



Republic of the Philippines  
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

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MEMORANDUM CIRCULAR NO.: 006-17

TO : ALL CONCERNED  
FROM : DIRECTOR GENERAL  
SUBJECT : ADOPTION OF ICAO ANNEX 6 PART 1 AMENDMENT 38 TO PCAR PARTS 1, 7, 8, 9 AND 18

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**REFERENCES:**

1. Philippine Civil Aviation Regulations Parts 1, 7, 8, 9 and 18
2. ICAO Annex 6
3. ICAO Annex 6 Part 1; Amendment 38
4. Regulations Amendment/Revision Procedure
5. Board Resolution No.: 2012-054 dated 28 September 2013

Pursuant to the powers vested on the Director General of the Civil Aviation Authority of the Philippines under Republic Act 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 2013, I hereby approve the incorporation of ICAO Annex 6 Part 1, Amendment 38 to the Philippine Civil Aviation Regulations.

**AMENDED REGULATIONS:**

**PCAR PART 1**

**PART 1 APPENDIX A DEFINITIONS**

**Combined vision system (CVS).** A system to display images from a combination of an enhanced vision system (EVS) and a synthetic vision system (SVS).

**COMAT.** Operator material carried on an operator's aircraft for the operator's own purposes.

**Electronic flight bag (EFB).** An electronic information system, comprised of equipment and applications, for flight crew which allows for storing, updating, displaying and processing of EFB functions to support flight operations or duties.

**Enhanced Vision System (EVS).** A system to display electronic real-time images of the external scene achieved through the use of image sensors.

*Note. EVS does not include night vision imaging systems (NVIS).*

**State of the Aerodrome.** The State in whose territory the aerodrome is located.

**Synthetic vision system (SVS).** A system to display data-derived synthetic images of the external scene from the perspective of the flight deck.

## **PCAR PART 7**

### **7.1.3 ABBREVIATIONS**

CVS – Combined Vision System

COMAT – Operator Material

EFB – Electronic Flight Bag

EUROCAE – European Organization for Civil Aviation Equipment

LED – Light Emitting Diode

NVIS – Night Vision Imaging Systems

RTCA – Radio Technical Commission for Aeronautics

SVS – Synthetic Vision System

### **7.2.11 AIRPLANES EQUIPPED WITH AUTOMATIC LANDING SYSTEMS, A HEAD-UP DISPLAYS (HUD) OR EQUIVALENT DISPLAYS, ENHANCED VISION SYSTEMS (EVS), SYNTHETIC VISION SYSTEMS (SVS) AND/OR COMBINED VISION SYSTEMS (CVS)**

(a) Where airplanes are equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, or any combination of those systems into a hybrid system, the use of such systems for the safe operation of an airplane shall be approved by the Authority.

*Note.-Information regarding HUD or equivalent displays, including references to RTCA and EUROCAE documents, is contained in the Manual of All-Weather Operations (Doc 9365).*

(b) The use of the automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS, shall comply with the following:

- 1) the equipment meets the airworthiness certification requirements;
- 2) the operator has carried out a safety risk assessment of the operations supported by the automatic landing systems, a HUD or equivalent displays, EVS, SVS, or CVS;
- 3) the operator has established and documented the procedures for the use of, and training requirements for, automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS.

*Note 1.-Guidance on safety risk assessments is contained in the Safety Management Manual (SMM)(Doc 9859).*

*Note 2-Guidance on operational approvals is contained in ICAO Annex 6 Part 1 Attachment I.*

### **7.3.3 ALTITUDE REPORTING TRANSPONDER**

(c) [AOC] No person may operate an aircraft in commercial air transportation unless it is equipped with a data source that provides pressure-altitude information with a resolution of 7.62 m (25 ft), or better.

### **7.4.1 AIRCRAFT LIGHTS AND INSTRUMENT ILLUMINATION**

(a)...

