

Civil Aviation Rules



Notice of Proposed Rule Making NPRM 20/08-08 11 December 2020

Part 47 Aircraft Registration and Marking

Consequential amendments –

Part 1

Part 20

Part 61

Part 101

Part 102

Part 141

Docket20/08/CAR47/08 2020 Rules Review

Proposed Rule Applicable 11 December 2020

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 International Civil Aviation Organization Annexes and 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 that 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 (CASA) 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 while 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, among other things, participants to carry out their activities safely and in accordance with the relevant prescribed safety standards and practices.

Section 72 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

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1. Purpose of this NPRM

The purpose of this Notice of Proposed Rulemaking (NPRM) is to put forward for consideration proposed addition of a new Civil Aviation Rule (CAR) Part 47.

2. Background to the Proposal

2.1. General Summary

RPAS/Drone operations in PNG

Remotely piloted aircraft (RPA) operations in Papua New Guinea are conducted either under Civil Aviation Rules Part 101 or Part 102.

At this time, under Part 101 drone operators in PNG may conduct RPAS activities *only if* all such drone operations are carried out wholly within the strict requirements of Part 101, and those operators self-regulate their own operations, but remain subject to CASA PNG surveillance and oversight.

Although there are general aircraft legislative requirements that apply to drone operators regarding the skills, qualifications, experience levels and standards, and the airworthiness status of RPA, respective specific requirements need to be incorporated into the legislation.

Furthermore, there are currently no specific provisions in the RPA rules for drone registration, remote pilot licensing, and unmanned aircraft aviation training organisations.

Part 101 at this time applies to both recreational and commercial operators with implied low levels of safety risk, actual 'other-than-low-risk' commercial drone activities are being conducted without CASA PNG engagement or certification,

Such uncertified operations are deemed to pose safety and security concerns within and to other highly regulated aviation participants, and the civil aviation system in general, especially when these operations are conducted by new, inexperienced, low skilled and unqualified entrants to the civil aviation system.

Revised Risk Based Requirements for Drones

With these considerations in mind, CASA PNG has revised its approach to RPAS operations, to align the PNG unmanned aircraft rules with the recently released International Civil Aviation Organisation (ICAO) Model Unmanned Aircraft Systems (UAS) Regulations.

The new CASA PNG approach will implement the following changes:

- Part 101 only for *low-risk, recreational, non-commercial* drone operations.
Part 101 will permit only low-risk, recreational, non-commercial RPAS operations to take place without the certification requirements of Part 102, *provided* the operation at all times remain compliant with the restrictions of Part 101.
- Part 102 unmanned aircraft operator certificate (UAOC)
All commercial drone operations and those that cannot operate at all times wholly within the restrictions of Part 101, are considered by CASA PNG as 'other-than-low-risk' and will therefore be required to hold a Part 102 unmanned aircraft operator certificate (UAOC) and specific authorisation from the Director regardless of the

actual safety risk levels of the commercial operation.

Global developments and progress in Rules relating to remotely piloted aircraft has increased the original scope of the RPAS rules and created the need for more detailed regulatory compliance in the areas of remotely piloted aircraft registration, remote pilot licensing, certification and operation.

The amended Part 101 includes updates to address current requirements for aircraft types covered under it, excluding RPAS.

- (a) Align the current provisions for in Annex 8 and ICAO requirements in Part 21.
- (b) Deletion of irrelevant requirement's listed.

2.2. NPRM Development

ICAO Model UAS Regulations

ICAO was requested by Member States to develop a regulatory framework for unmanned aircraft systems (UAS) that operate outside of the Instrument Flight Rules international arena. Accordingly, ICAO undertook a review of the existing UAS regulations of many States to identify commonalities and best practices that would be consistent with the ICAO aviation framework and that could be implemented by a broad range of States.

The outcomes of this activity are the ICAO Model UAS Regulations titled Parts 101, 102 and 149.

The ICAO Model UAS Regulations and companion Advisory Circulars (ACs) offer templates to implement or supplement the existing PNG RPAS regulations, and are intended to be documents that will change with industry maturity, and provide CASAPNG with internationally harmonised material based on the latest international RPAS developments.

The ICAO Model UAS Regulations main points that have been adapted for inclusion in the PNG Rules amongst others, is for registration of unmanned aircraft more than 250g.

