



CIVIL AVIATION REGULATION

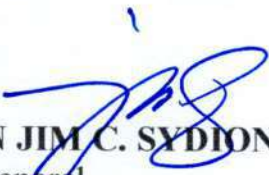
governing

AERODROMES

April 2020

By virtue of the powers vested in the Director General, Civil Aviation Authority of the Philippines, by the provisions of Republic Act No. 9497, Section 21 of Chapter III, Section 25 of Chapter V, Section 35 (a) of Chapter VII, and Section 55 of Chapter IX of this Civil Aviation Regulation governing Aerodromes is hereby promulgated to provide regulatory requirements to aerodromes operating in the Republic of the Philippines.

APPROVED:


CAPTAIN JIM C. SYDIONGCO
Director General
Civil Aviation Authority of the Philippines

Date: MAY 29 2020

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FOREWORD

The Civil Aviation Authority of the Philippines (CAAP) is responsible under Civil Aviation Authority Act of 2008 (Republic Act No. 9497) of the Republic of the Philippines, as amended, for regulating civil aviation in the Philippines. The Authority exercises regulatory safety oversight functions by, in part, developing and promulgating appropriate clear and enforceable aviation safety standards.

The Philippines as Member State of the International Civil Aviation Organization (ICAO) has the obligation to abide with the Convention on International Civil Aviation protocol, which was signed in Chicago on December 7, 1944. Chapter VI Article 37 of the Convention states that: “Each contracting State undertakes to collaborate in securing the highest practicable degree of uniformity in regulations, standards, procedures, and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in which such uniformity will facilitate and improve air navigation”.

This civil aviation regulation pertaining to aerodromes was developed to ensure that all aerodromes operating in the Republic of the Philippines meet the requirements of safety standards prescribed in ICAO Annex 14 (Aerodromes) and the CAAP Manual of Standards for Aerodromes (MOS-Aerodromes).

Aerodromes used for light aircraft operations although requiring no certification or registration will nevertheless be subject to inspections, audit and surveillance by the Aerodrome and Air Navigation Safety Oversight Office (AANSOO) of the CAAP to ensure compliance with the required safety standards by operator of the concerned aerodrome as well as aircraft operators.

The responsibility for matters within these civil aviation regulations for aerodromes rests with the CAAP, and any inconsistencies, errors, omissions observed or suggestions for the improvement of the material should be addressed to the Chief, AANSOO of the CAAP.

RECORDS OF AMENDMENTS AND CORRIGENDA

Amendments			
Number	Date applicable	Date entered	Entered by
Initial Issue	May 2008	May 19, 2008	LEANDRO R. MENDOZA
Second Issue	March 2011	May 9, 2011	RAMON S. GUTIERREZ
Third Issue	March 2017	April 2017	CAPTAIN JIM C. SYDIONGCO
Third Issue Amendment 1	March 2020	April 2020	CAPTAIN JIM C. SYDIONGCO
Third Issue Amendment 2	16 November 2022	January 2023	CAPTAIN MANUEL ANTONIO L. TAMAYO

Corrigenda			
Number	Date applicable	Date entered	Entered by

List of Effective Pages

Part	Page	Amendment No.	Page Date
Foreword	i	Third Issue Amendment 1	April 2020
Record of Amendments and Corrigenda	ii	Third Issue Amendment 2	16 November 2022
List of Effective Pages	iii	Third Issue Amendment 1	April 2020
PART 1	1-1	Third Issue Amendment 1	April 2020
Section 1.1 REPEALING PROVISIONS	1-1	Third Issue Amendment 1	April 2020
Section 1.2 EFFECTIVITY	1-1	Third Issue Amendment 1	April 2020
Section 1.3 AMENDMENT OF CAR- AERODROMES	1-1	Third Issue Amendment 1	April 2020
PART 2	2-1	Third Issue Amendment 1	April 2020
Section 2.1 GENERAL	2-1	Third Issue Amendment 2	16 November 2022
Section 2.2 CERTIFIED AERODROMES	2-4	Third Issue Amendment 1	April 2020
Aerodrome Certificate	2-4	Third Issue Amendment 1	April 2020
Aerodrome Manual	2-8	Third Issue	March 2017
Obligations of the aerodrome operator	2-10	Third Issue Amendment 1	April 2020
Operation and maintenance of a certified aerodrome	2-13	Third Issue Amendment 1	April 2020
Wildlife Hazard Management	2-23	Third Issue Amendment 1	April 2020
Aerodrome Services	2-23	Third Issue Amendment 1	April 2020

Section 2.3 REGISTERED AERODROMES	2-24	Third Issue Amendment 1	April 2020
AERODROME REGISTRATION TYPE 1	2-24	Third Issue Amendment 1	April 2020
Aerodrome Manual	2-28	Third Issue Amendment 1	April 2020
Obligations of the aerodrome operator	2-28	Third Issue Amendment 1	April 2020
Operation and maintenance of an Aerodrome Registration Type 1	2-29	Third Issue Amendment 1	April 2020
Wildlife Hazard Management	2-30	Third Issue Amendment 1	April 2020
Aerodrome Services	2-30	Third Issue Amendment 1	April 2020
AERODROME REGISTRATION TYPE 2	2-31	Third Issue Amendment 1	April 2020
Section 2.4 PERMIT TO OPERATE (PTO)	2-36	Third Issue Amendment 1	April 2020
Section 2.5 OBSTACLES AND HAZARDS	2-39	Third Issue	March 2017
Section 2.6 AERODROME RESCUE AND FIRE FIGHTING SERVICES	2-41	Third Issue Amendment 2	16 November 2022
Section 2.7 AERONAUTICAL STUDIES	2-43	Third Issue	March 2017

TABLE OF CONTENTS

FOREWORD	i
RECORD OF AMENDMENTS AND CORRIGENDA	ii
LIST OF EFFECTIVE PAGES	iii
PART 1	1-1
Section 1.1 REPEALING PROVISIONS	1-1
Section 1.2 EFFECTIVITY	1-1
Section 1.3 AMENDMENT OF CAR-AERODROMES	1-1
PART 2	2-1
Section 2.1 GENERAL	2-1
2.1.005 Scope of Philippine Civil Aviation Regulations governing Aerodromes (CAR-Aerodromes)	2-1
2.1.010 Access to Aerodromes	2-1
2.1.015 Definition for this Part	2-2
2.1.020 Standards for aerodromes	2-3
2.1.025 Exemptions	2-3
2.1.030 Aerodrome operators to collect statistics if directed	2-4
Section 2.2 CERTIFIED AERODROMES	2-4
Aerodrome Certificate	2-4
2.2.005 Requirement for an Aerodrome Certificate	2-4
2.2.010 Application for an Aerodrome Certificate	2-4
2.2.015 Grant of Aerodrome Certificate	2-4
2.2.020 Notice of refusal to grant Aerodrome Certificate	2-5
2.2.025 Aerodrome Certificate may be subject to conditions	2-5
2.2.030 Duration of Aerodrome Certificate	2-6
2.2.035 Suspension or cancellation by CAAP	2-6
2.2.040 Cancellation at request by the holder	2-6
2.2.045 Return of certificate if cancelled	2-7
2.2.050 Amendment of an Aerodrome Certificate	2-7
2.2.055 Continued validity of an Aerodrome Certificate	2-7
2.2.056 Transfer of an Aerodrome Certificate	2-7
Aerodrome Manual	2-8
2.2.060 Provision and location of the Aerodrome Manual	2-8
2.2.065 Information to be included in Aerodrome Manual	2-8
2.2.070 Form of Aerodrome Manual	2-9
2.2.075 Amendments of Aerodrome Manual	2-9
2.2.080 Notice of amendments	2-9
2.2.085 Aerodrome Manual controller	2-9
2.2.086 Aerodrome Manual procedures	2-10
2.2.087 Acceptance of aerodrome manual	2-10
Obligation of the aerodrome operator	2-10
2.2.090 Compliance with aerodrome standards	2-10
2.2.091 Care and diligence in operation and maintenance	2-10

2.2.092	Aerodrome operator's internal safety audits and safety reporting	2-11
2.2.093	Competence of operational and maintenance personnel	2-11
2.2.094	Access to the aerodrome	2-11
2.2.095	Notifying and reporting	2-12
2.2.096	Special inspections	2-13
2.2.097	Removal of obstructions from the aerodrome surface	2-13
2.2.098	Warning notices	2-13
Operation and maintenance of a certified aerodrome		2-13
2.2.105	Reporting Officer	2-13
2.2.110	Works safety officer	2-14
2.2.115	Training of aerodrome personnel	2-14
2.2.120	Notice of deviation	2-14
2.2.125	Notice of changes in physical condition of aerodrome	2-15
2.2.130	Notice of changes in information published in AIP	2-15
2.2.135	Physical characteristics of movement area	2-15
2.2.140	Aerodrome markings	2-15
2.2.145	Signal area	2-15
2.2.150	Wind direction indicators – general	2-16
2.2.155	Wind direction indicators – requirement for certain runways ...	2-16
2.2.160	Visual Approach Slope Indicator system	2-16
2.2.165	Lighting of movement area	2-17
2.2.170	Checking of lighting systems	2-17
2.2.175	Aerodrome Emergency Plan	2-18
2.2.176	Emergencies in Difficult Environment	2-18
2.2.180	Aerodrome Emergency Committee	2-18
2.2.185	Testing of Aerodrome Emergency Plan	2-19
2.2.190	Aerodrome serviceability inspections	2-20
2.2.195	When aerodrome serviceability inspections must be conducted	2-20
2.2.200	Reserved	2-21
2.2.205	Reserved	2-21
2.2.210	Reserved	2-21
2.2.215	Unannounced Inspection	2-21
2.2.220	Planning and execution of aerodrome works	2-21
2.2.225	Safety Management System	2-21
2.2.226	Safety reporting system	2-22
Wildlife Hazard Management		2-23
2.2.230	Bird/wildlife strike control programme	2-23
Aerodrome Services		2-23
2.2.235	Aerodrome Maintenance Program	2-23
2.2.240	Runway Pavement Overlays	2-24
2.2.245	Visual Aids Maintenance	2-24
2.2.250	Apron Management Service	2-24
2.2.255	Aerodrome Vehicle Operations	2-24

