



Republic of the Philippines
Department of Transportation
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES
Office of the Director General

MEMORANDUM CIRCULAR NO.: 45-16

TO : ALL CONCERNED

FROM : ACTING DIRECTOR GENERAL

SUBJECT : AMENDMENT TO PHILIPPINE CIVIL AVIATION
REGULATIONS - AIR NAVIGATION SERVICES (CAR-ANS)
PART 15 INCORPORATING AMENDMENT 39A AND 39B TO
ICAO ANNEX 15

REFERENCE:

1. Philippine Civil Aviation Regulations- Air Navigation Services Part 15
2. ICAO Annex 15; Amendment 39A and 39B
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 15 Amendment No. 39A and 39B to the Philippine Civil Aviation Regulations – Air Navigation Services (CAR-ANS) Part 15.

ORIGINAL REGULATION:

CAR-ANS Part 15

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15.1 INTRODUCTION

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In compliance with the ICAO SARPS as contained in Annex 15, the objective of the aeronautical information service is to ensure the flow of information necessary for the safety, regularity and efficiency in an environmentally sustainable manner. The role and importance of aeronautical information changed significantly with the implementation of area navigation (RNAV), required navigation performance (RNP) and air borne computer based navigation systems under the New Communications, Navigation, Surveillance and Air Traffic Management Systems. Corrupt or erroneous, late or missing aeronautical information/data can potentially affect the safety of air navigation.

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15.2 Definitions

When the following items are used in the Standards and Recommended Practices for aeronautical information services, they have the following meanings:

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Heliport. An aerodrome or a defined area on a structure intended to be used wholly

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15.3 RESPONSIBILITIES AND FUNCTIONS

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15.3.7.2.3 At those geographical positions where the accuracy of EGM-96 does not meet the accuracy requirements for elevation and geoid undulation specified in Annex 14, Volumes I and II, on the basis of EGM-96 data, regional, national or local geoid models containing high resolution (Short wavelength) gravity field data must be developed and used. When a geoid model other than the EGM-96 model is used, a description of the model used, including the parameters required for height transformation between the model and EGM-96, shall be provided in the Aeronautical Information Publication (AIP). (Appendix 15A, GEN 2.1.4.)

Note: - Specifications governing determination and reporting (accuracy of field work and data integrity) of elevation and geoid undulation at specific positions at aerodromes/heliports are given in MOS for Aerodromes.

...

15.3.10.2 Electronic aeronautical data sets shall be protected by the inclusion in the data sets of a 32-bit cycle redundancy check (CRC) implemented by the application dealing with the data sets. This shall apply to the protection of the integrity classification of data sets as specified in 15.3.2.8.

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15.4 AERONAUTICAL INFORMATION PUBLICATIONS (AIP)

AIP is intended to satisfy International requirements for the exchange of aeronautical information of a lasting character essential to air navigation. AIP constitutes the basic information source for permanent information and long duration temporary changes.

AIP Philippines has been published according to ICAO standards contained in Annex 15 and guidelines contained in ICAO Doc8126 – Aeronautical Information Services Manual.

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15.4.1.3 The following charts aerodromes/heliports listed in Part 3 – Aerodromes (AD) – must, when available, form part of the AIP unless distributed through a separate subscription service. When included In the AIP, these charts should be in part 3 – aerodromes, or section 3, subsection 23 for heliports, immediately following the tabulations for the aerodrome or heliport concerned.

The charts, as appropriate should be included in the following sequence:

- 1) Aerodrome/heliport Chart – ICAO;
- 2) Aircraft Parking/Docking Chart - ICAO;
- 3) Aerodrome Ground Movement Chart – ICAO;
- 4) Aerodrome Obstacle Chart – ICAO Type A (for each runway);
- 5) Precision Approach Terrain Chart – ICAO (precision approach Cat II and III runways);
- 6) Area Chart – ICAO (departure and transit routes);
- 7) Radar Minimum Altitude Chart – ICAO;
- 8) Standard Departure Chart – Instrument – ICAO;
- 9) Area Chart – ICAO (arrival and transit routes);
- 10) Standard Arrival Chart – Instrument – ICAO;
- 11) Instrument Approach Chart – ICAO (for each runway and procedure type);

- 12) Visual Approach Chart - ICAO; and
- 13) Bird concentration in the vicinity of the aerodrome.