ICAO Advisory Circulars (ACs)

ICAO has also provided various Advisory Circulars (ACs) as guidance and explanatory materials relating to the ICAO Model UAS Regulations which will be used as a basis for PNG ACs related to the Rules

The use of remotely piloted aircraft systems (RPAS) or Drones continues to increase markedly and the growth of RPAS use is concentrated mainly in the smaller aircraft below 10kg, similar to model aircraft in size but not in performance and technological capabilities.

2.3. Key Stakeholders

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

- (1) The Civil Aviation Safety Authority
- (2) The Minister for Transport

- (3) The Minister for Civil Aviation
- (4) Aviation Document Holders
- (5) Other interested stakeholders

3. Issues Addressed during Development

There were no major issues addressed during the development of this NPRM.

3.1. Consequential Amendments

As a consequence of changes and updates to Part 101, also amended are Parts 1, 12, 47, 61 101 and 102:

3.2. Exemptions

Exemptions are not addressed in this NPRM

3.3. ICAO SARPS and Level of Risk to Papua New Guinea Aviation Safety

The ICAO Standards and Recommended Practices (SARPS) are applicable to international operations. Since operations under Part 101 are conducted wholly within PNG, the ICAO SARPS are incorporated at the discretion of the Director subject to aviation safety considerations and assessments in the PNG aviation context and environment.

Nevertheless, international regulatory standards and industry best practices have been reviewed, adapted and incorporated in Part 101.

3.4. Compliance Costs

Costs associated with operations in compliance with the amended Part 101 is not expected to see substantial change.

4. Summary of changes

4.1 Rule Amendments

The amended Part 47 proposes to incorporate various requirements in the ICAO Model UAS regulations adapted to the PNG operating environment for the registration of RPAS in PNG.

The new Rules are summarised as follows:

General editorial changes through the Part by replacing the word 'shall' with 'must', and adding the word 'rule' as prefix to reference to other rules.

Rule 47.1 Applicability – amended and new rule proposed

- Paragraph revised to add new paragraph (a) that makes the aircraft registration subject to new paragraph (b),
- New paragraph (b) requiring RPA to be registered under the new Part 47.

Rule 47.51 Requirement for registration and certificate – amended and new rules proposed

- Paragraph (a) amended with editorial changes and to make aircraft registration subject to new paragraphs (c) and (d) for RPA

- New paragraph (c) requiring Part 47 registration for RPA 250 grams and above and those subject to Part 102 authorisation or certification

Rule 47.53 Registration and grant of certificate – amended

- New paragraph (a)(3) requiring RPA registration at a minimum age of 16 years.
- Paragraph (b) amended to add requirement for serial number of RPA, if available.
- Paragraph (c)(3) amended to provide clarity, and deleted (c)(4) due to duplication.

Rule 47.55 Application for registration and grant of certificate – amended

- Paragraph (b)(4) deleted as this is covered by (b)(3), and subsequent paragraph renumbering.

Rule 47.57 Application for registration and grant of certificate – amended

- Paragraph (b)(4) deleted as this is covered by (b)(3), and subsequent paragraphs renumbered.

Rules 47.59, 47.61, 47.63, 47.65, 47.65, 47.71, 47.101 – amended

- Amended for editorial changes, and for clarity by use of the words ‘must’ and ‘rule’

Rule 47.101 Requirement for aircraft marking – amended and new rule proposed

- Paragraph (b) amended by addition of (b)(2) for inclusion of unmanned aircraft, and subsequent paragraph renumbered.
- New rules proposed by paragraphs (e) and (f) for unique identifier and related requirements.

Rule 47.103 Nationality and registration marks – amended

- Paragraph (b) amended to make it subject to new rule 47.105 applicable to RPA.

Rule 47.105 Remotely piloted aircraft unique identifier – new rule proposed

- Paragraph (b) amended by addition of (b)(2) for inclusion of unmanned aircraft, and subsequent paragraph renumbered.
- New rules proposed by paragraphs (e) and (f) for unique identifier and related requirements.

Rule 47.111 Display of marks – amended

- Paragraph (a) amended to make it subject to new rule 47.112 applicable to RPA.

