



**Notice of Proposed Rule Making  
NPRM 2414/175-47  
28 August 2024**

**Part 175  
Aeronautical Information Service  
Organizations – Certification and  
Operation**

**Docket24/14/CAR175/47  
2024 Rules Review**

Proposed Applicable 04<sup>th</sup> November 2024



## 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:02/11/2021	Applicable Date: 04/11/2024	Page 3 of 10
----------------------------------	-----------------------------	--------------

## Table of Contents

<b>Background to the Civil Aviation Rules .....</b>	<b>2</b>
<b>1. Purpose of this NPRM .....</b>	<b>4</b>
<b>2. Background to the Proposal .....</b>	<b>4</b>
<b>3. Issues Addressed during Development .....</b>	<b>4</b>
<b>4. Summary of changes .....</b>	<b>5</b>
<b>5. Legislative Analysis .....</b>	<b>5</b>
5.1 Power to make rules .....	5
<b>6. Submissions on the NPRM.....</b>	<b>7</b>
6.1 Submissions are invited .....	7
6.2 Examination of submissions.....	7
6.3 Disclosure .....	7
<b>7. How to make submission .....</b>	<b>7</b>
7.1 Final date for submissions.....	8
7.2 Availability of the NPRM.....	8
7.3 Further information.....	8

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



Latest Amendment Date:02/11/2021	Applicable Date: 04/11/2024	Page 4 of 10
----------------------------------	-----------------------------	--------------

## 1. Purpose of this NPRM

The purpose of this rule-making proposal is to adopt the SARPs from Amendment 62 of Annex 4 and Amendment 43 of Annex 15.

## 2. Background to the Proposal

### 2.1 General Summary

The amendment on provisions of charting navigation specifications and accuracies provides clarification to the requirements and guidance where necessary.

This NPRM has only adopted the amendments related to editorial changes from Annex 15 amendment 43.

### 2.2 NPRM Development

The Part 175 review resulted in the development of the proposed rule amendments in this NPRM:

- (a) The existing rules for aeronautical information service need amending to align with the requirements contained in ICAO Annex 4, Amendment 62 and Annex 15, Amendment 43
- (b) As a signatory to the convention on international civil aviation, Papua New Guinea is committed to aligning its regulations to ICAO SARPS, where practicable. Therefore, aeronautical information service will need to remain consistent with the requirements of ICAO Annex 4 and 15.

### 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) Aviation Industry
- (d) NiuSky Pacific Limited (NSPL)

## 3. Issues Addressed during Development

This NPRM is to incorporate editorial changes from Amendment 43 from Annex 15 and provisions of charting navigation specifications and accuracies and recommendations related to areas where it is safe to operate aeroplanes with wing tips extended from Annex 4 amendment 62.

### 3.1 Consequential Amendments

There are no 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, with the SARPs contained in ICAO Annexes and are written in consultation with the following Annexes:

- (a) Annex 4 – Aeronautical Charts
- (b) Annex 15 – Aeronautical Information Services
- (c) Doc 10066 (PANS-AIM)
- (d) Doc 8697

There are no risks associated with the proposed amendments.

### 3.4 Compliance Costs

There are no compliance costs associated with the proposed amendments.

## 4. Summary of changes

- 175.321 (a) text amended
- 175.313 (b) text amended
- 175 App A- (4)(ii) &(iii) text amended
- 175 App B- (c)(18) text amended
- 175 App B- (d)(20) text amended
- 175 App B- (e)(5) new inclusion

## 5. Legislative Analysis

### 5.1 Power to make rules

The Minister may make ordinary rules under sections 69, 70, 71 and 72 of the *Civil Aviation Act 2000*, for various purposes including implementing Papua New Guinea's obligations under the Convention, assisting aviation safety and security, and any matter contemplated under the Act.

