

Civil Aviation Rules



**Notice of Proposed Rule Making
NPRM 21/09-03
02 November 2021**

**Part 20
Transition Rules**

**Docket 21/09/CAR20/03
2021 Rules Review**

Applicable 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 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; and
- (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, the proposed amendments to Civil Aviation Rule (CAR) 20 transitional provisions.

2. Background to the Proposal

2.1 General Summary

Equipage of PNG aircraft fleets with ADS-B OUT capability has increased with aircraft capable of flight above FL245 already so equipped. Likewise aircraft operating to and from Australian airspace are also ADS-B equipped.

The NiuSky Pacific (previously PNG ASL) CNS/ATM system with the continuing deployment of ADS-B ground stations throughout PNG complements the current surveillance radar capability.

The due date for compliance with Part 71 requirements regarding operation of ADS-B OUT in Class A and Class C airspace was 01 January 2021, and the related transition provisions have been removed.

Other amendments involve updates and editorial changes.

2.2 NPRM Development

The review of rules under this rulemaking transitional cycle is to update the transition provisions and undertake editorial 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 Minister for Civil Aviation
- PNG Air Service Limited
- Aircraft operators

3. Issues Addressed during Development

The issues addressed during the development of this NPRM is to mandate ADS-B OUT requirements in compliance with Annex 10, Vol 5, Amendment 89 and 11, Amendment 52.

3.1 Consequential Adjustments

Consequential amendments from other Parts are included in this amendment.

3.2 Exemptions

Exemptions are not addressed in this amendment

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 ICAO SARPs contained in the following Annexes:

- Annex 10 Vol. 5– Aeronautical Telecommunications Traffic Services.
- Annex 11 – Air Traffic Services.

3.4 Compliance Costs

Costs have not been assessed as result of implementation of the proposed rule amendments.

4. Summary of changes

The following amendments to the transition provisions for the respective rule Parts are included in this NPRM:

- 1) Rule 20.5 Applicability: amended
Editorial changes for clarity.
- 2) Rule 20.79 Part 71: amended
ADS-B implementation under Part 71 in Class A and C airspace due dates have passed and transition provisions no longer applicable;
- 3) Rule 20.97 Part 107: amended
Editorial and structural changes for clarity;
- 4) Rule 20.119 Part 139: Reserved
Implementation due date has passed and transition provisions no longer apply;

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 174 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 transitional provisions in CAR Part 71 relating to this Rule Part are intended to align with ICAO Annexes 10 and 11 SARPs in relation to ADS-B implementation in Port Moresby Flight Information Region (FIR.)

5.2.2 Assisting Economic Development

The proposed transitional rule amendments will have no detrimental impact on economic development.

5.2.3 Assisting Safety and Personal Security

The proposed transitional rule amendments will enhance air navigation safety levels.

5.2.4 Improving Access and Mobility

The proposed transitional 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.

6.4 How to make a submission

Submissions may be sent by the following methods:

- by Mail: Docket Clerk (NPRM 21/09-03)
Civil Aviation Safety Authority
PO Box 1941
BOROKO
National Capital District
- delivered: Docket Clerk (NPRM 21/09-03)
Civil Aviation Safety Authority
Morea-Tobo Road
Six Mile, Jacksons Airport
Port Moresby NCD
- by Fax: Docket Clerk (NPRM 20/08-03)
3251789 / 325 1919
- by Email: Docket Clerk (NPRM 21/09-03)
rules@casapng.gov.pg

6.5 Final date for submissions

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

6.6 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 Headquarters
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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Email: cjaran@casapng.gov.pg
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Proposed Rule Amendments

Part 20 Transition Rules

Subpart A — General

20.5 Applicability

A Part will ~~only~~ be listed in Subpart B only if there are transition rules in effect for that Part.

Subpart B — Transition Rules

20.79 Part 71

A pilot-in-command of an aircraft must operate ADS-B OUT transmitting equipment in accordance with acceptable procedures, on or before the date specified for each airspace volume as mandated below.

Airspace Volume	Class	Applicability Date
Port Moresby Flight Information Region at and above FL245-	A	01/01/2021
Control Area steps surrounding AYPY and AYNZ including Control Zones-	C	18/06/2021
Aerodrome Traffic Zones-	C	
Aerodrome Traffic Zones	F	02/12/2021
All remaining airspace	F	17/06/2022

20.97 Part 107

A holder of an aerodrome operating certificate issued for a security designated aerodrome must ensure it complies with the requirements of rule 107.59(c)(2) that the training programme prescribed in rule 107.59(b) is conducted in a structured and coordinated manner and is carried out by the holder of an aviation training organisation certificate issued under Part 141 that authorises the conduct such training, by no later than 11th December 2021.

- (a) ~~that the training programme prescribed in rule 107.59(b) is—~~
- ~~(i) conducted in a structured and coordinated manner; and~~
 - ~~(ii) carried out by the holder of an aviation training organisation certificate issued under Part 141 that authorises the conduct such training; and~~
- (b) ~~are complied with by no later than 11th December 2021.~~

20.119 ~~Part 139 (Reserved effective 6th November 2020)~~ Reserved

- (a) ~~The holder of an aerodrome operating certificate issued under Part 139 must ensure that the requirements for aerodrome physical characteristics resulting from the delinking of the outer main gear wheel span (OMGWS) parameter from the methodology for determining aerodrome reference codes, are complied with by 5th November 2020.~~
- (b) ~~For the purpose of (a), new requirements for aerodrome physical characteristics include;~~
- ~~(1) Determination of aerodrome reference code in accordance with Part 139, Appendix A, Table A-1.~~
 - ~~(2) Runway turning pad clearance distances in accordance with Appendix C.3.~~
 - ~~(3) Runway strip widths in accordance with Appendix C.4.~~
 - ~~(4) Taxiway edge clearance distances in accordance with Appendix C.~~
 - ~~(5) Lengths of inner edge in accordance with Appendix 4, Table 4-1.~~
 - ~~(6) Length of inner edge for code letter F aerodromes in accordance with Table 4-1 note e.~~