



ASSN 002- 2025 APR—JUN
Edition Issue 2

Civil Aviation Safety Authority of Papua New Guinea

AVIATION SAFETY AND SECURITY NEWSLETTER

"Elevating Standards, Enhancing Safety"

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Our Vision:

Enabling and ensuring
connectivity through safe
and secure air travel.

Our Mission:

We promote compliance
and enhance Safety and
Security outcomes through
effective Collaboration and
engagement with stake-
holders.

Message from the Director

"I am delighted to present the Foreword to this Quarter 2, 2025 edition of the CASA PNG Aviation Safety and Security Newsletter (ASSN). This period has been marked by tremendous achievements that reinforce our unwavering commitment to CASA PNG's Vision of "Enabling and Ensuring Connectivity through Safe and Secure Air Travel," and our Mission to "promote compliance and enhance safety and security outcomes through effective collaboration and engagement with Stakeholders."



Firstly, CASA PNG fully supports the important safety recommendations contained within the Regional Aviation Safety Group Asia Pacific (RASG-APAC) Safety Advisories No. 25-001 and 25-002. These advisories highlight vital measures to mitigate risks associated with Larger Height Deviations (LHD) in RVSM airspace, which pose potential mid-air collision hazards, as well as lithium battery fire risks within the passenger cabin. We strongly encourage all aviation stakeholders across Papua New Guinea to carefully review and implement these important safety recommendations. To further support this effort, CASA PNG will soon issue Safety Alert Bulletins to provide practical guidance and reinforce these safety priorities.

A highlight of this quarter is Papua New Guinea's successful completion of two significant International Civil Aviation Organization (ICAO) audits. From the 9th to 16th of April, 2025, PNG completed the ICAO Coordinated Validation Mission (ICVM) focusing on aviation safety. This was closely followed by a full ICAO Universal Security Audit Program (USAP) from 13th to 22nd May, 2025. The outstanding outcomes from both these back-to-back audits testify to the power of collaboration, professionalism, and our shared National Vision. These achievements serve as a testament to PNG's dedication to upholding international aviation standards and best practices for the benefit and safety of our people.

Furthermore, PNG's demonstrated excellence in both ICAO audits positions us strongly to take a leading, supportive role within the Pacific Small Island Developing States (PSIDS) community. In alignment with ICAO's "No Country Left Behind" initiative, CASA PNG pledges to continue fostering regional development and capacity-building, sharing knowledge and resources to enhance aviation safety and security across the Pacific region.

In this spirit of engagement and continuous improvement, I warmly invite all air operators, aircraft maintenance organisations, and aviation stakeholders to register for and actively participate in our upcoming 10th PNG Aviation Safety and Security Conference (ASSC), scheduled for 27th to 28th August, 2025. We also encourage Year 11 and 12 high school students to attend our 2nd Aviation Career Expo (ACE) on 29th August 2025. Both these important events will happen concurrently at APEC Haus, Port Moresby, offering invaluable opportunities to deepen knowledge, network, and inspire the next generation of aviation professionals.

Recognizing the importance of partnerships in achieving our goals, I express my sincere gratitude to ASPEQ and Mission Aviation Fellowship (MAF) for their steadfast support since 2016 in delivering licensing examinations for pilots and aircraft maintenance engineers across multiple locations, including Port Moresby and Mt Hagen, as well as overseas. A particularly noteworthy milestone in this partnership is the recent introduction of remote invigilation technology for PNG Air Law examinations. This innovation enables candidates worldwide to securely complete their exams virtually while maintaining rigorous CASA PNG standards, thereby enhancing accessibility for professionals operating in remote or overseas settings.

In the vital area of Aviation Medical oversight, our in-house expert, Dr. Charles Limbia, continues to exemplify excellence in ensuring compliance with all ICAO medical standards and recommended practices. Dr. Limbia's contribution to this edition on 'Accredited Medical Conclusions' is a valuable resource that underscores our dedication to the health and fitness standards essential to aviation safety.

Finally, I extend my heartfelt thanks to the CASA PNG Board, the Papua New Guinea Accident Investigation Commission (PNG AIC), our CASA subject matter experts, and all aviation stakeholders for your extraordinary efforts and achievements during Quarter 2. Our collective success in the recent ICAO audits is a milestone we should all be proud of, and it reflects our shared vision for a safe, secure, and connected Papua New Guinea.