Section 2.3 REGISTERED AERODROMES	2-24
AERODROME REGISTRATION TYPE 1	2-24
2.3.005 Requirement for an Aerodrome Registration Type 1	2-24
2.3.010 Application for an Aerodrome Registration Type 1	2-25
2.3.015 Grant of Aerodrome Registration Type 1	2-25
2.3.020 Notice of refusal to grant Aerodrome Registration Type 1	2-25
2.3.025 Conditions of an Aerodrome Registration Type 1	2-26
2.3.030 Duration of Aerodrome Registration Type 1	2-26
2.3.035 Suspension or cancellation by CAAP	2-26
2.3.040 Cancellation at request by the holder	2-27
2.3.045 Return of Aerodrome Registration Type 1 if cancelled	2-27
2.3.050 Amendment of an Aerodrome Registration Type 1	2-27
2.3.055 Continued validity of an Aerodrome Registration Type 1	2-28
2.3.060 Transfer of an Aerodrome Registration Type 1	2-28
Aerodrome Manual	2-28
2.3.065 Aerodrome Manual for Registration Type 1	2-28
Obligations of the aerodrome operator	2-29
2.3.066 Obligations of the aerodrome operator for Registration Type 1	2-29
Operation and maintenance of an Aerodrome Registration Type 1	2-29
2.3.075 Requirements for the Operation and maintenance of an Aerodrome Registration Type 1	2-29
Wildlife Hazard Management	2-30
2.3.080 Wildlife Hazard Management Requirements for Registration Type 1	2-30
Aerodrome Services	2-30
2.3.085 Aerodrome Services of an Aerodrome Registration Type 1	2-30
AERODROME REGISTRATION TYPE 2	2-31
2.3.090 Definition for this Part	2-31
2.3.095 Requirement for Aerodrome Registration Type 2	2-31
2.3.100 Application to register an aerodrome Type 2	2-31
2.3.105 CAAP Actions on Aerodrome Registration Type 2	2-32
2.3.110 Notice of refusal for Aerodrome Registration Type 2	2-32
2.3.115 CAAP Registry of Aerodromes	2-32
2.3.120 Duration of Aerodrome Registration Type 2	2-32
2.3.125 Suspension or cancellation of Aerodrome Registration Type 2 by CAAP	2-33
2.3.130 Cancellation of Aerodrome Registration Type 2 on request	2-33
2.3.135 Applicable standards for Aerodrome Registration Type 2	2-33
2.3.140 Reporting Officer	2-34
2.3.145 Notice of changes in physical condition of aerodrome	2-34
2.3.150 Notice of changes in information published in AIP	2-35
2.3.155 Safety inspections	2-35
2.3.160 Approval of persons to conduct aerodrome safety inspections	2-35
2.3.165 Duration of approval	2-36
2.3.170 Suspension or cancellation of approval by CAAP	2-36

2.3.175	Temporary Aerodrome Registration Type 2	2-36
2.3.180	Continued validity of an Aerodrome Registration Type 2	2-36
Section 2.4	PERMIT TO OPERATE (PTO)	2-36
2.4.005	Introduction	2-36
2.4.010	Procedure for application for a Permit to Operate (PTO)	2-37
2.4.015	CAAP grants a PTO to an applicant if:	2-37
2.4.020	Notice of refusal to grant PTO	2-37
2.4.025	Conditions on Permit to Operate:	2-37
2.4.030	Duration of PTO	2-38
2.4.035	Suspension or cancellation of PTO by CAAP	2-38
2.4.040	Cancellation of PTO by request of the Holder of PTO	2-39
2.4.045	Return of PTO if cancelled	2-39
2.4.050	Temporary PTO	2-39
2.4.055	Technical specifications and operating standards	2-39
2.4.060	Continued validity of a PTO	2-39
Section 2.5	OBSTACLES AND HAZARDS	2-39
2.5.005	Monitoring of airspace	2-39
2.5.010	Establishment of obstacle limitation surfaces	2-39
2.5.015	Notice of obstacles	2-40
2.5.020	Structures 150 meters or more above ground level	2-40
2.5.025	Hazardous objects	2-40
2.5.030	Lights which may endanger the safety of aircraft	2-41
Section 2.6	AERODROME RESCUE AND FIRE FIGHTING SERVICES	2-41
2.6.005	Aerodrome rescue and firefighting services	2-41
2.6.010	Ground Servicing of Aircraft	2-42
Section 2.7	AERONAUTICAL STUDIES	2-43
2.7.005	Purpose	2-43
2.7.010	Applicability	2-43
2.7.015	Definition	2-43
2.7.020	Technical Analysis	2-43
2.7.025	Approval of Deviations	2-43

PART 1

Section 1.1 REPEALING PROVISIONS

1.1.005 Civil Aviation Regulation Governing Aerodromes (CAR-Aerodromes) repeals:

A.O. No. 5,` Series of 1967 – Civil Air Regulation governing Construction, Classification, and Rating of Aerodromes whether National, Provincial, Municipal or Private, except Aerodromes for use by Aircraft with Maximum Gross Weight no exceeding 12,500 Lbs. on VFR Conditions Part XIV;

A.O. No. AGA 14.02, Series of 1973 – Civil Air Regulations governing Aerodromes for Aircraft Operations under VFR Only;

A.O. No. AGA 14.03, Series of 1973 – Civil Air Regulation governing Heliports;

Any previous Administrative Orders, Circulars, Rules and Regulations which are inconsistent with the provision hereof;

Civil Aviation Regulation governing Aerodromes, May 2011; and

Civil Aviation Regulation governing Aerodromes, March 2017.

Section 1.2 EFFECTIVITY

1.2.005 This CAR-Aerodromes takes effect from its approval as signified by the date and signature of the Director General of Civil Aviation Authority of the Philippines being affixed to this document.

Section 1.3 AMENDMENT OF CAR-AERODROMES

1.3.005 Proposals for any amendment of the CAR-Aerodromes shall be submitted to the Technical Working Group (TWG) on Aerodromes. After having reviewed the proposal, the TWG shall submit the proposal to the Regulations Review Committee. The RRC shall be composed of the Director General, the Chiefs of Offices of the Flight Standards and Inspectorate Service (FSIS), the Aerodrome and Air Navigation Safety Oversight Office (AANSOO), Air Traffic Services (ATS), Air Navigation Service (ANS), Aerodrome Development and Management Service (ADMS), the International Civil Aviation Coordinating Staff (ICACS), Enforcement and Legal Service (ELS), and representative from State Safety Programme Office (SSPO).

1.3.010 The Chairman of the Regulations Review Committee shall be the Director General or his authorized representative and the Vice Chairman for aerodromes and ANS related matters shall be the Chief of AANSOO. The Secretariat of the Regulations Review Committee on matters concerning aerodromes shall be the current Chief of the Regulatory Safety Standards Division of AANSOO.

1.3.015 Regulations Review Committee shall follow the procedures prescribed in the Regulations Amendment/ Revision Procedure (RAP) in deciding on the amendment or revision to or any other proposals associated with it.

Once the amendment or revision is approved by the RRC and signed by the Director General, it shall be submitted, whenever required, to the CAAP Board of Directors, (BOD) for approval by referendum.

- 1.3.020 The Chairman of the Regulation Review Committee shall convene the committee during regular meetings or at the instance of the Chairman or Vice-Chairmen and follow the Internal Rules of Procedures prescribed in the RAP.
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PART 2

Section 2.1 GENERAL

2.1.005 Scope of Philippine Civil Aviation Regulation governing Aerodromes (CAR-Aerodromes)

CAR-Aerodromes specifies rules about aerodromes in regard to the following matters:

- (a) certification of aerodromes and the requirements that apply to operators of certified aerodromes;
- (b) registration of aerodromes and the requirements that apply to operators of Registration Type 1 and Type 2 aerodromes;
- (c) permit to operate and the requirements that apply to operators for airstrips and heliports;
- (d) reporting and inspection requirements that apply to operators of certified and certain other aerodromes used for air transport operations, whether such operations are regular or scheduled or otherwise, and are for the carriage of passengers, freight or mail by persons or organizations holding permissions issued by the Civil Aviation Authority of the Philippines (CAAP);
- (e) obstacles and hazards at aerodromes;
- (f) matters dealing with obstacles and hazards in airspace; and
- (g) Aerodrome rescue and firefighting services.

2.1.010 Access to Aerodromes

- (1) The operator of an aerodrome shall allow CAAP to inspect, and conduct tests on, aerodrome facilities, equipment, services or operating procedures and inspect the aerodrome operator's documents and records, and verify the aerodrome Safety Management System at the aerodrome for the purpose of aviation safety.
- (2) The aerodrome operator must allow access for personnel authorized by CAAP to any part of the aerodrome or any aerodrome facilities, equipment, documentation or records for the purposes of 2.1.010 (1).
- (3) CAAP must:
 - (a) give reasonable notice of any tests to be conducted to the operator; and
 - (b) carry out the tests at a reasonable time.

2.1.015 **Definitions for this Part**

In this regulation the terms listed below have the following meanings whenever they appear:

Aerial works. – An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, serial advertisement, etc.

Aerodrome. – A defined area on land or water (including any buildings, installations, and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

Aerodrome Certificate. – A certificate issued by the appropriate authority under applicable regulations for the operation of an international aerodrome.

Aerodrome facilities and equipment. – Facilities and equipment inside or outside the aerodrome boundary constructed or installed and maintained for the arrival, departure and surface movement of aircraft.

Aerodrome Operator. – In relation to a certified aerodrome, the person to whom an aerodrome certificate has been issued.

Aerodrome Registration Type 1. – is an authorization issued by CAAP to operators of an aerodrome open for public use in domestic operations with an annual aircraft movement above 5,000 and annual passenger movement above 300,000.

Aerodrome Registration Type 2. – is an authorization issued by CAAP to operators of:

- a) an aerodrome open for public or private use in domestic operations with an annual aircraft movement of 5,000 and below, or annual passenger movement of 300,000 and below; or
- b) a heliport using aircraft with 10 or more passenger seats; or
- c) an aerodrome not covered by the PTO requirements.

Aerodrome standards. – Information and rules contained in the document called Manual of Standards for Aerodromes (MOS-Aerodromes), published by CAAP as amended from time to time.

Certified aerodrome. – An aerodrome with international air transport operations whose operator has been granted an aerodrome certificate.

Maximum carrying capacity. – In relation to an aircraft, means the maximum passenger-seating capacity, or the maximum payload, permitted under the aircraft's certificate of type approval.

Maximum passenger seating capacity. – In relation to an aircraft means the maximum number of seats for passengers permitted under the aircraft's

certificate of type approval.

Permit to Operate. – is an authorization issued by CAAP to operators of airstrips and/or heliports conducting air transport operations or private operations including utility operations using aircraft with less than 10 passenger seats.

Registered aerodrome. – An aerodrome open for public use in domestic operations which is registered with CAAP under the provisions of this CAR.

Unserviceable area. – Means a part of the movement area that is unfit and unavailable for use by aircraft.

Work area. – Means a part of the aerodrome in which maintenance or construction works are in progress that may endanger the safety of aircraft.

2.1.020 **Standards for aerodromes**

- (1) Any reference in these regulations to aerodrome standards and practices is a reference to the national standards and practices for aerodromes that are set out in the Manual of Standards for Aerodromes as amended from time to time.
- (2) An aerodrome operator shall comply with the standards, practices and procedures that are required by the Manual of Standards-Aerodromes, as appropriate to the operations conducted at the aerodrome and the requirements for aircraft using the aerodrome.

2.1.025 **Exemption**

CAAP may, in writing, exempt an aerodrome operator from compliance with the specified provisions of this regulation or specified standards set out in the Manual of Standards for Aerodromes.

- (a) Before deciding to exempt an aerodrome operator, CAAP must take into account any relevant considerations relating to the safety of air navigation.
- (b) The validity of any exemption is dependent on the operator complying with any condition that CAAP specifies in the exemption as being necessary in the interests of safety of air navigation.
- (c) The operator must comply with a condition specified in the exemption.
- (d) If an aerodrome operator is unable to comply with a standard specified in the Manual of Standards CAAP shall require the aerodrome operator to assess safety risk and carry out aeronautical studies detailed in 2.7, whether alternative conditions and procedures may be prescribed to ensure a level of safety equivalent to that established by the relevant standard.
- (e) After getting written approval for sub-regulation (d) from CAAP, the aerodrome operator shall report to AIS for publication in the

AIP.