- (7) An independent portable light for each crew member station; and



## **7.7 FLIGHT RECORDERS**

### **7.7.1 GENERAL REQUIREMENTS**

*Note 4. – For airplanes for which the application for type certification is submitted to the State of Design before 1 January 2016, specifications applicable to flight recorders may be found in EUROCAE ED-112, ED-56A, ED-55, Minimum Operational Performance Specification (MOPS), or earlier equivalent documents.*

*Note 5. – For airplanes for which the application for type certification is submitted to the State of Design on or after 1 January 2016, specifications applicable to flight recorders may be found in EUROCAE ED-112A, Minimum Operational Performance Specification (MOPS), or equivalent documents.*

*Note 6. – Specifications applicable to lightweight flight recorders may be found in EUROCAE ED 155, Minimum Operational Performance Specification (MOPS), or equivalent documents.*

#### **7.7.1.1 CONSTRUCTION AND INSTALLATION**

(a)...

(1) Non-deployable flight recorder containers shall:

- (i) be painted a distinctive orange or yellow color;
- (ii) carry reflective material to facilitate their location; and
- (iii) have securely attached an automatically activated underwater locating device operating at a frequency of 37.5 kHz. At the earliest practicable date, but not later than 1 January 2018, this device shall operate for a minimum of 90 days.

(2) Automatic deployable flight recorder containers shall:

- (i) be painted a distinctive orange color, however the surface visible from outside the aircraft may be of another color;
- (ii) carry reflective material to facilitate their location; and
- (iii) have an integrated automatically activated ELT.

#### **7.7.2.2 AIRCRAFT EQUIPPAGE FOR OPERATION**

(a)....

(1) [AAC] All turbine-engined airplanes of a maximum certificated take-off mass of 5,700 kg or less for which the application is for a type certificate is first made to the State of Design on or after 1 January 2016; shall be equipped with:

- (ii) a Class C AIR or AIRS capable of recording flight path and speed parameters displayed to the pilot(s); or

(2) [AOC] All turbine-engined airplanes of a maximum certificated take-off mass of 5 700 kg or less for which the individual certificate of airworthiness is first issued on or after 1 January 2016 shall be equipped with:

- (ii) a Class C AIR or AIRS capable of recording flight path and speed parameters displayed to the pilot(s); or

### **7.7.5 AIRBORNE IMAGE RECORDER (AIR) AND AIRBORNE IMAGE RECORDING SYSTEM (AIRS)**

(a) Airborne image recorders are classified as follows.

- (1) A Class A AIR or AIRS captures the general cockpit area in order to provide data supplemental to conventional flight recorders.
- (2) A Class B AIR or AIRS captures data link message displays.
- (3) A Class C AIR or AIRS captures instruments and control panels.

*Note 2: A Class C AIR or AIRS may be considered as a means for recording flight data where it is not practical or is prohibitively expensive to record on an FDR or an ADRS, or where an FDR is not required.*

(b) The AIR or AIRS must start to record prior to the aircraft moving under its own power and record continuously until the termination of the flight when the aircraft is no longer capable of moving under its own power. In addition, depending on the availability of electrical power, the AIR or AIRS must start to record as early as possible during the cockpit checks prior to engine start at the beginning of the flight until the cockpit checks immediately following engine shutdown at the end of the flight.

#### **IS: 7.7.1.3 CONTINUED SERVICEABILITY AND INSPECTION OF FLIGHT RECORDER SYSTEMS**

- (a) The operator shall, prior to the first flight of the day, monitor the built-in test features for the flight recorders and flight data acquisition unit (FDAU), when installed, by monitored manual and/or automatic checks.
- (b) FDR systems or ADRS, CVR systems or CARS and AIR systems or AIRS shall have recording system inspection intervals of one year; subject to the approval from the Authority, this period may be extended to two years provided these systems have demonstrated a high integrity of serviceability and self-monitoring. DLR systems or DLRS shall have recording system inspection intervals of two years; subject to the approval from the Authority, this period may be extended to four years provided these systems have demonstrated high integrity of serviceability and self-monitoring.
- (c) The operator shall carry out recording system inspections as follows:
  - (1) an analysis of the recorded data from the flight recorders shall ensure that the recorder operates correctly for the nominal duration of the recording;
  - (2) the analysis of the FDR or the ADRS shall evaluate the quality of the recorded data to determine if the bit error rate (including those errors introduced by recorder, the acquisition unit, the source of the data on the airplane and by the tools used to extract the data from the recorder) is within acceptable limits and to determine the nature and distribution of the errors;
  - (3) a complete flight from the FDR or the ADRS shall be examined in engineering units to evaluate the validity of all recorded parameters. Particular attention shall be given to parameters from sensors dedicated to the FDR or the ADRS. Parameters taken from the aircraft's electrical bus system need not be checked if their serviceability can be detected by other aircraft systems;
  - (4) the readout facility shall have the necessary software to accurately convert the recorded values to engineering units and to determine the status of discrete signals;
  - (5) an examination of the recorded signal on the CVR or the CARS shall be carried out by replay of the CVR or the CARS recording. While installed in the aircraft, the CVR or the CARS shall record test signals from each aircraft source and from relevant external sources to ensure that all required signals meet intelligibility standards;



