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

MEMORANDUM CIRCULAR NO.: 15-16

TO : **ALL CONCERNED**

FROM : **THE DIRECTOR GENERAL**

SUBJECT : **AMENDMENT TO PHILIPPINE CIVIL AVIATION REGULATIONS - AIR NAVIGATION SERVICES (CAR-ANS) PART 15 INCORPORATING AMENDMENT 38 TO ANNEX 15 AND OTHER SUPPLETORY AMENDMENTS**

REFERENCE:

1. Philippine Civil Aviation Regulations- Air Navigation Services
2. ICAO Annex 15
3. ICAO Annex 15; Amendment 38
4. Regulations Amendment Procedures
5. 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. 38 to the Philippine Civil Aviation Regulations – Air Navigation Services (CAR-ANS) Part 15.

ORIGINAL REGULATION:

CAR-ANS PART 15

. . .

15.3.2.10 Aeronautical data quality requirements related to classification and data integrity shall be as provided in Tables A7-1 to A7-5 of Appendix 7.

...

15.3.6.6.5 Recommendation: - In establishing a prohibited, restricted or danger area, the area should be as small as practicable and be contained within simple geometrical limits, so as to permit ease of reference by all concerned.

...

15.3.7.1.1 All published geographical coordinates (indicating latitudes and longitudes) are at present, published in World Geodetic System – 1984 (WGS-84), except for some AIP supplements wherein the datum is expressed in Luzon- Philippines or PRS-02 datum.

...

Note 2.— Specifications governing the determination and reporting (accuracy of field work and data integrity) of WGS-84-related aeronautical coordinates for geographical positions established by air traffic services are given in Annex 11, Chapter 2, and Appendix 5, Table 1, and for aerodrome/heliport-related positions, in Annex 14, Volumes I and II, Chapter 2, and Table A5-1 and Table 1 of Appendices 5 and 1, respectively.

...

15.3.7.1.3 Geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in Annex 11, Chapter 2, and Annex 14, Volumes I and II, Chapter 2, shall be identified by an asterisk.

15.3.7.1.4 The order of publication resolution of geographical coordinates shall be that specified in Appendix 15A and Table 15F-I of Appendix 15F, while the order of chart resolution of geographical coordinates shall be that specified in Annex 4, Appendix 6, Table 1.

...

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 Annex 14, Volume I and II, Chapter 2, and Table A5-2 and Table 2 of Appendixes 5 and 1, respectively.

...

15.3.7.2.5 The order of publication resolution of elevation and geoid undulation shall be that specified in Appendix 15A and Table 15F-2 of Appendix 15F, while the order of chart resolution of elevation and geoid undulation must be that specified in Annex 4, Appendix 6, Table 2.

...

15.3.7.3.1 Gregorian calendar and Coordinated Universal Time (UTC) are used as the temporal reference system for all AIS publications.

...

Note 3.— See Attachment D of Annex 5 for guidance material relating to UTC.

...

15.3.8.3.1.1 The order of accuracy for aeronautical data meets the requirement as specified in Annex 11, Chapter 2, and Annex 14, Volumes I and II, Chapter 2. In that respect, three types of positional data shall be identified: surveyed points (runway thresholds, navigation aid positions, etc.), calculated points (mathematical calculations from the known surveyed points of points in space/fixes) and declared points (e.g. flight information region boundary points).

...

15.4.2.6 The sheet size should be no larger than 210 x 297 mm, except that larger sheets may be used provided they are folded to the same size.

...

15.3.7.1.5 When provided, the information content of the eAIP and the structure of chapters, sections and sub-sections shall follow the content and structure of the paper AIP. The eAIP shall include files that allow for printing a paper AIP.

...

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

q) significant changes in the level of protection normally available at an aerodrome/heliport for rescue and firefighting purposes. NOTAM shall be originated only when a change of category is involved and such change of category shall be clearly stated (see Annex 14, Volume I, Chapter 9, and Attachment A, Section 17);

...

15.5.1.1.2 Recommendation - The need for origination of a NOTAM should be considered in any other circumstance which may affect the operations of aircraft.

...

15.5.1.1.4.1 Recommendation - Notice of any subsequent cancellation of the activities or any

reduction of the hours of activity or the dimensions of the airspace should be given as soon as possible.

...

15.5.3.4.2 A predetermined distribution system for NOTAM transmitted on the AFS in accordance with Appendix 5 of Annex 15 shall be used whenever possible, subject to the requirements of 15.5.3.4.

...

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 4, Part 3, and other a major changes if deemed necessary.

...

