



**Notice of Proposed Rule Making
NPRM 21/09-35
Date: 02/11/2021**

**Part 136
Air Operations – Helicopters**

**Consequential Amendments
Nil**

**Docket 21/09/CAR136/35
Rules Review**

Proposed Effective 02 November 2021

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 69 of the Act allows the Minister to make ordinary rules for any of the following purposes:

- The implementation of Papua New Guinea's obligations under the Convention
- To provide for a safe, sustainable, effective and efficient aviation services
- The provision of aviation meteorological services, search and rescue services and civil aviation security programmes and services
- Assisting aviation safety and security, including but not limited to personal security
- Assisting economic development
- Improving access and mobility
- Protecting and promoting public health
- Ensuring environmental sustainability
- Any matter related or reasonably incidental to any of the following:
 - i. The Minister's functions and role under section 8 of the Act;
 - ii. The Authority's general objects and functions under section 11 of the Act;
 - iii. The Authority's functions in relation to safety under section 12 of the Act; and
 - iv. The Director's functions and powers under section of 17 the Act
 - v. The Director's powers under section 52A, 53 and 54 of the Act
- Any other matter contemplated by any provision of the Act.

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1. Purpose of this NPRM

The purpose of this rule making proposal is to further update the Civil Aviation Rule to correct editorial errors and to refine certain rules parts to make it more viable to the PNG aviation environment.

2. Background to the Proposal

2.1 General Summary

Only one rule part, CAR 136.609 -Aircraft airworthiness review, proposed for amendment in this NPRM. Proposed changes originated after internal CASA review indicated the need to standardise and simplify the rule as it currently does not conform to the statement from the originating Rule Part which is 43.155(a)(1).

Proposed changes have no consequential amendments to other rules parts and have no significant safety issues if adopted.

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 and, where practicable other relevant Civil Aviation Authorities.

CASA PNG Rules Technical Working Group has incorporated changes into this rule part after credible industry feedback and after internal review of the CASA PNG rules.

Refer section 4 for the summary of changes.

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
- 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, ICAO Annex 6 Part I

3.4 Compliance Costs

The proposed amendments will not incur any cost.

4. Summary of changes

Statement in Rule Part 136.609(d)(3) does not conform to the statement from the originating Rule Part which is 43.155(a)(1). Amending this rule standardize the required airworthiness review statement.

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:
 - (i) the conditions under which aircraft may be used or operated, or under which any act may be performed in or from an aircraft:
 - (ii) 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:

- (i) aircraft:
- (ii) aircraft pilots:
- (iii) flight crew members:
- (iv) air traffic service personnel:
- (v) aviation security service personnel:
- (vi) aircraft maintenance personnel:
- (vii) aviation examiners or medical examiners:
- (viii) air services:
- (ix) air traffic services:
- (x) aerodromes and aerodrome operators:
- (xi) aeronautical navigation service providers:
- (xii) aviation training organizations:
- (xiii) aircraft design, manufacture, and maintenance organizations:
- (xiv) aeronautical procedures:
- (xv) aviation security services:
- (xvi) aviation meteorological services:
- (xvii) aeronautical communication services:
- (xviii) 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.

5.2 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 International Civil Aviation Organization (ICAO) Annexes listed in 3.3 above.

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 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 21-35)
Civil Aviation Safety Authority
PO Box 1941
BOROKO
National Capital District |
| delivered: | Docket Clerk (NPRM 21-35)
Civil Aviation Safety Authority
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD |
| by Fax: | Docket Clerk (NPRM 21-35)
3251789 / 325 1919 |
| by Email: | Docket Clerk (NPRM 21-35)
rules@casapng.gov.pg |

7.1 Final date for submissions

Comments must be received before **COB, 24 September 2021.**

7.2 Availability of the NPRM

Any person may obtain a copy of this NPRM from-

CASA web site: 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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Proposed Rule Amendments Part 136 Air Operations – Helicopters

136.609 Airworthiness review

- (a) A certificate holder of an air operator certificate must ensure that—
- (1) a helicopter is not operated under the authority of the certificate unless an airworthiness review for the helicopter has been carried out within the previous 12 months; and
 - (2) each airworthiness review that is carried out is certified in accordance with paragraph (d).
- (b) Except as provided in paragraph (c), the holder of an air operator certificate must ensure that an airworthiness review for a helicopter is not certified as having been carried out unless, since the last airworthiness review—
- (1) due maintenance specified in the applicable maintenance programme for the helicopter has been completed within the time periods specified; and
 - (2) every modification or repair has been certified for conformance with approved technical data; and
 - (3) every applicable airworthiness directive has been complied with in accordance with the requirements prescribed in Part 39; and
 - (4) every defect entered in the maintenance records has been rectified or properly deferred in accordance with the procedures in the certificate holder's exposition; and
 - (5) every applicable certification for release-to-service has been made in accordance with Subpart C of Part 43.
- (c) A certificate holder may certify an airworthiness review for a helicopter on the basis of continuing compliance with an internal quality assurance programme acceptable to the Director if—
- (1) the programme samples every requirements of paragraph (b) during the review period; and
 - (2) the airworthiness review is individually certified for each of the certificate holder's helicopters.
- (d) A certificate holder must ensure that the person who carries out an airworthiness review for a helicopter—
- (1) is authorised by the certificate holder and has experience, that is at least equivalent to the experience required for the grant of an appropriate helicopter maintenance engineer licence rating, for the type of helicopter; and
 - (2) carries out the review in accordance with the applicable paragraph (b) or (c); and
 - (3) ~~certifies that the airworthiness review has been carried out by entering the following statement in the appropriate maintenance logbook with the person's~~

signature, authorisation number, and the date of entry certify that the review has been completed by entering the statement in accordance with Rule Part 43.155(a)(1) in the appropriate maintenance logbook:

~~The airworthiness review for this helicopter and such of the helicopters equipment as is necessary for its continued airworthiness has been carried out in accordance with the requirements of Civil Aviation Rule 136.609.~~