Rule 47.112 Display and location of unique identifier – new rule proposed

- New rules proposed for display and location requirements of RPA unique identifier.

Rules 47.115, 47.117, 47.119 – amended

- Amended to specify requirements not applicable to RPA.

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 43 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.

5.1. 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 take account of ICAO SARPs.

5.2.2 Assisting Economic Development

The proposed rule amendments are not expected to have any adverse impact on economic development.

5.2.3 Assisting Safety and Personal Security

The proposed rule amendments will help improve safety levels and may improve personal security.

5.2.4 Improving Access and Mobility

The proposed rule amendments will not adversely affect access and mobility.

5.2.5 Protecting and Promoting Public Health

The proposed rule amendments can positively impact the protection and promotion of public health.

5.2.6 Ensuring Environmental Sustainability

The proposed rule amendments are not expected to have any adverse 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 CA 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.

6.4. How to make a submission

Submissions may be sent to CASA PNG by the following methods:

by Mail:	Docket Clerk (NPRM 20/08-08) Civil Aviation Safety Authority PO Box 1941 Boroko, Port Moresby. National Capital District
delivered:	Docket Clerk (NPRM 20/08-08) Civil Aviation Safety Authority Morea-Tobo Road Six Mile, Jacksons Airport Port Moresby NCD
by Fax:	Docket Clerk (NPRM 20/08-08) 3251789 / 325 1919
by Email:	Docket Clerk (NPRM 20/08-08) rules@casapng.gov.pg

6.5. Final date for submissions

Comments must be received before **COB, 20th November 2020**

6.6. Availability of the NPRM

Any person may obtain a copy of this NPRM from the CASA PNG web site:

www.casapng.gov.pg

or at a cost from

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

6.7. Further information

For further information, contact:

Carol Jaran (Ms)
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Proposed Rule Amendments

Part 47 Aircraft Registration and Marking

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.~~

- (a) registration of aircraft in Papua New Guinea; and
- (b) nationality and registration marks of Papua New Guinea registered aircraft; and
- (c) unique identifier of remotely piloted aircraft operating in Papua New Guinea.

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 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 Part 91, ~~and Part 101~~ paragraph (c) and rule 47.53(a)(3), the person lawfully entitled to the possession of an aircraft for 28 days or longer ~~shall~~ must, 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.
- (c) Remotely piloted aircraft must be registered unless the aircraft:
 - (1) all up weight on takeoff is less than 250 grams; and
 - (2) is engaged in operations that do not require a Part 102 authorisation or certificate.

47.53 Application for registration and grant of certificate

- (a) ~~Subject to paragraph (3), A~~ an application for registration of an aircraft and for the grant of a Papua New Guinea certificate of registration ~~shall~~ must 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;
 - (3) in the case of remotely piloted aircraft, the application prescribed in paragraph (a) must be made by a person who is at least 16 years of age if the person lawfully entitled to the possession of a remotely piloted aircraft for 28 days or longer is less than 16 years of age.
- (b) The applicant ~~shall~~ must complete form CA 47/01, which ~~shall~~ requires—
- (1) the manufacturer, model and subject to paragraph (5), the 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—
 - (5) in the case of remotely piloted aircraft, the serial number of the aircraft, if available.
- 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 specified in paragraph (b)(3);
 - (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 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 in accordance with the certificate shown in form CA 47/01.

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~~ must—
- (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 CA 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 rule 47.67.

47.59 Operation of aircraft after expiry of certificate

- (a) Notwithstanding rule 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 rule 47.57(a).
- (b) After 28 days have elapsed from the expiry of a Papua New Guinea certificate of registration under rule 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~~ must 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~~ must complete form CA 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 rule 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~~ must 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~~ must 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 an authorised representative of the holder, ~~shall~~ must 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) ~~The~~ N notification under paragraph (a) ~~shall~~ must—
- (1) be made in writing; and
 - (2) be signed by the certificate holder or an authorised 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~~ 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 rule 47.57(a); and
 - (ii) has not received an application under rule 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) and has Papua New Guinea nationality, shall be classified in accordance with the requirements in Appendix A.1 of this Part.