2.1.030 Aerodrome operators to collect statistics if directed

- (1) If CAAP considers it necessary in the interests of the safety, efficiency and regularity of air navigation, CAAP may, in writing, give directions to an aerodrome operator about collecting:
 - (a) statistics including, but not limited to:
 - (i) the types of aircraft using the aerodrome;
 - (ii) the times of aircraft movements at the aerodrome;
 - (iii) the numbers of take-offs and landings;
 - (iv) the numbers of passengers; and
 - (b) other specified information, that is relevant to deciding what facilities such as radio communication services, air traffic services, air navigation services, airport rescue and fire services and passenger facilitation services and facilities should be provided at the aerodrome.
- (2) An aerodrome operator must comply with a direction given by CAAP under sub-regulation (1).

Section 2.2 CERTIFIED AERODROMES

Aerodrome Certificate

2.2.005 Requirement for an Aerodrome Certificate

- (1) An aerodrome shall only be operated by a person who holds a valid certificate issued by CAAP for that aerodrome if it is used for any international air transport operation; or
- (2) If an aerodrome operator plans to have an international air transport operation, the operator must apply for an aerodrome certificate.

2.2.010 Application for an Aerodrome Certificate

- (1) A person may apply to CAAP for an Aerodrome Certificate to authorize the person to operate an aerodrome at the place specified in the application.
- (2) The application must be in the approved form.

2.2.015 Grant of Aerodrome Certificate

- (1) Types of aerodrome certificate
 - (a) temporary or interim aerodrome certificate
 - (b) final or permanent aerodrome certificate

- (2) CAAP must grant an Aerodrome Certificate to an applicant under regulation 2.2.010 if:
- (a) the aerodrome's facilities, services and equipment are in accordance with the standards specified in the Manual of Standards for a certified aerodrome;
 - (b) the aerodrome's operating procedures make satisfactory provision for the safety of aircraft;
 - (c) an acceptable Aerodrome Manual has been prepared for the aerodrome in accordance with 2.2.065;
 - (d) the applicant would, if the certificate is granted, be able to properly operate and maintain the aerodrome including the necessary competence and experience;
 - (e) an acceptable aerodrome Safety Management System is implemented; and,
 - (f) conducted a full-scale emergency exercise as part of the aerodrome operator's Airport Emergency Plan (AEP).
- (3) Initiating NOTAM for a new certified aerodrome:

The CAAP officer or inspector responsible for the certification process will prepare and forward to the NOTAM Office details setting out all the aerodrome information which will be included in AIP, including the date when the aerodrome will be certified.

2.2.020 Notice of refusal to grant Aerodrome Certificate

If CAAP refuses to grant an Aerodrome Certificate to an applicant, CAAP must give the applicant written notice of the refusal, and the reasons for it, no later than 14 days after CAAP refuses to grant the certificate.

2.2.025 Aerodrome Certificate may be subject to conditions

- (1) CAAP may grant an Aerodrome Certificate subject to any condition that CAAP considers necessary in the interests of the safety of air navigation.
- (2) If CAAP decides to grant an Aerodrome Certificate subject to a condition, CAAP must give the applicant a written notice of the reason(s) for the decision.
- (3) A condition shall be set out on the certificate or in the notice given to the applicant under sub-regulation (2).
- (4) An aerodrome operator must not contravene a condition of the Aerodrome Certificate issued by CAAP.

2.2.030 Duration of Aerodrome Certificate

- (1) A Temporary or Interim Aerodrome Certificate is valid for a period of six (6) months unless it is extended or cancelled for a cause by the Director General.
- (2) Aerodrome Certificate to be issued after the interim or temporary aerodrome certificate shall remain in force unless it is cancelled, except it is not in force during any period when it is suspended.

2.2.035 Suspension or cancellation by CAAP

- (1) CAAP may, by written notice given to the holder of an Aerodrome Certificate, suspend or cancel the certificate if there are reasonable grounds for believing that:
 - (a) a condition to which the certificate is subject has been breached; or
 - (b) the aerodrome facilities, operations or maintenance are not of the standard necessary for the interests of the safety of air navigation; or
 - (c) the holder has contravened a condition attached to the aerodrome certificate.
- (2) Before cancelling an Aerodrome Certificate, CAAP must:
 - (a) give to the holder a show cause notice in writing that:
 - (i) sets out the facts and circumstances that, in the opinion of CAAP, would justify the cancellation; and
 - (ii) invite the holder to show cause, in writing, within 30 days after the date of the notice, why the certificate should not be cancelled; and
 - (b) take into account any written submissions that the holder makes to CAAP within the time allowed under sub-paragraph (a) (ii).

2.2.040 Cancellation at request by the holder

- (1) If the holder of an Aerodrome Certificate wishes to surrender the certificate, the holder must give not less than 60 days written notice to CAAP of the date on which the holder will surrender the certificate.
- (2) CAAP must cancel the certificate on the date specified by the certificate holder for surrender of the certificate and arrange for:
 - (i) the cancellation to be notified in NOTAM; and
 - (ii) details of the certificate and any other information about the aerodrome to be removed from AIP.

2.2.045 Return of certificate if cancelled

If CAAP cancels an Aerodrome Certificate, the person who was the certificate holder must return the aerodrome certificate to CAAP immediately.

2.2.050 Amendment of an Aerodrome Certificate

- (1) CAAP may, provided that the requirements of 2.2.010 and 2.2.015, and 2.2.080 are met, amend an aerodrome certificate where:
 - (a) there is a change in the use or operation of the aerodrome; or
 - (b) there is a change in the boundaries of the aerodrome; or
 - (c) the holder of the aerodrome certificate requests the amendment.
- (2) In case of change in ownership or management of the aerodrome, the new aerodrome operator or manager shall apply for a transfer of the aerodrome certificate in accordance with 2.2.056.
- (3) If the aerodrome operator requests an amendment to the aerodrome certificate, such request shall be accompanied by:
 - (a) a detailed account of the proposed amendment including the reasons for the amendment;
 - (b) an assessment of the safety risks associated with any change in use or operation of the aerodrome including, where appropriate, the findings of any aeronautical study undertaken by or on behalf of the aerodrome operator; and
 - (c) particulars of any consequential changes to the AIP, aerodrome manual, aerodrome emergency plan and other associated manuals.
- (4) CAAP may amend an aerodrome certificate so as to restrict or prohibit specific operations at the aerodrome if the aerodrome operator breaches the conditions of the type of use endorsed by the aerodrome certificate. CAAP shall provide written notice of intention to amend an aerodrome certificate stating the reasons for the proposed amendment.

2.2.055 Continued validity of an Aerodrome Certificate

The continuing validity of an aerodrome certificate shall be based on the satisfactory outcome of surveillance activity of CAAP in compliance with 2.2.015.

2.2.056 Transfer of an Aerodrome Certificate

- (1) CAAP may give its consent to, and issue an instrument of transfer of an aerodrome certificate to a transferee where:

- (a) the current holder of the aerodrome certificate notifies CAAP in writing at least 90 days before ceasing to operate the aerodrome that, the current holder will cease to operate the aerodrome as of the date specified in the notice;
 - (b) the current holder of the aerodrome certificate notifies CAAP in writing, the name of the transferee;
 - (c) the transferee applies in writing to CAAP within 60 days before the current holder of the aerodrome certificate cease to operate the aerodrome, for the aerodrome certificate to be transferred to the transferee; and
 - (d) the requirements of 2.2.010 and 2.2.015 are met.
- (2) If the Authority does not consent to the transfer of an aerodrome certificate, it shall notify the transferee, in writing, of its reasons within 7 days after making that decision.

Aerodrome Manual

2.2.060 Provision and location of the Aerodrome Manual

- (1) The operator of a certified aerodrome must have an Aerodrome Manual, in accordance with the requirements in the Manual of Standards for Aerodromes (MOS-Aerodromes).
- (2) The aerodrome manual shall include all pertinent information on the aerodrome site, facilities, services, equipment, operating procedures, organization and management including a safety management system, is submitted by the applicant for approval/acceptance prior to granting the aerodrome certificate.
- (3) The operator's aerodrome manual must be acceptable to the CAAP.
- (4) The operator must give CAAP a copy of the manual and must keep another copy at the aerodrome. If the operator's principal place of business is not at the aerodrome, an additional copy of the manual shall also be kept at the principal place of business.
- (5) The operator must make the copy of the manual kept at the aerodrome, and the operator's principal place of business if applicable, available for inspection by authorized persons whenever the aerodrome is operational.
- (6) The operator must conduct periodic review of the aerodrome manual and make such amendments as may be necessary.

2.2.065 Information to be included in Aerodrome Manual

For sub-regulation 2.2.060 (1), the Aerodrome Manual must include at least the details specified in the MOS-Aerodromes.

2.2.070 Form of Aerodrome Manual

- (1) Unless otherwise approved by CAAP, the operator of a certified aerodrome must keep the master copy of the Aerodrome Manual for the aerodrome in a printed form.
- (2) Other copies of the manual may be kept in a printed or an electronic form.
- (3) The manual may consist of more than one part.
- (4) The operator must keep the manual so that a person reading the manual shall know:
 - (a) when changes have been made to the information in the manual; and
 - (b) whether the manual is up-to-date.

2.2.075 Amendments of Aerodrome Manual

- (1) The operator of a certified aerodrome must amend the Aerodrome Manual for the aerodrome, whenever it is necessary to do so, to maintain the accuracy of information in the manual.
- (2) To maintain the accuracy of the Aerodrome Manual, CAAP may give written direction to the operator requiring the operator to amend the manual in accordance with such a direction.
- (3) An operator shall comply with a direction given to the operator under sub-regulation (2).

2.2.080 Notice of amendments

The operator of a certified aerodrome must inform CAAP, in writing, of any amendment that the operator makes to the Aerodrome Manual for the aerodrome within 30 days after the amendment is made.

2.2.085 Aerodrome Manual controller

- (1) The operator of a certified aerodrome must appoint a person to be the Aerodrome Manual controller for the operator's Aerodrome Manual.
- (2) The functions of the Aerodrome Manual controller are to ensure that:
 - (a) a record is kept of the persons who hold copies of the whole or a part of the Aerodrome Manual, and locations where complete or partial copies of the Aerodrome Manual are kept;
 - (b) updates of information for the manual are distributed to the holders and locations; and
 - (c) the manual is reviewed at least annually to ensure it continues to satisfy requirements for location, included information, format and amendment as required.

2.2.086 Aerodrome Manual procedures

- (1) Subject to any directions issued under sub-regulation (2), the operator of a certified aerodrome must operate and maintain the aerodrome in accordance with the procedures set out in the Aerodrome Manual for the aerodrome.
- (2) CAAP may direct the operator of a certified aerodrome to change the procedures set out in the Aerodrome Manual, if CAAP considers such changes to be necessary in the interests of the safety of air navigation.
- (3) An operator must comply with a direction given to the operator under sub-regulation (2).