- (6) where practicable, during the examination, a sample of in-flight recordings of the CVR or CARS shall be examined for evidence that the intelligibility of the signal is acceptable; and
- (7) an examination of the recorded images on the AIR or AIRS shall be carried out by replay of the AIR or AIRS recording. While installed in the aircraft, the AIR or AIRS shall record test images from each aircraft source and from relevant external sources to ensure that all required images meet recording quality standards.
- (d) A flight recorder system shall be considered unserviceable if there is a significant period of poor quality data, unintelligible signals, or if one or more of the mandatory parameters is not recorded correctly.
- (e) The operator shall make available a report of the recording system inspection upon request by the CAAP for monitoring purposes.

## **PCAR PART 8**

### **8.1.1.2 DEFINITIONS**

(b)...

- (28)**Cargo.** Any property carried on an aircraft other than mail and accompanied or mishandled baggage.

*Editorial note: Adjust numbering after*

### **8.1.1.3 ABBREVIATIONS**

(31) NOTOC- Notice to Captain

## **8.5.1.27 CARRIAGE OF DANGEROUS GOODS**

### **8.5.1.27.1 GENERAL**

- (a) No person shall carry dangerous goods in an aircraft registered in Republic of the Philippines or operated in Republic of the Philippines except:
  - (1) With the written permission of the Authority and in accordance with the regulations and/or conditions set by the Authority in granting such permission; and
  - (2) In accordance with the Technical Instructions for the Safe Transport of Dangerous Goods by Air issued by the Council of International Civil Aviation Organization and with any variations to those instructions that the Authority may from time to time mandate and provide notification of to ICAO.
- (b) Operators wishing to carry dangerous goods in an aircraft to, from or over the territory of Republic of the Philippines must obtain prior written permission from the Director General. The application must include details of Dangerous Goods Training Program.
- (c) The operator shall ensure that all personnel, including third-party personnel, involved in the acceptance, handling, loading and unloading of cargo are informed of the operator's operational approval and limitations with regard to the transport of dangerous goods.
- (d) On shipments to, from, within, or transiting through Republic of the Philippines, a 24-hour emergency response information must be provided for all dangerous goods, except for dangerous goods for which no transport document is required.
- (e) The transport document must include a 24-hour emergency response telephone number (including the area codes and for international number for location outside

Republic of the Philippines, the international access code, country and city codes are needed). The telephone number must be monitored at all times by a person who :

- (1) Has complete knowledge of emergency response and accident information in dangerous goods;
  - (2) Has immediate access to a person who possesses such knowledge and information; and
  - (3) Is knowledgeable of the hazards and characteristics of the dangerous goods being transported.
- (f) Infectious substances other than human blood, human urine and tissue are prohibited from entry to Republic of the Philippines without approval from the Department of Health Authorities and must be transported only on a cargo aircraft. Infectious substances are not allowed in airmail.
- (g) An operator who is involved in a dangerous goods incident and/or accident in the Republic of the Philippines must provide the Authority all the necessary information to allow the Authority to take necessary accident mitigation action. A written report must be prepared and sent by the operator (or his authorized representative) to the Authority within 24 hours of the occurrence.
- (h) No person may offer for transport aboard a passenger aircraft, a package or an overpack with an activity greater than 3.0.
- (1) No package may be offered for transport aboard a passenger aircraft, a package or an over-pack with an activity greater than 3,000 x A1 or 3,000 x A2 1,000 TBq (27,000 Ci), whichever is less.
  - (2) All type B (U), type B (M), type H (U) type H (M) and fissile package design must be certified by the Philippine Nuclear Research Institute (PNRI). Request for a package design certification and approval should be directed to the appropriate authority of the Philippine (PNRI).

