



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

MEMORANDUM CIRCULAR NO. 025-2022

TO : ALL CONCERNED

FROM : DIRECTOR GENERAL

SUBJECT : AMENDMENT 8 TO PHILIPPINE CIVIL AVIATION REGULATIONS - AIR NAVIGATION SERVICES (CAR-ANS) PART 3

REFERENCES

- 1) Philippine Civil Aviation Regulations- Air Navigation Services Part 3
- 2) CAAP Regulations Amendment Procedures
- 3) 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 following amendments to the Philippine Civil Aviation Regulations - Air Navigation Services (CAR-ANS) Part 3.

ORIGINAL REGULATION SUBJECT FOR REVIEW AND REVISION:

CAR-ANS Part 3 Governing Aeronautical Meteorological Service

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FOREWORD

This Civil Aviation Regulations-Air Navigation Services (CAR-ANS) Part 3 was formulated and issued by the Civil Aviation Authority of the Philippines (CAAP), ~~prescribing~~ providing the ~~standard~~ rules and regulations for the provision of Aeronautical Meteorological Service.

This Civil Aviation Regulations-Air Navigation Services (CAR-ANS) Part 3 was developed based on the Standards and Recommended Practices prescribed by the International Civil Aviation Organization (ICAO) as contained in Annex 3 which were first adopted by the Council on 16 April 1948, pursuant to the provisions of Article 37 of the Convention of International Civil Aviation (Chicago 1944), and consequently became applicable on 1 January 1949.

I. PURPOSE

This Civil Aviation Regulations-Air Navigation Services Part 3 provides ~~standards and recommended practices~~ rules and regulations for aeronautical meteorological service aimed to contribute towards the safety, regularity and efficiency of ~~domestic and international~~ air navigation through the supply of meteorological information in accordance with WMO and ICAO SARPs.

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III. APPLICABILITY

The standards rules and regulations contained in CAR-ANS Part 3 shall apply to the appropriate meteorological authority and the following users: operators, flight crew members, air traffic services units, search and rescue services units, airport managements and others concerned with the conduct or development of domestic and international air navigation.

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3.1 DEFINITIONS, ABBREVIATIONS AND TERMS USED WITH A LIMITED MEANING

3.1.1 DEFINITIONS

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Area navigation (RNAV). A method of navigation which permits aircraft operations on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

Note.— Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation.

ASHTAM. Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof.

Ash cloud. A cloud of volcanic ash and pyroclastic fragments, often with gases and aerosols of volcanic origin, formed by volcanic explosion that is carried by winds away from an eruption column. Ash clouds are often dark-colored brown to gray. Ash clouds may drift for hundreds to thousands of kilometers from their volcanic source.

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Cruising level. A level maintained during a significant portion of a flight.

Domestic. All flights of national or foreign aircraft in which all the airports are located in the territory of the Philippines.

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Area navigation (RNAV) specification. A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1.

Note 1.— The Performance-based Navigation (PBN) Manual (Doc 9613), Volume II, contains detailed guidance on navigation specifications.

Note 2.— The term RNP as previously defined as “a statement of the navigation performance, necessary for operation within a defined airspace”, has been removed from CAR-ANS Part 3 as the concept of RNP has been overtaken by the concept of PBN. The term RNP in CAR-ANS Part 3 is now solely used in context of navigation specifications that require performance monitoring and alerting. E.g. RNP 4 refers to the aircraft and operating requirements, including a 4 NM lateral performance with on board performance monitoring and alerting that are detailed in the PBN Manual (Doc 9613).

NOTAM. A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

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VOLMET broadcast. Provision, as appropriate, of current METAR, SPECI, TAF and SIGMET by means of continuous and repetitive voice broadcasts.

Volcanic ash. Consists of small tephra, which are bits of pulverized rock and glass created by volcanic eruption less than 2mm in diameter.

Volcanic ash advisory. An alert message issued to aviation and meteorological offices when an ash cloud is detected in the atmosphere. It provides information on: name of volcano, country, location, crater elevation of volcano, source of information, details of ash cloud including flight level, size, current movement, forecast movement for 6, 12, & 18 hours.

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3.1.2 Abbreviations

ACC	Area Control Center
ADS-C	Automatic Dependent Surveillance – Contract
AFTN	Aeronautical Fixed Telecommunication Network
AIRMET	Airmen’s Meteorological Information
AMSL	Above Mean Sea Level
ATIS	Automatic Terminal Information Service
ATS	Air Traffic Services
CAR-ANS	Civil Aviation Regulations – Air Navigation Services
D-ATIS	Data Link - Automatic Terminal Information Service
D-FIS	Data Link – Flight Information Service
D-METAR	Data Link – Aerodrome Routine Meteorological Report Service
D-TAF	Data Link – Aerodrome Forecast Service
FIC	Flight Information Center
GAMET	General Aviation Meteorological Forecast
IAVW	International airways volcano watch
ICAO	International Civil Aviation Organization
ISO	International Organization for Standardization
IWXXM	ICAO meteorological information exchange model
METAR	Meteorological Terminal Air Report
MSL	Mean Sea Level
MWO	Meteorological Watch Office
NOTAM	Notice to Airmen
OPMET	Operational Meteorological Information
PAGASA	Philippine Atmospheric, Geophysical and Astronomical Services Administration
PHIVOLCS	Philippine Institute of Volcanology and Seismology
RNAV	Area Navigation
RVR	Runway Visual Range
SIGMET	Significant Meteorological Information
SPECI	Special Meteorological Reports
SSR	Secondary Surveillance Radar
TAF	Terminal Area Forecast