Thank you, one and all, for a job well done.

Mr. Benedict Igo Oraka, ML
CEO and Director of Civil Aviation

UPCOMING 10TH PNG AVIATION SAFETY AND SECURITY CONFERENCE (ASSC) AND THE 2ND PNG AVIATION CAREER EXPO (ACE)

The Papua New Guinean Aviation Safety and Security Conference (ASSC) is established in accordance with the principle safety and security function of CASA PNG under the Civil Aviation Act s12(l), which is to promote full and effective consultation and communications with all interested parties on aviation safety and security issues.

The objective of the ASSC is to provide a platform for stakeholders to discuss and address current challenges and opportunities, share experiences, best practices and innovations, foster collaboration and partnerships, and develop recommendations for policy and operational improvement.

The ASSC conference will be held over two days, featuring the Chief Executives Forum on the first day and the Senior Persons Forum on the second.

The ASSC will be held on the **27th—28th August 2025**, in conjunction with the Second (2nd) PNG Aviation Career Expo (ACE) on **29th August 2025**, at the APEC Haus, Port Moresby, National Capital

District, Papua New Guinea.

The theme for this year, 2025 is “**SAFE SKIES AT 50, SUSTAINABLE FUTURE TOGETHER FOR THE NEXT 50**”.



The ACE provides a platform for aviation organisations to:

- ◆ showcase aviation career to the next generation of aviation professionals (NGAP);
- ◆ create awareness on their operational roles and responsibilities in the aviation industry; and
- ◆ demonstrate technology and innovations through exhibitions and live demonstrations.



RASG—APAC : SAFETY ADVISORY NO. 25-001 & 25-002: IMPORTANT SAFETY RECOMMENDATIONS ON MID-AIR COLLISION AND LITHIUM BATTERY FIRE RISKS

The Regional Aviation Safety Group-APAC (RASG-APAC) have issued their first RASG-APAC Safety Advisories (RSA) which are part of a new mechanism developed by the RASG-APAC to disseminate critical safety information to States and industry across the APAC region.

Background

RSAs are designed to document and highlight emerging safety trends, potential risks, or areas of concern for our region's attention. They are intentionally kept concise and focused, for ease of understanding and sharing within organisations. This initiative is a result of discussions at RASG-APAC/13, where the need for a more timely method of sharing critical safety information, including occurrence trends and hotspots was identified.

Papua New Guinea is a member of the Asia Pacific Regional Aviation Safety Team and as such will be sharing the RASG-APAC Safety Advisories through its Quarterly Safety Bulletin.

Summary of the First Two RSAs

The Asia Pacific Regional Aviation Safety Team (APRAST) OPS Working Group has developed the first two RSAs on:

1. RSA 25-001 - MAC (LHD) - Elevated Mid Air Collision risk in Reduced Vertical Separation Minima (RVSM) Airspace

Title: Mitigating Mid-Air Collision Risks Due to Large Height Deviations (LHD)

Overview: The aviation industry has long recognized the critical importance of maintaining safe vertical separation between aircraft to prevent mid-air collisions. The introduction of Reduced Vertical Separation Minimum (RVSM) airspace has allowed for more efficient use of airspace by reducing the standard vertical separation between aircraft from 2,000 feet to 1,000 feet. However, this increased efficiency comes with heightened risks, particularly related to Large Height Deviations (LHD).

LHDs occur when an aircraft deviates from its assigned altitude by 300 feet or more, posing a significant risk of mid-air collisions. These deviations can result from various factors, including pilot errors, air traffic control (ATC) miscommunications, and equipment malfunctions. The Regional Aviation Safety Group – Asia Pacific (RASG-APAC) has identified LHDs as a critical safety issue that requires immediate attention and mitigation.

