



**Notice of Proposed Rule Making  
NPRM 20/08-21  
11 December 2020**

**Part 95  
Visual and Instrument Procedures for  
IFR Flight**

**Docket 20/08/CAR/95/21  
2020 Rules Review**

Proposed Rule Applicable 11<sup>th</sup> 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 17 of the Act
  - (5) The Director's powers under section 52A, 53 and 54 of the Act
  - (6) Any other matter contemplated by any provision 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 the proposed amendments to Civil Aviation Rule (CAR) Part 95

## 2. Background to the Proposal

### 2.1 General Summary

- (a) ICAO through Amendment 44 to Annex 6 Part 1 has determined that the definitions for Category (CAT) IIIA, IIIB and IIIC instrument approaches are outdated. They are no longer utilized for aircraft certification or operational authorization. Removing the definitions will aid in international harmonization efforts, future landing minima reductions and airspace system capacity improvements due to the implementation of performance-based operations. Future CAT III operations may derive from new low visibility approach and landing technologies. The type of operations, landing minima and aircraft certification criteria for these future systems will not follow the CAT IIIA, IIIB and IIIC definitions, making them obsolete.
- (b) ICAO has introduced a new definition into Annex 6 Part 1, titled Low-Visibility operations (LVO) hence this proposal to include this definition.
- (c) ICAO has determined through Amendment 44 to Annex 6 Part 1, that a specific approval is required by the state of the operator for:
  - (1) instrument approach operations in low visibility which shall only be conducted when Runway visual range (RVR) information is provided and
  - (2) for low visibility take-off.

### 2.2 NPRM Development

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, international operations will need to remain consistent with the definitions and abbreviations of ICAO Annexes 1 to 19.

The last amendment to Part 95 was amendment 2, dated 1 May 2017. This amendment is proposed to align with new and amended standards introduced into ICAO Annex 6 Part I.

### 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 Minister for Civil Aviation
- Aircraft operators
- Aircraft maintenance organizations
- Other aviation industry stakeholders

### 3. Issues Addressed during Development

#### 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 Annex:

- Annex 6, Part I – Operation of Aircraft, Amendment 44

#### 3.4 Compliance Costs

The proposed amendments will not incur any cost.

### 4. Summary of changes

- (a) New Definition - *Low-visibility operations (LVO)*.
- (b) Rule 95.51(a)(1) amended – paragraph number corrections.
- (c) Rules 95.53, 95.55, 95.57 amended – added the word ‘rule’ to rule number references.
- (d) Rule 95.101:
  - (1) Paragraph (2) (iii), (iv), (v) – amended due to definition change for CAT III
  - (2) Paragraph (3) - Requirement for specific approval from the director to conduct instrument approach operations in low visibility when Runway visual range (RVR) information is provided and
  - (3) Paragraph (4) – Requirement for specific approval for low visibility take-off.

### 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 1 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 International Civil Aviation Organization (ICAO) Annex 8, Amendment 106.

### **5.2.2. Assisting Economic Development**

The proposed rule amendments will have no detrimental impact on economic development, and in some cases will reduce costs incurred by the aviation industry.

### **5.2.3. Assisting Safety and Personal Security**

The proposed rule amendments will maintain safety levels in respect to clarifying and maintaining common standards of definitions, abbreviations and units of measurements used throughout the industry.

### **5.2.4. Improving Access and Mobility**

The proposed rule amendments will have no impact on access and mobility.

### **5.2.5. Protecting and Promoting Public Health**

The proposed rule amendments will have no impact on protecting and promoting public health.

### **5.2.6. Ensuring Environmental Sustainability**

The proposed rule amendments will have no impact on environmental sustainability.

## **6. Submissions on the NPRM**

### **6.1 Submissions are invited**

Interested persons are invited to participate in the making of the proposed rule amendment by submitting written data, views, or comments. All submissions will be considered before final action on the proposed rule amendment is taken. If there is a need to make any significant change to the rule requirements in the proposal as a result of the submissions received, then interested persons may be invited to make further submissions.

