



**Notice of Proposed Rule Making  
NPRM 18-08  
08 November 2018**

**Part 47  
Aircraft Registration and Marking**

**Docket 18/CAR/47/05  
2018 Rules Review**

Proposed Rule Applicable 8 November 2018

## Background to the Civil Aviation Rules

The Civil Aviation Rules establish the minimum regulatory safety boundary for participants to gain entry into, operate within, and exit the Papua New Guinea civil aviation system. The Rules are structured in a manner similar to the Civil Aviation Rules of New Zealand and the Federal Aviation Regulations of the USA. Where practicable the Rules also align with the regulatory code of the Civil Aviation Safety Authority of Australia.

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 established to be an Acceptable Means of Compliance (AMC) with the associated rule. An Advisory Circular may also contain guidance material (GM) to facilitate compliance with the rule requirements.

The objective of the Civil Aviation Rules system is to strike 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 their own means of 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 safe, sustainable, effective and efficient aviation services;
- (c) To provision of aviation metrological 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) Ensuring environmental sustainability; and
- (g) 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
- (h) 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 47.

## 2. Background to the Proposal

### 2.1 General Summary

The last amendment to Part 47 was amendment 1 dated 1<sup>st</sup> April 2015. Over the years, a number of queries have been raised by Industry, which requires clarification. These are summarised as follows:

New definitions added to rule 47.3 and the deletion of reference to the military.

New subparagraph added as rule 47.55(b)(6) to reflect the requirements for the full contents of the certificate of registration in-line with international standards.

New paragraph added as rule 47.55(c) to capture the common international standard template for the certification of registration. This ensures that the PNG certificate of registration is harmonised with the world standard.

Rule 47.71 is amended to include the correct international aircraft classification protocols. A new Appendix A.1 has been added as a result of this change. This will ensure our system of classifying aircraft including unmanned or remotely piloted aircraft are harmonised with the rest of the aviation world.

Rule 47.105 is deleted and reserved because the registration of identifiable paint schemes is not currently practiced in PNG, and there is therefore no need to retain this rule.

Rule 47.119 is amended to include requirements for correct measurement of registration marks for unmanned balloons and remotely piloted aircraft.

Rule 47.121 is amended to include the requirements for fitment of identification plates on unmanned aircraft and remotely piloted aircraft. The introduction of unmanned aircraft or remotely piloted aircraft has raised the sense of urgency to update Part 47.

The recent ICAO audit also highlighted similar issues and required PNG to comply with international aircraft registration requirements contained in Annex 7. This amendment will bring more clarity to the rule and ensures that PNG harmonises with international standards on aircraft registration.

### 2.2 NPRM Development

This amendment aligns Part 47 with ICAO requirements and brings more clarity to the rule.

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, PNG's aircraft registration markings and processes will need to remain consistent with the requirements of ICAO Annex 7.

This amendment does not impose any additional cost on operators.

## 2.3 Key Stakeholders

The Civil Aviation Safety Authority identifies the following as key stakeholders for the proposed rule amendments contained in this NPRM:

- The Civil Aviation Safety Authority
- The Minister for Transport
- The Ministry for Transport
- The Minister for Civil Aviation
- Aircraft operators

## 3. Issues Addressed during Development

The issues addressed during the development of this NPRM will fix identified gaps in the rule and harmonize PNG's CAR 47 with international requirements for aircraft registration processes and markings.

### 3.1 Consequential Amendments

There are no other 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:

- Annex 7 – *Aircraft Nationality and Registration Marks*

### 3.4 Compliance Costs

The proposed amendments do not require aircraft operators and maintenance organisation to install new or additional equipment or component to the aircraft. Therefore, the proposal does not impose any compliance costs and has the potential to reduce costs in the future.

## 4. Summary of changes

The proposed amendments will align CAR 47 with ICAO Annex 8 requirements. They include:

1. Rule Part 47.3 amended to add a new definition for Airship
2. 47.53(a)(2) to correct section of the Act.
3. 47.53(b) correct the reference to CA Form.
4. New subparagraph added in Rule 47.55(b)(6) and rule 47.55(c): common international

template for PNG certificates of registration.

