



CIVIL AVIATION SAFETY AUTHORITY OF PAPUA NEW GUINEA

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**SAFETY ALERT BULLETIN (SAB)**

**SAB NO: 02/2023**

**DATE: 06 November 2023**

**TITLE: UPDATING THE FACE OF PNG PILOT, AIRCRAFT MAINTENANCE ENGINEER (AME), FLIGHT ENGINEER AND AIR TRAFFIC CONTROLLER (ATC) LICENCES AND RATINGS ISSUED UNDER CIVIL AVIATION RULE (CAR) PARTS 61, 63, 65, AND 66, RESPECTIVELY.**

**OBJECTIVE:**

This Safety Alert Bulletin (SAB) No. 02/2023 is to draw attention to compliance with rules 61.6, 63.6, 65.7 and 66.6. We request all participants and stakeholders to take appropriate proactive measures to ensure safety and security and to remain in compliance with the PNG Civil Aviation Act (the Act), the Civil Aviation Rules (CARs) and the functions and conditions attached to the relevant aviation documents. Updating the face of a non-terminating Papua New Guinea pilot, flight engineer, AME or ATC licence ensures compliance with regulatory requirements, particularly, the applicable CAR requirements that are regularly updated to ensure accurate identification and authentication of pilot, flight engineer, AME and ATC licence holders.

Attachment A to this SAB contains CASA PNG Industry Survey forms that should be completed by aviation document holders and returned to CASA PNG as soon as possible.

**APPLICABILITY:** This SAB is applicable to personnel who hold non-terminating PNG licences in the following:

- A. Pilots licensed under Part 61
- B. Flight Engineers licensed under Part 63
- C. Aircraft Maintenance Engineers licensed under Part 66
- D. Air Traffic Controllers licensed under Part 65

**BACKGROUND:** On 4 October 2022, a PNG-registered Bell 206L3 helicopter, which was conducting a VFR charter flight, when during its line-up for take-off, the tail rotor (TR) blades struck a powerline. The pilot subsequently landed the helicopter back onto the ground. The accident flight had six persons on board: one pilot and five passengers. No injuries were reported. During the investigation, AIC found that the pilot was initially issued with a PNG CPL (H) on 20 March 2006 and a PNG CPL (A) on 13 November 2008. Both of these licenses were issued under the old Papua New Guinea Civil Aviation Authority (CAA) licence template or face. The pilot's PNG CPL(H) was a one-page licence, containing only the pilot's personal information. The AIC further

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noted that the old pilot licence face is not in compliance with rule 61.6 which prescribes the required specification for pilot licence contents. The PNG AIC raised a safety recommendation number AIC 23-R16/22-1003 for CASA PNG to ensure that all valid pilot licences, show the appropriate information pursuant to the licence requirements and specifications listed under CAR Part 61.

**RISKS TO PNG AVIATION:** Pilots, AMEs and ATCs who have not updated the face of their licences are reminded that the face of these “old licences” are not in compliance with rules 61.6, 63.6, 65.7 and 66.6. It is also important to note that it is a requirement that a person must hold a current pilot, Flight engineer, AME or ATC licence(s) and/or rating(s) issued under rules 61.5, 63.3, 65.5 and 66.7 respectively, before they can exercise the privileges of the licence.

CASA PNG may impose monetary penalties for person(s) found intentionally breaching these rules under the Civil Aviation (Personnel) (Offences) Regulations 2022. In general, a PGK5000.00 fine apply to Individuals and a PGK10,000.00 fine apply to companies who are found to have violated rule 61.5, 63.3, 65.5 and 66.7.

**MITIGATION STRATEGIES:** Risks and threats to aviation may be effectively addressed and mitigated by CASA PNG updating the face of a licence from time to time through updated rule amendments to meet ICAO minimum standards as follows:

(1) **Enhanced security.**

By updating the face of a licence, you improve security measures. Newer technologies such as biometric features, can be incorporated to prevent fraud and theft.

(2) **Visual Verification**

Regularly updating the face of a licence allows for visual verification of the licence holder. This helps airport authorities, airlines and other aviation personnel to easily identify licence holders and ensure they match their identification documents.

(3) **Reflecting changes.**

Updating the face of a licence enables the inclusion of any changes in the licence holder’s appearance over time. This ensures that the licence is a true representation of the holder’s current physical characteristics.

(4) **International Recognition.**

When working internationally, having an updated face on the licence facilitates seamless recognition and identification across different countries.