### **6.2 Examination of submissions**

All submissions will be available in the rules docket for examination by interested persons both before and after the closing date for submissions. A consultation summary will be published with final rule.

Submissions may be examined by application to the Docket Clerk at the Civil Aviation Safety Authority between 8:30 am and 3:30 pm, on weekdays, except statutory holidays.

### 6.3 Disclosure

Submitters should note that any information attached to submissions will become part of the docket file and will be available to the public for examination at the Civil Aviation Safety Authority offices.

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 submission

Submissions may be sent by the following methods:

By Mail: Docket Clerk (NPRM 20/08-41)  
Civil Aviation Safety Authority  
PO Box 1941  
**BOROKO**  
National Capital District

Delivered: Docket Clerk (NPRM 20/08-41)  
Civil Aviation Safety Authority  
Morea-Tobo Road  
Six Mile, Jacksons Airport  
Port Moresby NCD

By Fax: Docket Clerk (NPRM 20/08-41)  
3251789 / 325 1919

By Email: Docket Clerk (NPRM 20/08-41)  
[rules@casapng.gov.pg](mailto:rules@casapng.gov.pg)

### 6.5 Final date for submissions

Comments must be received before **COB on 20<sup>th</sup> November, 2020**

### 6.6 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 (NPRM 20/08-01)  
Civil Aviation Safety Authority  
Morea-Tobo Road  
Six Mile, Jacksons Airport  
Port Moresby NCD

### 6.7 Further information

For further information, contact:

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## Proposed Rule Amendments

### Part 95 Visual and Instrument Procedures for IFR Flight

#### Subpart A— General

##### 95.1 Purpose

This Part prescribes standards, procedures and authority to establish—

- (1) routes; and
- (2) altitudes; and
- (3) change over points; and
- (4) reporting points; and
- (5) instrument holding patterns; and
- (6) instrument arrival, approach and departure procedures; and
- (7) the meteorological minima that apply to the instrument approach and departure procedures— for the operation of aircraft under IFR.

##### 95.3 Definitions and Abbreviations

In this Part—

**2D** means a two-dimensional instrument approach operation, using lateral navigation guidance only, either by;

- (1) a ground-based radio navigation aid; or
- (2) computer-generated navigation data from ground-based, space-based, self-contained navigation aids or a combination of these.

**3D** means a three-dimensional instrument approach operation, using both lateral and vertical navigation guidance, either by;

- (1) a ground-based radio navigation aid; or
- (2) computer-generated navigation data from ground-based, space-based, self-contained navigation aids or a combination of these.

**Aircraft category** means—

- (1) in the case of a helicopter, category H; and
- (2) in the case of an aeroplane, a category based on the speed of the aeroplane, in knots, at the runway threshold based on  $V_s$  multiplied by 1.3 with  $V_s$  being in the landing configuration at maximum certificated landing weight ( $V_{at}$ ) of the aeroplane being operated, in accordance with the following table—

Aeroplane $V_{at}$ in knots	Aeroplane Category
less than 91	A
91 to 120	B
121 to 140	C
141 to 165	D
166 to 210	E

**Annex 10** means Annex 10 to the Convention:

**Area minimum altitude** means a minimum altitude prescribed for a defined area that will provide a safe clearance above all obstacles for aircraft operating under IFR:

**Circling approach** means an extension of an instrument approach procedure that provides for visual circling of the aerodrome prior to landing:

**Compulsory reporting point** means a reporting point, that may be direction or route specific or subject to some other criteria, at which a report to the appropriate controlling authority is mandatory:

**Final approach segment** means the segment of an instrument approach procedure in which alignment and descent for landing is accomplished:

**Fix** means a position whose location is defined by two or more navigation aids:

**GPS database** means an electronic memory containing information on aerodromes, navigation aids, reporting points, instrument approach aids, departure procedures, special use airspace:

**GPS sensor** means a single GPS unit used for navigation within a Flight Management System:

**Instrument approach operations** means an approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations:

- (1) a two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and
- (2) a three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance.
- (3) Lateral and vertical navigation guidance refers to the guidance provided either by:
  - (a) a ground-based radio navigation aid; or
  - (b) computer-generated navigation data from ground-based, space-based, self-contained navigation aids or a combination of these.

