



Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

MEMORANDUM CIRCULAR NO.: 030-2022

TO : ALL CONCERNED

FROM : ACTING DIRECTOR GENERAL

**SUBJECT : AMENDMENT TO PHILIPPINE CIVIL AVIATION
REGULATIONS – AIR NAVIGATION SERVICES (CAR-ANS) PART
14 FOR THE ADOPTION OF AMENDMENT 47 TO ICAO ANNEX 2
AND OTHER SUPPLEMENTARY AMENDMENT**

REFERENCE:

1. Philippine Civil Aviation Regulations- Air Navigation Services Part 14 Governing Rules of the Air
2. ICAO Annex 2 Rules of the Air
3. CAAP 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 adoption of ICAO Annex 2 Amendment No. 47 and other supplementary amendment to the Philippine Civil Aviation Regulations – Air Navigation Services (CAR-ANS) Part 14.

ORIGINAL REGULATION SUBJECT FOR REVIEW AND REVISION:

CAR-ANS PART 14 Governing Rules of the Air

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14.1 DEFINITIONS

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Command and control link (C2).[†] The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.

~~Command and control link (C2) Link.~~^{††} The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.

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Remotely piloted aircraft system (RPAS).[†] A remotely piloted aircraft, its associated remote pilot station(s), the required command and control links and any other components as specified in the type design.

Remotely piloted aircraft system (RPAS).^{††} A remotely piloted aircraft, its associated remote pilot station(s), the required C2 Link(s) and any other components as specified in the type design.

† Applicable until 25 November 2026.

†† Applicable as of 26 November 2026.

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APPENDIX 14.4 – REMOTELY PILOTED AIRCRAFT SYSTEMS

(RESERVED)

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

1. GENERAL OPERATING RULES

(RESERVED)

1.1 A remotely piloted aircraft system (RPAS) engaged in international air navigation shall not be operated without appropriate authorization from the Civil Aviation Authority of the Philippines from which the take-off of the remotely piloted aircraft (RPA) is made.

1.2 No person shall operate an RPA across the territory of another State without special authorization issued by CAAP and other States in which the flight is to operate. This authorization may be in the form of agreements between the States involved.

1.3 No person shall operate an RPA over the high seas without prior coordination with the appropriate ATS authority.

1.4 The authorization and coordination referred to in Appendix 14.4, 1.2 and 1.3 shall be obtained prior to take-off if there is reasonable expectation, when planning the operation, that the aircraft may enter the airspace concerned.

1.5 An RPAS shall be operated in accordance with conditions specified by the State of Registry, the State of the Operator, if different, and the State(s) in which the flight is to operate.

1.6 Flight plans shall be submitted in accordance with 14.3.3. of this CAR-ANS.

1.7 RPAS shall meet the performance and equipment carriage requirements for the specific airspace in which the flight is to operate.

2. CERTIFICATES AND LICENSING

(RESERVED)

Note 1.— Assembly Resolution A38-12 Appendix C resolves that pending the coming into force of international Standards respecting particular categories, classes or types of aircraft, certificates issued or rendered valid, under national regulations, by the Contracting State in which the aircraft is registered shall be recognized by other Contracting States for the purposes of flight over their territories, including landings and take-offs.

Note 2.— Until 25 November 2026, certification Standards are not yet developed. Thus, in the meantime, any certification need not be automatically deemed to comply with the SARPs of the

related Annexes, including Annexes 6 and 8, until such time as the related RPAS SARPs are developed.

Note 2.— As of 26 November 2026, Standards for the issuance of an RPAS operator certificate are not yet developed. Thus, in the meantime, any such certification need not be automatically deemed to comply with the SARPs of Annex 6 until such time as the related SARPs are developed.

Note 3.— Notwithstanding Assembly Resolution A38-12, Article 8 of the Chicago Convention assures each Contracting State of the absolute sovereignty over the authorization for RPA operations over its territory.

2.1 Until 25 November 2026, an RPAS shall be approved, taking into account the interdependencies of the components, in accordance with national regulations and in a manner that is consistent with the provisions of related Annexes. In addition:

- a) an RPA shall have a certificate of airworthiness issued in accordance with national regulations and in a manner that is consistent with the provisions of PCAR Part 5 and 11; and
- b) the associated RPAS components specified in the type design shall be certificated and maintained in accordance with national regulations and in a manner that is consistent with the provisions of related Annexes.

2.1 As of 26 November 2026, an RPAS shall be approved, taking into account the interdependencies of the components, in accordance with national regulations and in a manner that is consistent with the provisions of related Annexes. In addition:

- a) an RPA shall have a certificate of airworthiness issued in accordance with the provisions of PCAR Part 5 and 11; and
- b) the associated RPAS components specified in the type design shall be certificated and maintained in accordance with the provisions of related CAAP regulations.