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15.4.1.4 Charts, maps and diagrams are to be substituted for tabulations and text wherever possible. They are also to be used when necessary to elaborate upon or supplement tabulations or text.

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15.4.2.1 AIP Philippines is a self-contained and includes a Table of contents.

...

15.4.2.9.1 Regular amendment interval to the AIP referred to in 4.2.9 is specified in the AIP Philippines, Part 1 – General (GEN).

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15.4.3.6 All changes to the AIP, or new information on a republished page, shall be identified by a distinctive symbol or annotation.

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15.4.4.1 Temporary changes of long duration (3 months or longer) and information of short duration which contains extensive text and/or graphics is published as AIP Supplement.

...

15.5.1.1 A NOTAM shall be originated and issued promptly whenever the information to be distributed is of a temporary nature and of short duration or when operationally significant permanent changes or temporary changes of long duration are made at short notice, except for extensive text and/or graphics.

Note: – Information of short duration containing extensive text and/or graphics is published as an AIP Supplement (see 15.4.4).

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15.5.1.1.1 A NOTAM shall be originated and issued concerning the following information:

a) establishment, closure or significant changes in operation of aerodrome(s)/ heliport(s) or runways;

...

r) presence or removal of, or significant changes in, hazardous conditions due to snow, slush, ice, radioactive material, toxic chemicals, volcanic ash deposition or water on the movement area;

s) forecasts of solar cosmic radiation, where provided;

...

15.5.1.1.6 When an AIP Amendment or an AIP Supplement is published in accordance with AIRAC procedures, a NOTAM shall be originated giving a brief description of the contents, the effective date and time, and the reference number of the amendment or supplement. This NOTAM shall come into force on the same effective date and time as the amendment or supplement and shall remain valid in the pre-flight information bulletin for a period of fourteen days.

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15.5.2.1 Except as provided in 15.5.2.3 (ASHTAM), each NOTAM shall contain the information provide in order shown in the NOTAM Format (see page 15- 55).

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15.5.2.2 Text of NOTAM shall be composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language.

Note.— Detailed guidance material covering NOTAM, SNOWTAM, ASHTAM and PIB production is contained in Doc 8126.

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15.5.2.2.1 English text is used for those parts expressed in plain language for NOTAM distribution.

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15.5.2.8 Each NOTAM shall deal with only one subject and one condition of the subject.

...
15.5.3.2.2 Exchanged of NOTAM as specified in 15.5.3.4 is sent through the AFS, and a six-digit date-time group indicating the date and time of NOTAM origination, and the identification of the originator is being used, preceding the text.

...
15.6.1.1 Information concerning the circumstances listed in Appendix 15C, Part 1, shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 14 January 2010. The information notified therein shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.

...
15.6.2.2 Whenever major changes are planned and where advance notice is desirable and practicable, information provided in paper copy form shall be distributed by the AIS unit at least 56 days in advance of the effective date. This shall be applied to the establishment of, and premeditated major changes in, the circumstances listed in Appendix 15C, Part 3, and other a major changes if deemed necessary.

...
15.7.2.4 Differentiation and identification of AIC topics according to subjects using color coding shall be practiced where the numbers of AIC in force are sufficient to make identification in this form necessary.

Note.— Guidance on color coding of AIC by subject can be found in the Aeronautical Information Services Manual (Doc 8126).

...
15.8.1.2 Aeronautical information provided for pre-flight planning purposes at the aerodromes referred to in 15.8.1.1 shall include relevant:

- a) elements of the Integrated Aeronautical Information Package;
- b) maps and charts.

