Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

MEMORANDUM CIRCULAR NO.: 008-17

TO : **ALL CONCERNED**

FROM : **DIRECTOR GENERAL**

SUBJECT : **AMENDMENT TO PCAR PARTS 1, 5, 7 AND 13 IN COMPLIANCE WITH ICAO ANNEX 6 PART 1 AND ANNEX 16 VOLUME 1.**

REFERENCES:

1. Philippine Civil Aviation Regulations
2. ICAO Annex 6 Part 1
3. ICAO Annex 16 vol. 1
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 the following amendments to the Philippine Civil Aviation Regulations.

AMENDED REGULATIONS:

PCAR PART 1

APPENDIX A DEFINITIONS

Category A. With respect to helicopters, means a multi-engine helicopter designed with engine and system isolation features specified in ICAO Annex 8, Part IVB and capable of operations using take-off and landing data scheduled under a critical engine failure concept which assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off.

Engine. A unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propeller/rotors (if applicable).

State of Manufacture. The State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller.

PCAR PART 5

5.1.1.2 DEFINITIONS

(10)*State of Design.* The State having jurisdiction over the organization responsible for the type design.

IS: 5.4.3 Noise Emission Standards

(a) The standards related to aircraft noise emission are those contained in the following Chapters of ICAO Annex 16, Volume I, Part II:

(1) Chapter 2, entitled " SUBSONIC JET AEROPLANES — Application for Type Certificate submitted before 6 October 1977".

(2) Chapter 3, entitled:

"1.- SUBSONIC JET AEROPLANES — Application for Type Certificate submitted on or after 6 October 1977 and before 1 January 2006".

"2.-PROPELLER-DRIVEN AEROPLANES OVER 8 618 kg — Application for Type Certificate submitted on or after 1 January 1985 and before 1 January 2006".

(3) Chapter 4, entitled:

"1.- SUBSONIC JET AEROPLANES — Application for Type Certificate submitted on or after 1 January 2006".

"2.—PROPELLER-DRIVEN AEROPLANES OVER 8 618 kg — Application for Type Certificate submitted on or after 1 January 2006".

(4) Chapter 5, entitled " PROPELLER-DRIVEN AEROPLANES OVER 8 618 kg — Application for Type Certificate submitted before 1 January 1985".

(5) Chapter 6, entitled "PROPELLER-DRIVEN AEROPLANES NOT EXCEEDING 8 618 kg — Application for Type Certificate submitted before 17 November 1988".

(6) Chapter 8, entitled "Helicopters".

(7) Chapter 10, entitled "PROPELLER-DRIVEN AEROPLANES NOT EXCEEDING 8 618 kg — Application for Type Certificate or Certification of Derived Version submitted on or after 17 November 1988".

(8) Chapter 11, entitled "Helicopters not exceeding 3,175 kg maximum certificated take-off mass".

IS: 5.4.3.1 NOISE EVALUATION METHODS AND CERTIFICATION DOCUMENTATION

(a) Noise Evaluation Methods

The methods for the evaluation of aircraft noise are those contained in the following Appendices of ICAO Annex 16, Volume I:

(1) APPENDIX 1, entitled " EVALUATION METHOD FOR NOISE CERTIFICATION OF SUBSONIC JET AEROPLANES — Application for Type Certificate submitted before 6 October 1977".

(2) APPENDIX 2, entitled "Evaluation method for noise certification of"

"1.— SUBSONIC JET AEROPLANES — Application for Type Certificate submitted on or after 6 October 1977".

"2.— PROPELLER-DRIVEN AEROPLANES OVER 8 618 kg — Application for Type Certificate submitted on or after 1 January 1985".

"3.— HELICOPTERS".

(3) APPENDIX 3, entitled "EVALUATION METHOD FOR NOISE CERTIFICATION OF PROPELLER-DRIVEN AEROPLANES NOT EXCEEDING 8 618 kg — Application for Type Certificate submitted before 17 November 1988".

(4) APPENDIX 4, entitled "Evaluation method for noise certification of helicopters not exceeding 3175 kg maximum certificated take-off mass".

(5) APPENDIX 6, entitled "EVALUATION METHOD FOR NOISE CERTIFICATION OF PROPELLER-DRIVEN AEROPLANES NOT EXCEEDING 8 618 kg — Application for Type Certificate or Certification of Derived Version submitted on or after 17 November 1988".

PCAR PART 7

7.8.19 AIRCRAFT UNDERWATER LOCATOR BEACON

(a) [AOC] at the earliest practicable date but not later than 1 January 2018, No aircraft with a maximum certificated take-off mass of 27,000 kg may engage in " Extended over-water operations" as defined in Subpart 8.1.1.2(b) without a securely attached underwater locating device operating at a frequency of 8.8kHz. This automatically activated underwater locating device shall operate for a minimum of 30 days and shall not be installed in wings or empennage.

Note: Underwater Locator Beacon (ULB)performance requirements are as contained in the SAE AS6254, Minimum Performance Standard for Underwater Locating Devices (Acoustic) (Self-Powered), or equivalent documents.

PCAR PART 13

13.005 DEFINITIONS AND APPLICATION

(35) **State of manufacture**. means the State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller;

DELETED REGULATIONS:

PCAR PART 7

7.8.17 LIFE RAFT

~~(f) at the earliest practicable date but not later than 1 January 2018, on all airplanes of a maximum certificated take-off mass of over 27 000 kg, a securely attached underwater locating device operating at a frequency of 8.8 kHz. This automatically activated underwater locating device shall operate for a minimum of 30 days and shall not be installed in wings or empennage.~~

~~*Note: Underwater Locator Beacon (ULB)performance requirements are as contained in the SAE AS6254, Minimum Performance Standard for Underwater Locating Devices (Acoustic) (Self-Powered), or equivalent documents.*~~

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, series of 2017 and shall supersede any memoranda, regulations and directives in conflict herewith.

So Ordered. Signed this 21st day of April 2017, CAAP, Pasay City

CAPTAIN JIM C. SYDIONGCO
Director General