15.6.3.2 Information provided as electronic media, concerning the circumstances listed in Appendix 4, Part 1, shall be distributed/made available by the AIS unit so as to reach recipients at least 28 days in advance of the AIRAC effective date.

15.6.3.3 Whenever major changes are planned and where advance notice is desirable and practicable, information provided as electronic media shall be distributed/made available 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 4, Part 3, and other major changes if deemed necessary.

...

15.8.1.2 Aeronautical information provided for pre-flight planning purposes at the aerodromes referred to in 8.1.1 shall include relevant:

...

15.8.2.3 Automated pre-flight information systems providing a harmonized, common point of access by operations personnel, including flight crew members and other aeronautical personnel concerned, to aeronautical information in accordance with 15.8.2.1 and meteorological information in accordance with 9.4.1 of Annex 3 – Meteorological Service for International Air Navigation, shall be established by an agreement between the civil aviation authority or the agency to which the authority to provide service has been delegated in accordance with 15.3.1.1 c) and Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA).

15.8.2.4 Where automated pre-flight information systems are used to provide the harmonized, common point of access by operations personnel, including flight crew members and other aeronautical personnel concerned, to aeronautical data, aeronautical and meteorological information, the civil aviation authority or the agency to which the authority to provide service has been delegated in accordance with 15.3.1.1 c) shall remain responsible for the quality and timeliness of the aeronautical data and aeronautical information provided by means of such a system.

Note.- The meteorological authority concerned remains responsible for the quality of the meteorological information provided by means of such a system in accordance with 9.4.3 of Annex 3.

...

15.10.1Coverage areas and requirements for data provision

15.10.1.1 The coverage areas for sets of electronic terrain and obstacle data shall be specified as:

...

Note.— See Annex 14, Volume 1, Chapter 3 for dimensions for runway strip.

...

15.10.1.6 From 12 November 2015, at aerodromes regularly used by international civil aviation, electronic obstacle data shall be provided for:

...

Note.- Take-off flight path areas are specified in Annex 4, 3.8.2. Aerodrome obstacle limitation surfaces are specified in Annex 14, Volume 1, Chapter 4.

...

APPENDIX 15A –CONTENTS OF AERONAUTICAL INFORMATION PUBLICATION (AIP)
(See 15.4)

AIP Philippines contains three main parts, namely Part 1 – General (GEN), Part 2 – En- route (ENR), and Part 3 – Aerodromes (AD). The contents of each part are detailed as follows:

PART 1 – GENERAL (GEN)

...

GEN 1.5 Aircraft instruments, equipment and flight documents

Commercial air transport aircraft operating in the Philippines must adhere to the provisions of ICAO Annex 6 - Operations of Aircraft, Part 1, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Instrument).

...

GEN 2.1.3 Horizontal reference system

Brief description of the horizontal (geodetic) reference system used, including:

...

6) an explanation, if applicable, of the asterisk used to identify those coordinates that do not meet Annex 11 and 14 accuracy requirements.

...

GEN 3. Services

GEN 3.1 Aeronautical information Services

...

GEN 3.1.6 Electronic terrain and obstacle data

3.1.6.1 CAAP proposes to provide electronic terrain and obstacle data for various areas as laid-down in Chapter 10 of Annex 15.

...

ENR 1. General Rules and Procedures

...

ENR 1.4 ATS airspace classification and description

ENR 1.4.1 ATS airspace classification

The description of ATS airspace classes in the form of the ATS airspace classification table in Annex 11, Appendix 4, appropriately annotated to indicate those airspace classes not used by the State.

ENR 3.3 Area navigation routes

Detailed description of area navigation (RNAV) 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;

...

3) geodesic distance to the nearest tenth of a kilometer or tenth of a nautical mile between defined endpoints and distance between each successive designated significant point;

...

PART 3 – AERODROMES (AD)

****** AD 2.19 Radio navigation and landing aids**

...

APPENDIX 15F. AERONAUTICAL DATA PUBLICATION RESOLUTION AND INTEGRITY CLASSIFICATION

...

Table 15F-2. Elevation/ altitude/ height

Elevation/altitude/height	Publication resolution	Integrity Classification

...

Detailed description of radio navigation and landing aids associated with the instrument approach and the terminal area procedures at the aerodrome, including:

3) frequency(ies), as appropriate;

...

6) elevation of the transmitting antenna of DME to the nearest 30 m (100 ft) and of DME/P to the nearest 3 m (10 ft); and

7) remarks

...

INSTRUCTIONS FOR THE COMPLETION OF THE ASHTAM FORMAT

1. General

...

***3.* Content of ASHTAM**

...