5. 47.55(c)(1)(ii) to correct punctuation.
6. 47.57(b)(ii) correct the reference to CA Form.
7. 47.63(b) to correct reference to CA Form.
8. Amend rule 47.71 to include classification of aircraft and reference to Appendix A.1
9. Rule 47.105 is deleted and reserved, as the practice is not applied in PNG.
10. New subparagraphs (d) and (e) are added to Rule 47.119: Measurement of aircraft registration marks for unmanned free balloons and remotely piloted aircraft.
11. New subparagraphs, (3), (4) and (5) are added to Rule 47.121(b): Identification plate for unmanned free balloon and remotely piloted aircraft.

## 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 allows the Minister to make rules for the purpose of the implementation of Papua New Guinea's obligations under the Convention:
- (b) Section 69(b) which allows the Minister to make rules for the purpose of assisting aviation safety and security, including (but not limited to) personal security:
- (c) Section 69(5) which allows the Minister to make rules that provide for matters to be determined or approved by the Authority, the Director, or any other person or empower the Authority, the Director or any other person to impose requirements, or conditions on the performance of any activity including but not limited to procedures to be followed:
- (d) Section 70(c) which allows the Minister to make rules providing for general operating rules, air traffic rules, and flight rules, including but not limited to the following:
  - (1) the conditions under which aircraft may be used or operated, or under which any act may be performed in or from an aircraft:
  - (2) the prevention of aircraft endangering persons or property.
- (e) Section 72(a) which allows the Minister to make rules for the designation, classification, and certification of all or any of the following:
  - (1) aircraft:
  - (2) aircraft pilots:

- (3) flight crew members:
  - (4) air traffic service personnel:
  - (5) aviation security service personnel:
  - (6) aircraft maintenance personnel:
  - (7) aviation examiners or medical examiners:
  - (8) air services:
  - (9) air traffic services:
  - (10) aerodromes and aerodrome operators:
  - (11) aeronautical navigation service providers:
  - (12) aviation training organisations:
  - (13) aircraft design, manufacture, and maintenance organisations:
  - (14) aeronautical procedures:
  - (15) aviation security services:
  - (16) aviation meteorological services:
  - (17) aeronautical communication services:
  - (18) any other person who provides services in the civil aviation system, and any aircraft, aeronautical products, aviation related services, facilities, and equipment operated in support of the civil aviation system, or classes of such persons, aircraft, aeronautical products, aviation related services, facilities, and equipment operated in support of the civil aviation system:
- (f) Section 70(b) which allows the Minister to make rules for the setting of standards, specifications, restrictions, and licensing requirements for all or any of those persons or things specified in paragraph 70(a) including the specifications of standards of design, construction, manufacture, processing, testing, supply, approval, and identification of aircraft and aeronautical products:
- (g) Section 70(c) which allows the Minister to make rules setting the conditions of operation of foreign aircraft and international flights to, from, or within Papua New Guinea:
- (h) Section 70(d) which allows the Minister to make rules for the definitions, abbreviations, and units of measurement to apply within the civil aviation system.

The proposed amendment of Part 135 complies with the requirements of the Civil Aviation Act and does not contravene the Constitution, the Aerodrome (Business Concession) Act, Civil Aviation (Aircraft Operator Liability) Act, Aircraft Charges Act, Airport Departure Tax Act, the Explosive Act, Firearms Act, Customs Act, Plant and Disease Control Act and the Environmental Act.

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 following International Civil Aviation Organization (ICAO) Annexes:

- Annex 6 – *Aircraft Operations*

### **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 identifying the person or persons certifying release to service of an aircraft or aircraft component.