**Initial approach segment** means that segment of an instrument approach procedure between the initial approach fix and the intermediate approach fix or, where applicable, the final approach fix or point:

**Instrument departure procedure** means a prescribed IFR departure route linking the aerodrome, or a specified runway of the aerodrome, with a significant point, normally on a route prescribed under Part 95, at which the en-route phase of the flight commences:

**Intermediate approach segment means the segment between—**

- (1) the intermediate approach fix and the final approach fix or point; or
- (2) the end of a reversal, racetrack, or dead reckoning track procedure and the final approach fix or point:

**Low-visibility operations (LVO)** means an approach operation in RVRs less than 550 m and/or with a DH less than 60 m (200 ft.) or take-off operations in RVRs less than 400 m.

**Lowest safe altitude** has the same meaning as the term “minimum en-route safety altitude”:

**Minimum en-route safety altitude** means the lowest altitude within the en-route procedural design area that will provide a minimum clearance of—

- (1) 2000 feet above the highest obstacle on an en-route segment over terrain with a height in excess of 10 000 feet; or
- (2) 1500 feet above the highest obstacle on an en-route segment over terrain with a height in excess of 5000 feet; or
- (3) 1000 feet above the highest obstacle on an en-route segment over terrain with a height of 5000 feet or less.

**Minimum sector altitude** means the lowest altitude within a defined sector that will provide a minimum clearance of—

- (1) 2000 feet above the highest obstacle in a sector over terrain with a height in excess of 10 000 feet; or
- (2) 1500 feet above the highest obstacle in a sector over terrain with a height in excess of 5000 feet; or
- (3) 1000 feet above the highest obstacle in a sector over terrain with a height of 5000 feet or less.

**Missed approach** means the procedure to be followed if the approach cannot be continued.

**Non-compulsory reporting point** means a reporting point, that may be direction or route specific, at which a report to the appropriate controlling authority is not mandatory:

**Primary-means navigation system** means a navigation system approved for a given operation or phase of flight that must meet accuracy and integrity requirements, but need not meet full availability and continuity of service requirements for a sole-means navigation system:

**Radio navigation aid facility** means the following types of radio navigation aids—

- (1) Instrument Landing System (ILS): Microwave Landing System (MLS):
- (2) VHF Omni-directional radio range (VOR): Distance Measuring Equipment (DME): Non-directional Radio Beacon (NDB):
- (3) Precision Approach Radar (PAR): Secondary Surveillance Radar (SSR) Primary Surveillance Radar (PSR):

**Receiver autonomous integrity monitoring** means a function whereby the airborne GPS receiver/processor detects a position error that exceeds the GPS position integrity performance requirements of the TSO for that phase of flight. It gives a visual and/or aural warning when appropriate:

**RAIM not available message** means RAIM warning:

**RAIM warning** means a warning that the integrity of the navigation position solution from GPS satellites may be unreliable:

**Racetrack procedure** means a procedure designed to enable the aircraft to reduce altitude during the initial approach segment and/or establish the aircraft inbound when the entry into a reversal procedure is not practical:

**Reversal procedure** means a procedure designed to enable aircraft to reverse direction, during the initial approach segment of an instrument approach procedure, that may include procedure turns, base turns or racetrack procedures:

**Significant point** means a specified geographical location used in defining an ATS route, or the flight path of an aircraft, and for other navigation and ATS purposes:

**Sole-means navigation system** means a navigation system approved for a given operation or phase of flight that shall allow the aircraft to meet, for that operation or phase of flight, all four navigation system performance requirements: accuracy, integrity, availability, and continuity of service:

**Straight-in approach means** a designated instrument approach procedure designed to enable the aircraft to land on a runway without having to conduct a circling approach for that runway

**Supplemental means navigation system** means a navigation system that shall be used in conjunction with a sole means navigation system:

**Visual and instrument flight procedures** are procedures that enable minimum flight altitudes to be complied with when operating under IFR and comprise—

- (1) IFR routes; and
- (2) IFR altitudes; and
- (3) change over points; and
- (4) reporting points; and
- (5) IFR holding patterns; and
- (6) instrument arrival, approach and departure procedures; and
- (7) the meteorological minima that apply to the instrument approach and departure procedures:

**Visual manoeuvring (circling) area** means a defined area within which obstacle clearance is provided during the visual phase of flight after completing an instrument approach, to bring the aircraft into position for landing on a runway:

**Waypoint** means a specified geographical location used to define a point on an area navigation route, or a position on the flight path of an aircraft using area navigation:

**FAF** means final approach fix:

**FAP** means final approach point:

**FL** means flight level:

**GNSS** means Global Navigation Satellite System:

**GPS** means Global Positioning System:

**IAF** means initial approach fix:

**IAS** means indicated airspeed:

**IF** means intermediate approach fix:

**LSALT** means lowest safe altitude:

**MAPt** means missed approach point:

**MDH** means minimum descent height:

**MESA** means minimum en route safety altitude:

**MSA** means minimum sector altitude:

**RAIM** means receiver autonomous integrity monitoring:

**VMA** means visual manoeuvring area:

## Subpart B — Visual and Instrument Flight Procedures

### 95.51 Designing visual and instrument flight procedures

- (a) A person designing or amending a visual and instrument flight procedure shall—
- (1) construct the procedures in accordance with—
    - (i) the guidelines contained in ICAO Doc 8168, Volume II, construction of visual and instrument flight procedures; and
    - (ii) the guidelines contained in ICAO Doc 9365, Manual of All-Weather Operations; and
    - ~~(e)~~(iii) ICAO Annex 6, Operation of Aircraft; and
    - ~~(d)~~(iv) ICAO Annex 11, Air Traffic Services; and
    - ~~(e)~~(v) other guidelines and criteria acceptable to the Director; and
  - (2) flight test the procedures to ensure that the procedures—
    - (i) can be flown safely, keeping the aircraft within the safety boundaries of the procedure; and
    - (ii) can be flown safely when the navigation aid is operating on the boundaries of the Annex 10 prescribed limitations for the navigation aid or radar system; and
    - (iii) provide the applicable azimuth, distance and vertical guidance, within the construction tolerances of the procedures; and
  - (3) flight test the procedures to ensure that they can be flown within the performance category, or categories, of the aircraft for which the procedures are designed; and
  - (4) if any part of the procedures is within controlled airspace, consult with the appropriate ATC provider to ensure that the procedures are compatible with ATC requirements; and
  - (5) not inhibit the use of other procedures established in uncontrolled airspace; and
  - (6) taking into account—
    - (i) any noise abatement procedures prescribed under Part 93; and
    - (ii) aircraft noise emission effect of any flight path over congested areas of any city, town, or settlement; and
    - (iii) any relevant designated airspace and its associated restrictions and activities.
- (b) A person in designing or amending a visual and instrument flight procedure under paragraph (a) based on a radio navigation aid facility shall ensure that the facility is being provided by the holder of a telecommunication service certificate issued under Part 171.