Key Recommendations:

- **For Civil Aviation Authorities:**
 - Conduct oversight activities to ensure ANSPs comply with aircraft transfer procedures.
 - Mandate Corrective Action Plans if procedures are ineffective or non-compliant.
 - Utilize ICAO data to clarify MAC risks.
 - Hold regular meetings with regional ANS Oversight Organizations to discuss safety issues and best practices.
 - Ensure ANSPs share LHD occurrence data with relevant Regional Monitoring Agencies (RMAs).
- **For Air Navigation Service Providers:**
 - Perform internal safety assurance reviews to confirm compliance with aircraft transfer procedures.
 - Ensure procedures have adequate redundancies and are documented in facility agreements.
 - Develop Corrective Action Plans for systemic non-compliance issues.
 - Educate air traffic controllers on the importance of accurate and timely aircraft transfers.
 - Manage performance of ATC units not implementing procedures correctly.
 - Hold regular meetings with neighboring ANSPs to discuss safety issues and best practices.
 - Share LHD occurrence data with relevant RMAs.

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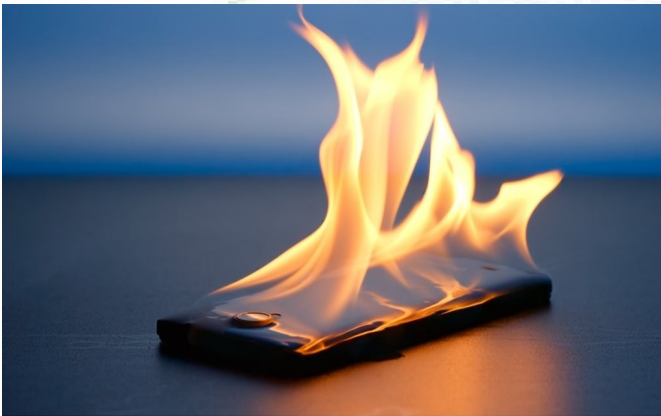
RASG—APAC : SAFETY ADVISORY No. 25-001 & 25-002: Important Safety Recommendations on Mid-Air Collision and Lithium Battery Fire Risks

.....Continue from page 4

Conclusion: The advisory emphasizes the importance of collaboration between CAAs and ANSPs to eliminate Category E LHDs in RVSM airspace, thereby reducing the risk of mid-air collisions.

2. RSA 25-002 - Lithium Battery Fires in Passenger Cabin

Title: Mitigating Risks of Lithium Battery Fires in Aircraft Cabins



Overview: This advisory highlights the risks associated with lithium battery fires in aircraft cabins and provides recommendations for air operators, aerodrome operators, and civil aviation authorities to enhance safety measures.

Key Recommendations:

- **For Air Operators:**
 - Review safety risk assessments for the carriage of lithium batteries by passengers.
 - Implement measures to reduce the likelihood of lithium battery fires and enhance early detection and firefighting capabilities.
 - Ensure aircraft emergency equipment is adequate for firefighting.
 - Align operating procedures with ICAO, IATA, OEMs, and CAAs guidance.
 - Reinforce crew competencies through Safety and

Emergency Procedure training.

- Improve methods for communicating dangerous goods information to passengers.
- Report safety issues to CAAs.

- **For Aerodrome Operators:**

- Disseminate dangerous goods information to passengers at airport terminals.
- Collaborate with stakeholders to enhance passenger awareness campaigns.

- **For Civil Aviation Authorities:**

- Take proactive safety management actions and assess operators' risk management processes.
 - Harmonize practices to minimize passenger confusion.
 - Enhance public awareness through coordination with stakeholders.
 - Align state requirements with international practices.
- Share findings and safety risks at local and international forums.

Conclusion: The advisory underscores the importance of comprehensive safety measures and collaboration among air operators, aerodrome operators, and civil aviation authorities to mitigate the risks of lithium battery fires in aircraft cabins.

Both Safety Advisories can be download by clicking the following link  for your review and action.

Acknowledgement

CASA PNG acknowledges the collaborative effort of the various APrAST members particularly the APrAST OPS WG Co-Chairs Chad Brewer (United States) and Dhruv Rebbapragada (Airbus), as well as Yamani Chan (Hong Kong, China) and Micah Lyman (United States) in the development of these advisories.