### **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.

## **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 CAA 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 18-08)  
Civil Aviation Safety Authority  
PO Box 1941  
**BOROKO**  
National Capital District

delivered: Docket Clerk (NPRM 18-08)  
Civil Aviation Safety Authority  
Morea-Tobo Road  
Six Mile, Jacksons Airport  
Port Moresby NCD

by Fax: Docket Clerk (NPRM 18-08)  
3251789 / 325 1919

by Email: Docket Clerk (NPRM 18-08)  
[rules@casapng.gov.pg](mailto:rules@casapng.gov.pg)

### 7.1 Final date for submissions

Comments must be received before **3.30pm, Friday 28<sup>th</sup> September 2018.**

### 7.2 Availability of the NPRM

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

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## Subpart A — General

### 47.1 Purpose

This Part prescribes rules governing the registration of aircraft in Papua New Guinea and nationality and registration marking of Papua New Guinea registered aircraft.

### 47.3 Definitions

#### In this Part:

**Airship** means a power-driven-lighter-than-air aircraft.

**Identifiable paint scheme** means a historical paint scheme applied in entirety to a privately operated ex-military or vintage aircraft which is sufficiently unique to prevent confusion with other aircraft:

**Police mark** means a registration mark that comprises the word *Police* followed by a number; or a group of three letters reserved by the Director for use by the Police:

**Production non-type-certificated aircraft** means an aircraft that has been produced in series in a controlled design environment and accepted for use by a recognised civil ~~or military~~ operator, and issued with a special category airworthiness certification under Part 21:

**Three-view** means, in relation to drawings, photographs, or sketches, a collection of views of the subject that includes a plan, a main elevation, and a side elevation:

## Subpart B — Aircraft Registration and Certificate of Registration

### 47.51 Requirement for aircraft registration and certificate

(a) Except as provided in Parts 91 and 101 the person lawfully entitled to the possession of an aircraft for 28 days or longer shall if the aircraft flies to, from, within, or over Papua New Guinea territory, register that aircraft and hold a valid certificate of registration for that aircraft from—

- (1) the Director; or
- (2) the appropriate aeronautical authorities of a Contracting State; or
- (3) the appropriate aeronautical authorities of another State that is party to an agreement with the Government of Papua New Guinea or the Civil Aviation Authority of Papua New Guinea which provides for the acceptance of each other's registrations.

(b) No aircraft shall be registered in or remain registered in Papua New Guinea if it is registered in any other country.

### 47.53 Application for registration and grant of certificate

(a) An application for registration of an aircraft and for the grant of a Papua New Guinea certificate of registration shall be made by, or on behalf of—

- (1) the person who is lawfully entitled to the possession of the aircraft for 28 days or longer; or

- (2) the person who, on a date specified in the application, will be lawfully entitled to the possession of the aircraft for 28 days or longer.

(b) The applicant shall complete form CAA 47/01, which shall require—

- (1) the manufacturer, model and serial number of the aircraft; and
- (2) the name and address for service in Papua New Guinea of the person specified in paragraph (a)(1) or (2); and,
- (3) the name and address of the legal owner of the aircraft; and
- (4) such further particulars relating to the aircraft and the person specified in paragraph (a)(1) or (2) as may be required by the Director—

and submit it to the Director with a payment of the appropriate application fee prescribed by regulations made under the Act.

(c) The Director may require the applicant, or, where the application is made on behalf of a person, that person, to produce all or any of the following, as may be reasonable in the circumstances:

- (1) evidence of the manufacturer, model and serial number of the aircraft;
- (2) evidence of the identity of the person specified in paragraph (a)(1) or (2);
- (3) a statutory declaration by the person specified in paragraph (a)(1) or (2) that that person is, or on a date specified in the application will be, lawfully entitled to the possession of the aircraft for 28 days or longer evidence of the identity of the legal owner of the aircraft;
- (4) a statutory declaration by the person specified in paragraph (a)(1) or (2) that that person is, or on a date specified in the application will be, lawfully entitled to the possession of the aircraft for 28 days or longer.