...
15.8.1.2.1 Additional current information relating to the aerodrome of departure shall be provided concerning the following:

- a) construction or maintenance work on or immediately adjacent to the maneuvering area;
- b) rough portions of any part of the maneuvering area, whether marked or not, e.g. broken parts of the surface of runways and taxiways;
- c) presence and depth of snow, ice or water on runways and taxiways, including their effect on surface friction;

- d) snow drifted or piled on or adjacent to runways or taxiways;
- e) parked aircraft or other objects on or immediately adjacent to taxiways;
- f) presence of other temporary hazards;
- g) presence of birds constituting a potential hazard to aircraft operations;
- h) failure or irregular operation of part or all of the aerodrome lighting system including approach, threshold, runway, taxiway, obstruction and maneuvering area unserviceability lights and aerodrome power supply;
- i) failure, irregular operation and changes in the operational status of ILS (including markers), MLS, basic GNSS, SBAS, GBAS, SRE, PAR, DME, SSR, VOR, NDB, VHF aeromobile channels, RVR observing system, and secondary power supply; and
- j) presence and operation of humanitarian relief missions, such as those undertaken under the auspices of the United Nations, together with any associated procedures and/or limitations applied thereof.

...

15.8.1.3 A recapitulation of valid NOTAM of operational significance and other information of urgent character shall be made available to flight crews in the form of plain-language pre-flight information bulletins (PIB). AIP Philippines GEN 3.1-2 to 3.1-3 contains provisions on PIB.

Note.— Guidance on the preparation of PIB is contained in the Aeronautical Information Services Manual (Doc 8126).

...

15.8.3.2 Arrangements shall be made to receive at aerodromes/heliports information concerning the presence of birds observed by aircrews and shall ensure that such information is made available to the aeronautical information service for such distribution as the circumstances necessitate.

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APPENDIX 15A. CONTENTS OF THE AERONAUTICAL INFORMATION PUBLICATION (AIP)

(see item 15.4)

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PART 2 — EN-ROUTE (ENR)

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ENR 2.1 FIR, TMA and CTA

Detailed description of flight information regions (FIR), upper flight information regions (UIR), and control areas (CTA) (including specific CTA such as TMA), including:

- ...
- 4) frequencies supplemented by indications for specific purposes; and

...

ENR 3. ATS ROUTES

A detailed description of ATS routes established in Philippines, both for international and domestic flights, are included in this section, on **Lower and Upper Limits of ATS Routes and Area Navigation Routes (RNAV)**.

The description includes the following details:

- 1) route designator, required navigation performance (RNP) type applicable, name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the routes, which are also the compulsory reporting points.
- 2) tracks or VOR radials to the nearest degree, geodesic distance to the nearest tenth of a NM between each designated reporting point.
- 3) upper and lower limits of the route segments and applicable airspace classification.
- 4) lateral limits.
- 5) direction of cruising levels.
- 6) remarks, including an indication of the controlling unit and its operating frequency.

ENR 3.1 Lower ATS routes

Detailed description of lower ATS routes, including:

- 1) route designator, designation of the navigation specification(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including "compulsory" or "on-request" reporting points;

...

- 7) remarks, including an indication of the controlling unit, its operating channel and, if applicable, its logon address, and any navigation, specification(s) limitations.

...

ENR 3.2 Upper ATS routes

Detailed description of upper ATS routes, including:

- 1) route designator, designation of the navigation specification(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including "compulsory" or "on-request" reporting points;

...

- 7) remarks, including an indication of the controlling unit, its operating channel and, if applicable, its logon address, and any navigation, specification(s) limitations.

...

ENR 3.3 Area navigation routes

Detailed description of PBN (RNAV and RNP) routes, including:

1) route designator, designation of the navigation specification(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including "compulsory" or "on-request" reporting points;

...

7) remarks, including an indication of the controlling unit, its operating channel and, if applicable, its logon address, and any navigation, specification(s) limitations.