**95.53 Establishing visual and instrument flight procedures**

- (a) Visual and instrument flight procedures for flight under IFR shall be established by the Director through entry into the Papua New Guinea Air Navigation Register.
- (b) Before the Director enters a visual and instrument flight procedure into the Papua New Guinea Air Navigation Register under paragraph (a), the Director shall be satisfied that the procedure has been certified by—
  - (1) an appropriate senior person authorised by the holder of an air navigation certificate issued under Part 173 that authorizes such a procedure design; or
  - (2) the Director's own sources as complying with the applicable requirements of rule 95.51.
- (c) When the Director enters a visual and instrument flight procedure into the Papua New Guinea Air Navigation Register under paragraph (a), the Director shall specify the date on which the procedure comes into effect.
- (d) The date specified under paragraph (c) shall be—
  - (1) Notified to the relevant Part 173 air navigation certificate holder referred to in paragraph (b)(1); and
  - (2) Except for temporary procedures that are effective for not more than six months, notified in the Gazette; and
  - (3) Notified by AIP Supplement or NOTAM by the Part 173 air navigation certificate holder referred to in paragraph (1) or by the Director.

**95.55 Maintenance of visual and instrument flight procedures**

The Director shall ensure that, the ongoing integrity of a visual and instrument flight procedure established under rule 95.53, is maintained in accordance with the procedures contained in the applicable documents referred to in rule 95.51.

**95.57 Cancellation or withdrawal of visual and instrument flight procedures**

- (a) When a visual and instrument flight procedure for flight under IFR established by the Director under rule 95.53 is no longer required, or it cannot be maintained in accordance with rule 95.55, or a request for cancellation is received by the holder of a certificate issued under Part 173, the Director shall—
  - (1) make an entry in the Papua New Guinea Air Navigation Register to cancel that visual and instrument flight procedure; and
  - (2) notify the cancellation by way of notice—
    - (i) in the Gazette; and
    - (ii) in an AIP supplement or by NOTAM.
- (b) If the Director detects an error or is advised by a Part 173 certificate holder of an error in a visual and instrument flight procedure for flight under IFR established by the Director under rule 95.53, the Director shall—
  - (1) immediately withdraw the use of that procedure until that error is corrected; and
  - (2) if that error cannot be corrected, cancel the procedure in accordance with paragraph (a).

## Subpart C – Instrument Approach Classification

### 95.101 Instrument flight procedures

- (a) Instrument flight procedures for IFR operations must be classified based on the designed lowest operating minima below which an approach operation shall only be continued with the required visual reference as follows:
- (1) Type A: a minimum descent height or decision height at or above 75 m (250 ft.); and
  - (2) Type B: a decision height below 75 m (250 ft.). Type B instrument approach operations are categorized as:
    - (i) Category I (CAT I): a decision height not lower than 60 m (200 ft.) and with either a visibility not less than 800m or a runway visual range not less than 550 m;
    - (ii) Category II (CAT II): a decision height lower than 60 m (200 ft.) but not lower than 30 m (100 ft.) and a runway visual range not less than 300 m; and
    - (iii) Category IIIA (CAT IIIA): a decision height lower than 30 m (100 ft.) or no decision height and a runway visual range ~~not~~ less than 300 ~~175~~ m or no runway visual range limitations.
    - (iv) ~~Category IIIB (CAT IIIB): a decision height lower than 15 m (50 ft.) or no decision height and a runway visual range less than 175 m but not less than 50 m; and~~
    - (v) ~~Category IIIC (CAT IIIC): no decision height and no runway visual range (RVR) limitations.~~
  - (3) Except as otherwise issued a specific approval by the Director, Category II and Category III instrument approach operations in low visibility shall only be conducted when shall not be authorized unless RVR information is provided.
  - (4) Except as otherwise issued a specific approval by the Director for the minimum take-off RVR, a person may not take-off in low visibility. the Director shall issue a specific approval for the minimum take-off RVR.
  - (5) The operating minima for 2D instrument approach operations using instrument approach procedures shall be determined by establishing a minimum descent altitude (MDA) or minimum descent height (MDH), minimum visibility and, if necessary, cloud conditions.
  - (6) The operating minima for 3D instrument approach operations using instrument approach procedures shall be determined by establishing a decision altitude (DA) or decision height (DH) and the minimum visibility or RVR.