3.5 Item E – Color code for level of alert indicating volcanic activity, including any previous level of alert color code as follows:

Level of alert color code	Status of activity of volcano
RED ALERT	Volcanic eruption in progress. Ash plume/cloud reported above FL250 **or** Volcano dangerous, eruption likely, with ash plume/cloud expected to rise above FL250.
ORANGE ALERT	Volcanic eruption in progress but ash plume/cloud not reaching nor expected to reach FL250. **or** Volcano dangerous, eruption likely but ash plume/cloud not expected to reach FL250.
YELLOW ALERT	Volcano known to be active from time to time and volcanic activity has recently increased significantly, volcano not currently considered dangerous but caution should be exercised.

or

(After an eruption, i.e. change in alert to yellow from red or orange.) Volcanic activity has decreased significantly, volcano not currently considered dangerous but caution should be exercised.

YELLOW ALERT — Volcanic activity considered to have ceased and volcano reverted to its normal state.

...

INTRUCTIONS FOR THE COMPLETION OF THE NOTAM FORMAT

...

2) NOTAM CODE

...

c) When a NOTAM containing operationally significant information is issued in accordance with Appendix 4 and Chapter 6 and when it is used to announce the existence of AIRAC AIP Amendments or Supplements, insert "TT" as the fourth and fifth letters of the NOTAM Code;

Table 15F-3. Declination and magnetic variation

Bearing	Publication resolution	Integrity classification
Airway segments	1 degree	1×10^{-3} routine
En-route and terminal fix formations	1/10 degree	1×10^{-3} routine
Terminal arrival/departure route segments	1 degree	1×10^{-3} routine
Instrument approach procedure fix formations	1/100 degree	1×10^{-5} essential
ILS loaclizer alignment (True)	1/100 degree	1×10^{-5} essential
MLS zero azimuth alignment (True)	1/100 degree	1×10^{-5} essential
Runway and FATO bearing (True)	1/100 degree	1×10^{-3}

AMENDED REGULATION:

...

15.3.2.10 Aeronautical data quality requirements related to classification and data integrity shall be as provided in Tables 15F-1 to 15F-5 of Appendix 15F.

...

15.3.6.6.5 In establishing a prohibited, restricted or danger area, the area shall be as small as practicable and be contained within simple geometrical limits, so as to permit ease of reference by all concerned.

...

15.3.7.1.1 All published geographical coordinates (indicating latitudes and longitudes) are at present, published in World Geodetic System – 1984 (WGS-84), except for some AIP supplements wherein the datum is expressed in Luzon- Philippines or PRS-02 datum.

...

Note 2.— Specifications governing the determination and reporting (accuracy of field work and data integrity) of WGS-84-related aeronautical coordinates for geographical positions established by air traffic services are given in CAR-ANS 11.2, and Appendix 11.5, Table 1, and for aerodrome/heliport-related positions in MOS for Aerodromes.

...

15.3.7.1.3 Geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in CAR-ANS 11.2, and MOS for Aerodromes, shall be identified by an asterisk.

15.3.7.1.4 The order of publication resolution of geographical coordinates shall be that specified in Appendix 15A and Table 15F-I of Appendix 15F, while the order of chart resolution of geographical coordinates shall be that specified in CAR-ANS Part 4, Appendix 6, Table 1.

...

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.

...

15.3.7.2.5 The order of publication resolution of elevation and geoid undulation shall be that specified in Appendix 15A and Table 15F-2 of Appendix 15F, while the order of chart resolution of elevation and geoid undulation must be that specified in CAR-ANS Part 4, Appendix 6, Table 2.

...

15.3.7.3.1 Gregorian calendar and Coordinated Universal Time (UTC) are used as the temporal reference system for all AIS publications.

...

Note 3.— See CAR-ANS Part 5, Attachment 5D for guidance material relating to UTC.

...

15.3.8 AERONAUTICAL INFORMATION MANAGEMENT

...

15.3.8.3.1.1 The order of accuracy for aeronautical data meets the requirement as specified in CAR-ANS 11.2, and MOS for Aerodromes. In that respect, three types of positional data shall be identified: surveyed points (runway thresholds, navigation aid positions, etc.), calculated points (mathematical

calculations from the known surveyed points of points in space/fixes) and declared points (e.g. flight information region boundary points).

...

15.4.2.6 The sheet size shall be no larger than 210 x 297 mm, except that larger sheets may be used provided they are folded to the same size.

...

15.4.6.2 When provided, the information content of the eAIP and the structure of chapters, sections and sub-sections shall follow the content and structure of the paper AIP. The eAIP shall include files that allow for printing a paper AIP.

...

