



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

MEMORANDUM CIRCULAR NO. 004-2023

TO : ALL CONCERNED

FROM : THE DIRECTOR GENERAL

SUBJECT : AMENDMENTS TO PHILIPPINE CIVIL AVIATION
REGULATIONS PART 7 INCORPORATING ICAO ANNEX 6
PART 1 AMENDMENTS 40 AND 48

RE: LOCATION OF AN AIRPLANE IN DISTRESS

REFERENCES:

1. ICAO State Letter AN 11/1.3.29-16/12
2. ICAO State Letter AN 11/1.3.35-22/75
3. Philippine Civil Aviation Regulations Part 7
4. Regulations Amendment/Revision Procedure
5. Board Resolution No. 2012-054 dated 28 September 2012

Pursuant to the powers vested on the Director General of the Civil Aviation Authority of the Philippines under Republic Act No. 9497, otherwise known as the Civil Aviation Authority Act of 2008 and in accordance with the Regulations Amendment/Revision Procedure with Board Resolution No. 2012-054 dated 28 September 2012, I hereby approve the incorporation of the following amendments to the Philippine Civil Aviation Regulations Part 7.

AMENDED REGULATIONS:

PHILIPPINE CIVIL AVIATION REGULATIONS PART 7

7.6.9 LOCATION OF AN AIRPLANE IN DISTRESS

- (a) As of 1 January 2025, no person may operate an airplane with a maximum certificated take-off mass of over 27 000 kg, for which the certificate of airworthiness is first issued on or after 01 January 2024, unless the airplane is equipped to autonomously transmit information from which a position can be determined by the operator at least once every minute, when in distress.
- (b) The operator shall make position information of a flight in distress available to the appropriate organizations, as established by the Authority.
- (c) ACTIVATION/DEACTIVATION. The equipment shall:

- (1) Automatically activate immediately or within 5 seconds after detection of an activation event;
 - (2) Be capable of manual activation; and
 - (3) Be capable of deactivation using the same mechanism that activated it.
- (d) TRANSMISSION. The equipment shall meet the following criteria:
- (1) Location within a 6 NM radius, including after any accident;
 - (2) Timestamp of the position information; and
 - (3) The accuracy of position information shall, as a minimum, meet the position accuracy requirements established for ELTs.

Note 1: Aircraft behavior events may include, but are not limited to, unusual attitudes, unusual speed conditions, collision with terrain, total loss of thrust/propulsion on all engines, and ground proximity warnings.

Note 2: A distress alert may be triggered using criteria that may vary as a result of aircraft position and phase of flight. Further guidance regarding in-flight event detection and triggering criteria may be found in the EUROCAE ED-237, Minimum Aviation System Performance Specification (MASPS) for Criteria to Detect In-Flight Aircraft Distress Events to Trigger Transmission of Flight Information.

Note 3: A State's procedures to address aircraft in distress are typically found in government agreements implementing ICAO Annexes 12 and 13. These procedures will contain coordination information with the appropriate organizations.

"End of Text"

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.

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.

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.

Effectivity - Fifteen (15) days after compliance with the requisite publication in a single newspaper of general circulation and a copy filed with the U.P. Law Center – Office of the National Administrative Register, these amendments shall be incorporated to the Philippine CAR Part 7, series of 2023.

Signed this 21 day of FEB 2023, CAAP, Pasay City


CAPTAIN MANUEL ANTONIO L. TAMAYO
Director General