#### **47.55 Registration and grant of certificate**

(a) An applicant is entitled to have an aircraft registered and is entitled to the grant of a Papua New Guinea certificate of registration if the Director is satisfied that—

- (1) the aircraft is not registered in any other country; and
- (2) the person lawfully entitled to the possession of the aircraft for 28 days or longer is a fit and proper person in accordance with Section 50 49 of the Civil Aviation Act; and
- (3) the granting of the certificate is not contrary to the interests of aviation safety.

(b) If the Director is satisfied that an applicant complies with the requirements of paragraph (a), the following details shall be entered in the Papua New Guinea Register of Aircraft—

- (1) the date of registration; and
- (2) the description of the aircraft given in the application; and
- (3) the name and address for service of the person lawfully entitled to the possession of the

aircraft for 28 days or longer; and

- (4) the name and address of the legal owner of the aircraft; and
- (5) the registration mark allocated to the aircraft by the Director; and
- (6) other information recorded in the certificate of registration.

(c) The certificate of registration, in wording and arrangement, shall be a replica of the certificate shown in form CA 47/100.

#### **47.57 Change of possession of aircraft**

- (a) If the holder of a Papua New Guinea certificate of registration ceases to have lawful entitlement to possession of the registered aircraft for a period of 28 days or longer, the certificate expires on the date the certificate holder ceases to have lawful entitlement to possession of the aircraft.
- (b) The certificate holder whose certificate expires in accordance with paragraph (a) shall—
  - (1) within 14 days after the date of such expiry, ensure the completion of—
    - (i) the form printed on the reverse side of the Papua New Guinea certificate of registration; or
    - (ii) form ~~CAA~~ 47/01—  
  
and submit the form to the Director with a payment of the appropriate fee prescribed by regulations made under the Act; or
  - (2) where applicable, notify the Director in accordance with 47.67.

#### **47.59 Operation of aircraft after expiry of certificate**

- (a) Notwithstanding 47.51(a), a person lawfully entitled to the possession of an aircraft which flies to, from, within, or over Papua New Guinea territory, is not required to hold a valid Papua New Guinea certificate of registration for a period of 28 days from the date of expiry of the certificate under 47.57(a).
- (b) After 28 days have elapsed from the expiry of a Papua New Guinea certificate of registration under 47.57(a), no person shall operate the aircraft until such time as the Director grants a certificate of registration for the aircraft.

#### **47.61 Currency of information in certificate**

- (a) The holder of a Papua New Guinea certificate of registration shall notify the Director, as soon as practicable, of any change that affects the currency of any information contained in the certificate.
- (b) If, after receiving a notification under paragraph (a), the Director amends or revokes the certificate of registration and issues a new certificate in its place in accordance with Section 49 of the Act, the relevant particulars shall be updated in the Papua New Guinea Register of Aircraft.

#### **47.63 Replacement of certificate**

- (a) The holder of a Papua New Guinea certificate of registration may apply for a replacement certificate if the certificate is—

- (1) lost, stolen, or destroyed; or
  - (2) so damaged that particulars are no longer clearly legible.
- (b) The applicant for a replacement certificate shall complete form CAA 47/01 and submit it to the Director, together with the current certificate if that certificate is damaged.

#### **47.65 Duration of certificate**

- (a) A Papua New Guinea certificate of registration remains valid until—
- (1) it expires under 47.57(a); or
  - (2) it is suspended or revoked by the Director.
- (b) The holder of a Papua New Guinea certificate of registration that is suspended shall immediately produce the certificate to the Director for appropriate endorsement.
- (c) The holder of a Papua New Guinea certificate of registration that is revoked shall immediately surrender the certificate to the Director

#### **47.67 Destruction, loss, theft, withdrawal from use, or foreign registration of aircraft**

- (a) The holder of a Papua New Guinea certificate of registration, or a representative of the holder, shall notify the Director in accordance with paragraph (b)—
- (1) within 14 days after becoming aware that the aircraft is—
    - (i) destroyed, lost or stolen; or
    - (ii) permanently withdrawn from use; or
  - (2) immediately upon the application for registration of the aircraft on the aircraft register of any other country.
- (b) Notification under paragraph (a) shall—
- (1) be made in writing; and
  - (2) be signed by the certificate holder or a representative of the holder; and
  - (3) set out the circumstances of what has occurred; and
  - (4) be accompanied by the certificate of registration.