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

...

q) significant changes in the level of protection normally available at an aerodrome/heliport for rescue and firefighting purposes. NOTAM shall be originated only when a change of category is involved and such change of category shall be clearly stated (see MOS for Aerodromes);

...

15.5.1.1.2 The need for origination of a NOTAM shall be considered in any other circumstance which may affect the operations of aircraft.

...

15.5.1.1.4.1 Notice of any subsequent cancellation of the activities or any reduction of the hours of activity or the dimensions of the airspace shall be given as soon as possible.

...

15.5.3.4.2 A predetermined distribution system for NOTAM transmitted on the AFS in accordance with Appendix 15D shall be used whenever possible, subject to the requirements of 15.5.3.4.

...

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.

...

15.6.3.2 Information provided as electronic media, concerning the circumstances listed in Appendix 15C, Part 1, shall be distributed/made available by the AIS unit so as to reach recipients at least 28 days in advance of the AIRAC effective date.

15.6.3.3 Whenever major changes are planned and where advance notice is desirable and practicable, information provided as electronic media shall be distributed/made available 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 major changes if deemed necessary.

...

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:

...

15.8.2.3 Automated pre-flight information systems providing a harmonized, common point of access by operations personnel, including flight crew members and other aeronautical personnel concerned, to aeronautical information in accordance with 15.8.2.1 and meteorological information in accordance with CAR-ANS Part 3Section 3.9.4.1- Meteorological Service for International Air Navigation, shall be established by an agreement between the civil aviation authority or the agency to which the authority to provide service has been delegated in accordance with 15.3.1.1 c) and Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA).

15.8.2.4 Where automated pre-flight information systems are used to provide the harmonized, common point of access by operations personnel, including flight crew members and other aeronautical personnel concerned, to aeronautical data, aeronautical and meteorological information, the civil

aviation authority or the agency to which the authority to provide service has been delegated in accordance with 15.3.1.1 c) shall remain responsible for the quality and timeliness of the aeronautical data and aeronautical information provided by means of such a system.

Note.- The meteorological authority concerned remains responsible for the quality of the meteorological information provided by means of such a system in accordance with CAR-ANS Part 3 Section 3.9.4.3.

...

15.10.1 Coverage areas and requirements for data provision

15.10.1.1 The coverage areas for sets of electronic terrain and obstacle data shall be specified as:

...

Note.— See MOS for Aerodromes Chapter 6 for dimensions for runway strip.

...

15.10.1.6 From 12 November 2015, at aerodromes regularly used by international civil aviation, electronic obstacle data shall be provided for:

...

Note.- Take-off flight path areas are specified in CAR-ANS Part 4 Section 4.3.8.2. Aerodrome obstacle limitation surfaces are specified in MOS for Aerodromes, Chapter 7.

...

APPENDIX 15A – CONTENTS OF AERONAUTICAL INFORMATION PUBLICATION (AIP) *(See 15.4)*

AIP Philippines contains three main parts, namely Part 1 – General (GEN), Part 2 – En- route (ENR), and Part 3 – Aerodromes (AD). The contents of each part are detailed as follows:

PART 1 – GENERAL (GEN)

...

GEN 1.5 Aircraft instruments, equipment and flight documents

Commercial air transport aircraft operating in the Philippines must adhere to the provisions of PCARs Part 8 - Operations of Aircraft.

...

GEN 2.1.3 Horizontal reference system

Brief description of the horizontal (geodetic) reference system used, including:

...

6) an explanation, if applicable, of the asterisk used to identify those coordinates that do not meet CAR-ANS Part 11 and MOS for Aerodromes accuracy requirements.

...

GEN 3. Services

GEN 3.1 Aeronautical information Services

...

GEN 3.1.6 Electronic terrain and obstacle data

3.1.6.1 CAAP proposes to provide electronic terrain and obstacle data for various areas as laid-down in Section 15.10 of this CAR-ANS.

...

GEN 3.4.4 Requirements and conditions

Brief description concerning the requirements and conditions under which the communication service is available.

...

ENR 1. General Rules and Procedures

...

ENR 1.4 ATS airspace classification and description

ENR 1.4.1 ATS airspace classification

The description of ATS airspace classes in the form of the ATS airspace classification table in CAR-ANS Part 11, Appendix 11.4, appropriately annotated to indicate those airspace classes not used by the State.

...

ENR 3.3 Area navigation routes

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

...

3) magnetic bearing to the nearest degree, geodesic distance to the nearest tenth of a kilometer or tenth of a nautical mile between defined endpoints and distance between each successive designated significant point;

...

ENR 5. Navigation Warnings

...