TCAC	Tropical Cyclone Advisory Center
VAAC	Volcanic Ash Advisory Center
WAFC	World Area Forecast Center
WAFS	World Area Forecast Stem
WMO	World Meteorological Organization

3.1.3 Terms used with a limited meaning

For the purpose of this regulations, the following terms are used with a limited meaning as indicated below:

a) to avoid confusion in respect of the term “service” between the meteorological service considered as an administrative entity and the service which is provided, “meteorological authority” is used for the former and “service” for the latter;

b) “provide” is used solely in connection with the provision of service;

c) “issue” is used solely in connection with cases where the obligation specifically extends to sending out the information to a user;

d) “make available” is used solely in connection with cases where the obligation ends with making the information accessible to a user; and

e) “supply” is used solely in connection with cases where either c) or d) applies.

f) “users” are referred to air traffic services units, operators, flight crew members, search and rescue services, airport management and other concerned with the conduct or development of domestic and international air navigation.

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3.2 GENERAL PROVISIONS

3.2.1.1 The objective of meteorological service for air navigation shall be to contribute towards safety, regularity and efficiency of international air navigation.

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3.2.1.4 The Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA) as the country’s designated Meteorological Authority, in coordination with the Civil Aviation Authority of the Philippines (CAAP), hereby assumed the mandate to provide or to arrange for the provision of meteorological service for air navigation on its behalf. Details of the meteorological authority so designated shall be included in the aeronautical information publication (AIP).

Note.— Detailed specifications concerning presentation and contents of the aeronautical information publication is provided in the ~~Procedures for Air Navigation Services Aeronautical Information Management~~ Manual of Standards for Aeronautical Information Services (MOS-AIS), Appendix 2.

3.2.2 Supply, quality assurance and use of meteorological information

3.2.2.1 Close liaison shall be maintained between supplier (PAGASA) and user (CAAP) of meteorological information on matters which affect the provision of meteorological service for **domestic and** international air navigation.

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3.2.2.9 The meteorological information supplied to the users listed in 3.2.1.2 shall be consistent with Human Factors principles and shall be **in** forms which require a minimum of interpretation by these users, as specified in the following chapters.

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3.3.2.1 The CAAP, having accepted the responsibility for providing air traffic services within a flight information region or a control area, shall arrange with PAGASA for the establishment and/or operation of one or more meteorological watch offices.

*Note.— ~~Guidance on the b~~Bilateral or multilateral arrangements between CAAP and PAGASA for the provision of MWO services, including for cooperation and delegation, can be found in the ~~Manual of Aeronautical Meteorological Practice (Doc 8896)~~. **Manual of Standards for Aeronautical Meteorology**.*

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3.4 METEOROLOGICAL OBSERVATIONS AND REPORTS

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3.4.1 Aeronautical meteorological stations and observations

3.4.1.1 ~~The designated Meteorological Authority (PAGASA)~~, with the assistance of the CAAP, shall establish at aerodromes and other points of significance to **domestic and** international air navigation, in its territory, such aeronautical meteorological stations as it determines to be necessary. An aeronautical meteorological station may be a separate station or may be combined with a synoptic station.

*Note. — Aeronautical meteorological stations may include sensors installed outside the aerodrome, where considered justified, by the meteorological authority to ensure the compliance of meteorological service for **domestic and** international air navigation with the provisions of CAR-ANS Part 3.*

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3.8 AERONAUTICAL CLIMATOLOGICAL INFORMATION

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3.8.2 Aerodrome climatological tables

The Philippines shall make arrangements for collecting and retaining the necessary observational data and have the capability:

a) to prepare aerodrome climatological tables for each regular and alternate **domestic or** international aerodrome within its territory; and

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APPENDIX 3.9. TECHNICAL SPECIFICATIONS RELATED TO INFORMATION FOR AIR TRAFFIC SERVICES, SEARCH AND RESCUE SERVICES AND AERONAUTICAL INFORMATION SERVICES

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3. INFORMATION TO BE PROVIDED FOR AERONAUTICAL INFORMATION SERVICES UNITS

3.1 List of information

The following information shall be supplied, as necessary, to an aeronautical information services unit:

a) information on meteorological service for **domestic and** international air navigation, intended for inclusion in the aeronautical information publication(s) concerned;

Note.— Details of this information are given in the Manual of Standards for Aeronautical Information Services (MOS-AIS), Appendix 3, Part 1, GEN 3.5 and Part 3, AD 2.2, 2.11, 3.2 and 3.11.

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— END —

NEW/AMENDED REGULATION AFTER REVISION:

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“End of Amendment”

- 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 following completion of its publication in a newspaper of general circulation or the Official Gazette and a copy filed with the U.P. Law Center - Office of the National Administrative Register. The amendment shall be incorporated to Philippine CAR-ANS in the next regular Amendment Cycle.

So Ordered. Signed this 19 day of SEP 2022, at the Civil Aviation Authority of the Philippines, MIA Road, Pasay City, Metro Manila, 1301.


CAPTAIN MANUEL ANTONIO L. TAMAYO
Acting Director General