#### **8.5.1.27.2 STATE RESPONSIBILITIES**

- (a) The Authority shall indicate in the operations specification if an operator is approved or is not approved to transport dangerous goods as cargo. When an operator is approved to transport dangerous goods as cargo any limitations should be included.
- (b) An operational approval may be granted for the transport of specific types of dangerous goods only (e.g. dry ice, biological substance, Category B, and dangerous goods in excepted quantities) or COMAT.
- (c) The Supplement to the Technical Instructions contains guidance on a State's responsibilities with respect to operators. This includes additional information to Part 7 of the Technical Instructions on storage and loading, provision of information, inspections, enforcement and CAR Parts 8, 9 and 18 information relevant to the State's responsibilities for dangerous goods.
- (d) Carriage of dangerous goods other than as cargo (e.g. medical flights, search and rescue) are addressed in Part 1, Chapter 1, of the Technical Instructions. The exceptions for the carriage of dangerous goods that are either equipment or for use on board the aircraft during flight are detailed in Part 1, 2.2.1, of the Technical Instructions.



### **8.5.1.27.3 OPERATOR RESPONSIBILITIES**

- (a) An operator's training programme should cover, as a minimum, the aspects of the transport of dangerous goods listed in the Technical Instructions in Table 1-4 for operators holding an approval or Table 1-5 for operators without an approval. Recurrent training must be provided within 24 months of previous training, except as otherwise provided by the Technical Instructions.
- (b) Details of the dangerous goods training programme including the policies and procedures regarding third-party personnel involved in the acceptance, handling, loading and unloading of dangerous goods cargo should be included in the operations manual.
- (c) The Authority requires that operators provide information in the operations manual and/or other appropriate manuals that will enable flight crews, other employees and ground handling agents to carry out their responsibilities with regard to the transport of dangerous goods and that initial training be conducted prior to performing a job function involving dangerous goods as provided in the Technical Instructions.
- (d) Operators should meet and maintain requirements established by the States in which operations are conducted.
- (e) Operators may seek approval to transport, as cargo, specific dangerous goods only, such as dry ice, biological substance, Category B, COMAT and dangerous goods in excepted quantities.
- (f) Attachment 1 to Part S-7, Chapter 7, of the Supplement to the Technical Instructions contains additional guidance and information on requirements regarding operators not approved to transport dangerous goods as cargo and for operators that are approved to transport dangerous goods as cargo.
- (g) All operators should develop and implement a system that ensures they will remain current with regulatory changes and updates. The Technical Instructions contain detailed instructions necessary for the safe transport of dangerous goods by air. These Instructions are issued biennially, becoming effective on 1 January of an odd-numbered year.

#### **8.5.1.27.3.1 OPERATORS WITH NO OPERATIONAL APPROVAL TO TRANSPORT DANGEROUS GOODS AS CARGO ( NO DG CARRY OPERATOR)**

The Authority shall ensure that operators not approved to transport dangerous goods have:

- (a) established a dangerous goods training programme that meets the applicable requirements of the Technical Instructions, Part 1, Chapter 4 and Part 18, as appropriate. Details of the dangerous goods training programme shall be included in the operator's operations manuals;
- (b) established dangerous goods policies and procedures in its operations manual to meet, at a minimum, the requirements of the Technical Instructions and Part 18 to allow operator personnel to:
  - 1) identify and reject undeclared dangerous goods, including COMAT classified as dangerous goods; and
  - 2) report to the appropriate authorities of the State of the Operator and the State in which it occurred any;
    - i) occasions when undeclared dangerous goods are discovered in cargo or mail; and
    - ii) dangerous goods accidents and incidents.

### **8.5.1.27.3.2 OPERATORS TRANSPORTING DANGEROUS GOODS AS CARGO ( DG CARRY OPERATORS)**

The Authority shall approve the transport of dangerous goods and ensure that the operator:

a) establishes a dangerous goods training programme that meets the requirements in the Technical Instructions, Part 1, Chapter 4, Table 1-4 and the requirements of Part 18, as appropriate. Details of the dangerous goods training programme operator's shall be included in the operations manuals.

b) established dangerous goods policies and procedures in its operations manual to meet, at a minimum, the requirements of the Technical Instructions and Part 18 to enable operator personnel to:

- 1) identify and reject undeclared or misdeclared dangerous goods, including COMAT classified as dangerous goods;
- 2) report to the appropriate authorities of the State of the Operator and the State in which it occurred any;
  - i) occasions when undeclared or misdeclared dangerous goods are discovered in cargo or mail; and
  - ii) dangerous goods accidents and incidents;
- 3) report to the appropriate authorities of the State of the Operator and the State of Origin any occasions when dangerous goods are discovered to have been carried;
  - i) when not loaded, segregated, separated or secured in accordance with the Technical Instructions Part 7, Chapter 2; and
  - ii) without information having been provided to the pilot-in-command( NOTOC);
- 4) accept, handle, store, transport, load and unload dangerous goods, including COMAT classified as dangerous goods as cargo on board an aircraft; and
- 5) provide the pilot-in-command with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo.

### **8.6.2.1 AIRCRAFT AIRWORTHINESS AND SAFETY PRECAUTIONS**

(a) A flight, or series of flights, shall not be commenced until flight preparation forms have been completed certifying that the PIC is satisfied that:

- (1) the aircraft is airworthy, duly registered and that appropriate certificates with respect thereto are on board the aircraft;

### **8.6.2.15 MINIMUM FUEL SUPPLY FOR IFR FLIGHTS**

#### **8.6.2.15.1 COMMERCIAL AIR TRANSPORT: PISTON-ENGINED AIRPLANES**

(c)...

- (1) Taxi fuel – which shall be the amount of fuel expected to be consumed before take-off taking into account local conditions at the departure aerodrome and auxiliary power unit (APU) fuel consumption;

(f) The use of fuel after flight commencement for purposes other than originally intended during pre-flight planning shall require a re-analysis and, if applicable, adjustment of the planned operation.



*Note. – Guidance on procedures for in-flight fuel management including re-analysis, adjustment and/or re-planning considerations when a flight begins to consume contingency fuel before take-offs is contained in the Flight Planning and Fuel Management Manual (ICAO Doc 9976).*

#### **8.6.2.15.6 IN-FLIGHT FUEL MANAGEMENT**

- (b) The pilot-in-command shall continually ensure that the amount of usable fuel remaining on board is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining upon landing.

*Note. The protection of final reserve fuel is intended to ensure a safe landing at any aerodrome when unforeseen occurrences may not permit safe completion of an operation as originally planned. Guidance on flight planning including the circumstances that may require re-analysis, adjustment and/or re-planning of the planned operation before take-off or en-route, is contained in the Flight Planning and Fuel Management Manual (ICAO Doc 9976).*

#### **8.8.1.7 INSTRUMENT APPROACH OPERATING MINIMA**

- (b) Each Operator shall establish airport/heliport-operating minima for each airport/heliport to be used in operation, and shall approve the method of determination of such minima. That minima shall not be lower than any that may be established for such airports by the State of the Aerodrome except when specifically approved by that State.

*Note: This Standard does not require the State of the Aerodrome to establish aerodrome operating minima.*

- (c) The Authority may approve operational credit(s) for operations with airplanes equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS or CVS. Such approvals shall not affect the classification of the instrument approach procedure.

*Note 1. – Operational credit includes:*

- a) for the purposes of an approach ban (PCAR Part 8, Subsection 8.8.4.13, paragraph (c) and (d)), a minima below the aerodrome operating minima;*
- b) reducing or satisfying the visibility requirements; or*
- c) requiring fewer ground facilities as compensated for by airborne capabilities.*

*Note 2. – Guidance on operational credit for aircraft equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVS and CVS is contained in Attachment I and in the Manual of All-Weather Operations (ICAO Doc 9365).*

*Note 3. – Information regarding a HUD or equivalent displays, including references to RTCA and EUROCAE documents, is contained in the Manual of All-Weather Operations (ICAO Doc 9365).*

#### **IS: 8.8.1.7 INSTRUMENT APPROACH OPERATING MINIMA**

(b) ...

- (5) the equipment available on the aircraft for the purpose of navigation acquisition of visual references and/or control of flight path during the approach, landing and the missed approach;

### **8.8.1.29 NOISE ABATEMENT PROCEDURES**

- (b) Unless otherwise directed by the Authority, the noise abatement procedures specified by an operator for any one aircraft type shall be the same for all airports.