ENR 5.3.1 Other activities of a dangerous area

Description, supplemented by charts where appropriate, of activities that constitute a specific or obvious danger to aircraft operation and could affect flights including:

1) geographical coordinates in degrees and minutes of centre of area and range of influence;
2) vertical limits;
3) advisory measures;
4) authority responsible for the provision of information; and.
5) remarks, including time of activity.

ENR 5.3.2 Other potential hazards

Description, supplemented by charts where appropriate, of other potential hazards that could affect flights (e.g. active volcanoes, nuclear power stations, etc.) including:

1) geographical coordinates in degrees and minutes of location of potential hazard;
2) vertical limits;
3) advisory measures;
4) authority responsible for the provision of information; and.
5) remarks.

...

PART 3 – AERODROMES (AD)

...

****** AD 2.19 Radio navigation and landing aids**

Detailed description of radio navigation and landing aids associated with the instrument approach and the terminal area procedures at the aerodrome, including:

...

3) frequency(ies), channel number(s), service provider, and reference path identifier(s) (RPI), as appropriate;

...

6) elevation of the transmitting antenna of DME to the nearest 30 m (100 ft) and of DME/P to the nearest 3 m (10 ft), elevation of GBAS reference point to the nearest metre or foot, and the ellipsoid height of the point to the nearest metre or foot. For SBAS, the ellipsoid height of the landing threshold point (LTP) or the fictitious threshold point (FTP) to the nearest metre or foot;

7) service volume radius from the GBAS reference point to the nearest kilometre or nautical mile; and

8) remarks.

...

INSTRUCTIONS FOR THE COMPLETION OF THE ASHTAM FORMAT

1. General

...

3. Content of ASHTAM

...

3.5 Item E – Color code for level of alert indicating volcanic activity, including any previous level of alert color code as follows:

...

Level of alert colour code	Status of activity of volcano
GREEN ALERT	Volcano is in normal, non-eruptive state. *or, after a change from a higher alert level:* Volcanic activity considered to have ceased, and volcano reverted to its normal, non-eruptive state.
YELLOW ALERT	Volcano is experiencing signs of elevated unrest above known background levels. *or, after a change from higher alert level:* Volcanic activity has decreased significantly but continues to be closely monitored for possible renewed increase.
ORANGE ALERT	Volcano is exhibiting heightened unrest with increased likelihood of eruption. *or,* Volcanic eruption is underway with no or minor ash emission *[specify ash-plume height if possible]*.
RED ALERT	Eruption is forecasted to be imminent with significant emission of ash into the atmosphere likely. *or,* Eruption is underway with significant emission of ash into the atmosphere *[specify ash-plume height if possible]*.

Note.— The colour code for the level of alert indicating the status of activity of the volcano and any change from a previous status of activity should be provided to the area control centre by the responsible vulcanological agency in the State concerned, e.g. "RED ALERT FOLLOWING YELLOW" OR "GREEN ALERT FOLLOWING ORANGE".

...

INSTRUCTIONS FOR THE COMPLETION OF THE NOTAM FORMAT

...

2) NOTAM CODE

...

c) When a NOTAM containing operationally significant information is issued in accordance with Appendix 15C and 15.6 of this CAR-ANS and when it is used to announce the existence of AIRAC AIP Amendments or Supplements, insert "TT" as the fourth and fifth letters of the NOTAM Code;

...

APPENDIX 15F. AERONAUTICAL DATA PUBLICATION RESOLUTION AND INTEGRITY CLASSIFICATION

...

Table 15F-2. Elevation/ altitude/ height

Elevation/altitude/height	Publication resolution	Integrity classification
...		
GBAS reference point	1 m or 1 ft	essential
Heliport crossing height, PinS approaches	1 m or 1 ft	essential

Table 15F-3. Declination and magnetic variation

Declination/variation	Publication resolution	Integrity classification
VHF NAVAID station declination used for technical line-up	1 degree	essential
NDB NAVAID magnetic variation	1 degree	routine
Aerodrome/heliport magnetic variation	1 degree	essential
ILS Localizer antenna magnetic variation	1 degree	essential
MLS azimuth antenna magnetic variation	1 degree	essential

EFFECTIVITY CLAUSE:

Fifteen (15) days after publication in a requisite single newspaper of general circulation or the Official Gazette and a copy filed with the U.P. Law Center - Office of the National Administrative Register, this Memorandum Circular shall take effect and supersede any orders and/or memoranda in conflict herewith.

So ordered. Signed this _____ day of MAR 14 2016 _____ 2016, CAAP, Pasay City.

LT GEN WILLIAM K HOTCHKISS III AFP (Ret)