2.2 An operator shall have an RPAS operator certificate issued in accordance with PCAR Parts 8 and 11 in a manner that is consistent with the provisions of Annex 6.

2.3 Until November 2, 2022, remote pilots shall be licensed, or have their licenses rendered valid, in accordance with PCAR Part 2 and in a manner that is consistent with the provisions of Annex 1.

2.3 As of 3 November 2022, remote pilots shall be licensed, or have their licenses rendered valid, in accordance with the provisions of PCAR Part 2.

3. REQUEST FOR AUTHORIZATION

(RESERVED)

3.1 The request for authorization referred to in 1.2 above shall be made to CAAP in which the RPA will operate not less than twenty days before the date of the intended flight.

3.2 Until 25 November 2026 unless otherwise specified by the State(s), the request for authorization shall include the following:

- a) name and contact information of the operator;
- b) RPA characteristics (type of aircraft, maximum certificated take-off mass, number of engines, wing span);
- c) copy of certificate of registration;
- d) aircraft identification to be used in radiotelephony, if applicable;
- e) copy of the certificate of airworthiness;
- f) copy of the RPAS operator certificate;
- g) copy of the remote pilot(s) license;
- h) copy of the aircraft radio station license, if applicable;
- i) description of the intended operation (to include type of operation or purpose), flight rules, visual line-of-sight (VLOS) operation if applicable, date of intended flight(s), point of departure, destination, cruising speed(s), cruising level(s), route to be followed, duration/frequency of flight;
- j) take-off and landing requirements;
- k) RPA performance characteristics, including:
 - 1) operating speeds;
 - 2) typical and maximum climb rates;
 - 3) typical and maximum descent rates;
 - 4) typical and maximum turn rates;
 - 5) other relevant performance data (e.g. limitations regarding wind, icing, precipitation); and
 - 6) maximum aircraft endurance;
- l) communications, navigation and surveillance capabilities:
 - 1) aeronautical safety communications frequencies and equipment, including:
 - i) ATC communications, including any alternate means of communication;
 - ii) Command and control links (C2) including performance parameters and designated operational coverage area;
 - iii) communications between remote pilot and RPA observer, if applicable;
 - 2) navigation equipment; and
 - 3) surveillance equipment (e.g. SSR transponder, ADS-B out);
- m) detect and avoid capabilities;

n) emergency procedures, including:

- 1) communications failure with ATC;
- 2) C2 failure; and
- 3) remote pilot/RPA observer communications failure, if applicable;

o) number and location of remote pilot stations as well as handover procedures between remote pilot stations, if applicable;

p) document attesting noise certification that is consistent with the provisions of Annex 16, Volume 1, if applicable;

q) confirmation of compliance with national security standards in a manner that is consistent with the provisions of Annex 17, to include security measures relevant to the RPAS operation, as appropriate;

r) payload information/description; and

s) proof of adequate insurance/liability coverage.

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3.3 All certificates shall be issued in English language.

3.4 Upon request for authorization has been submitted to CAAP, air traffic services notification and coordination shall be completed in accordance with the national requirements. Authorization issued by the CAAP shall include conditions imposed by the ATS.

Note.— A request for authorization does not satisfy the requirement to file a flight plan with the air traffic services units.

3.5 Changes to the authorization shall be submitted for consideration to CAAP. If the changes are approved, all affected authorities shall be notified by the operator.

3.6 In the event of a flight cancellation, the operator or remote pilot shall notify CAAP through the ATS as soon as possible.

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— END —

NEW/AMENDED REGULATION AFTER REVISION

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"End of Amendment"

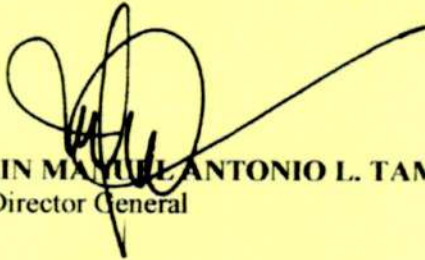
- i. **Separability Clause.** - If, for any reason, any provision of this Memorandum Circular is declared invalid or unconstitutional, the other part or parts thereof which are not affected thereby shall continue to be in full force and effect.
- ii. **Repealing Clause.** - All orders, rules, regulations 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 21 day of OCT 2022, at the Civil Aviation Authority of the Philippines, MIA Road, Pasay City, Metro Manila, 1301.

A handwritten signature in black ink, consisting of a large, stylized 'M' followed by a long, sweeping horizontal line that extends to the right.

CAPTAIN MANUEL ANTONIO L. TAMAYO
Acting Director General