2.2.087 Acceptance of Aerodrome Manual

CAAP shall accept the aerodrome manual and any amendments thereto, provided the aerodrome manual meets the requirements of 2.2.060 to 2.2.086.

Obligations of the aerodrome operator

2.2.090 Compliance with aerodrome standards

The aerodrome operator shall comply with Manual of Standards for Aerodromes specified in 2.1.020 and with any conditions endorsed in the certificate pursuant to regulations 2.2.025.

2.2.091 Care and diligence in operation and maintenance

- (1) The operator of a certified aerodrome must ensure that the aerodrome is operated and maintained with a reasonable degree of care and diligence.
- (2) Subject to any directives that CAAP may issue, the aerodrome operator shall operate and maintain the aerodrome in accordance with the procedures set out in the aerodrome manual.
- (3) The aerodrome operator shall ensure proper and efficient maintenance of the aerodrome facilities.
- (4) The aerodrome operator shall implement a maintenance program at the aerodrome. Such a maintenance program shall comply with the requirements specified in the Manual of Standards for Aerodromes and shall include preventive maintenance work as well as routine inspections and corrective maintenance work.
- (5) The aerodrome certificate holder shall coordinate with the ATS provider in order to be satisfied that appropriate air traffic services are available to ensure the safety of aircraft in the airspace associated with the aerodrome. The coordination shall cover other areas related to safety such as aeronautical information service, air traffic services, designated meteorological authorities, and security.

2.2.092 Aerodrome operator's internal safety audits and safety reporting

- (1) The aerodrome operator shall arrange for an audit of the safety management system including an inspection of the aerodrome facilities and equipment. The audit shall cover the aerodrome operator's own functions. The aerodrome operator shall also arrange an external audit and inspection program for evaluation of other users including fixed-base operators and organizations working at the aerodrome referred to in 2.2.225 (3).
- (2) The audits referred to in sub-regulation (1) shall be carried out at least once every two (2) years or as agreed with CAAP.
- (3) The aerodrome operator shall ensure that the audit reports, including the report on the aerodrome facilities, services and equipment, are prepared by suitably qualified safety personnel.
- (4) The aerodrome operator shall retain a copy of the report(s) referred to in sub-regulation (3) for a period to be agreed with CAAP. CAAP may request a copy of the report(s) for its review and reference.
- (5) The report(s) referred to in sub-regulation (3) must be prepared and signed by the persons who carried out the audits and inspections.

2.2.093 Competence of operational and maintenance personnel

- (1) The aerodrome operator shall employ an adequate number of qualified and skilled personnel to perform all critical activities for aerodrome operation and maintenance.
- (2) The aerodrome operator shall employ only those persons possessing competency certification in accordance with regulation 2.2.115, Manual of Standards for Aerodromes, and relevant national requirements or any other government authority competency requirements for the personnel referred to in sub-regulation (1).
- (3) The aerodrome operator shall implement a programme to upgrade the competency of the personnel referred to in sub-regulation (1).

2.2.094 Access to the aerodrome

- (1) Personnel so authorized by CAAP may inspect and carry out tests on the aerodrome facilities, services and equipment, inspect the aerodrome operator's documents and records and verify the aerodrome operator's safety management system before the aerodrome certificate is granted or renewed and, subsequently, at any other time, for the purpose of ensuring safety at the aerodrome.
- (2) An aerodrome operator shall, at the request of the person referred to in sub-regulation (1), allow access to any part of the aerodrome or any aerodrome facility, including equipment, records, documents and operator personnel, for the purpose referred to in sub-regulation (1).
- (3) An aerodrome operator in collaboration with aerodrome security authorities shall conduct risk assessment to determine portions of the

fence to be lit.

- (4) The aerodrome operator shall cooperate in conducting the activities referred to in sub-regulation (1).

2.2.095 **Notifying and reporting**

- (1) An aerodrome operator shall adhere to the requirement to notify and report to CAAP, Aeronautical Information Service (AIS), air traffic control and pilots within the specified time limits required in 2.2.095 (2) to 2.2.095 (5).
- (2) *Notification of inaccuracies in aeronautical information service (AIS) publications.* An aerodrome operator shall review the issues of Aeronautical Information Publication (AIP), AIP Supplements, AIP Amendments, Notices to Airmen (NOTAMS), pre-flight Information Bulletins and Aeronautical Information Circulars issued by the AIS on initial receipt thereof, and at regular intervals thereafter in accordance with the AIRAC publication cycle. Immediately after such reviews, an aerodrome operator shall notify AIS of any inaccurate information contained therein that pertains to the aerodrome.
- (3) *Notification of changes to the aerodrome facilities, equipment and level of service planned in advance.* An aerodrome operator shall notify CAAP and AIS in writing at least 60 days before any change to the aerodrome facility or equipment or the level of service at the aerodrome that has been planned in advance and that is likely to effect the accuracy of the information contained in any AIS publication referred to in sub-regulation (2).
- (4) *Issues requiring immediate notification.* Subject to the requirements of sub-regulation (5), an aerodrome operator shall give AIS and shall arrange for air traffic control and the flight operations unit to receive immediate notice detailing any of the following circumstances of which the operator has knowledge:
 - (a) obstacles, obstructions and hazards:
 - (i) any projections by an object through an obstacle limitation surface relating to the aerodrome; and
 - (ii) the existence of any obstruction or hazardous condition affecting aviation safety at or near the aerodrome;
 - (b) level of service: reduction in the level of service at the aerodrome as set out in any of the AIS publications referred to in sub-regulation (2);
 - (c) movement area: closure of any part of the movement area of the aerodrome; and
 - (d) any other condition that could affect aviation safety at the aerodrome and against which precautions are warranted.
- (5) *Immediate notification to pilots.* When it is not feasible for an aerodrome

operator to arrange for the air traffic control and the flight operations unit to receive notice of a circumstance referred to in sub-regulation (4) in accordance with that regulation, the operator must give immediate notice direct to the pilots who may be affected by that circumstance.

2.2.096 Special inspections

- (1) An aerodrome operator shall inspect an aerodrome, as circumstances require, to ensure aviation safety:
 - (a) as soon as practicable after any aircraft accident or incident within the meaning of these terms as defined in PCAR 13;
 - (b) during any period of construction or repair of the aerodrome facilities or equipment that is critical to the safety of aircraft operation; and
 - (c) at any other time when there are conditions at the aerodrome that could affect aviation safety.
- (2) In accordance with 2.2.200, an aerodrome operator shall conduct technical inspection on a regular basis.

2.2.097 Removal of obstructions from the aerodrome surface

An aerodrome operator shall remove from the aerodrome surface any vehicle or other obstruction that is likely to be hazardous.

2.2.098 Warning notices

When low flying aircraft, at or near an aerodrome, or taxiing aircraft are likely to be hazardous to people or vehicular traffic, the aerodrome operator shall:

- (a) post hazard warning notices on any public way that is adjacent to the maneuvering area; or
- (b) if such a public way is not controlled by the aerodrome operator, inform the authority responsible for posting the notices on the public way that there is a hazard.

Operation and maintenance of a certified aerodrome

2.2.105 Reporting Officer

- (1) The operator of a certified aerodrome must appoint one (1) or more Reporting Officers for the aerodrome.
- (2) The functions of a Reporting Officer are:
 - (a) to monitor the serviceability of the aerodrome; and
 - (b) to report to the AIS and air traffic control any changes in conditions, or any other occurrences at the aerodrome that affect

aircraft operational safety.

- (3) The operator must not appoint a person as a Reporting Officer if the person has not been trained in accordance with Manual of Standards for Aerodromes to perform the Reporting Officer's functions.

2.2.110 Works safety officer

- (1) Works safety officer for aerodrome works other than time-limited works
 - (a) If aerodrome works (other than time-limited works) are being carried out at a certified aerodrome, the operator of the aerodrome must appoint one (1) or more persons as works safety officer(s) for the aerodrome works.
 - (b) The function of a works safety officer is to ensure aerodrome safety while the aerodrome works are being carried out.
 - (c) The operator must not appoint a person as a works safety officer for the aerodrome works if the person has not been trained, in accordance with aerodrome standards, to perform the works safety officer's functions.
- (2) Works safety officer for time-limited works
 - (a) If time-limited works are being carried out at a certified aerodrome, the operator of the aerodrome must ensure that a person performs the works safety officer function for those works.
 - (b) The operator must not require a person to perform as a works safety officer for the aerodrome works if the person has not been trained, in accordance with Manual of Standards for Aerodromes, to perform the works safety officer's functions.

2.2.115 Training of aerodrome personnel

- (1) The operator of a certified aerodrome must ensure that all personnel of the operator are trained in accordance with the standards for training aerodrome personnel set out in the Manual of Standards for Aerodromes.
- (2) The operator of a certified aerodrome shall ensure that all personnel required to operate and maintain the aerodrome and its equipment, facilities and services are assessed as competent and that programs are adopted to ensure competency is maintained.

2.2.120 Notice of deviation

- (1) This regulation applies if a deviation from a procedure set out in the Aerodrome Manual for a certified aerodrome is made to ensure the safety of aircraft.

- (2) The operator of the aerodrome must inform CAAP in writing, of the deviation within 30 days after the deviation was made.

2.2.125 Notice of changes in physical condition of aerodrome

- (1) The operator of a certified aerodrome must, in accordance with the Manual of Standards for Aerodromes, give notice to CAAP of:
 - (a) any temporary or permanent change in the physical condition of the aerodrome that may affect the safety of aircraft; and
 - (b) any other occurrence relating to the operation or maintenance of the aerodrome that may affect the safety of aircraft.
- (2) If the aerodrome is a controlled aerodrome, the notice must also be given to air traffic control.

2.2.130 Notice of changes in information published in AIP

To maintain accuracy of the information published in AIP relating to a certified aerodrome, the operator of the aerodrome must inform CAAP, in writing, in accordance with 2.2.095 (2) of any change required to that information.

2.2.135 Physical characteristics of movement area

The operator of a certified aerodrome must ensure that the physical characteristics of the movement area comply with the standards set out in Manual of Standards for Aerodromes.

2.2.140 Aerodrome markings

- (1) The operator of a certified aerodrome must mark the following areas of the aerodrome in accordance with the standards set out in Manual of Standards for Aerodromes.
 - (a) the movement area;
 - (b) any unserviceable area;
 - (c) any obstacle; and
 - (d) any works area on or near the movement area.
- (2) The operator must ensure that all aerodrome markings are maintained in accordance with the standards set out in Manual of Standards for Aerodromes.

2.2.145 Signal area

- (1) The operator of a certified aerodrome that does not have a continuous air traffic service provided by air traffic control during the day must provide a signal area in accordance with the standards set out in Manual of Standards for Aerodromes.
- (2) The operator must display an appropriate signal in the signal area in

any circumstances set out in Manual of Standards for Aerodromes that require such a signal to be displayed.

- (3) The operator must ensure that the signal area and any signal displayed in it are clearly visible to any aircraft intending to use the aerodrome.