...

ENR 3.4 Helicopter routes

Detailed description of helicopter routes, including:

1) route designator, designation of the navigation specification(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including "compulsory" or "on-request" reporting points;

...

6) remarks, including an indication of the controlling unit and its operating frequency, and any navigation, specification(s) limitations.

...

PART 3 — AERODROMES (AD)

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AD 2. AERODROMES

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****** AD 2.12 Runway physical characteristics**

Detailed description of runway physical characteristics, for each runway, including:

...

8) dimensions of stopway (if any) to the nearest meter or foot;

9) dimensions of clearway (if any) to the nearest meter or foot;

10) dimensions of strips;

11) the existence of an obstacle-free zone; and

12) remarks.

...

****** AD 2.18 Air traffic services communication facilities**

Detailed description of air traffic services communication facilities established at the aerodrome, including:

1) service designation;

2) call sign;

- 3) frequency(ies);
- 4) hours of operation; and
- 5) remarks.
- ...

— END —

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15.5. NOTAM

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15.5.2 General specifications

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15.5.2.2 Text of NOTAM shall be composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language.

Note.— Detailed guidance material covering NOTAM, SNOWTAM, ASHTAM and PIB production is contained in Doc 8126.

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15.5.2.3 SNOWTAM is not applicable in the Philippines.

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15.7 AERONAUTICAL INFORMATION CIRCULARS (AIC)

15.7.1 Origination

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15.7.1.1.2 Snow plan is not applicable in the Philippines.

— END —

AMENDED REGULATION:

AMENDMENT 39A

CAR-ANS PART 15:

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15.1 INTRODUCTION

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In compliance with the ICAO SARPS as contained in Annex 15, the objective of the aeronautical information service is to ensure the flow of aeronautical information necessary for global air traffic management (ATM) system safety, regularity and efficiency in an environmentally sustainable manner. The role and importance of aeronautical data and aeronautical information changed significantly with the implementation of area navigation (RNAV), performance-based navigation (PBN) and airborne computer based navigation systems, *performance-based communication (PBC), performance-based surveillance (PBS), data link systems and satellite*

voice communications (SATVOICE). With the New Communications, Navigation, Surveillance and Air Traffic Management Systems. Corrupt, or erroneous, late or missing aeronautical information/data can potentially affect the safety of air navigation.

...

15.2 Definitions

When the following terms are used in the Standards and Recommended Practices for aeronautical information services, they have the following meanings:

...

Area navigation (RNAV). A method of navigation which permits aircraft operation 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.

...

Automatic dependent surveillance — broadcast (ADS-B). A means by which aircraft, aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mode via a data link.

...

Heliport. An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters.

...

Navigation specification. A set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications:

...

Performance-based communication (PBC). Communication based on performance specifications applied to the provision of air traffic services.

Note.—An RCP specification includes communication performance requirements that are allocated to system components in terms of the communication to be provided and associated transaction time, continuity, availability, integrity, safety and functionality needed for the proposed operation in the context of a particular airspace concept.

...

Performance-based navigation (PBN). Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace.

Note.—Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.

...

Performance-based surveillance (PBS). Surveillance based on performance specifications applied to the provision of air traffic services.

Note.—An RSP specification includes surveillance performance requirements that are allocated to system components in terms of the surveillance to be provided and associated data delivery time, continuity, availability, integrity, accuracy of the surveillance data, safety and functionality needed for the proposed operation in the context of a particular airspace concept.

...

Required communication performance (RCP) specification. A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based communication.

Required surveillance performance (RSP) specification. A set of requirements for air traffic service provision and associated ground equipment, aircraft capability, and operations needed to support performance-based surveillance.

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15.3 RESPONSIBILITIES AND FUNCTIONS

...