THIRD REGIONAL AVIATION MINISTERS MEETING



Pacific Aviation leaders at the Third Regional Aviation Ministers Meeting in Suva, Fiji, March 2025: Photo Supplied

The third Pacific Islands Regional Aviation Minister's Meeting (RAMM3) was convened from the 19th - 21st March 2025 in Suva, Fiji. The RAMM is the high-level political body for discussing and progressing aviation matters in the Pacific.

The RAMM consists of Aviation Ministers from the eighteen (18) countries that are members of the Pacific Islands Forum. These consist of Australia, Cook Islands, Federated States of Micronesia, Fiji, French Polynesia, Kiribati, Nauru, New Caledonia, New Zealand, Niue, Palau, Papua New Guinea, Republic of Marshall Islands, Samoa, Solomon Islands, Tonga, Tuvalu, and Vanuatu.

CASA PNG Chief Executive Officer and Director of Civil Aviation, Mr. Benedict Oraka, attended the third RAMM on behalf of PNG and the Minister, and was accompanied by the Deputy Secretary – Service Delivery, Department of Transport, Mr. Kevin Luana.

The Aviation Ministers unanimously endorsed the Suva Declaration for Regional Collaboration and Connectivity at the RAMM3. The Suva Declaration is a follow on from the Port Moresby Declaration on Aviation Safety and Security Oversight, and the commitment made in 2021.

Adding to the already robust commitments for aviation, the Suva Declaration looks at:

- Strengthening Regional collaboration;

- Enhancing safety and security;
- Promoting environmentally sustainable aviation practices;
- Expanding inclusive and accessible connectivity;
- Building capacity and resilience;
- Enhancing international air law framework;
- Advancing innovation and digital transformation; and
- Ensuring financial and economic sustainability.

Furthermore, the Aviation Ministers endorsed the Pacific Regional Aviation Action Plan (PRAAP), and the Pacific Regional Engagement Framework (PREF). The PRAAP operationalise high-level strategic priorities set by leaders through the 2050 Strategy for the Blue Pacific Continent and the Pacific Regional Aviation Strategy (PRAS). The PREF is a critical component for the successful operationalisation of the PRAS and the PRAAP. It references an accompanying monitoring, evaluation, reporting, and learning framework, which, provides essential support for tracking and adapting PRAAP implementation.

CASA PNG has incorporated these commitments in its activities for this year, and is tracking the implementation.

PNG ADVANCES AVIATION SAFETY AND SECURITY THROUGH ICAO AUDITS



ICAO USOAP
Continuous Monitoring Approach

Papua New Guinea's aviation sector continues to make significant strides in global oversight compliance, following the successful completion of two major International Civil Aviation Organization (ICAO) audits earlier this year.

From 9 – 16 April 2025, the ICAO Coordinated Validation Mission (ICVM) was conducted under the Universal Safety Oversight Audit Programme (USOAP) in Port Moresby. The audit team, consisting of one lead and four technical auditors, assessed key areas of safety oversight including Legislation (LEG), Organisation (ORG), Personnel Licensing (PEL), Operations (OPS), Airworthiness (AIR), Accident Investigation (AIG), Air Navigation Services (ANS), and Aerodromes and Ground Aids (AGA) audit areas.

Participating agencies included the Papua New Guinea Accident Investigation Commission (PNG AIC), National Airports Corporation (NAC), NiuSky Pacific Limited (NSPL), National Weather Service (NWS), and Air Niugini. Preliminary results indicated that Papua New Guinea's performance in these audit areas ranks above the global average—a commendable achievement. The final report is expected to be released in the coming months.

Following from the ICAO USOAP ICVM, the Universal Security Audit Programme – Continuous Monitoring Approach (USAP CMA) was

conducted from 13–22 May 2025. With participation from PNG Customs Service, PNG Immigration and Citizenship Authority, Royal PNG Constabulary, and Regulated Air Cargo Agents like DHL, FedEx, and Post PNG, and international carriers including Air Niugini, PNG Air, Qantas, China Southern and Philippine Airlines.

The audit confirmed the closure of two Significant Security Concerns (SSeCs) raised in the previous 2019 PNG USAP CMA Audit. ICAO commended CASA PNG's leadership for developing and maintaining national aviation security documentation that aligns with global frameworks like the ICAO Global Aviation Security Plan (GASep).