2.2.150 **Wind direction indicators – general**

The operator of a certified aerodrome must, in accordance with the standards for wind direction indicators set out in the Manual of Standards for Aerodromes, install and maintain at least one wind direction indicator at the aerodrome.

2.2.155 **Wind direction indicators – requirement for certain runways**

- (1) If a runway at a certified aerodrome is used in non-precision approach operations, the operator of the aerodrome must ensure that there is a wind direction indicator near the end or ends of the runway at which instrument non-precision approach operations can be conducted.
- (2) An aerodrome operator is not required to comply with sub-regulation (1) only if CAAP is satisfied that surface wind information shall be passed to the pilots of aircraft approaching the runway by:
 - (a) an automatic weather observing system that:
 - (i) is compatible with the Philippine Atmospheric Geophysical & Astronomical Services Administration (PAGASA) weather observing system; and
 - (ii) provides surface wind information through an aerodrome weather information broadcast; or
 - (b) an approved observer having a communication link with pilots through which timely information about surface wind shall be clearly passed to pilots; or
 - (c) any other approved means of providing surface wind information.

2.2.160 **Visual Approach Slope Indicator system**

- (1) The operator of a certified aerodrome must, in accordance with the standards for visual approach slope indicator systems set out in the Manual of Standards for Aerodromes, provide an approved visual approach slope indicator system for the end of a runway at the aerodrome if that end is regularly used as the approach end for jet-propelled aircraft conducting regular air transport operations or charter operations.

Note: On January 10, 2008, the Visual Approach Slope Indicator system (VASI) approved by CAAP is the system known as Precision Approach Path Indicator (PAPI).

- (2) CAAP may direct the operator to provide an approved visual approach slope indicator system for the approach end or ends of a runway to

which sub-regulation (1) does not apply, if CAAP considers it necessary in the interest of the safety of aircraft.

- (3) The operator must comply with a direction given by CAAP under sub-regulation (2).

2.2.165 **Lighting of movement area**

- (1) If a certified aerodrome is available for an aircraft to land or take-off at night or in less than Visual Meteorological Condition (VMC) during the day, the operator of the aerodrome must provide and maintain a lighting system for the movement area of the aerodrome that is in accordance with sub-regulations (2) and (3).
- (2) The lighting system must include:
 - (a) lighting of runways, taxiways and aprons intended for use at night or in less than VMC during the day;
 - (b) lighting of at least one wind direction indicator;
 - (c) lighting of obstacles within the movement area;
 - (d) lighting of any unserviceable and work areas which shall incorporate extinguished permanent lights as necessary; and
 - (e) if the aerodrome has a runway intended to serve Category I, II or III precision approach operations – approach, runway and taxiway lighting for the runway and taxiway(s).
- (3) The lighting system must:
 - (a) if the lighting system is of a kind for which Manual of Standards for Aerodromes are available – meet those standards; or
 - (b) in any other case – be, or be of a kind, approved by CAAP.

2.2.170 **Checking of lighting systems**

- (1) The operator of a certified aerodrome must not put a new lighting system of a kind mentioned in sub-regulation (3) into service at the aerodrome unless both of the following requirements are met;
 - (a) an approved pilot has conducted a flight check of the system; and
 - (b) an electrical engineer or a licensed electrician has checked the system for compliance with any applicable electrical specifications and technical standards set out in the Manual of Standards for Aerodromes.
- (2) If checking compliance with a specification requires the use of survey instruments, the operator must ensure that the checking is done by:
 - (a) a person with a degree, diploma or certificate in surveying or civil engineering, or

- (b) a person with experience and competence in surveying that is acceptable to CAAP.
- (3) For sub-regulation (1), the kinds of lighting systems are as follows:
 - (a) an approach lighting system;
 - (b) a runway lighting system for instrument approach runways;
 - (c) a visual approach slope indicator system for jet-propelled aircraft (other than a system intended for use on a temporary basis for a period not longer than thirty (30) days.

2.2.175 Aerodrome Emergency Plan

- (1) The aerodrome operator for a certified aerodrome must prepare an Aerodrome Emergency Plan.
- (2) The plan must include:
 - (a) activities commensurate with the aircraft operations and other activities conducted at the aerodrome;
 - (b) procedures for coordinating the responses of all actions to be taken in the event of an emergency occurring on or in the vicinity of the aerodrome; and
 - (c) human factor principles to ensure optimum response by all agencies participating in the emergency situations.

2.2.176 Emergencies in Difficult Environment

For emergencies in difficult environment, the Aerodrome Emergency Plan in 2.2.175 shall include the ready availability and coordination with appropriate specialist agencies rescue services who are able to respond to emergencies where an aerodrome is located close to water and/or swampy areas and where a significant portion of approach or departure operations takes place over those these areas.

2.2.180 Aerodrome Emergency Committee

- (1) The operator of a certified aerodrome shall establish an Aerodrome Emergency Committee.
- (2) The committee must:
 - (a) include, wherever practicable, a representative from any fire, police, medical, military or other emergency service that, having regard to the location of the aerodrome, would be likely to be asked to assist if there were an emergency at the aerodrome; and

- (b) review the emergency plan at least once a year and make any changes to the plan to ensure that it operates properly; and
- (3) As soon as practicable after an emergency exercise has been carried out at the aerodrome, or if an emergency has occurred at the aerodrome as soon as practicable after the emergency, the operator of the aerodrome must or alternatively arrange for the committee to:
 - (a) review the effectiveness of the responses to the exercise or the emergency;
 - (b) assess the adequacy of the emergency plan to deal with emergencies at the aerodrome; and
 - (c) take such corrective action as is necessary to ensure that the plan operates properly.
- (4) The review, assessment and corrective actions if any must be carried out in consultation with the emergency service organizations referred to in the emergency plan.
- (5) The operator must ensure that:
 - (a) records of each review of the emergency plan carried out under this regulation are kept; and
 - (b) each record is retained for at least three (3) years after the review to which the record was carried out.

2.2.185 Testing of Aerodrome Emergency Plan

- (1) Subject to this regulation, the operator of a certified aerodrome must conduct a full-scale emergency exercise at least once every two (2) years to test:
 - (a) the coordination of the emergency service organizations referred to in the Aerodrome's Emergency Plan; and
 - (b) the adequacy of the procedures and facilities provided for in the plan.
- (2) In addition to the full-scale emergency exercise, the operator of a certified aerodrome must conduct a partial emergency exercise in the intervening year to ensure any deficiencies identified during the full-scale exercise, or otherwise, have been remedied.
- (3) If a real emergency occurs at the aerodrome within six (6) months before a full-scale emergency exercise is due, the operator may ask CAAP to extend the period within which the next full scale emergency exercise must be conducted.
- (4) CAAP must grant the request if it is satisfied that:

- (a) all emergency service organizations referred to in the plan responded to the real emergency; and
 - (b) the real emergency adequately tested the plan.
- (5) In granting the request, CAAP may extend the period until the end of 2 years after the real emergency occurred.

2.2.190 Aerodrome serviceability inspections

- (1) An aerodrome serviceability inspection is an inspection of the aerodrome to ensure that it is safe for aircraft operations.
- (2) The inspection must include at least the following:
 - (a) an inspection of the movement area to check its surface condition (including for the presence of foreign objects);
 - (b) an inspection of aerodrome markings, lighting, wind direction indicators and ground signals;
 - (c) an inspection for any obstacles infringing the take-off, approach and transitional surfaces;
 - (d) an inspection for any birds or animals on or near the movement area;
 - (e) an inspection of any measures to control the inadvertent entry of persons or animals into the movement area (including aerodrome fencing);
 - (f) an empirical assessment of the bearing strength of unrated runway pavements;
 - (g) an empirical assessment of the runway strip or each runway strip where the runway concerned is not marked and the whole runway strip may be used for aircraft operations; and
 - (h) a check of whether any NOTAMS for the aerodrome are current and accurate.
- (3) The inspection must comply with all applicable standards for aerodrome serviceability inspections set out in the Manual of Standards for Aerodromes.

2.2.195 When aerodrome serviceability inspections must be conducted

The operator of a certified aerodrome must conduct an aerodrome serviceability inspection

- (a) at least once each day where the code number is 1 or 2;
- (b) at least twice each day where the code number is 3 or 4;
- (c) after a gale, storm or other severe weather, flooding, earthquake

or other similar environmental event;

- (d) at any time that air traffic control or CAAP requires an inspection; and
- (e) after an aircraft accident or incident before operations are permitted to resume.

2.2.200 **Reserved**

2.2.205 **Reserved**

2.2.210 **Reserved**

2.2.215 **Unannounced Inspection**

- (1) In addition to scheduled aerodrome audits and inspections, CAAP shall if deemed necessary, carry out unannounced inspections to ensure consistent and adequate level of oversight.
- (2) These inspections follow the same methodology as the scheduled audit or technical inspection as appropriate and may be carried out using the same checklists or could be aimed at a specific subject of concern.

2.2.220 **Planning and execution of aerodrome works**

- (1) The operator of a certified aerodrome must ensure that any aerodrome works at the aerodrome are carried in a way that does not create a hazard to aircraft, or confusion to pilots.
- (2) The operator must comply with the Manual of Standards for Aerodromes in relation to planning and notice requirements that must be satisfied before aerodrome works may be carried out.

2.2.225 **Safety Management System**

- (1) The applicant for, or the holder of, an aerodrome certificate shall establish and maintain a Safety Management System (SMS).
- (2) The safety management system shall include, among others, the following components:
 - (a) a safety management implementation plan that includes:
 - (i) a safety policy on which the system is based that the accountable executive has approved and communicated to all employees, and
 - (ii) a clearly defined lines of responsibility and accountability, including a direct accountability for safety on the part of senior management;
 - (b) a process for identifying hazards to aviation safety, analysis, assessment and control of the safety risks associated with identified hazards;

- (c) a process for the internal reporting and analyzing of hazards, incidents and accidents and for taking corrective actions to prevent their recurrence;
 - (d) a document containing all safety management system processes;
 - (e) a process for conducting periodic reviews or audits of the safety management system;
 - (f) a process for ensuring that personnel are trained and competent to perform their SMS duties.
- (3) The aerodrome operator referred to in paragraph (1) shall:
- (a) ensure that the safety management system of the aerodrome addresses the coordination and interface with the safety procedures of other organizations operating or providing services at the aerodrome; and
 - (b) ensure that such organizations have safety procedures in place to comply with the applicable requirements of this regulation and the requirements laid down in the aerodrome manual.
- (4) The operator of an aerodrome referred to in paragraph (1) must ensure that the aerodrome has a safety management system that complies with the standards set out in the Manual of Standards for Aerodromes.

