



CIVIL AVIATION AUTHORITY  
OF THE PHILIPPINES

# ***ADVISORY CIRCULAR*** ***AC 01-001***

## **INTRODUCTION TO PHILIPPINE CIVIL AVIATION REGULATIONS**

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### **SECTION 1 GENERAL**

#### **1.1 PURPOSE**

This Advisory Circular (AC) is issued to provide general information regarding the consolidation and use of the Philippine Aviation Regulations.

#### **1.2 STATUS OF THIS ADVISORY CIRCULAR**

This is an original issuance of this AC.

#### **1.3 BACKGROUND**

- A. The Philippines is a signatory to the ICAO Convention (1944) that provides the basis for international operations of aircraft. This Convention provides for the issuance of desired aviation standards as "Annexes."
- B. These Annexes prescribe the Standards and Recommended Practices (SARPs) that should be adopted as regulatory requirements to ensure the recognition and reciprocity between the ICAO Contracting States.
- C. Each State is expected to include these SARPs in their aviation regulations and advisory documents. The Philippines has consolidated those SARPs which apply to aviation organizations and operators and their personnel into the Philippine Aviation Regulations.
- D. This AC provides a discussion of those regulatory requirements and their relationships as included in the consolidated body of Philippine aviation regulations.

#### **1.4 APPLICABILITY**

This AC is applicable to all individuals, operators, organizations and other aviation entities desiring to operate or maintain aircraft in the Philippines.

#### **1.5 RELATED REGULATIONS**

The general concepts, relationship and use of all of the Philippine Aviation Regulations are addressed in this AC.

- Advisory Circulars are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material.
  - Where a regulation contains the words "prescribed by the Authority," the AC may be considered to "prescribe" a viable method of compliance, but status of that "prescription" is always "guidance" (never regulation).
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## 1.6 RELATED PUBLICATIONS

For further information on this topic, individuals, organizations and other entities are invited to consult the following Annexes of the International Civil Aviation Organization (ICAO)—

Copies may be obtained from Document Sales Unit, ICAO, 999 University Street, Montreal, Quebec, Canada H3C 5H7.

- Annex 1, Personnel Licensing
- Annex 2, Rules of the Air
- Annex 6, Operation of Aircraft, Part I: International Commercial Air Transport – Aeroplanes
- Annex 6, Operation of Aircraft, Part II, International General Aviation – Aeroplanes
- Annex 6, Operation of Aircraft, Part III, International Operations – Helicopters
- Annex 7, Registration of Aircraft
- Annex 8, Airworthiness of Aircraft
- Annex 13, Accident and Incident Investigation
- Annex 18, The Safe Transport of Dangerous Goods by Air

## 1.7 DEFINITIONS & ACRONYMS

### 1.7.1 DEFINITIONS

A. The following definitions are used in this advisory circular—

- 1) **Annexes.** Documents issued by ICAO that prescribe the Standards and Recommended Practices applicable to international aviation operations.
- 2) **Contracting States.** States that are signatories to the “ICAO Convention” indicating that they will implement the requirements of the Convention and the Annexes.
- 3) **ICAO Convention.** The document that was executed following the 1944 convention that established the ICAO.

### 1.7.2 ACRONYMS

The following acronyms are used in this manual—

- 1) **AIP** – Aeronautical Information Publication
- 2) **AME** – Aviation Medical Examiner
- 3) **AOC** – Air Operator Certificate
- 4) **ETOPS** – Extended Range Operations of Twin-Engined Aircraft
- 5) **GA** – General Aviation
- 6) **CAAP** – Civil Aviation Authority of the Philippines
- 7) **ICAO** – International Civil Aviation Organization
- 8) **PCAR(s)** – Philippine Civil Aviation Regulation(s)
- 9) **PBN** – Performance Based Navigation
- 10) **SARPs** – Standards and Recommended Practises
- 11) **RVSM** – Reduced Vertical Separation Minimums

