. Personnel

6.1 The training organization shall nominate a person responsible for ensuring that it is in compliance with the requirements for an approved organization.

6.2 The organization shall employ the necessary personnel to plan, perform and supervise the training to be conducted.

6.3 The competence of instructional personnel shall be in accordance with procedures and to a level acceptable to the Director.

6.4 The training organization shall ensure that all instructional personnel receive initial and continuation training appropriate to their assigned tasks and responsibilities. The training programme established by the training organization shall include training in knowledge and skills related to human performance.



Note .— Guidance material to design training programmes to develop knowledge and skills in human performance can be found in the Human Factors Training Manual (ICAO Doc 9683).

7. Records

- 7.1 The training organization shall retain detailed student records to show that all requirements of the training course have been met as agreed by the Director.
- 7.2 The training organization shall maintain a system for recording the qualifications and training of instructional and examining staff, where appropriate.
- 7.3 The records required by 7.1 shall be kept for a minimum period of two years after completion of the training. The records required by 7.2 shall be retained for a minimum period of two years after the instructor or examiner ceases to perform a function for the training organization.

8. Oversight

The training organization shall ensure continuing compliance with the approval requirements in accordance with rule 145.153 and to a level acceptable to the Director.

9. Evaluation and checking

When the training organization conducts testing required for the issuance of a licence or rating, the testing shall be conducted by personnel authorized by the Director or designated by the training organization in accordance with criteria approved by the Director.