Subpart C — Aircraft Marking

47.101 Requirement for aircraft marking

- (a) Except as provided in paragraphs (b), (c), ~~and (d) and in Part 101 (e)~~, each holder of Papua New Guinea certificate of registration ~~shall~~ must 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 rules 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) unmanned aircraft;
 - ~~(2)~~(3) 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.

- (e) No person may operate a remotely piloted aircraft registered in accordance with this Part unless the aircraft bears a unique identifier prescribed by rule 47.105.

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. that is~~ P2.
- (b) Subject to rule 47.105, the registration mark of a Papua New Guinea registered aircraft shall must—
- (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; ~~or~~
- (c) Paragraph (b) does not apply to Police marks.

47.105 Reserved Remotely piloted aircraft unique identifier

The unique identifier of a Papua New Guinea registered remotely piloted aircraft required by rule 47.101(e), separated from the nationality mark prescribed in rule 47.103(a) by a hyphen, must be one of the following—

- (1) the registration mark issued to a person by the Director; or
- (2) the registration mark issued to the aircraft by the Director on completion of the registration undertaken under this Part; or
- (3) the remotely piloted aircraft serial number if authorized by the Director, and that serial number is provided in the application for the remotely piloted aircraft certificate of registration under rule 47.53; or
- (4) a group consisting of 3 or more letters or numerals, or combination of letters and numerals acceptable to the Director.

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~~ must 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~~ must 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~~ must 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) Subject to rule 47.112, ¶ the nationality and registration marks required by 47.101 ~~shall~~ must—
 - (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~~ must be of one colour that contrasts clearly with the background on which they are painted or otherwise affixed.
- (c) Police marks ~~shall~~ must 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).

47.112 Display and location of unique identifier – remotely piloted aircraft

The remotely piloted aircraft unique identifier required by rule 47.101(e) must be:

- (a) maintained in a legible condition; and
- (b) affixed to the remotely piloted aircraft by any means necessary to ensure it remains affixed for the duration of each flight or series of flights; and
- (c) readily accessible and visible on inspection of the remotely piloted aircraft, and if enclosed in a compartment, the unique identifier can be accessed without the use of a tool.

47.113 Location of marks - lighter-than-air aircraft

- (a) On airships, the marks required by 47.101 ~~shall~~ must 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~~ must 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~~ must 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~~ must 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~~ must 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~~ must 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~~ must appear on both sides. Marks on multi-vertical tail surfaces ~~shall~~ must appear on the outboard sides of the outer surfaces.
- (b) On rotorcraft, the marks required by 47.101 ~~shall~~ must 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 tail boom.
- (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~~ must be located in such a manner that the aircraft registration can be readily identified to the satisfaction of the Director.
- (e) Paragraphs (a), (b) and (d) do not apply to remotely piloted aircraft.

47.117 Specification of marks

- (a) Nationality and registration marks ~~shall~~ must 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~~ must be two-thirds of the height of the letter.
- (c) Each letter ~~shall~~ must 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~~ must be solid and the thickness of those lines shall be one-sixth of the height of the letter.

- (e) The colour of marks ~~shall~~ must contrast clearly with the background.
- (f) Paragraphs (a), (b), (c) and (d) do not apply to remotely piloted aircraft.

47.119 Measurement of marks

- (a) Nationality and registration marks ~~shall~~ must be formed of letters of equal height, and ~~shall~~ must be so situated as to leave a margin of at least 5cm along each edge of any surface to which they are affixed.
- (b) The height of the marks on lighter-than-air aircraft ~~shall~~ must be not be less than 50 cm
- (c) The height of the marks on heavier-than-air aircraft ~~shall~~ must be—
 - (1) on the wings of an aeroplane, not less than 50 cm and
 - (2) on the bottom surface of the fuselage or cabin of a helicopter, not less than 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 25cm;
 - (ii) for aircraft below 5700kg MCTOW, less than 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.
- (f) Paragraphs (a), (c) and (d) do not apply to remotely piloted aircraft.

47.121 Identification plate

- (a) The identification plate required by 47.101(a) ~~shall~~ must be etched, stamped, or engraved with the aircraft's allocated nationality and registration marks.
- (b) The identification plate ~~shall~~ must—
 - (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 or unique identifiers 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 below.
- (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, kites, model aircraft, and remotely piloted and autonomous aircraft.

Table A.1 -Aircraft Classification

