



CIVIL AVIATION SAFETY AUTHORITY OF PNG

PNG

Civil Aviation Rules

Part 39

Airworthiness Directives

Effective 1 January 2004 incorporating amendment No. 1 of 1 October 2010 and effective on 1 January 2011.

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Subpart A — General

39.1 Purpose

This Part prescribes rules governing:

- (1) operator compliance with a airworthiness directive;
- (2) the approval of an alternative means of compliance with the requirements specified in an airworthiness directive.

39.3 Reserved

Subpart B — Airworthiness directives

39.11 Compliance

- (a) An operator of a Papua New Guinea registered aircraft must not operate the aircraft unless the operator complies with—
 - (1) every applicable airworthiness directive issued by the Director in accordance with Section 72 of the Act; and
 - (2) every applicable airworthiness directive issued by the State of Design of –
 - (i) the aircraft; and
 - (ii) an aeronautical product or appliance that is used on the aircraft; or
 - (3) an alternative means of compliance accepted by the Director under rule 39.13 for an airworthiness directive that is applicable under paragraphs (1) and (2).

39.13 Acceptance of State of Design alternative means of compliance

- (a) An operator of an aircraft who is required to comply with the requirements of an airworthiness directive, may apply to the Director for the acceptance of an alternative means of complying with the requirements specified in the airworthiness directive if that alternative means has been approved by the State of Design of the aircraft or aeronautical product.
- (b) An applicant for the acceptance of an alternative means of compliance under paragraph (a) must—
 - (1) complete form **CAA 39/02**; and
 - (2) submit the form to the Director with a payment of the appropriate application fee prescribed by regulations made under the Act; and
 - (3) provide the Director with-
 - (i) evidence that the alternative means of compliance has been approved by the State of Design; and

- (ii) any further information that the Director may require.

39.15 Deferred compliance

If an airworthiness directive requires a series of inspections, of an aircraft or an aeronautical product installed in an aircraft, the operator of the aircraft may, unless specifically prohibited by the airworthiness directive, defer a required inspection, except the initial inspection, for a period of not more than 10% of the inspection interval specified in the airworthiness directive to allow the inspection to be carried out during other scheduled maintenance.

39.17 Conflict with other continuing airworthiness instructions

If there is conflict between the requirements specified in an airworthiness directive and any other applicable instruction for continuing airworthiness, the requirement specified in the airworthiness directive prevails.