**47.69 Cancellation of registration**

- (a) An aircraft remains registered until—
- (1) the holder of a certificate of registration requests the Director to revoke the certificate for the aircraft and the Director revokes it; or
  - (2) the Director is satisfied that—
    - (i) the aircraft is destroyed, lost, or stolen; or
    - (ii) the aircraft is permanently withdrawn from use; or
    - (iii) a person lawfully entitled to possession of the aircraft for 28 days or longer has applied to register the aircraft in any other country; or
    - (iv) the aircraft is registered in any country other than Papua New Guinea—  
and the Director revokes the certificate of registration; or
  - (3) the Director otherwise revokes the certificate of registration in accordance with the Civil Aviation Act; or
  - (4) the Director is satisfied that the conditions of Section 113 of the Act apply in regard to outstanding amounts secured by a lien on the aircraft and cancels the certificate of registration; or
  - (5) the Director
    - (i) is satisfied that the certificate of registration has expired under 47.57(a);  
and
    - (ii) has not received an application under 47.53 within 14 days after the date on which the Director was satisfied the certificate had so expired.
- (b) The entry for the aircraft in the Papua New Guinea Register of Aircraft shall be cancelled if the Director—
- (1) revokes the certificate of registration of an aircraft in accordance with paragraph (a)(1), (2), or (3); or
  - (2) is satisfied of the matters in paragraph (a)(4).

**47.71 Nationality of aircraft**

- (a) Each aircraft registered by the Director in accordance with 47.55(a) has Papua New Guinea nationality, and shall be classified in accordance with the requirements in Appendix A.1

**Subpart C — Aircraft Marking****47.101 Requirement for aircraft marking**

- (a) Except as provided in paragraphs (b), (c), and (d) and in Part 101, each holder of a Papua New Guinea certificate of registration shall ensure that the aircraft bears a nationality mark, a

registration mark, and an identification plate in the manner, and in accordance with, the specifications prescribed in 47.111 to 47.121 inclusive.

(b) The following Papua New Guinea registered aircraft are not required to bear a nationality mark when operating within Papua New Guinea:

- (1) manned balloons:
- (2) aeroplanes operating pursuant to a special category airworthiness certificate issued under Part 21, Subpart H.

(c) A Papua New Guinea registered aircraft being operated on a police operation authorised by the Commissioner of Police is not required to bear its nationality mark or its allocated registration mark when operating within Papua New Guinea provided that the aircraft bears a Police mark.

(d) The following aircraft issued with a special category experimental airworthiness certificate are not required to bear a nationality mark or a registration mark when operating within Papua New Guinea provided that the aircraft has an identifiable paint scheme registered in accordance with 47.105:

- (1) Production non-type certificated aircraft:
- (2) Aircraft where the surface to be marked is not large enough to accommodate the size of marks specified in 47.117.

#### **47.103 Nationality and registration marks**

(a) The nationality mark of a Papua New Guinea registered aircraft shall be the letter P followed by the numeral 2, i.e. P2.

(b) The registration mark of a Papua New Guinea registered aircraft shall—

- (1) be allocated to the aircraft by the Director; and
- (2) be a group consisting of 3 letters appearing after and separated from the nationality mark by a hyphen.

(c) Paragraph (b) does not apply to Police marks.

