



MEMORANDUM CIRCULAR NO.: 24-19

TO : ALL CONCERNED

FROM : THE DIRECTOR GENERAL

SUBJECT : AMENDMENT TO PHILIPPINE CIVIL AVIATION REGULATIONS –AIR NAVIGATION SERVICES (CAR-ANS) PART 14 INCORPORATING AMENDMENT 46 TO ICAO ANNEX 2 “RULES OF THE AIR”

REFERENCE:

1. Philippine Civil Aviation Regulations- Air Navigation Services Part 14 Governing Rules of the Air
2. ICAO Annex 2 – Rules of the Air, Amendment 46
3. Regulations Amendment Procedures
4. Board Resolution No. 2012-054 dated 28 September 2012

Pursuant to the powers vested in me under the Republic Act 9497, otherwise known as the Civil Aviation Authority Act of 2008 and in accordance with the Board Resolution No.: 2012-054 dated 28 September 2012, I hereby approve the incorporation of ICAO Annex 2 Amendment No. 46 to the Philippine Civil Aviation Regulation - Air Navigation Services (CAR-ANS) Part 14.

ORIGINAL REGULATIONS SUBJECT TO AMENDMENT:

CAR-ANS Part 14 – GOVERNING RULES OF THE AIR

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CHAPTER 14.1 DEFINITIONS

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Instrument approach procedure. A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows:

Non-precision approach (NPA) procedure. An instrument approach procedure designed for 2D instrument approach operations Type A.

Note.— Non-precision approach procedures may be flown using a continuous descent final approach (CDFA) technique. CDFAs with advisory VNAV guidance calculated by on-board equipment are considered 3D instrument approach operations. CDFAs with manual calculation of the required rate of descent are considered 2D instrument approach operations. For more information on CDFAs, refer to PANS-OPS (Doc 8168) Volume I, Part II, Section 5.

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Precision approach (PA) procedure. An instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS Cat I) designed for 3D instrument approach operations Type A or B.

Note.— Refer to PCAR PART 8, 8.8.4.13 for instrument approach operation types.

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14.2.1.2 The “Rules of the Air” as contained in the ~~Annex 2 to the convention on International Civil Aviation~~ this Civil Aviation Regulations – Air Navigation Services (CAR-ANS) Part 14 shall apply, without exception to aircraft engaged in flight operations over those portions of high seas for which the responsibility for the provision of ATS has been delegated to the Republic of the Philippines under the Regional Air Navigation Agreement.

APPENDIX 14.4 REMOTELY PILOTED AIRCRAFT SYSTEMS

Note.— The Manual on Remotely Piloted Aircraft Systems (RPAS) (Doc 10019) contains explanatory information related to remotely piloted aircraft systems.

(RESERVED)

- 1. GENERAL OPERATING RULES**
~~TO BE DEVELOPED~~
(RESERVED)
- 2. CERTIFICATES AND LICENSING**
~~TO BE DEVELOPED~~
(RESERVED)
- 3. REQUEST FOR AUTHORIZATION**
~~TO BE DEVELOPED~~
(RESERVED)

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—END—

NEW/AMENDED REGULATIONS:

CAR-ANS PART 14 GOVERNING RULES OF THE AIR

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CHAPTER 14.1 DEFINITIONS

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Instrument approach procedure. A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows:

Non-precision approach (NPA) procedure. An instrument approach procedure designed for 2D instrument approach operations Type A.

Note.— Non-precision approach procedures may be flown using a continuous descent final approach (CDFA) technique. CDFAs with advisory VNAV guidance calculated by on-board equipment are considered 3D instrument approach operations. CDFAs with manual calculation of the required rate of descent are considered 2D instrument approach operations. For more information on CDFAs, refer to PANS-OPS (Doc 8168) Volume I, Part II, Section 5.

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Precision approach (PA) procedure. An instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS Cat I) designed for 3D instrument approach operations Type A or B.

Note.— Refer to PCAR PART 8, 8.8.4.13 for instrument approach operation types.

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14.2.1.2 The “Rules of the Air” as contained in this Civil Aviation Regulations – Air Navigation Services (CAR-ANS) Part 14 shall apply, without exception to aircraft engaged in flight operations over those portions of high seas for which the responsibility for the provision of ATS has been delegated to the Republic of the Philippines under the Regional Air Navigation Agreement.

APPENDIX 14.4 REMOTELY PILOTED AIRCRAFT SYSTEMS

(RESERVED)

1. GENERAL OPERATING RULES

(RESERVED)

2. CERTIFICATES AND LICENSING

(RESERVED)

3. REQUEST FOR AUTHORIZATION

(RESERVED)

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i. Separability Clause. - If, for any reason, any provision of this Memorandum Circular is declared invalid or unconstitutional, the other part or parts thereof which are not affected thereby shall continue to be in full force and effect.


ii. Repealing Clause. - All orders, rules, regulations and issuances, or parts thereof which are inconsistent with this Memorandum Circular are hereby repealed, superseded or modified accordingly.

iii. Determination of changes. - To highlight the amendments and/or revisions in the Memorandum Circular, the deleted text shall be shown with strikethrough and the new inserted text shall be highlighted with grey shading, as illustrated below:

1. Text deleted: ~~Text to be deleted is shown with a line through it.~~
2. New text inserted: **New text is highlighted with grey shading.**
3. New text replacing existing text: ~~Text to be deleted is shown with a line through it~~ followed by the replacement text which is highlighted with grey shading.

iv. Effectivity Clause. - This Memorandum Circular shall take effect fifteen (15) days after publication in a requisite single newspaper of general circulation or the Official Gazette and a copy filed with the U.P. Law Center - Office of the National Administrative Register.

So Ordered. Signed this 11th day of ~~November~~ 2019, at the Civil Aviation Authority of the Philippines, MIA Road, Pasay City, Metro Manila, 1301.


CAPTAIN JIM C. SYDIONGCO
Director General