CIVIL AVIATION SAFETY AUTHORITY
OF PAPUA NEW GUINEA

PNG
Civil Aviation Rule
Part 95

Visual and Instrument Procedures for IFR Flight

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DESCRIPTION

Part 95 prescribes the requirements governing the promulgation of instrument flight procedures for use by aircraft operating under instrument flight rules (IFR) in the Papua New Guinea FIR.

BULLETIN

This Part first came into force on 1 January 2004 and now incorporates the following amendments:

Amendment	Effective Date
Amendment 1	1 January 2011
Amendment 2	1 May 2017
Amendment 3	14 December 2020
Amendment 4	04 November 2024

Summary of amendments: *Amendment 6 aligns Part 95 with ICAO Annex 6, Part I*

Amendment 4:
(Docket24/14/CAR95/45)

95.3 Definition, the following are revoked; **Area minimum altitude, Circling approach, Compulsory reporting point, Final approach segment, GPS database, GPS sensor, Instrument approach operations, Initial approach segment, Instrument departure procedure, Intermediate approach segment, Lowest safe altitude, Minimum en-route safety altitude, Minimum sector altitude, Missed approach, Non-compulsory reporting point, Primary-means navigation system, Radio navigation aid facility, Receiver autonomous integrity monitoring, RAIM not available message, RAIM warning, Racetrack procedure, Reversal procedure, Significant point, Sole-means navigation system, Straight-in approach, Supplemental means navigation system, Visual manoeuvring (circling), Waypoint**

and Abbreviation are revoked; **FAF, FAP, FL, GNSS, GPS, IAF, IAS, IF, LSALT, MAPt, MDH, MESA, MSA, RAIM, VMA**

95.51(a)(1)(v) new inclusion for provision of reference to Part 173 Subpart D – Design Criteria—Instrument Flight Procedur

Schedule of Rules

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 Vs multiplied by 1.3 with Vs 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**:**

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

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.

Visual and instrument flight procedures are procedures that enable minimum flight altitudes tobe 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:

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 ofvisual and instrument flight procedures; and

(ii) the guidelines contained in ICAO Doc 9365, Manual of All-WeatherOperations; and

(iii) ICAO Annex 6, Operation of Aircraft; and

(iv) ICAO Annex 11, Air Traffic Services; and

(v) Part 173 Subpart D – Design Criteria—Instrument Flight Procedure; and

(vi) 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 ofthe 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 beingprovided 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 withthe 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 III~~A~~ (CAT III): a decision height lower than 30 m (100 ft.) or no decision height and a runway visual range less than 300 m or no runway visual range limitations.

(3) Except as otherwise issued a specific approval by the Director, instrumentapproach operations in low visibility shall only be conducted when RVR information is provided.

(4) Except as otherwise issued a specific approval by the Director for the minimumtake-off RVR, a person may not take-off in low visibility.

(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, ifnecessary,

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.