*Note. A single procedure may not satisfy requirements at some aerodromes.*

### **8.8.4 IFR FLIGHT RULES**

#### **8.8.4.1 APPLICABILITY**

- (a) All aircraft operated in accordance with instrument flight procedures shall comply with the IFR, and the airport/heliport instrument approach procedures approved by the State in which the operation will take place.

*Note: Information for pilots on flight procedure parameters and operational procedures is contained in ICAO Doc 8168, PANS-OPS, Volume I. Criteria for the construction of visual and instrument flight procedures are contained in ICAO DOC 8186, PANS-OPS, Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.*

## **PCAR PART 9**

### **9.1.1.7 CONTENTS OF AIR OPERATOR CERTIFICATE**

- (b) The AOC shall contain at least the following information and shall follow the layout prescribed in IS: 9.1.1.7:
- (c) The operations specifications associated with the AOC shall contain at least the information listed as under and shall follow the layout prescribed in IS: 9.1.1.7:

### **IS: 9.1.1.7 AIR OPERATOR CERTIFICATE (AOC) AND ASSOCIATED OPERATIONS SPECIFICATIONS**

#### **OPERATIONS SPECIFICATIONS**

12. List the airborne capabilities (i.e. automatic landing, HUD, EVS, SVS, CVS) and associated operational credit(s) granted.

*Editorial note: Adjust numbering after*

19. List the EFB functions with any applicable limitations.

*Editorial note: adjust numbering after*



**OPERATIONS SPECIFICATIONS**  
( subject to the approved conditions in the Operations Manual)

Telephone <sup>1</sup> : \_\_\_\_\_ ;Fax: \_\_\_\_\_ ;Email: \_\_\_\_\_

AOC#<sup>2</sup> : \_\_\_\_\_ Operator Name<sup>3</sup> : \_\_\_\_\_ Date<sup>4</sup> : \_\_\_\_\_ Signature: \_\_\_\_\_  
 DbA Trading Name

Aircraft Model<sup>5</sup> : \_\_\_\_\_

Types of operation: Commercial air transportation  Passengers  Cargo  Other<sup>6</sup>: .....

Area of operation<sup>7</sup>: \_\_\_\_\_

Special Limitations<sup>8</sup>: \_\_\_\_\_

SPECIAL AUTHORIZATIONS	YES	NO	SPECIAL APPROVALS <sup>9</sup>	REMARKS
Dangerous goods	<input type="checkbox"/>	<input type="checkbox"/>		
Low visibility operations				
Approach and landing	<input type="checkbox"/>	<input type="checkbox"/>	CAT <sup>10</sup> : ___ RVR: ___ m DH: ___ ft	
Take-off	<input type="checkbox"/>	<input type="checkbox"/>	RVR <sup>11</sup> : ___ m	
Operational credits(s)	<input type="checkbox"/>	<input type="checkbox"/>	<sup>12</sup>	
RVSM-13 <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>		
EDTO <sup>14</sup> <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>	Threshold time <sup>15</sup> : ___ minutes  Maximum diversion time <sup>15</sup> : ___ minutes	
Navigation specifications for PBN operations <sup>16</sup>	<input type="checkbox"/>	<input type="checkbox"/>		<sup>17</sup>
Continuing airworthiness	<del><input type="checkbox"/></del>	<del><input type="checkbox"/></del>	<sup>18</sup>	
EFB	<del><input type="checkbox"/></del>	<del><input type="checkbox"/></del>	<sup>19</sup>	
Other <sup>20</sup>	<input type="checkbox"/>	<input type="checkbox"/>		

### **9.3.1.2 OPERATIONS MANUAL**

- (b) An operations manual, which may be issued in separate parts corresponding to specific aspects of operations, provided in accordance with Subpart 9.3.1.2 shall be organized with the following structure:
- (h) An operator shall develop policies and procedures for third parties that perform work on its behalf.

### **IS:9.3.1.2 OPERATIONS MANUAL**

- (d) An operator shall develop policies and procedures for third parties that perform work on its behalf.