2.2.226 Safety reporting system

- (1) The aerodrome operator shall establish and implement a safety reporting system, in order to promote safety at, and the safe use of, the aerodrome.
- (2) The aerodrome operator, shall:
- (a) require that the personnel and organizations use the safety reporting system for the mandatory reporting of any accident, serious incident, incident and serious injury, and
 - (b) ensure that the safety reporting system may be used for the voluntary reporting of any defect, fault and safety hazard which could impact safety.
- (3) The safety reporting system shall, protect the identity of the reporter, encourage voluntary reporting and assurance confidentiality of reporting.
- (4) The aerodrome operator shall:
- (a) record all reports submitted;
 - (b) analyze and assess the reports, as appropriate, in order to address safety deficiencies and identify trends;

- (c) ensure that all organizations operating or providing services at the aerodrome which are relevant to the safety concern, participate in the analysis of such reports and that any corrective and/or preventive measures identified are implemented;
 - (d) conduct investigations of reports, as appropriate, and
 - (e) refrain from attribution of blame.
- (5) The aerodrome operator shall report to the CAAP, any accident, serious incident, incident and serious injury.
- (6) The reports referred to in paragraph (5) shall be made in a form and manner established by the CAAP and contain all pertinent information about the condition known to the aerodrome operator.
- (7) Reports shall be made as soon as practicable, but in any case, within 48 hours of the aerodrome operator identifying the condition to which the report relates, unless exceptional circumstances prevent this.

Note: - These do not override the requirements in PCAR Part 13 — Accident and Incident Reporting and Investigation, concerning the mandatory reporting of certain types of accidents/serious incidents and the responsibilities of the various parties involved.

Wildlife Hazard Management

2.2.230 Bird/wildlife strike control programme

- (1) The aerodrome operator shall in accordance with Manual of Standards for Aerodromes, develop, implement and demonstrate an effective bird/wildlife strike and wildlife control programme at the airport.
- (2) The programme must be tailored to and commensurate with the size, level of complexity, and local conditions of the airport taking account of the identification of the bird/wildlife hazard and the risk assessment of that hazard.
- (3) The aerodrome operator and relevant organizations within the vicinity of the aerodrome must give due consideration to aviation safety concerns related to land developments in the vicinity of the aerodrome that may attract wildlife.

Aerodrome Services

2.2.235 Aerodrome Maintenance Program

- (1) A maintenance program including preventive maintenance where appropriate shall be established at an aerodrome to maintain facilities in a condition which does not impair the safety, regularity or efficiency of air navigation. Details of such a program shall be outlined in the aerodrome manual. "Facilities" are intended to include, but are not limited to, such items as pavements, prepared surfaces, visual aids, fencing, drainage systems and buildings.

- (2) The design and application of the maintenance program shall observe Human Factors principles and comply with the aerodrome's safety management system.

2.2.240 Runway Pavement Overlays

Where the runway is to be returned temporarily to an operational status before resurfacing is complete, the aerodrome operator must ensure that specifications for pavement overlays in accordance with Manual of Standards for Aerodromes are implemented.

2.2.245 Visual Aids Maintenance

The aerodrome operator must have a system of preventive maintenance of visual aids to ensure reliability of all lights, lighting systems and markings in accordance with the specifications in the Manual of Standards for Aerodromes.

2.2.250 Apron Management Service

When warranted by the volume of traffic and operating conditions, an appropriate apron management service in accordance with Manual of Standards for Aerodromes shall be provided on an apron by an aerodrome ATS unit, by another aerodrome operating authority, or by a cooperative combination of these, in order to:

- (a) regulate movement with the objective of preventing collisions between aircraft, and between aircraft and obstacles;
- (b) regulate entry of aircraft into, and coordinate exit of aircraft from, the apron with the aerodrome control tower; and
- (c) ensure safe and expeditious movement of vehicles and appropriate regulation of other activities.

2.2.255 Aerodrome Vehicle Operations

To prevent unauthorized entry into the movement area, and to maintain safe and orderly movement of vehicle and drivers on the airside, aerodrome operators must have arrangements for controlling airside access and airside vehicle control in accordance with Manual of Standards for Aerodromes.

Section 2.3 REGISTERED AERODROMES

AERODROME REGISTRATION TYPE 1

2.3.005 Requirement for an Aerodrome Registration Type 1

An aerodrome shall only be operated by a person who holds a valid Aerodrome Registration Type 1 issued by CAAP for that aerodrome if it is open for public use in domestic operations with an annual aircraft movement above 5,000 and annual passenger movement above 300,000.

2.3.010 Application for an Aerodrome Registration Type 1

- (1) A person may apply to CAAP for an Aerodrome Registration Type 1 to authorize the person to operate an aerodrome at the place specified in the application.
- (2) The application must be in the approved form.

2.3.015 Grant of Aerodrome Registration Type 1

- (1) Types of Aerodrome Registration Type 1
 - (a) temporary or interim Aerodrome Registration Type 1
 - (b) final or permanent Aerodrome Registration Type 1
- (2) CAAP must grant an Aerodrome Registration Type 1 to an applicant under 2.3.010 if:
 - (a) the aerodrome's facilities, services and equipment are in accordance with the standards specified in the Manual of Standards for Aerodromes;
 - (b) the aerodrome's operating procedures make satisfactory provision for the safety of aircraft;
 - (c) an acceptable Aerodrome Manual has been prepared for the aerodrome in accordance with section 2.3.150;
 - (d) the applicant would, if the registration is granted, be able properly to operate and maintain the aerodrome including the necessary competence and experience;
 - (e) an acceptable aerodrome safety management system in accordance with 2.2.225;
 - (f) a safety reporting system in accordance with 2.2.226;
 - (g) conducted a full-scale emergency exercise as part of the aerodrome operator's Airport Emergency Plan (AEP).
- (3) Initiating NOTAM for a new Aerodrome Registration Type 1 The CAAP officer or inspector responsible for the Aerodrome-Registration Type 1 process will prepare and forward to the NOTAM Office details setting out all the aerodrome information which will be included in AIP, including the date when the aerodrome will be Registered Type 1.

2.3.020 Notice of refusal to grant Aerodrome Registration Type 1

If CAAP refuses to grant an Aerodrome Registration Type 1 to an applicant, CAAP must give the applicant written notice of the refusal, and the reasons for it, no later than 14 days after CAAP refuses to grant the Registration Type 1.

2.3.025 Conditions of an Aerodrome Registration Type 1

- (1) CAAP may grant an Aerodrome Registration Type 1 subject to any condition that CAAP considers necessary in the interests of the safety of air navigation.
- (2) If CAAP decides to grant an Aerodrome Registration Type 1 subject to a condition, CAAP must give the applicant a written notice of the reason(s) for the decision.
- (3) A condition shall be set out on the Aerodrome Registration Type 1 or in the notice given to the applicant under 2.3.025 (2).
- (4) An aerodrome operator must not contravene a condition of the Aerodrome Registration Type 1 issued by CAAP.

2.3.030 Duration of Aerodrome Registration Type 1

- (1) A Temporary or Interim Aerodrome Registration Type 1 is valid for a period of six (6) months unless it is extended or cancelled for a cause by the Director General.
- (2) Aerodrome Registration Type 1 to be issued after the interim or temporary Aerodrome Registration Type 1 shall remain in force unless it is cancelled, except it is not in force during any period when it is suspended.

2.3.035 Suspension or cancellation by CAAP

- (1) CAAP may, by written notice given to the holder of an Aerodrome Registration Type 1, suspend or cancel the registration if there are reasonable grounds for believing that:
 - (a) a condition to which the Aerodrome Registration Type 1 is subject has been breached; or
 - (b) the aerodrome facilities, operations or maintenance are not of the standard necessary for the interests of the safety of air navigation; or
 - (c) the holder has contravened a condition attached to the Aerodrome Registration Type 1.
- (2) Before cancelling an Aerodrome Registration Type 1, CAAP must:
 - (a) give to the holder a show cause notice in writing that:
 - (i) sets out the facts and circumstances that, in the opinion of CAAP, would justify the cancellation; and
 - (ii) invite the holder to show cause, in writing, within 30 days after the date of the notice, why the Aerodrome Registration Type 1 should not be cancelled; and
 - (b) take into account any written submissions that the holder makes

to CAAP within the time allowed under sub-paragraph (a) (ii).

- (3) CAAP must cancel the Aerodrome Registration Type 1 on the date specified in the notice and arrange for:
 - (a) the cancellation to be notified in NOTAM; and
 - (b) details of the Aerodrome Registration Type 1 and any other information about the aerodrome to be removed from AIP.

2.3.040 Cancellation at request by the holder

- (1) If the holder of an Aerodrome Registration Type 1 wishes to surrender the Aerodrome Registration Type 1, the holder must give not less than sixty (60) days written notice to CAAP of the date on which the holder will surrender the registration.
- (2) CAAP must cancel the Aerodrome Registration Type 1 on the date specified by the registration holder for surrender of the registration and arrange for:
 - (a) the cancellation to be notified in NOTAM; and
 - (b) details of the registration and any other information about the aerodrome to be removed from AIP.

2.3.045 Return of Aerodrome Registration Type 1 if cancelled

If CAAP cancels an Aerodrome Registration Type 1, the person who was the Aerodrome Registration Type 1 holder must return the aerodrome Registration Type 1 to CAAP immediately.

2.3.050 Amendment of an Aerodrome Registration Type 1

- (1) CAAP may, provided that the requirements of 2.3.010, 2.3.015 and 2.2.080 are met, amend an aerodrome registration where:
 - (a) there is a change in the use or operation of the aerodrome;
 - (b) there is a change in the boundaries of the aerodrome; or
 - (c) the holder of the Aerodrome Registration Type 1 requests the amendment.
- (2) In case of change in ownership or management of the aerodrome, the new aerodrome operator or manager shall apply for a transfer of the Aerodrome Registration Type 1 in accordance with 2.3.060.
- (3) If the aerodrome operator requests an amendment to the Aerodrome Registration Type 1, such request shall be accompanied by:
 - (a) a detailed account of the proposed amendment including the reasons for the amendment;
 - (b) an assessment of the safety risks associated with any change in

use or operation of the aerodrome including, where appropriate, the findings of any aeronautical study undertaken by or on behalf of the aerodrome operator; and

- (c) particulars of any consequential changes to the AIP, aerodrome manual, aerodrome emergency plan and other associated manuals.
- (4) CAAP may amend an Aerodrome Registration Type 1 so as to restrict or prohibit specific operations at the aerodrome if the aerodrome operator breaches the conditions of the type of use endorsed by the Aerodrome Registration Type 1. CAAP shall provide written notice of intention to amend an Aerodrome Registration Type 1 stating the reasons for the proposed amendment.

2.3.055 **Continued validity of an Aerodrome Registration Type 1**

The continuing validity of an Aerodrome Registration Type 1 shall be based on the satisfactory outcome of surveillance activity of CAAP in compliance with 2.3.015.

2.3.060 **Transfer of an Aerodrome Registration Type 1**

CAAP may give its consent to, and issue an instrument of transfer of an aerodrome Registration Type 1 to a transferee where:

- (a) the current holder of the aerodrome Registration Type 1 notifies CAAP in writing at least 90 days before ceasing to operate the aerodrome that, the current holder will cease to operate the aerodrome as of the date specified in the notice;
- (b) the current holder of the aerodrome Registration Type 1 notifies CAAP in writing, the name of the transferee;
- (c) the transferee applies in writing to CAAP within 60 days before the current holder of the Aerodrome Registration Type 1 cease to operate the aerodrome, for the Aerodrome Registration Type 1 to be transferred to the transferee; and
- (d) the requirements of 2.3.010 and 2.3.015 are met.