15.3.7.2.3 At those geographical positions where the accuracy of EGM-96 does not meet the accuracy requirements for elevation and geoid undulation specified in MOS for Aerodromes, on the basis of EGM-96 data, regional, national or local geoid models containing high resolution (Short wavelength) gravity field data must be developed and used. When a geoid model other than the EGM-96 model is used, a description of the model used, including the parameters required for height transformation between the model and EGM-96, shall be provided in the Aeronautical Information Publication (AIP). (Appendix 15A, GEN 2.1.4.)

Note: - Specifications governing determination and reporting (accuracy of field work and data integrity) of elevation and geoid undulation at specific positions at aerodromes/heliports are given in MOS for Aerodromes.

...

15.3.10.2 Electronic aeronautical data sets shall be protected by the inclusion in the data sets of a 32-bit cycle redundancy check (CRC) implemented by the application dealing with the data sets. This shall apply to the protection of the integrity classification of data sets as specified in 15.3.2.8.

Note 1. This requirement does not apply to the communications systems used for the transfer of data sets.

Note 2. Guidance material on the use of a 32-bit CRC algorithm to implement a protection of electronic aeronautical data sets is contained in the Aeronautical Information Services Manual (Doc 8126).

...

15.4 AERONAUTICAL INFORMATION PUBLICATIONS (AIP)

AIP is intended to satisfy International requirements for the exchange of aeronautical information of a lasting character essential to air navigation. AIP constitutes the basic information source for permanent information and long duration temporary changes.

AIP Philippines has been published according to ICAO standards contained in CAR-ANS Part 15 and guidelines contained in Manual of Standards – Aeronautical Information Services.

...

15.4.1.3 The following charts aerodromes/heliports listed in Part 3 – Aerodromes (AD) – must, when available, form part of the AIP unless distributed through a separate subscription service. When included In the AIP, these charts should be in part 3 – aerodromes, or section 3, subsection 23 for heliports, immediately following the tabulations for the aerodrome or heliport concerned.

The charts, as appropriate should be included in the following sequence:

- 1) Aerodrome/heliport Chart – ICAO;
- 2) Aerodrome Ground Movement Chart – ICAO;
- 3) Aerodrome Obstacle Chart – ICAO Type A (for each runway);
- 4) Aircraft Parking/Docking Chart - ICAO;
- 5) Precision Approach Terrain Chart – ICAO (precision approach Cat II and III runways);
- 6) Area Chart – ICAO (departure and transit routes);
- 7) ATC Surveillance Minimum Altitude Chart – ICAO;
- 8) Standard Departure Chart – Instrument – ICAO;
- 9) Area Chart – ICAO (arrival and transit routes);
- 10) Standard Arrival Chart – Instrument – ICAO;
- 11) Instrument Approach Chart – ICAO (for each runway and procedure type);
- 12) Visual Approach Chart – ICAO.

...

15.4.1.4 Charts, maps and diagrams are to be substituted for tabulations and text wherever possible. They are also to be used when necessary to elaborate upon or supplement tabulations or text.

Note. — Where appropriate, charts produced in conformity with CAR-ANS Part 4 — Aeronautical Charts, may be used to fulfill this requirement. Guidance material as to the specifications of index maps and diagrams included in Aeronautical Information Publications is contained in the MOS for Aeronautical Information Services.

...

15.4.2.1 AIP Philippines is self-contained and includes a Table of contents.

Note.— If it is necessary by reason of bulk or for convenience, to publish an AIP in two or more parts or volumes, each of them will indicate that the remainder of the information is to be found in the other part(s) or volume(s).

...

15.4.2.9.1 Regular amendment interval to the AIP referred to in 4.2.9 is specified in the AIP Philippines, Part 1 – General (GEN).

Note. — Guidance material on the establishment of intervals between publication dates of AIP Amendments is contained in the MOS for Aeronautical Information Services.

...

15.4.3.6 A brief indication of the subjects affected by the amendment is provided on the AIP Amendment cover sheet.

...

15.4.4.1 Temporary changes of long duration (3 months or longer) and information of short duration which contains extensive text and/or graphics is published as AIP Supplement.