## SECTION 2 GENERAL CONCEPTS OF THESE REGULATIONS

The Philippine Aviation Regulations are—

- ICAO-based
- Edited with a numerical numbering format.
- Edited to assign personal responsibility for compliance with applicable requirements.
- Edited to avoid the excess repetition of the same requirement found in multiple locations in the Annexes.
- Edited to include additional requirements that were determined to be relevant international requirements.
- Developed as a consolidated body of regulations applicable to safety standards.
- Organized into “books” to group the requirements pertinent to specific technical users

## 2.1 ICAO-BASED

- A. The PCARs are said to be “ICAO-based” because the foundation of these regulations is the ICAO Annexes.
- B. When developing these regulations, the specific words of the ICAO Annexes were inserted as the foundation for the requirements.
- Parallel (essentially the same) wording was used where possible to ensure that the regulation addressed all requirements in the applicable SARP. Refer to paragraph 2.3 for the only exception to that policy.
  - A determination was made as to whether the pertinent SARP could be implemented within the ICAO-specified period. If it could not be implemented in the period specified by ICAO, a difference was reported and included in the AIP.
- C. Where it was determined a longer transition period would be necessary, the requirement of the SARP was included in the regulations with the intent that exemptions would be issued to those operators or individuals requiring the longer period to transition. Issuance of an exemption will require the reporting of the difference to ICAO.

## 2.2 EDITED WITH STABLE NUMBERING SYSTEM

- A. The Philippine civil aviation regulations numbering system is not an auto-number process. Each number is inserted separately. This numbering format is a critical foundation for all future applications of the regulation.
- B. The CAAP strives to ensure conformance of individuals and organizations to the regulatory requirements. This goal requires that the existing requirements are assigned numbers that do not change when additional new requirements are added. The CAAP requires that applications for certification use “conformance checklists” (sometimes called “compliance statements”) to ensure the regulatory requirements are met. These documents are retained as records of completed certifications. It is essential that any new requirement can be inserted into a conformance checklists without changing the existing regulation numbers-to-safety requirements relationship.
- C. The assigned number-to-specific safety requirement relationships of the Philippine civil aviation regulations should not change when additional requirements are inserted in the future.

### 2.3 EDITED TO ASSIGN PERSONAL RESPONSIBILITY

- A. Many ICAO SARPS are worded impersonally. That is, the wording of the SARP does not assign responsibility.
- For example, an impersonal wording may be “The aircraft will not fly over a congested area below 1000 feet above the surface.”
  - in this example, it is obvious that the aircraft does not, on its own, fly over the congested area.
  - It is the pilot or pilots who are causing the aircraft to fly over the congested area.
  - The operator or the person exercising operational control may have directed the pilots to fly over the congested area.
- B. Where the applicable ICAO SARP does not assign specific responsibility, the wording of the parallel regulation was edited to assign that responsibility.
- For example, an assignment of personal responsibility would be to edit the wording, to whic “No person may fly an aircraft over a congested area below 1000 feet above the surface.
  - While this may seem like a small change, the subsequent enforcement when a pilot does not comply with the requirement is made easier by replacing vague, ambiguous or impersonal wording.

### 2.4 EDITED TO AVOID DUPLICATION OF REQUIREMENTS

- A. During the development of the PCARs, special attention was given to avoiding repetitive duplication of requirements that are found both in the ICAO Standards and in other States’ regulations.
- Example #1: Some ICAO flight planning requirements are repeated verbatim in 5 different locations in the various parts of Annex 6.
  - Example #2: Some ICAO instrument and equipment requirements are repeated verbatim in 5 different locations in the various parts of Annex 6
- In the PCARs, these requirements appear only once, avoiding large amounts of words and repetitive text.
- B. Preventing this duplication is a editing goal of the PCARs which requires continuing diligence to ensure that users are not confused by these types of duplicated requirements.
- The only deliberate deviation from this policy are in the first Subparts of those regulations pertaining to specific types of organizations.
  - Here, restatement was necessary to ensure that the management of these specific types of organizations understand the certification requirements specific to their organization and incorporate small differences of requirements between the different types of organizations.