(5) **Personal Accountability.**

By updating the face of a licence, the holder demonstrates personal accountability for their professional development and compliance with PNG regulations. It shows their commitment to maintaining accurate licence records and upholding aviation standards. It demonstrates that the licence holder is up-to-date with the latest PNG civil aviation rules.

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**(6) Future-proofing.**

Updating the face of a licence, allows for the integration of future technologies and advancements in identification and security systems. By staying ahead of these developments, licence holders can adapt evolving requirements and maintain the validity of their licences.

**RECOMMENDED ACTIONS:** Air operators, aviation services providers, pilots, aircraft maintenance engineers, flight engineers and ATC licence holders are strongly encouraged to:

- (I) Carry out a structured review of all your pilots, AMEs, Flight Engineers or ATC licence holders, as applicable, with the objective of identifying any old, out-dated PNG pilot, AME, Flight engineer or ATC licences that are still being used by your active personnel; and
- (II) Immediately contact the Manager Personnel Licensing, Mr Lei Do'o ([ldoo@casapng.gov.pg](mailto:ldoo@casapng.gov.pg)) if you identify or suspect that an old licence is being used and that does not comply with PNG Rule Part 61, 63, 65, or 66; and
- (III) Liaise directly with Mr Lei Do'o and the CASA PNG Personnel Licensing team to discuss and agree on a suitable way forward to facilitate the re-issue of the applicable CASA PNG licences and ratings to those active personnel who hold these old CAA licences and wish to continue to exercise the privileges of their licences.
- (IV) Complete the CASA PNG Industry survey forms in **Attachment A to this SAB** and return them to [ldoo@casapng.gov.pg](mailto:ldoo@casapng.gov.pg) or [ivali@casapng.gov.pg](mailto:ivali@casapng.gov.pg) as soon as possible.

**ENQUIRIES:**

Further enquiries regarding the content of this Safety Alert Bulletin (SAB) should be directed to the Manager Personnel Licensing Branch:

Mr Lei Do'o, Manager Personnel Licensing Branch, Safety Regulation Division, Civil Aviation Safety Authority of Papua New Guinea, P.O.BOX 1941, Boroko NCD, Papua New Guinea. Email: [ldoo@casapng.gov.pg](mailto:ldoo@casapng.gov.pg).

## INDUSTRY SURVEY PNG PERSONNEL LICENSING RECORDS UPDATE

### Introduction

CASA PNG is in the process of reviewing, updating and archiving (as applicable) our hard copy files and electronic licence records for holders of PNG perpetual personnel licences and ratings, past and present. An important part of this process is to conduct a survey of Industry to obtain updated information to assist CASA PNG and improve overall efficiency in our PEL processes. We hope to complete this process by **31 December 2023**.

We are sending out this survey so that AOC holders, MOC holders and other aviation document holders who employ licensed flight crew, aircraft maintenance engineers and ATC/ASO personnel could provide us with the names and license details of all such personnel currently employed by your organization, so that we could update their hard copy licence files and electronic files for each of them accordingly.

### Background

Having updated personnel licensing records for each licensed flight crew, aircraft maintenance engineer and air traffic controller/ASOs will assist the CASA PNG PEL Branch provide a more effective and efficient service to Industry as follows:

- CASA may archive all PEL records of deceased persons or persons whose licences are inactive or whose whereabouts unknown.
- Faster response to licence holder requests for licence verification to a foreign State;
- Ability to capture all PEL electronic records sent to CASA PNG electronically from other foreign States, Air Operators and other third-parties on a daily basis;
- Quicker turn-around times for processing new applications for additional licenses or ratings;
- Quicker access to all licensee records
- Ability to contact licensees who may need to update the face of their licences whenever there is a rule change requiring them to do so (Refer to CASA PNG Safety Alert Bulletin No. 01/2023).

Having an efficient and up-to-date electronic database and licensing record system would translate directly to more efficient and effective service to you our Industry customers.

In order to assist CASA to assist you, we kindly request that you complete the attached survey and provide all the details as applicable to your organisation and email them to the following address as soon as practically possible: [ldoo@casapng.gov.pg](mailto:ldoo@casapng.gov.pg) or [ivali@casapng.gov.pg](mailto:ivali@casapng.gov.pg) by no later than 1500hrs on **Friday 24<sup>th</sup> November, 2023**.

The survey is broken up into the following three (3) parts and we request that you only complete parts that are applicable to your organisation:

PART A – FLIGHT CREW LICENSING SURVEY

PART B – AIRCRAFT MAINTENANCE ENGINEER LICENCE SURVEY

PART C – AIR TRAFFIC CONTROLLER SURVEY