#### **47.105 ~~Identifiable paint schemes and markings~~ Reserved**

~~(a) Each application for the registration of an identifiable paint scheme shall be made by the holder of the certificate of registration for the aircraft.~~

~~(b) The applicant shall complete form CAA 47/02, which shall require—~~

- ~~(1) the registration mark allocated to the aircraft by the Director; and~~
- ~~(2) a written description of the particular paint scheme and markings of the aircraft; and~~
- ~~(3) a three view set of photographs that clearly show the paint scheme and markings of the aircraft; and~~



~~(4) such further particulars relating to the aircraft and the holder of the certificate of registration as may be required by the Director—~~

~~and submit it to the Director with a payment of the appropriate application fee prescribed by regulations made under the Act.~~

~~(e) The Director may register an identifiable paint scheme if the scheme is acceptable to the Director as being sufficiently clear and unique to distinguish the aircraft from other aircraft of the same or similar type and model.~~

~~(d) Each person intending to change a registered identifiable paint scheme shall apply for registration of the new scheme in accordance with this rule.~~

#### **47.107 Reservation of registration mark**

(a) Subject to paragraphs (b) and (c), the Director may reserve a registration mark for a period not exceeding 24 months—

- (1) at the request of a person who intends to register an aircraft in the Papua New Guinea Register of Aircraft; and
- (2) on payment of any applicable fees or charges prescribed by regulations made under the Act.

(b) A registration mark shall not be reserved if it is currently in use on a registered aircraft.

(c) The Director may refuse to reserve a registration mark if the Director considers its use to be undesirable.

(d) A registration mark that has been reserved shall not, while reserved, be allocated to an aircraft as a registration mark otherwise than at the request of the person on whose request the registration mark was reserved.

#### **47.109 Change of registration mark**

(a) The holder of a Papua New Guinea certificate of registration may apply to the Director for a new registration mark to replace the mark allocated to the aircraft specified in the certificate.

(b) The applicant for a change of registration mark shall apply in writing and submit to the Director—

- (1) the certificate of registration; and
- (2) the registration mark sought; and
- (3) a payment of the appropriate fee prescribed by regulations made under the Act.

(c) On receiving an application under paragraph (b), the Director may withdraw the registration mark allocated to the aircraft and allocate the new registration mark.

(d) On allocation of a new registration mark under paragraph (c), the details shall be entered in the Papua New Guinea Register of Aircraft, specifically the particulars of the new registration mark allocated to the aircraft.

**47.111 Display of marks**

- (a) The nationality and registration marks required by 47.101 shall—
- (1) except as provided for in paragraph (c) be painted on the aircraft or affixed by any other means ensuring a similar degree of permanence; and
  - (2) be displayed to the best possible advantage having regard to the construction or features of the aircraft; and
  - (3) be kept clean and visible at all times.
- (b) The letters and hyphen shall be of one colour that contrasts clearly with the background on which they are painted or otherwise affixed.
- (c) Police marks shall be affixed to the aircraft by a means that will ensure the marks are displayed in accordance with the other requirements of this Subpart for the duration of the authorised Police operation.
- (d) Nationality and registration marks must not be displayed when Police marks are displayed in accordance with paragraph (c).

**47.113 Location of marks - lighter-than-air aircraft**

- (a) On airships, the marks required by 47.101 shall appear—
- (1) lengthwise on each side of the hull near the maximum cross section of the airship and on the upper surface on the line of symmetry; or
  - (2) on the following stabilisers:
    - (i) the horizontal stabiliser, on the right half of the upper surface and on the left half of the lower surface with the tops of the letters towards the leading edge:
    - (ii) the vertical stabiliser, on each side of the bottom half stabiliser, with the letters placed horizontally.
- (b) On spherical balloons, the marks required by 47.101 shall appear in 2 places diametrically opposite and located near the maximum horizontal circumference of the balloon.
- (c) On non-spherical balloons, the marks required by 47.101 shall appear on each side, located near the maximum cross-section of the balloon and immediately above the rigging band or the points of attachment of the basket suspension cables.
- (d) The side marks required by this rule shall be visible both from the sides and from the ground.