This achievement stands as a clear reflection of what's possible through collaboration, professionalism, and National Vision. As Papua New Guinea continues to build a resilient and globally recognised aviation system, we acknowledge the tireless effort of all who made it possible and reaffirm our shared commitment to safe, secure, and sustainable skies.



USOAP ICVM Auditors with CASA PNG & PNG AIC team

PACIFIC AVIATION SAFETY OFFICE 2025 ANNUAL GENERAL MEETING & COUNCIL MEETING

The Pacific Aviation Safety Office (PASO) held the 2025 Annual General Meeting (AGM), in Apia, Samoa, from 26th – 30th May 2025. The AGM was officially opened by the Honorable Prime Minister of Samoa, Fiame Naomi Mata'afa. The week-long event brought together aviation leaders, regulators, and key stakeholders from across the Pacific to advance regional aviation safety, security, and collaboration.

Themed “*Safer Skies, Connected Lives – Our Pacific Vision*”, the event underscored the region's shared commitment to building safe, efficient, and sustainable aviation systems.

This year's AGM featured two days of presentation of the PASO Sub-Committee Reports to the Council of Directors, two days of specialized technical workshop, and culminated with PASO's AGM.

Key Highlights from PASO Week 2025:

- **Technical Workshop** focused on safety oversight, regulatory compliance, emerging aviation technologies, and the pilot launch of the *Cook Islands Oversight Integration Framework* – a model that may soon be extended to other member states.
- **Engagement with international partners**, including representatives from the International Civil Aviation Organization (ICAO), donor partners, and industry stakeholders.
- **Strategic discussions during the AGM** addressing organizational governance, enhanced member services, approval of the 2025–2026 Work Programme and the approval of the PASO 2024 Annual Report.
- **Milestone achievement:** ICAO officially recognized PASO as an international organization with observer status at ICAO events – a significant step in elevating PASO's regional and global role.
- **Leadership re-elections:** Samoa was re-elected as

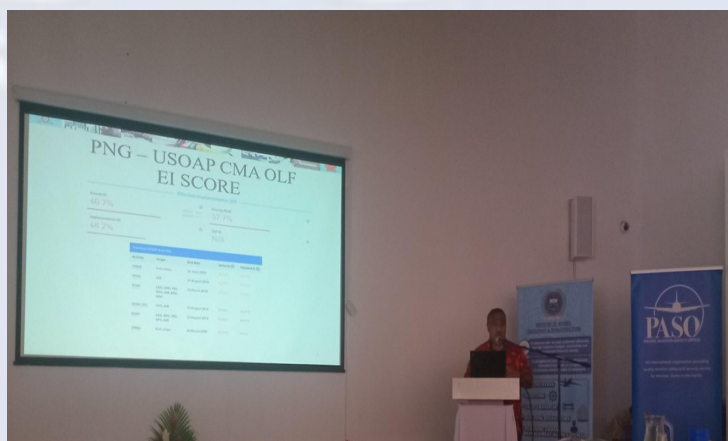


Chair of the PASO Council, with Tonga and the Cook Islands re-elected as Deputy Chairs of the Operations and Corporate Subcommittees, respectively.

CASA PNG Chief Executive Officer and Director of Civil Aviation, Mr. Benedict Oraka, was invited by PASO to share PNG's experience on the outcome of the ICAO Universal Safety Oversight Audit Programme – Coordinated Validation Mission (USOAP ICVM), and the Universal Security Audit Programme (USAP) – Full Scope Audit conducted on the State of PNG, in Port Moresby from 09 – 16 April 2025 and 13 – 22 May 2025, respectively.

PNG is the leader amongst the Pacific Small Island Developing States (PSIDS) in terms of aviation safety oversight performance.

PNG has the potential to collaborate and support PASO in providing regulatory assistance to the PSIDS, given our level of knowledge and experience with ICAO USOAP and USAP, and the level of effective implementation of the ICAO Critical Elements within the PNG civil aviation system.



