



MEMORANDUM CIRCULAR NO.: 36-16

TO : ALL CONCERNED

FROM : ACTING DIRECTOR GENERAL

SUBJECT : AMENDMENT TO PHILIPPINE CIVIL AVIATION
REGULATIONS - AIR NAVIGATION SERVICES (CAR-ANS)
PART 2 INCORPORATING AMENDMENT 89 TO ICAO
ANNEX 10 VOLUME 2

REFERENCE:

1. Philippine Civil Aviation Regulations- Air Navigation Services Part 2
2. ICAO Annex 10 Volume 2; Amendment 89
3. 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 incorporation of ICAO Annex 10 Volume 2 Amendment No. 89 to the Philippine Civil Aviation Regulations – Air Navigation Services (CAR-ANS) Part 2.

ORIGINAL REGULATION:

CAR-ANS Part 2

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2.4.8 Data Link Communications

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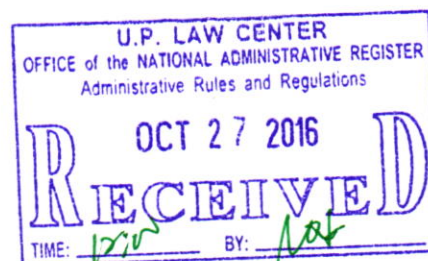
Downstream data authority. A designated ground system, different from the current data authority, through which the pilot can contact an appropriate ATC unit for the purposes of receiving a downstream clearance.

Next data authority. The ground system so designated by the current data authority through which an onward transfer of communications and control can take place.

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2.11.2 CPDLC Procedures

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2.11.2.9 Exchange of operational CPDLC messages

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2.11.2.9.5.2 When considered necessary by the appropriate ATS authority, additional pre-formatted free text messages shall be made available to the controller for those occasions where the CPDLC message set contained in the PANS-ATM does not provide for specific requirements. In such cases, a list of pre-formatted free text messages shall be established by the appropriate ATS authority, in consultation with operators and other ATS authorities that may be concerned.

2.11.2.9.5.3 Information concerning CPDLC message element subsets utilized and, if applicable, any additional preformatted free text messages, shall be published in aeronautical information publications.

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2.11.2.11 Free text messages

2.11.2.11.1 *The use of free text messages by controllers or pilots, other than preformatted free text messages referred to in paragraph 2.11.2.9.5.2, should be avoided.*

Note.— Whilst it is recognized that non-routine and emergency situations may necessitate the use of free text, particularly when voice communication has failed, the avoidance of utilizing free text messages is intended to reduce the possibility of misinterpretation and ambiguity.

2.11.2.12 Emergencies, hazards and equipment failure procedures

2.11.2.12.1 *When a CPDLC emergency message is received, the controller shall acknowledge receipt of the message by the most efficient means available.*

2.11.2.12.2 *When responding via CPDLC to a report indicating unlawful interference, uplink message ROGER 7500 shall be used.*

2.11.2.12.3 *When responding via CPDLC to all other emergency or urgency messages, uplink message ROGER shall be used.*

2.11.2.12.4 When a CPDLC message requires a logical acknowledgement and/or an operational response, and such a response is not received, the pilot or controller, as appropriate, shall be alerted.

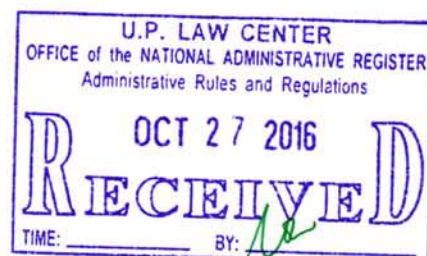
2.11.2.12.5 Failure of CPDLC

2.11.2.12.5.1 *A CPDLC failure should be detected in a timely manner.*

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2.11.2.12.6 Intentional shutdown of CPDLC

2.11.2.12.6.1 When a system shutdown of the communications network or the CPDLC ground system is planned, a NOTAM shall be published to inform all affected parties of the



shutdown period and if necessary, the details of the voice communication frequencies to be used.

2.11.2.12.6.2 Aircraft currently in communication with the ATC unit shall be informed by voice or CPDLC of any imminent loss of CPDLC service.

2.11.2.12.6.3 The controller and pilot shall be provided with the capability to abort CPDLC.

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AMENDED REGULATION:

CAR-ANS PART 2:

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2.4.8 Data Link Communications

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Downstream data authority. A designated ground system, different from the current data authority, through which the pilot can contact an appropriate ATC unit for the purposes of receiving a downstream clearance.

Free text message element. A message element used to convey information not conforming to any standardized message element in the CPDLC message set.

Next data authority. The ground system so designated by the current data authority through which an onward transfer of communications and control can take place.