### 2.5 INCLUDES RELEVANT INTERNATIONAL AVIATION SAFETY REQUIREMENTS

- A. The PCARs incorporate the ICAO-SARPS in order to meet the international standards specified for Contracting States.
- B. But, during the development of the PCARs, the relevant international standards that had not yet been incorporated in the ICAO-SARPS were also considered for inclusion.
- C. Those relevant international standards that were considered to be necessary to ensure that PCARs were comprehensive, yet not overly detailed or restrictive, were adopted. For example—
- The PCAR requirement for a period of supervised line flying prior to having pilots assume unrestricted duties in their assigned duty station is not an ICAO-SARP. It is, however, a relevant safety standard incorporated in the FAA and EASA aviation regulations.
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- The PCARs include equipment requirements regarding public address systems, interphone systems and portable breathing apparatus that are clearly required in modern passenger aircraft, but have not yet been adopted as ICAO-SARPS.
- D. From the opposite perspective, the PCARs do not contain very detailed requirements that are included in other States' regulations that—
- 1) Are not an ICAO-SARP;
  - 2) Would be subject to further refinement as international safety practices evolve. and
  - 3) Have not yet “matured” as an relevant international safety requirement.

In these situations, the CAAP has decided to publish detailed guidance as—

- An advisory circular, if there may be more than one method that will meet the desired level of safety, or
- A technical directive, if a specific method of compliance is considered necessary.

**2.6 CONSOLIDATED “BODY” OF REGULATIONS**

- A. The PCARs are a consolidated set of regulations that provide the safety requirements for the spectrum of aircraft, personnel and operators that are in the Philippines now and those expected in the future.
- B. They are grouped by technical subjects in sequence for easier use.

**SECTION 3 APPLICABLE REQUIREMENTS VS TARGETED USERS**

The following table outlines the separation of purpose and audience employed in the PCARs—

| PART #  | TARGETED USERS   | PURPOSE   |
|---|--|---|
| <b>Part 1</b><br>General Policies,<br>Procedures &<br>Definitions | <ul style="list-style-type: none"> <li>● All Users</li> </ul>  | This Part addresses concepts that apply across the body of regulations that are the PCARs, prescribing requirements for— <ul style="list-style-type: none"> <li>● Formatting</li> <li>● Definitions applicable to all PCARs</li> <li>● Enforcement of the PCARs</li> <li>● Exemptions to the PCARs</li> <li>● Amendment to the PCARS</li> </ul> - This Part contains the ICAO definitions and abbreviations included in the applicable Annexes.   |
| <b>Part 2</b><br>Personnel Licensing                              | <ul style="list-style-type: none"> <li>● Aviation Personnel</li> <li>● Aviation Instructors</li> <li>● ATO Management</li> </ul> | This Part is intended as the regulation for the personnel licensing, prescribing the requirements for— <ul style="list-style-type: none"> <li>● Establishing minimum eligibility requirements, such as age, experience</li> <li>● The specific licenses that may be issued through validation, conversion or completion of knowledge and skill evaluations</li> <li>● The ratings, endorsements and limitations of those licenses</li> <li>● Language proficiency</li> </ul> - This Part addresses the ICAO Annex 1 SARPS for obtaining a licence or additional rating on that license. |