### **IS 9.3.1.3 TRAINING PROGRAMS MANUAL**

#### **1.2.2 FLIGHT TRAINING PROGRAM**

An operator shall establish and maintain a ground and flight training program, approved by the Authority, which ensures that all flight crew members are adequately trained to perform their assigned duties. The training program shall:

- (d) include upset prevention and recovery training;
- (e) include training in knowledge and skills related to visual and instrument flight procedures for the intended area of operation, charting, human performance including threat and error management and in the transport of dangerous goods and, where applicable, procedures specific to environment in which the aircraft is to be operated;

## **PCAR PART 18**

### **SUBPART C: RESPONSIBILITIES**

#### **18.059 STATES RESPONSIBILITIES**

*Note 1.— Part 18 contains requirements for each Contracting State to establish oversight procedures for all entities (including packers, shippers, ground handling agents and operators) performing dangerous goods functions.*

*Note 2.— Operator responsibilities for the transport of dangerous goods are contained in Part 8 and this Part. Part 7 of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) (Technical Instructions) contains the operator's responsibilities and requirements for incident and accident reporting.*

*Note 3.— The requirements pertaining to crew members or passengers carrying dangerous goods on aircraft are set forth in Part 8, Chapter 1, of the Technical Instructions.*

*Note 4.— COMAT that meets the classification criteria of the Technical Instructions for dangerous goods are considered cargo and must be transported in accordance with Part 1;2.2.2 or Part 1;2.2.3 of the Technical Instructions (e.g. aircraft parts such as chemical oxygen generators, fuel control units, fire extinguishers, oils, lubricants, cleaning products).*



## **DELETED REGULATIONS:**

### **PCAR PART 7**

#### **7.7.1.1 CONSTRUCTION AND INSTALLATION**

~~Note 1: Industry crashworthiness and fire protection specifications for FDR, CVR, AIR and DLR are as contained in the EUROCAE ED-112, Minimum Operational Performance Specifications (MOPS) for Crash Protected Airborne Recorder Systems, or equivalent documents.~~

#### **7.7.2 FLIGHT DATA RECORDERS (FDR) AND AIRCRAFT DATA RECORDING SYSTEMS (ADRS)**

~~Note 1: FDR and AIR performance requirements are as contained in the EUROCAE ED-112, Minimum Operational Performance Specification (MOPS) for Crash Protected Airborne Recorder Systems, or equivalent documents.~~

~~Note 2: ADRS performance requirements are as contained in the EUROCAE ED-155, Minimum Operational Performance Specification (MOPS) for Lightweight Flight Recording Systems, or equivalent documents.~~

#### **7.7.3 COCKPIT VOICE RECORDERS (CVR) AND COCKPIT AUDIO RECORDING SYSTEMS (CARS)**

~~Note 1: CVR performance requirements are as contained in the EUROCAE ED-112, Minimum Operational Performance Specification (MOPS) for Crash Protected Airborne Recorder Systems, or equivalent documents.~~

~~Note 2: CARS performance requirements are as contained in the EUROCAE ED-155, Minimum Operational Performance Specification (MOPS) for Lightweight Flight Recording Systems, or equivalent documents.~~

#### **7.7.4 DATA LINK RECORDERS (DLR) AND DATA LINK RECORDING SYSTEMS (DLRS)**

~~Note: Data link recorders performance requirements are as contained in the EUROCAE ED-112, Minimum Operational Performance Specifications (MOPS) for Crash Protected Airborne Recorder Systems, or equivalent documents.~~

#### **IS: 7.7.2.1(A) FLIGHT DATA RECORDERS—TYPE AND PARAMETERS – AIRPLANE (q)**

~~Note 1: Parameter guidance for range, sampling, accuracy and resolution are as contained in the EUROCAE ED-112, Minimum Operational Performance Specification (MOPS) for Crash Protected Airborne Recorder Systems, or equivalent documents.~~

### **PCAR PART 8**

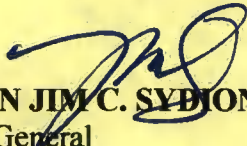
#### **8.8.1.7 INSTRUMENT APPROACH OPERATING MINIMA**

~~Note 2: The use of head-up displays (HUD) or enhanced vision systems (EVS) may allow operations with lower visibilities than normally associated with the aerodrome operating minima.~~

**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 Parts 1, 7, 8, 9 and 18 series of 2017 and shall supersede any memoranda, regulations and directives in conflict herewith.

So Ordered. Signed this 6th day of April 2017, CAAP, Pasay City

  
**CAPTAIN JIM C. SYBIONGCO**  
Director General