CASA PNG Chief Executive Officer and Director of Civil Aviation, Mr. Benedict Oraka, sharing PNG's experience with the Pacific States on the outcome of the 2025 ICAO USOAP ICVM, and the USAP Full Scope Audit conducted on the State of PNG

PAPUA NEW GUINEA—ICAO USAP CMA FULL SCOPE AUDIT: 13TH—22ND MAY 2025

The International Civil Aviation Organization (ICAO) Universal Security Audit Programme - Continuous Monitoring Approach (USAP-CMA) was conducted on the State of Papua New Guinea from the 13th – 22nd May 2025. The Audit aims to evaluate the level of compliance by PNG to the ICAO Standards and Recommended Practices of Annex 17 and the Security related aspects of Annex 9 to the Convention on International Civil Aviation (Chicago Convention 1944).



ICAO

**Universal Security Audit Programme - Continuous
Monitoring Approach (USAP-CMA)**

Protocol Questions (PQs). The verification for compliance by ICAO is administered through Protocol Questions (PQs).

The USAP-CMA Audit is a comprehensive evaluation of the State's aviation security framework, including policies, procedures and implementation against the SARPs.

The eight (8) Critical Elements of USAP are:

- CE1 – Primary Aviation Security Legislations
- CE2 – Aviation Security Programmes and Regulations
- CE3 – State Appropriate Authority for Aviation Security and its Responsibilities
- CE4 – Personnel Qualification and Training
- CE5 – Provision of Technical Guidance Tools and Security-critical Information
- CE6 – Certification and Approval Obligations
- CE7 – Quality Control Obligations

The nine (9) Audit Areas are;

- LEG – Regulatory Framework and the National Civil Aviation Security System
- TRG – Training of Aviation Security Personnel
- QCF – Quality Control Functions
- OPS – Airport Operations
- IFS – Aircraft and In-flight Security
- PAX – Passenger and Baggage Security
- CGO – Cargo, Catering and Mail Security
- AUI – Response to Acts of Unlawful Interference
- FAL – Security Aspects of Facilitation



Three (3) months prior to the Audits PNG was required to submit a State Aviation Security Questionnaire (SASAQ) and relevant required documents to ICAO. PNG has signed a MOU with ICAO in relation to the USAP and is required to provide pertinent information about the PNG Civil Aviation system through a State Aviation Activity Questionnaire and a Self-Assessment Checklist. The State Aviation Security Questionnaire collates pertinent information applicable to the state in preparation for the USAP Audit.

There are 19 ICAO Annexes, with over 12,000 standards and recommended practices (SARPs). The USAP Audit framework is made up of eight Critical Elements (CE's) and nine Audit Area's and captures the standards in relation to Aviation Security in four hundred and ninety-eight (498) Pro-

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Papua New Guinea—ICAO USAP CMA Full Scope Audit: 13th—22 May 2025

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The organizations who participated in the ICAO full scope audit were:

- Civil Aviation Safety Authority of Papua New Guinea
- National Airports Corporation
- Air Niugini Limited
- China Southern Airlines
- Qantas
- PNG Air
- Niusky Pacific Limited
- Fed Ex
- DHL
- Post PNG

- Immigration and Citizenship Services Authority
- Royal Papua New Guinea Constabulary
- Department of Transport

The full scope audit was very detailed and every aspect of the state aviation security system was assessed thoroughly.

The full, scope USAP CMA Audit saw the removal of the 2 Significant Security Concerns (SSECs). Fortunately, no new Significant Security Concerns (SSECs) were raised during the course of the Audit, demonstrating major improvements in the key areas of the civil aviation security system.



ICAO USAP Auditors, CASA PNG & PNG Immigration and Citizenship Authority during the audit

The Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA) and its Objective

“The objective of the USAP-CMA is to promote global aviation security through auditing and continuous monitoring of Member States’ aviation security performance, in order to enhance their aviation security compliance and oversight capabilities, by:

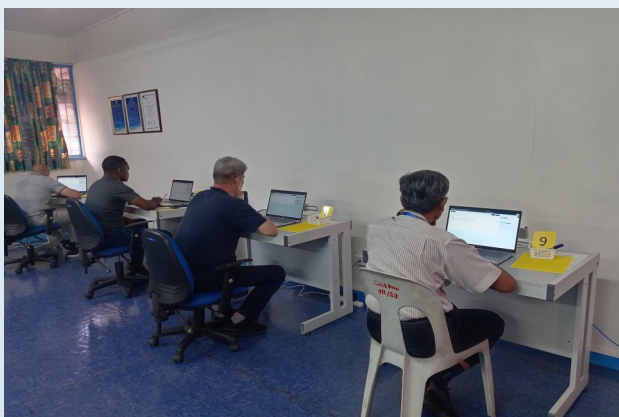
- regularly and continuously obtaining and analysing data on Member States’ aviation security performance, including the level of implementation of the critical elements of an aviation security oversight system and the degree of compliance of with Standards of Annex 17 — Aviation Security and the relevant security-related Standards of Annex 9 — Facilitation, as well as associated procedures, guidance material and security-related practices;
- identifying deficiencies in the overall aviation security performance of Member States and assessing the risks associated with such deficiencies;
- providing prioritized recommendations to assist Member States in addressing identified deficiencies;
- evaluating and validating corrective actions taken by Member States; and
- re-assessing the overall levels of Member States’ aviation security performance achieved, aimed at continuously enhancing member States’s aviation security compliance and oversight capabilities.” [USAP](#)

ENHANCING AVIATION SAFETY THROUGH SMARTER EXAM SOLUTIONS



Aspeq is the leading provider of aviation examinations in Asia-Pacific, delivering high-stakes assessments worldwide, including Australia, New Zealand, Singapore, Thailand, the United Kingdom. Established in 1992, Aspeq was the first private company in the world to be delegated by a national aviation authority to conduct personnel licensing examinations. With over 125,000 examinations delivered annually, Aspeq brings deep expertise and commitment to excellence in assessment and licensing.

Since 2016, Aspeq has proudly partnered with the Civil Aviation Safety Authority of Papua New Guinea (CASA) to support the delivery of licensing examinations for Aircraft Maintenance Engineers and Flight Crew candidates. This enduring collaboration is built on a shared mission to enhance aviation safety, accessibility, and licensing standards across the region.



Candidates at the Port Moresby CASA E-exam Room

A recent milestone in this partnership is the introduction of remote invigilation for Air Law examinations. This technology-driven solution enables candidates to sit their exams securely from virtually anywhere in the world. With robust identity verification and real-time monitoring, remote invigilation is designed to support CASA's rigorous standards for aviation safety and regulatory compliance, while offering greater flexibility for candidates in remote or overseas locations.

Over the past year, Aspeq has delivered more than 500 examinations in Papua New Guinea. Our experienced team works closely with CASA to ensure exam content remains current, systems are resilient, and candidates are well supported throughout their examination journey. We are proud to support CASA's mission and look forward to building on our achievements together.

For more about Aspeq, visit [Home » Aspeq](#)



Candidates at the Mt. Hagen MAF E-exam Room

*This article was supplied by
Ms. Shani Bennik
Business Development Manager
Aspeq Limited*

ASPEQ E-EXAMINATIONS CONDUCTED BY CASA PNG (01ST JAN—30TH JUNE 2025)

Exam Location	POM	HGU	Overseas Centers
# of Candidates	162	54	21

Exam Type	PNG	ASL (NZ)	AA (AUS)
# of Candidates	208	24	5

Aviation Health Talk with Dr. Charles Limbia

ACCREDITED MEDICAL CONCLUSIONS FOR LICENCE HOLDERS IN PAPUA NEW GUINEA

In Papua New Guinea, the Civil Aviation Safety Authority (CASA PNG) governs the medical certification of aviation personnel under Civil Aviation Rule Part 67. This framework ensures that flight crew and air traffic controllers meet stringent health standards to maintain aviation safety. However, in cases where applicants do not fully meet the prescribed medical standards but it does not impact safety, the concept of **Accredited Medical Conclusion (AMC)** provides a pathway for individualized assessment and certification.

An Accredited Medical Conclusion is a formal determination made by a qualified aviation medical assessor, often in consultation with CASA PNG, regarding an applicant's fitness to hold a licence despite not meeting specific medical criteria. This process is grounded in the principles of safety, scientific evidence, and clinical judgment. It allows for flexibility in certification, particularly in cases where the applicant's condition does not pose a significant risk to flight safety.