Aerodrome Manual

2.3.065 **Aerodrome Manual for Registration Type 1**

The requirements for Aerodrome Manual shall be in accordance with the provisions of 2.2.060 to 2.2.087 for the following:

- (1) Provision and location of the Aerodrome Manual
- (2) Information to be included in Aerodrome Manual
- (3) Form of Aerodrome Manual
- (4) Amendments of Aerodrome Manual

- (5) Notice of amendments
- (6) Aerodrome Manual controller
- (7) Aerodrome Manual procedures
- (8) Acceptance of aerodrome manual

Obligations of the aerodrome operator

2.3.066 Obligations of the aerodrome operator for Registration Type 1

The requirements for Obligations of the aerodrome operator shall be in accordance with the provisions of 2.2090 to 2.2.098 for the following:

- (1) Compliance with aerodrome standards
- (2) Care and diligence in operation and maintenance
- (3) Aerodrome operator's internal safety audits and safety reporting
- (4) Competence of operational and maintenance personnel
- (5) Access to the aerodrome
- (6) Notifying and reporting
- (7) Special inspections
- (8) Removal of obstructions from the aerodrome surface
- (9) Warning notices

Operation and maintenance of an Aerodrome Registration Type 1

2.3.075 Requirements for the Operation and maintenance of an Aerodrome Registration Type 1

The requirements for Operation and maintenance of an Aerodrome Registration Type 1 shall be in accordance with the provisions of 2.2.105 to 2.2.226 for the following:

- (1) Reporting Officer
- (2) Works safety officer
- (3) Training of aerodrome personnel
- (4) Notice of deviation
- (5) Notice of changes in physical condition of aerodrome
- (6) Notice of changes in information published in AIP

- (7) Physical characteristics of movement area
- (8) Aerodrome markings
- (9) Signal area
- (10) Wind direction indicators – general
- (11) Wind direction indicators – requirement for certain runways
- (12) Visual Approach Slope Indicator system
- (13) Lighting of movement area
- (14) Checking of lighting systems
- (15) Aerodrome Emergency Plan
- (16) Emergencies in Difficult Environment
- (17) Aerodrome Emergency Committee
- (18) Testing of Aerodrome Emergency Plan
- (19) Aerodrome serviceability inspections
- (20) Conduct of aerodrome serviceability inspections
- (21) Unannounced Inspection
- (22) Planning and execution of aerodrome works
- (23) Safety Management System
- (24) Safety reporting system

Wildlife Hazard Management

2.3.080 Wildlife Hazard Management Requirements for Aerodrome Registration Type 1

The requirements for Wildlife Hazard Management for Aerodrome Registration Type 1 shall be in accordance with 2.2.230.

Aerodrome Services

2.3.085 Aerodrome Services of an Aerodrome Registration Type 1

The requirements for Aerodrome Services of an Aerodrome Registration Type 1 shall be in accordance with 2.2.235 to 2.2.255 as follows.

- (1) Aerodrome Maintenance Program
- (2) Runway Pavement Overlays

- (3) Visual Aids Maintenance
- (4) Apron Management Service
- (5) Aerodrome Vehicle Operations

AERODROME REGISTRATION TYPE 2

2.2.090 Definition for this Part

In this regulation the term listed below have the following meaning wherever they appear:

Aerodrome Registration Type 2. - Means the register established and maintained under 2.1.015.

2.3.095 Requirement for Aerodrome Registration Type 2

An aerodrome shall only be operated by a person who holds a valid Aerodrome Registration Type 2 issued by CAAP for that aerodrome if it is:

- (a) an aerodrome open for public or private use in domestic operations with an annual aircraft movement of 5,000 and below, or annual passenger movement of 300,000 and below; or
- (b) a heliport using aircraft with 10 or more passenger seats; or
- (c) an aerodrome not covered by the PTO requirements.

2.3.100 Application to register an aerodrome Type 2

- (1) A person may apply to CAAP for registration of an aerodrome Type 2.
- (2) An application must be in the approved form and must be accompanied by:
 - (a) the information about the aerodrome required by Manual of Standards for Aerodromes, including a diagram of the aerodrome in accordance with Manual of Standards for Aerodromes; and
 - (b) a written statement, signed by a person approved under 2.3.160, to the effect that:
 - (i) the person has conducted a safety inspection of the aerodrome; and
 - (ii) the aerodrome meets the applicable standards in accordance with 2.3.135 for registered aerodromes and is safe for operation; and
 - (c) the name or names of the person or persons who are to be the reporting officers for the aerodrome.
- (3) Despite paragraph (2) (b), until a date nominated by CAAP, the statement mentioned in that paragraph may be given by a person who

is not approved by CAAP under regulation 2.3.160 but is a person CAAP is satisfied meets the requirements of sub-regulation 2.3.075 (2).

2.3.105 CAAP Actions on Aerodrome Registration Type 2.

- (1) CAAP must, if the operator of an aerodrome has applied for registration of the aerodrome in accordance with regulation 2.3.100 (2):
 - (a) register the aerodrome by entering the following information about the aerodrome in the Aerodrome Registry:
 - (i) the name of the aerodrome;
 - (ii) the details of the location of the aerodrome;
 - (iii) the name and address of the operator; and
 - (b) inform the operator, in writing, that the Aerodrome is Type 2 registered; and
 - (c) direct AIS to publish in AIP details of the Aerodrome registration Type 2 and the information about the aerodrome required by Manual of Standards for Aerodromes.

2.3.110 Notice of refusal for Aerodrome Registration Type 2

If CAAP refuses the Type 2 Registration, CAAP must give the aerodrome operator written notice of the refusal, and the reasons for it no later than 14 days after its refusal.

2.3.115 CAAP Registry of Aerodromes

- (1) CAAP must establish and keep, in the approved form, a registry of Aerodrome Registration Type 2 under this regulation.
- (2) CAAP must make the registry of Aerodrome Registration Type 2 available for inspection by members of the public at reasonable times and places, and subject to reasonable conditions.
- (3) CAAP may comply with sub-regulation (2) by making the information recorded in the registry accessible thru the internet.
- (4) CAAP must alter the information recorded in the aerodrome registry if that information is not up to date or correct any error in the information.

2.3.120 Duration of Aerodrome Registration Type 2

The Aerodrome Registration Type 2 remains in force unless it is cancelled except that is not in force during any period in which it is suspended.

2.3.125 Suspension or cancellation of Aerodrome Registration Type 2 by CAAP

- (1) CAAP may, by written notice given to the operator of an Aerodrome Registration Type 2, suspend or cancel it, if there are reasonable grounds for believing that:
 - (a) the aerodrome operator fails to meet any of the standards applicable to the aerodrome under 2.3.135, or
 - (b) the operator of the aerodrome has failed to comply with 2.1.025 (d), 2.3.140, 2.3.145 or 2.3.150.
- (2) Before cancelling the Aerodrome Registration Type 2, CAAP must:
 - (a) give to the operator a show cause notice that:
 - (i) sets out the facts and circumstances that, in the opinion of CAAP, would justify the cancellation; and
 - (ii) invites the operator to show cause, in writing, within 30 days after the date of the notice, why the Aerodrome Registration Type 2 should not be cancelled; and
 - (b) take into account any written submission that the operator makes to CAAP within the time allowed under subparagraph (a) (ii).

2.3.130 Cancellation of Aerodrome Registration Type 2 on request

- (1) If the operator of an Aerodrome Registration Type 2 wishes it to be cancelled, the aerodrome operator must give CAAP at least 60 days written notice of the date on which the operator wishes it to be cancelled.
- (2) CAAP must cancel the Aerodrome Registration Type 2 on the date specified in the notice and arrange for:
 - (a) the cancellation to be notified in NOTAM; and
 - (b) details of the Aerodrome Registration Type 2 and any other information to be removed from AIP.

2.2.135 Applicable standards for Aerodrome Registration Type 2

- (1) The standards applicable to an Aerodrome Registration Type 2 are:
 - (a) the standards applicable to Aerodrome Registration Type 1 in relation to the following matters:
 - (i) physical characteristics of the movement area;
 - (ii) obstacle limitation surfaces;
 - (iii) aerodrome markings;
 - (iv) lighting;

- (v) wind direction indicators;
- (vi) signal circle and ground signals;
- (b) a safety risk management procedure includes, among others, the following:
 - (i) hazard identification,
 - (ii) risk assessment and control, and
 - (iii) creation and management of relevant risk management procedure documents, including, a risk register and records of any dedicated risk assessments performed to address aerodrome hazards affecting aircraft operations.
- (c) a safety reporting system in accordance with the requirements in 2.2.226, and
- (d) any other specifications set out in the Manual of Standards for Aerodromes that are applicable.

2.3.140 Reporting Officer

- (1) The operator of an Aerodrome Registration Type 2 must appoint one or more Reporting Officers for the aerodrome.
- (2) The functions of a Reporting Officer are:
 - (a) monitor the serviceability of the aerodrome in accordance with Manual of Standards for Aerodromes; and
 - (b) to report to the AIS and air traffic control any changes in conditions, or any other occurrences at the aerodrome that must be reported under regulation 2.3.145.
- (3) The operator must not appoint a person as a Reporting Officer if the person has not been trained, in accordance with Manual of Standards for Aerodromes, to perform the Reporting Officer's functions.

2.3.145 Notice of changes in physical condition of aerodrome

- (1) The operator of an Aerodrome Registration Type 2 must, in accordance with the Manual of Standards for Aerodromes, give notice to the AIS of:
 - (a) any temporary or permanent change in the physical condition of the aerodrome that may affect the safety of aircraft; or
 - (b) any other occurrences relating to the operation or maintenance of the aerodrome that may affect the safety of aircraft.
- (2) If the aerodrome is a controlled aerodrome, the notice must also be given to air traffic control.

2.3.150 Notice of changes in information published in AIP

To maintain the accuracy of the information published in AIP in relation to an Aerodrome Registration Type 2, the aerodrome operator must inform AIS, in writing, as soon as practicable of any change required to that information (other than a change that is published in a NOTAM).

2.3.155 Safety inspections

- (1) The operator of an Aerodrome Registration Type 2 must arrange for a safety inspection of the aerodrome to be conducted at least once each year, if the aerodrome is used by aircraft with a passenger seating capacity of 10 or more seats.
- (2) The safety inspection must be conducted by a person approved under regulation 2.3.160.
- (3) The approved person must give the operator a written report that:
 - (a) deals with the matters set out in Manual of Standards for Aerodromes; and
 - (b) specifies any remedial work that is necessary for the aerodrome to comply with the applicable standards.
- (4) Within thirty (30) days after receiving the report, the operator must give to CAAP:
 - (a) a copy of the report; and
 - (b) if the report specifies any remedial work as being necessary, a statement as to when and how the operator will do the remedial work.
- (5) Despite 2.3.155 (2), until otherwise notified by CAAP, a person or persons with appropriate qualifications and experience may conduct the safety inspection.

2.3.160 Approval of persons to conduct aerodrome safety inspections

- (1) A person may apply to CAAP for approval to conduct aerodrome safety inspections for this Subpart.
- (2) CAAP must approve the person if the person has:
 - (a) a recognized degree, diploma or certificate in civil engineering, surveying or a related field and a sound knowledge of the parts of these Regulations and the standards, practices and procedures that are applicable to the operation and maintenance of aerodromes; or
 - (b) other qualifications, knowledge and experience that CAAP considers suitable for conducting an aerodrome safety inspection; and

- (c) the capability, if the approval is given, to perform properly the aerodrome safety inspection function.