Note.— Guidance material on the use of AIP Supplements together with examples of such use is contained in the MOS for Aeronautical Information Services.

...

5.1.1 A NOTAM shall be originated and issued promptly whenever the information to be distributed is of a temporary nature and of short duration or when operationally significant permanent changes or temporary changes of long duration are made at short notice, except for extensive text and/or graphics.

Note 1. Operationally significant changes concerning circumstances listed in Appendix 15C, Part 1, are issued under the Aeronautical Information Regulation and Control (AIRAC) system specified in section 15.6.

Note 2. Information of short duration containing extensive text and/or graphics is published as an AIP Supplement (see 15.4.4).

...

15.5.1.1.1 A NOTAM shall be originated and issued concerning the following information:

a) establishment, closure or significant changes in operation of aerodrome(s)/ heliport(s) or runways;

...

r) presence or removal of, or significant changes in, hazardous conditions due to radioactive material, toxic chemicals, volcanic ash deposition or water on the movement area;

s) outbreaks of epidemics necessitating changes in notified requirements for inoculations and quarantine measures;

t) forecasts of solar cosmic radiation, where provided;

u) an operationally significant change in volcanic activity, the location, date and time of volcanic eruptions and/or horizontal and vertical extent of volcanic ash cloud, including direction of movement, flight levels and routes or portions of routes which could be affected;

v) release into the atmosphere of radioactive materials or toxic chemicals following a nuclear or chemical incident, the location, date and time of the incident, the flight levels and routes or portions thereof which could be affected and the direction of movement;

w) establishment of operations of humanitarian relief missions, such as those undertaken under the auspices of United Nations, together with procedures and/or limitations which affect air navigation; and

x) implementation of short-term contingency measures in cases of disruption, or partial disruption, of air traffic services and related supporting services.

...

15.5.1.1.6 When an AIP Amendment or an AIP Supplement is published in accordance with AIRAC procedures, a NOTAM shall be originated giving a brief description of the contents, the effective date and time, and the reference number of the amendment or supplement. This NOTAM shall come into force on the same effective date and time as the amendment or supplement and shall remain valid in the pre-flight information bulletin for a period of fourteen days.

Note.— Guidance material for the origination of NOTAM announcing the existence of AIRAC AIP Amendments or AIP Supplements ("Trigger NOTAM") is contained in the MOS for Aeronautical Information Services.

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15.5.2.1 Except as provided in 15.5.2.3 (ASHTAM), each NOTAM shall contain the information provide in order shown in the NOTAM Format specified in Appendix 15E.

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15.5.2.2 Text of NOTAM shall be composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language.

Note 1. — Detailed guidance material covering NOTAM, SNOWTAM, ASHTAM and PIB production is contained in MOS for Aeronautical Information Service.

Note 2. — Additional procedures covering the reporting of runway surface conditions is contained in PANS-Aerodromes (Doc 9981).

...

15.5.2.2.1 English text is used for those parts expressed in plain language for NOTAM distribution.

Note.— The ICAO NOTAM Code together with significations/uniform abbreviated phraseology, and ICAO Abbreviations are those contained in the PANS-ABC (Doc 8400).

15.5.2.8 Each NOTAM shall deal with only one subject and one condition of the subject.

Note.— Guidance concerning the combination of a subject and a condition of the subject in accordance with the NOTAM Selection Criteria is contained in the MOS Aeronautical Information Services (AIS).

...

15.5.3.2.2 Exchanged NOTAM as specified in 15.5.3.4 is sent by means other than the AFS, a six-digit date-time group indicating the date and time of NOTAM origination, and the identification of the originator is being used, preceding the text.

...

15.6.1.1 Information concerning the circumstances listed in Appendix 15C, Part 1, shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 14 January 2010. The information notified therein shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.

Note. — Guidance material on the procedures applicable to the AIRAC system is contained in the MOS Aeronautical Information Services (AIS).

...