Pre-formatted free text message element. A free text message element that is stored within the aircraft system or ground system for selection.

Standardized free text message element. A message element that uses a defined free text message format, using specific words in a specific order.

Note.— Standardized free text message elements may be manually entered by the user or pre-formatted.

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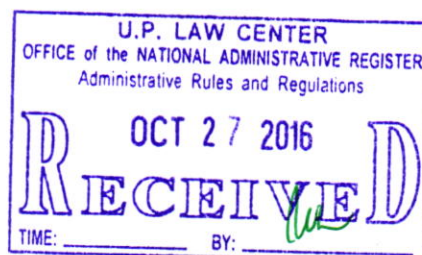
2.11.2 CPDLC Procedures

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2.11.2.9 Exchange of operational CPDLC messages

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2.11.2.9.5.2 When considered necessary by the appropriate ATS authority, additional standardized free text messages elements shall be made available and used by controllers and pilots for those occasions where the CPDLC message set contained in the PANS-ATM does not provide for specific requirements. In such cases, a list of standardized free text messages elements shall be established by the appropriate ATS authority, in consultation with operators and other ATS authorities that may be concerned.



2.11.2.9.5.3 Information concerning CPDLC message elements subset utilized and, if applicable, any additional standardized free text messages elements shall be published in aeronautical information publications.

2.11.2.9.5.4 Standardized free text message elements should be pre-formatted to facilitate their use.

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2.11.2.11 Free text messages

2.11.2.11.1 The use of free text messages elements by controllers or pilots, other than pre-formatted standardized free text messages referred to in paragraph 2.11.2.9.5.2, should be avoided.

Note.— Whilst it is recognized that non-routine and emergency situations may necessitate the use of free text, particularly when voice communication has failed, the avoidance of utilizing free text messages is intended to reduce the possibility of misinterpretation and ambiguity.

2.11.2.12 Emergencies, hazards and equipment failure procedures

2.11.2.12.1 When a CPDLC emergency message is received, the controller shall acknowledge receipt of the message by the most efficient means available.

2.11.2.12.2 When responding via CPDLC to a report indicating unlawful interference, uplink message ROGER 7500 shall be used.

2.11.2.12.3 When responding via CPDLC to all other emergency or urgency messages, uplink message ROGER shall be used.

2.11.2.12.4 When a CPDLC message requires a logical acknowledgement and/or an operational response, and such a response is not received, the pilot or controller, as appropriate, shall be alerted 2.11.2.12.5 *Failure of CPDLC*

Note 1.— Action to be taken in the event of a CPDLC initiation failure is covered in 2.11.2.12.6.

Note 2.— Action to be taken in the event of the failure of a single CPDLC message is covered in 2.11.2.12.7.

2.11.2.12.5.1 A CPDLC failure should be detected in a timely manner.

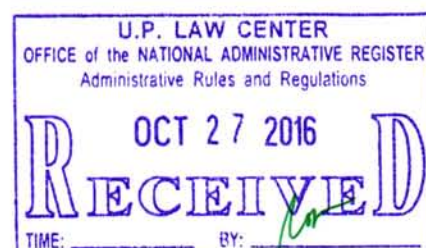
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2.11.2.12.6 Initiation failure of CPDLC

2.11.2.12.6.1 In the case of an initiation failure, the data link system shall provide an indication of the failure to the ATS unit and the flight crew.

2.11.2.12.6.2 The ATS unit shall establish procedures to resolve, as soon as practicable, initiation failures. Procedures should include, as a minimum, the following:

a) when a flight plan is available, verify that the aircraft identification, aircraft registration, and other details contained in the data link initiation request correspond with details in the flight plan, and where differences are detected make the necessary changes; or b) when a flight plan is not



available, create a flight plan with sufficient information in the flight data processing system, to achieve a successful data link initiation; then c) arrange for the re-initiation of the data link process.

2.11.2.12.6.3 The aircraft operator shall establish procedures to resolve, as soon as practicable, initiation failures. Procedures should include, as a minimum, that the pilot: a) verify the correctness and consistency of the flight plan information available in the FMS or equipment from which the CPDLC communication is initiated, and where differences are detected make the necessary changes; then b) re-initiate data link. ...

— END —

EFFECTIVITY CLAUSE:

This amendment shall be added to the PCAR-ANS Part 2 and shall take effect immediately and shall supersede any other memoranda, regulations, and directives in conflict with this provision after compliance with the requisite single newspaper publication and a copy was filed with the U.P. Law Center – Office of the National Administrative register.

So ordered. Signed this 18 day of OCT 2016, CAAP, Pasay City.


CAPT. JIM C. SYDIONGCO