**47.115 Location of marks - heavier-than-air aircraft**

- (a) On aeroplanes, the marks required by 47.101 shall appear—
- (1) except as provided in paragraph (c), once, on the lower surface of the wing structure. If the marks are confined to the outer half of the wing structure they

shall be located on the left lower surface. The tops of the letters shall be towards the leading edge of the wing and so far as is possible, be equidistant from the leading and trailing edges of the wing; and

- (2) horizontally on both sides of the fuselage between the wings and tail surfaces, or horizontally on the upper halves of the vertical tail surfaces. Marks on a single vertical tail surface shall appear on both sides. Marks on multi-vertical tail surfaces shall appear on the outboard sides of the outer surfaces.

(b) On rotorcraft, the marks required by 47.101 shall appear in a prominent place not obstructed in normal use—

- (1) on the bottom surface of the fuselage or cabin; and
- (2) on both sides of the fuselage or cabin or tailboom.

(c) Aeroplanes which operate exclusively within Papua New Guinea territory are not required to display marks on the lower surface of the wing structure.

(d) If a heavier-than-air aircraft does not possess parts corresponding to those described in the applicable paragraph of this rule, the marks shall be located in such a manner that the aircraft registration can be readily identified to the satisfaction of the Director.

#### **47.117 Specification of marks**

(a) Nationality and registration marks shall consist of capital letters in Roman characters and the Arabic numeral 2, in both cases without ornamentation.

(b) The width of each letter (except the letter "I") and the length of the hyphen shall be two-thirds of the height of the letter.

(c) Each letter shall be separated from the letter which immediately precedes or follows it by a space not less than one-quarter the width of the individual letters, the hyphen being regarded as a letter for this purpose.

(d) The lines forming the letters and hyphen shall be solid and the thickness of those lines shall be one-sixth of the height of the letter.

(e) The colour of marks shall contrast clearly with the background.

#### **47.119 Measurement of marks**

(a) Nationality and registration marks shall be formed of letters of equal height, and shall be so situated as to leave a margin of at least ~~50 mm~~ 5 cm along each edge of any surface to which they are affixed.

(b) The height of the marks on lighter-than-air aircraft shall be not less than ~~500 mm~~ 50 cm

(c) The height of the marks on heavier-than-air aircraft shall be—

- (1) on the wings of an aeroplane, not less than ~~500 mm~~ 50 cm and
- (2) on the bottom surface of the fuselage or cabin of a helicopter, not less than ~~250 mm~~ 25 cm high; and

(3) on the fuselage, cabin or equivalent structure and on the vertical surfaces—

- (i) for aircraft 5700kg MCTOW and above, not less than ~~250mm~~ 25cm;
- (ii) for aircraft below 5700kg MCTOW, less than ~~150mm~~ 25cm.

(d) The measurements of the marks related to unmanned free balloons must be acceptable to the Director, taking into account the size of the payload to which the identification plate is affixed.

(e) In special cases where a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in 47.119(b), the measurements of the marks must be acceptable to the Director, taking account of the need for the aircraft to be identified readily.

#### **47.121 Identification plate**

(a) The identification plate required by 47.101(a) shall be etched, stamped, or engraved with the aircraft's allocated nationality and registration marks.

(b) The identification plate shall—

- (1) be made of fireproof metal or other fireproof material of suitable physical properties; and
- (2) be affixed to the aircraft in a prominent position near the main point of entrance to the aircraft; and
- (3) In the case of unmanned free balloon, the identification plate shall be affixed conspicuously to the exterior of the payload, and
- (4) In the case of a remotely piloted aircraft, secured in a prominent position near the main entrance or compartment; or
- (5) affixed conspicuously to the exterior of the aircraft if there is no main entrance or compartment.

#### **47.123 Obstructing identification**

No person shall place on any Papua New Guinea registered aircraft any mark or symbol that modifies or confuses the nationality or registration marks that are allocated to and required to be displayed by the aircraft under this Part

## Appendix A

### A.1 Classification of Aircraft

- (a) Each aircraft registered in Papua New Guinea shall be classified in accordance with table A.1.
- (b) An aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned.
- (c) Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.

**Table A.1 -Aircraft Classification**