15.6.2.2 Whenever major changes are planned and where advance notice is desirable and practicable, information provided in paper copy form shall be distributed by the AIS unit at least 56 days in advance of the effective date. This shall be applied to the establishment of, and premeditated major changes in, the circumstances listed in Appendix 15C, Part 3, and other a major changes if deemed necessary.

Note. — Guidance on what constitutes a major change is included in MOS AIS.

...

15.7.2.4 Differentiation and identification of AIC topics according to subjects using color coding shall be practiced where the numbers of AIC in force are sufficient to make identification in this form necessary.

Note. — Guidance on color coding of AIC by subject can be found in the MOS AIS.

...

15.8.1.2 Aeronautical information provided for pre-flight planning purposes at the aerodromes referred to in 15.8.1.1 shall include relevant:

- a) elements of the Integrated Aeronautical Information Package;
- b) maps and charts.

Note.— The documentation listed in a) and b) may be limited to national publications and when practicable, those of immediately adjacent States, provided a complete library of aeronautical information is available at Manila AIS and direct communications are available between the aerodrome unit and the library.

...

15.8.1.2.1 Additional current information relating to the aerodrome of departure shall be provided concerning the following:

- a) construction or maintenance work on or immediately adjacent to the maneuvering area;
- b) rough portions of any part of the maneuvering area, whether marked or not, e.g. broken parts of the surface of runways and taxiways;
- c) presence and depth of water on runways and taxiways, including their effect on surface friction;
- d) parked aircraft or other objects on or immediately adjacent to taxiways;
- e) presence of other temporary hazards;
- f) presence of birds constituting a potential hazard to aircraft operations;
- g) failure or irregular operation of part or all of the aerodrome lighting system including approach, threshold, runway, taxiway, obstruction and maneuvering area unserviceability lights and aerodrome power supply;
- h) failure, irregular operation and changes in the operational status of ILS (including markers), MLS, basic GNSS, SBAS, GBAS, SRE, PAR, DME, SSR, VOR, NDB, VHF aeromobile channels, RVR observing system, and secondary power supply; and
- i) presence and operation of humanitarian relief missions, such as those undertaken under the auspices of the United Nations, together with any associated procedures and/or limitations applied thereof.

...

15.8.1.3 A recapitulation of valid NOTAM of operational significance and other information of urgent character shall be made available to flight crews in the form of plain-language pre-flight information bulletins (PIB). AIP Philippines GEN 3.1-2 to 3.1-3 contains provisions on PIB.

Note.— Guidance on the preparation of PIB is contained in the MOS AIS.

...

15.8.2.2 Self-briefing facilities of an automated pre-flight information system shall provide access to operations personnel, including flight crew members and other aeronautical personnel concerned, for consultation as necessary with the aeronautical information

service by telephone or other suitable telecommunications human/machine interface of such facilities shall ensure easy access in a guided manner to all relevant information/data.

...

15.8.3.2 Arrangements shall be made to receive at aerodromes/heliports information concerning the presence of birds observed by aircrews and shall ensure that such information is made available to the aeronautical information service for such distribution as the circumstances necessitate.

Note.— See MOS for Aerodromes Chapter 10.14.

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APPENDIX 15A. CONTENTS OF THE AERONAUTICAL INFORMATION PUBLICATION (AIP)

(see item 15.4)

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PART 2 — EN-ROUTE (ENR)

...

ENR 2.1 FIR, UIR, TMA and CTA

Detailed description of flight information regions (FIR), upper flight information regions (UIR), and control areas (CTA) (including specific CTA such as TMA), including:

...

4) frequencies, and if applicable SATVOICE number, supplemented by indications for specific purposes; and

...

ENR 3. ATS ROUTES

Note 1.— Bearings, tracks and radials are normally magnetic. In areas of high latitude, where it is determined by the appropriate authority that reference to Magnetic North is impractical, another suitable reference, i.e. True North or Grid North, may be used.