For example, experienced licence holders who become anatomically or functionally monocular may still be eligible for certification. Following a sufficient adjustment period and thorough evaluation, they may be granted a medical certificate with appropriate operational restrictions. This ensures that capable individuals are not unnecessarily excluded from aviation roles due to rigid standards, while still upholding safety.

The AMC process involves:

- ◆ A comprehensive review of the applicant's medical history and current health status.
- ◆ Consideration of operational experience and adaptation to any medical limitations.
- ◆ Application of ICAO Annex 1 standards and guidance, which emphasize both mandatory and recommended practices.

Medical assessors play a critical role in this process. They must possess advanced training in aviation medicine, practical knowledge of the aviation environment, and the ability to evaluate complex medical cases. Their judgment is essential in determining whether an applicant's condition could jeopardize flight safety.

Ultimately, Accredited Medical Conclusions reflect a balanced approach to aviation medical certification in Papua New Guinea. They uphold safety while recognizing individual capabilities and medical realities, ensuring that the aviation sector remains inclusive, competent, and resilient.

DESIGNATED AVIATION MEDICAL EXAMINER (DAME) REGISTER

Refer to the CASA Website for full DAME details: [CASA](#)

DAME	LOCATION	DAME	LOCATION
1. Dr. Athithan Chelvanathan	Port Moresby, NCD	6. Dr. Sharon Brandon	Goroka, EHP
2. Dr. Shawn Perera	Cairns, Australia	7. Dr. Heni Taunao-Lega	Port Moresby, NCD
3. Dr. Ben Powell	Brisbane, Australia	8. Dr. Carl Luther	Goroka, EHP
4. Dr. David John Edward Payne	Wellington, New Zealand	9. Dr. John McKup	Mt. Hagen, WHP
5. Dr. David John Edward Baldwin	Palmerston North, New Zealand	10. Dr. Christopher Peter Ford	Goroka, EHP

OUR CORE VALUES

♦ **Innovation**

We transform current practices, identify opportunities and embrace continuous quality improvement

♦ **Transparency**

We are open, fair and just

♦ **Accountability**

We are responsible for all our actions, behaviours, performance and decisions

♦ **Health**

We maintain a healthy and safe work environment

♦ **Integrity**

We align our actions to achieve excellence in an open, respectful and ethical manner

About CASA

The Civil Aviation Safety Authority (CASA) of Papua New Guinea was established in 2010 by the Civil Aviation Act 2000 (as amended). CASA PNG is a statutory body with a legal mandate to promote aviation safety and security through effective safety and security regulation of the civil aviation industry, with particular emphasis on preventing aviation accidents and incidents within the civil aviation system in Papua New Guinea.

CASA PNG also provides safety and security education and training programs, including responsibilities for airspace regulation.

As a signatory to the Convention on International Civil Aviation, Papua New Guinea is responsible for maintaining an ongoing compliance with its international obligations. To this end, the achievement of aviation safety and security outcomes are essential to our interests and more broadly, the region.



Civil Aviation Safety Authority of PNG

Morea Tobo Rd, 6 Mile
Port Moresby
National Capital District
Papua New Guinea

PO BOX 1941
Boroko
National Capital District 111

Phone: (+675) 325 7320
E-mail: info@casapng.gov.pg

Confidential Reporting Line:

(+675) 302 7528 | Toll Free: (+675) 180 2333

Upcoming Regulatory Awareness Training & Licensing Examinations

SAFETY REGULATION DIVISION

REGULATORY AWARENESS ONLINE TRAINING

♦ **PART 119 MC ONLINE COURSE**

14TH—18TH JUL 2025

♦ **PART 66 IA INITIAL AND RENEWAL ONLINE COURSE**

11TH—15TH AUG 2025

♦ **PART 145 ONLINE COURSE**

08TH—12TH SEP 2025

PERSONNEL LICENSING BRANCH

AME AND FLIGHT CREW LICENSING EXAMINATIONS

♦ **PORT MORESBY** : 01ST—04TH JUL 2025
: 05TH—08TH AUG 2025

: 02ND—05TH SEP 2025

♦ **MT. HAGEN** : 28TH—29TH JUL 2025

: 29TH—30TH SEP 2025