These proposed rules are made pursuant to:

- (a) Section 69(1)(a) which provides for the Minister to make rules for the implementation of Papua New Guinea's obligations under the Convention;
- (b) Section 72(a) which provides for the Minister to make rule for the designation, classification and certification of-
  - (1) Air services;
  - (2) Aerodrome operators;
  - (3) Aviation security providers;
  - (4) Aviation training organizations;
  - (5) Aircraft design, manufacture, maintenance and supply organizations;
  - (6) Air traffic services;
  - (7) Aviation meteorological services;
  - (8) Aeronautical communication services; and
  - (9) Aeronautical procedures.



Latest Amendment Date:02/11/2021	Applicable Date: 04/11/2024	Page 6 of 10
----------------------------------	-----------------------------	--------------

The proposed amendment of Part 175 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.



Latest Amendment Date:02/11/2021	Applicable Date: 04/11/2024	Page 7 of 10
----------------------------------	-----------------------------	--------------

## 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 Headquarter.

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 2414/175-47)  
Civil Aviation Safety Authority of Papua  
New Guinea  
PO Box 1941  
Boroko  
National Capital District

Delivered: Docket Clerk (NPRM 2414/175-47)  
Civil Aviation Safety Authority of Papua  
New Guinea  
Morea-Tobo Road  
Six Mile, Jacksons Airport  
Port Moresby NCD

By Fax: Docket Clerk (NPRM 2414/175-47)  
3251789 / 325 1919

By Email: Docket Clerk (NPRM 2414/175-47)  
[rules@casapng.gov.pg](mailto:rules@casapng.gov.pg)



### 7.1 Final date for submissions

Comments must be received before **COB,01<sup>st</sup> October 2024.**

### 7.2 Availability of the NPRM

Any person may obtain a copy of this NPRM from-  
CASA PNG web site: [www.casapng.gov.pg](http://www.casapng.gov.pg)

*or at a cost from*

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

### 7.3 Further information

For further information, contact:

Taras Garap (Ms.)  
Manager Legal Services  
CASA PNG  
[tgarap@casapng.gov.pg](mailto:tgarap@casapng.gov.pg)

Ph.: 325 7320 Mob: 70319368





## Proposed Rule Amendments

### Part 175

## Aeronautical Information Service Organizations – Certification and Operation

### 175.313 Aeronautical Data

...

- (b) The execution of such quality management shall be made demonstrable for each function stage, when required. In addition, AIS States shall ensure that established procedures ...

### 175.321 Common reference system

- (a) The latest version of the World Geodetic System – 1984 (WGS-84, G2139) reference frame shall be used as the horizontal (geodetic) reference system. Published aeronautical geographical coordinates (indicating latitude and longitude) shall be expressed in terms of the WGS-84 geodetic reference datum;

## Appendix A – Digital data sets

### (a) General

...

- (4) Based on the applicable integrity classifications, procedures shall be put in place in order to:
- (i) for routine data: avoid corruption throughout the processing of the data;
  - (ii) for essential data: ~~assure~~ ensure corruption does not occur at any stage of the ~~entire process~~ data processing life cycle (e.g collection, processing, storing, integration, exchange and delivery) and ~~may~~ include additional ~~processes~~ measures or steps as needed to address potential risks in the overall ~~system architecture~~ processing of aeronautical data to further ~~assure~~ ensure data integrity at this level; and
  - (iii) for critical data: ~~assure~~ ensure corruption does not occur at any stage of the ~~entire process~~ data processing life cycle (e.g collection, processing, storing, integration, exchange and delivery) and ~~may~~ include additional data integrity assurance processes to fully mitigate the effects of faults risk of errors identified by thorough analysis of the overall system architecture as potential data integrity risks.

## Appendix B – Standards and Specification for Aeronautical Charts

### (c) (18) Standard Departure Chart – Instrument (SID)



(viii) ~~the designation of the navigation specification(s) including any limitations, where established; for PBN procedures, a PBN requirements box;~~

**(d) (20) Standard Arrival Chart – Instrument (STAR)**

(vii) ~~the designation of the navigation specification(s) including any limitations, where established; for PBN procedures, a PBN requirements box;~~

**(e) Instrument Approach Chart**

(50) For approach procedures having PBN segments, a PBN requirements box shall be included.