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| <p><b>Part 3</b><br/>Approved Training Organizations</p>      | <ul style="list-style-type: none"> <li>● ATO Management</li> <li>● ATO Employees</li> </ul>  | <p>This Part is intended as the regulation for the certification and administration of approved training organizations. prescribing the requirements for—</p> <ul style="list-style-type: none"> <li>● Applicability and approvals for training organizations</li> <li>● Content, issuance and amendment of a training approval.</li> <li>● Management, records, facilities, equipment, aircraft and flight simulation</li> <li>● Qualification, training and assignment of training instructor and evaluator personnel</li> </ul> <p>- <i>This Part contains the SARPs of Annex 1 and 6 pertaining to training organization approvals.</i></p>   |
| <p><b>Part 4</b><br/>Aircraft Registration &amp; Marking</p>  | <ul style="list-style-type: none"> <li>● Aircraft Owners</li> </ul>  | <p>This Part applies only to registration of aircraft, prescribing requirements for—</p> <ul style="list-style-type: none"> <li>● Eligibility for Certificates of Registration</li> <li>● Issuance of Certificates of Registration</li> <li>● CAAP registry responsibilities</li> <li>● Marking of aircraft</li> </ul> <p>- <i>This Part is closely aligned with ICAO Annex 7, Registration of Aircraft.</i></p>  |
| <p><b>Part 5</b><br/>Continuing Airworthiness of Aircraft</p> | <ul style="list-style-type: none"> <li>● Maintenance Personnel</li> <li>● AMO Management</li> </ul>  | <p>This Part is intended as the regulation for performance of maintenance by aviation maintenance personnel, prescribing the requirements for—</p> <ul style="list-style-type: none"> <li>● Issuance or validation of a Type Certificate</li> <li>● Issuance or validation of a Supplemental Type Certificate</li> <li>● Issuance or validation of a Production Certificate</li> <li>● Relationships with other ICAO Contracting States on matters of airworthiness</li> <li>● Eligibility and issuance of Certificates of Airworthiness</li> <li>● Performance standards for maintenance</li> <li>● Eligibility to perform maintenance and repair</li> <li>● Major repair and modifications</li> <li>● Eligibility and issuance of maintenance releases</li> <li>● Privileges of maintenance-related licences</li> </ul> <p>- <i>This Part addresses those requirements of Annex 8 ...</i></p> |
| <p><b>Part 6</b><br/>Approved Maintenance Organizations</p>   | <ul style="list-style-type: none"> <li>● AMO Management</li> <li>● AMO Employees</li> <li>● AOC Management</li> </ul>  | <p>This Part is intended as the regulation for the certification and administration of approved maintenance organizations. prescribing the requirements for—</p> <ul style="list-style-type: none"> <li>● Applicability and approvals for maintenance organizations</li> <li>● Content, issuance and amendment of a maintenance approval.</li> <li>● Management, records, facilities, equipment, tools and technical data</li> <li>● Qualification, training and assignment of maintenance personnel</li> </ul> <p>- <i>This Part contains the SARPs of Annex 6, Parts I, II and III pertaining to maintenance organization approvals.</i></p>  |
| <p><b>Part 7</b><br/>Instruments and Equipment</p>            | <ul style="list-style-type: none"> <li>● Maintenance Personnel</li> <li>● Flight Crew Members</li> <li>● Cabin Crew Members</li> <li>● AMO Management</li> <li>● AOC Management</li> </ul> | <p>This Part is intended as the regulation for determining the instruments and equipment that must be installed on the aircraft for specific operations, including—</p> <ul style="list-style-type: none"> <li>● Visual flight operations</li> <li>● Instrument flight operations</li> <li>● High altitude operations</li> <li>● Passenger operations</li> <li>● Special operations, such as ETOPs, AWO, RVSM, PBN</li> </ul> <p>- <i>This Part consolidates the instrument and equipment SARPs of Annex 6, Parts I, II, and III.</i><br/>- <i>This Part also contains requirements that are not yet SARPs, but are considered to be relevant safety practises in international aviation.</i></p>   |