Note 2.— Changeover points established at the midpoint between two radio navigation aids, or at the intersection of the two radials in the case of a route which changes direction between the navigation aids, need not be shown for each route segment if a general statement regarding their existence is made.

Note 3.— Guidance material on the organization of ATS Route publication is contained in the Aeronautical Information Services Manual (Doc 8126).

ENR 3.1 Lower ATS routes

Detailed description of lower ATS routes, including:

1) route designator, designation of the required communication performance (RCP) specification(s), navigation specification(s) and/or required surveillance performance (RSP) specification(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including “compulsory” or “on-request” reporting points;

...

7) remarks, including an indication of the controlling unit, its operating channel and, if applicable, its logon address, SATVOICE number, and any navigation, RCP and RSP specification(s) limitations.

...

ENR 3.2 Upper ATS routes

Detailed description of upper ATS routes, including:

1) route designator, designation of the required communication performance (RCP) specification(s), navigation specification(s) and/or required surveillance performance (RSP) specification(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including "compulsory" or "on-request" reporting points;

...

7) remarks, including an indication of the controlling unit, its operating channel and, if applicable, its logon address, SATVOICE number, and any navigation, RCP and RSP specification(s) limitations.

...

ENR 3.3 Area navigation routes

Detailed description of PBN (RNAV and RNP) routes, including:

1) route designator, designation of the required communication performance (RCP) specification(s), navigation specification(s) and/or required surveillance performance (RSP) specification(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including "compulsory" or "on-request" reporting points;

...

7) remarks, including an indication of the controlling unit, its operating channel and, if applicable, its logon address, SATVOICE number, and any navigation, RCP and RSP specification(s) limitations.

...

ENR 3.4 Helicopter routes

Detailed description of helicopter routes, including:

1) route designator, designation of the required communication performance (RCP) specification(s), navigation specification(s) and/or required surveillance performance (RSP) specification(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including "compulsory" or "on-request" reporting points;

...

6) remarks, including an indication of the controlling unit, its operating channel, and, if applicable, its logon address, SATVOICE number, and any navigation, RCP and RSP specification(s) limitations.

...

PART 3 — AERODROMES (AD)

...

AD 2. AERODROMES

...

****** AD 2.12 Runway physical characteristics**

Detailed description of runway physical characteristics, for each runway, including:

...

- 8) dimensions of stopway (if any) to the nearest meter or foot;
- 9) dimensions of clearway (if any) to the nearest meter or foot;
- 10) dimensions of strips;
- 11) dimensions of runway end safety areas (RESA);
- 12) location (which runway end) and description of arresting system (if any);
- 13) the existence of an obstacle-free zone; and
- 14) remarks.

...

****** AD 2.18 Air traffic services communication facilities**

Detailed description of air traffic services communication facilities established at the aerodrome, including:

- 1) service designation;
- 2) call sign;
- 3) channel(s);
- 4) SATVOICE number(s), if available;
- 5) logon address, as appropriate;
- 6) hours of operation; and
- 7) remarks.

...

— END —

AMENDMENT 39 B

...

SNOWTAM. A special series NOTAM given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice, or frost on the movement area.

...

15.5. NOTAM

...

15.5.2 General specifications

...

5.2.2 Text of NOTAM shall be composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language.

Note 1.— Detailed guidance material covering NOTAM, SNOWTAM, ASHTAM and PIB production is contained in Doc 8126.

Note 2.— Additional procedures covering the reporting of runway surface conditions is contained in PANS-Aerodromes (Doc 9981).

...

15.5.2.3 SNOWTAM is not applicable in the Philippines.

...

15.7 AERONAUTICAL INFORMATION CIRCULARS (AIC)

15.7.1 Origination

...


15.7.1.1.2 Snow plan is not applicable in the Philippines.

— END —

EFFECTIVITY CLAUSE:

This amendment shall be added to the PCAR-ANS Part 15 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 29 day of DEC 2016, CAAP, Pasay City.


CAPT. JIM C. SYDIONGCO