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| <p><b>Part 8</b><br/>Operations</p>  | <ul style="list-style-type: none"> <li>● Flight Crew Members</li> <li>● Flight Dispatchers</li> <li>● Air Traffic Controllers</li> <li>● AOC Management</li> </ul> | <p>This Part is intended as the regulation for the flight crews conduct of flights, prescribing the requirements for—</p> <ul style="list-style-type: none"> <li>● General aircraft operations</li> <li>● Flight crew responsibilities</li> <li>● General passenger-carrying requirements</li> <li>● Flight planning and preparation</li> <li>● Flight plans</li> <li>● Flight rules regarding all aircraft</li> <li>● Flight rules for controlled flight</li> <li>● Flight rules for visual flights</li> <li>● Flight rules for instrument flights</li> </ul> <p>- This Part addresses SARPS from Annex 1, 2 and 6 pertaining specifically to the conduct of flight operations.</p> <p>- This Part includes the primary requirements that ALL pilots should be aware of (except the minimum instruments and equipment of Part 6.</p> |
| <p><b>Part 9</b><br/>Air Operator Certification and Administration</p>                                     | <ul style="list-style-type: none"> <li>● AOC Management</li> <li>● AOC Employees</li> </ul>  | <p>This Part is intended as the regulation for the certification and administration of air operators engaged in commercial air transport. prescribing the requirements for—</p> <ul style="list-style-type: none"> <li>● Applicability and approvals</li> <li>● Content, issuance and amendment of approval.</li> <li>● Management, manuals records, facilities, equipment, aircraft and flight simulation</li> <li>● Operations administration</li> <li>● Maintenance administration</li> </ul> <p>- This Part contains the SARPs of Annex 6 pertaining to commercial air transport.</p>   |
| <p><b>Part 10</b><br/>Commercial Air Transport by Foreign Operators within Republic of the Philippines</p> | <ul style="list-style-type: none"> <li>● Foreign Operator Managements</li> <li>● Foreign Operator personnel</li> </ul>   | <p>This Part is intended to be the regulation for foreign operators, prescribing requirements for—</p> <ul style="list-style-type: none"> <li>● Foreign general aviation operators, including business aircraft</li> <li>● Foreign air operators, including scheduled and unscheduled flights</li> </ul> <p>- This Part addresses the ICAO Annex 6 SARPS pertaining to foreign operators.</p>   |
| <p><b>Part 11</b><br/>Aerial Work</p>  | <ul style="list-style-type: none"> <li>● Aerial Work Management</li> <li>● Aerial Work Flight Crews</li> </ul>   | <p>This Part is intended as the regulation for the certification and administration of aerial work operators. prescribing the requirements for—</p> <ul style="list-style-type: none"> <li>● Applicability and approvals</li> <li>● Content, issuance and amendment of approvals</li> <li>● Management, records, facilities, equipment and aircraft</li> <li>● Qualification, training and experience of aerial work crews</li> <li>● Special operating rules for certain operations.</li> </ul> <p>- This Part contains international requirements found pertinent to aerial work operators.</p>   |
| <p><b>Part 13</b><br/>Aircraft Accident and Incident Reporting and Investigation</p>                       | <ul style="list-style-type: none"> <li>● Flight Crew Members</li> <li>● AOC Management</li> <li>● Accident Investigation Personnel</li> </ul>                      | <p>This Part is intended to be the regulation for persons for reporting of aircraft incidents and accidents and their subsequent investigation, prescribing requirements for—</p> <ul style="list-style-type: none"> <li>● Reporting of incidents and accidents</li> <li>● Duties and responsibilities of the Investigator-in-charge</li> <li>● Duties and responsibilities of the State of the Accident</li> <li>● Duties, responsibilities and rights of other States</li> <li>● Participation in the investigation</li> <li>● Types of reports that are required.</li> </ul> <p>- This Part address the ICAO Annex 13 SARPS pertaining to accident and incident investigation.</p>   |

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| <b>Part 18</b><br><b>Safe Transport of Dangerous Goods by Air</b> | <ul style="list-style-type: none"><li>● AOC Management</li><li>● Flight Crew Members</li><li>● AOC Employees</li><li>● Shippers</li></ul> | This Part is intended to be the regulation for persons involved in the shipment of dangerous goods and their carriage by air, prescribing the requirements for— <ul style="list-style-type: none"><li>● Determination of dangerous goods</li><li>● Packaging and marking of dangerous goods</li><li>● Determination of acceptability of dangerous goods</li><li>● Proper handling and storage of dangerous good</li><li>● Documentation and notifications</li><li>● Training and qualification of personnel</li></ul> <p>- <i>This Part addresses the Annex 6 and 18 SARPS pertaining to the safe transport of dangerous goods by air.</i></p> |
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*End of Advisory Circular*



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Date of Issue : **23 September 2011**

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