2.3.165 Duration of approval

An approval under regulation 2.3.160 remains in force until it is cancelled, except it is not in force during any period when it is suspended.

2.3.170 Suspension or cancellation of approval by CAAP

- (1) CAAP may suspend or cancel an approval of a person under regulation 2.3.160 by written notice to the person, if the person has not properly carried out, or is no longer properly carrying out, the aerodrome safety inspection function.
- (2) Before cancelling the approval, CAAP must:
 - (a) give the person written notice:
 - (i) stating the reasons that, in the opinion of CAAP, would justify the cancellation; and
 - (ii) advising the person that he or she may, within thirty (30) days after the date of the notice, give CAAP written reasons why the approval should not be cancelled; and
 - (b) take into account any written reason(s) given by the person within the time allowed under sub-paragraph (a) (ii).

2.3.175 Temporary Aerodrome Registration Type 2

- (1) CAAP may issue a temporary Aerodrome Registration Type 2 to an applicant if CAAP is satisfied that the applicant will be able to properly operate and maintain the aerodrome for the duration of the temporary Aerodrome Registration Type 2.
- (2) A temporary Aerodrome Registration Type 2 must not be issued for a period longer than six (6) months subject to conditions set by the Director General.

2.3.180 Continued validity of an Aerodrome Registration Type 2

The continuing validity of an aerodrome registration shall be based on the satisfactory outcome of surveillance activity of CAAP in compliance with 2.3.135.

Section 2.4 PERMIT TO OPERATE (PTO)

2.4.005 Introduction

- (1) A Permit to Operate is required to be secured by operators of airstrips and/or heliports conducting air transport operations or private

operations including utility operations using aircraft with less than 10 passenger seats.

- (2) The Permit to Operate for aerodromes and heliports is granted as privilege by the Director General, CAAP operators of aerodrome and heliport who meet the minimum standards and requirements in 2.4.015 and 2.4.055.

2.4.010 Procedure for application for a Permit to Operate (PTO)

- (1) A person may apply for a PTO to operate an airstrip and/or heliport at the place specified in the application;
- (2) The application must be in the approved form;
- (3) The application form is available on CAAP Website: www.caap.gov.ph or upon request from the Aerodrome and air Navigation Safety Oversight Office (AANSOO); and
- (4) Pay corresponding permit fee.

2.4.015 CAAP grants a PTO to an applicant if:

- (1) The aerodrome meets the standards specified in the Manual of Standards for Aerodromes for non-certificated or registered aerodromes;
- (2) The airstrip or heliport operating procedures make satisfactory provision for the safety of aircraft; and
- (3) The applicant would, if the PTO is issued, be able to properly operate and maintain the aerodrome.

2.4.020 Notice of refusal to grant PTO

If CAAP refuses to grant a PTO to an applicant, CAAP must give the applicant a written notice of the refusal, and reasons for such, no later than 14 days after CAAP refuses to grant the PTO.

2.4.025 Conditions on Permit to Operate:

An aerodrome shall only be operated by a person who holds a valid PTO issued by the CAAP for that aerodrome subject to the following conditions:

- (a) The aerodrome is operated in compliance with the applicable provisions of CAR-Aerodromes.
- (b) The aerodrome is subject to safety inspections:
 - (i) If the inspection is an Air Operator Certificate (AOC) requirement;
 - (ii) As required under CAAP aerodrome surveillance programme;

- (iii) When safety issues arise or when there is reason to believe that safety is compromised;
 - (iv) When there is a change (e.g., facilities, procedures, obstacle environment, aircraft type/category, etc.) that may affect aircraft operation; or
 - (v) Upon aerodrome operator's request.
- (c) The aerodrome operator shall notify CAAP/AANSOO when aerodrome operation will be permanently closed.
- (d) If CAAP decides to issue a PTO subject to a condition, CAAP gives the applicant a written notice stating the reasons for the decision.
- (e) A condition must be set out on the PTO.
- (f) An aerodrome operator must not contravene a condition of the operator's PTO.

2.4.030 Duration of PTO

The PTO remains in force unless it is cancelled.

2.4.035 Suspension or cancellation of PTO by CAAP

The CAAP may, by written notice given to the holder of the PTO, suspend or cancel the PTO if there are reasonable grounds for believing that:

- (a) A condition on the issuance of PTO has been breached.
 - (b) The aerodrome facilities, operations or maintenance are not of standards necessary in the interest of safety of air navigation and that no alternative means to ensure safety are provided.
 - (c) The holder had signified its intention to permanently close the operation of his/her aerodromes.
- (2) Before cancelling a PTO, CAAP must;
- (a) Give to the holder of a PTO a show cause notice in writing that:
 - (i) Sets out the facts and circumstances that, in the opinion of the CAAP, would justify the cancellation; and
 - (ii) Invite the holder of PTO to show cause in writing, within 30 days after the date of the notice why the PTO should not be cancelled; and
 - (b) Take into account any written submissions that the holder made to CAAP within the time allowed under 2.4.035 (a) (ii).

2.4.040 Cancellation of PTO by request of the Holder of PTO

- (1) If the holder of PTO wishes to surrender the PTO, the holder must give not less than 60 days' written notice to CAAP of the date on which the holder will surrender the PTO.
- (2) CAAP must cancel the PTO on the date specified by the PTO holder for surrender of the PTO.

2.4.045 Return of PTO if cancelled

If CAAP cancels a PTO, the holder of the PTO must return the PTO to CAAP immediately.

2.4.050 Temporary PTO

- (1) CAAP may issue a temporary PTO to an applicant if CAAP is satisfied that the applicant will be able to properly operate and maintain the aerodrome for the duration of the temporary PTO.
- (2) A temporary PTO must not be issued for a period longer than six (6) months subject to conditions set by the Director General.

2.4.055 Technical specifications and operating standards

Airstrips and heliports technical specifications and operating standards must be in accordance with Manual of Standards for Aerodromes.

2.4.060 Continued validity of a PTO

The continuing validity of an aerodrome PTO shall be based on the satisfactory outcome of surveillance activity of CAAP in compliance with 2.4.015.

Section 2.5 OBSTACLES AND HAZARDS

2.5.005 Monitoring of airspace

- (1) The operator of a certified aerodrome or a registered aerodrome must monitor the airspace around the aerodrome for infringement of the obstacle limitation surfaces by:
 - (a) any object, building or structure; or
 - (b) any gaseous efflux having a velocity exceeding 4.3 meters per second.
- (2) The monitoring must be in accordance with the standards set out in the Manual of Standards for Aerodromes.

2.5.010 Establishment of obstacle limitation surfaces

An aerodrome operator must ensure that obstacle limitation surfaces are established for the aerodrome in accordance with the standards set out in the Manual of Standards for Aerodromes.

2.5.015 Notice of obstacles

- (1) An aerodrome operator must take all reasonable measures to ensure that obstacles at, or within the vicinity of the aerodrome are detected as quickly as possible.
- (2) If the operator becomes aware of the presence of an obstacle, the operator must:
 - (a) inform the CAAP immediately, and
 - (b) provide to the CAAP details of:
 - (i) the height and location of the obstacle; and
 - (ii) amended declared distances and gradients, if applicable.
- (3) If the operator becomes aware of any development or proposed construction near the aerodrome that is likely to create an obstacle, the operator must:
 - (a) inform CAAP as soon as practicable; and
 - (b) provide CAAP with details of the likely obstacle.

2.5.020 Structures 150 meters or more above ground level

A person who proposes to construct a building or structure the top of which will be 150 meters or more above ground level must inform CAAP of that intention and the proposed height and location of the building or structure.

2.5.025 Hazardous objects

- (1) CAAP may determine, in writing, that:
 - (a) an obstacle, or any proposed development or other proposed construction that is likely to create an obstacle; or
 - (b) a building or structure the top of which is 150 meters or more above ground level; or
 - (c) a proposed building or structure the top of which will be 150 meters or more above ground level, is, or will be, a hazardous object because of its location, height or lack of marking or lighting.
- (2) CAAP may determine in writing that a gaseous efflux having a velocity exceeding 4.3 meters per second is, or will be, a hazard to aircraft operations because of the velocity or location of the efflux.
- (3) If CAAP makes a determination under sub-regulation (1) or (2), it must:

- (a) publish in AIP or NOTAM particulars of the hazardous object or gaseous efflux to which the determination relates; and
 - (b) give written notice of the determination in accordance with sub-regulation (4).
- (4) CAAP must give a copy of the determination:
- (a) in the case of a hazardous object that is a proposed building or structure:
 - (i) to the person proposing to construct the building or structure; and
 - (ii) to the authority or, if applicable, one or more of the authorities whose approval is required for the construction; and
 - (b) in any other case, if a person who owns or is in occupation or control of the hazardous object, or owns or is in control of the installation that produces the gaseous efflux, can reasonably be identified, to that person.

2.5.030 Lights which may endanger the safety of aircraft

A non-aeronautical ground light near an aerodrome which might endanger the safety of aircraft shall be extinguished, screened or otherwise modified so as to eliminate the source of danger.

Section 2.6 AERODROME RESCUE AND FIRE FIGHTING SERVICES

2.6.005 Aerodrome rescue and firefighting services

- (1) Rescue and firefighting equipment and services shall be provided at an aerodrome serving:
 - (a) Commercial air transport operations; and
 - (b) As defined by CAAP, aerial works/heliports operating with the following specialized flight services:
 - (i) agriculture;
 - (ii) construction;
 - (iii) photography;
 - (iv) surveying;
 - (v) observation and patrol;
 - (vi) search and rescue;
 - (vii) aerial advertisement;

- (viii) banner towing;
- (ix) aerial firefighting;
- (x) medical transport
- (xi) pilot training;
- (xii) sight-seeing flights;
- (xiii) skydiving flights; and
- (xiv) organ transplant transport flights.

- (2) The operational objective of the Rescue and Fire Fighting Services (RFFS) shall be to achieve a response time not exceeding three minutes to any point of each operational runway in optimum visibility and surface conditions.
- (3) All RFFS personnel shall be trained to perform their duties in an efficient manner and shall participate in live fire drills commensurate with the types of aircraft and types of rescue and firefighting equipment in use at the aerodrome, including pressure-fed fires. The RFFS training shall include training in human performance and team co-ordination.
- (4) All RFFS personnel responding to any emergency shall be provided with clothing and respiratory equipment to enable them to perform their duties in an effective manner.

2.6.010 Ground Servicing of Aircraft

- (1) Fire extinguishing equipment suitable at least for initial intervention in the event of a fire and personnel trained in its use shall be readily available during the ground servicing of an aircraft, and there shall be a means of quickly summoning the RFFS in the event of a fire or major fuel spill.
- (2) When an aircraft fuelling takes place while passengers are on board, embarking or disembarking, ground equipment shall be positioned so as to allow:
 - (a) the use of sufficient numbers of exits for expeditious evacuation; and
 - (b) a ready escape route from each of the exits to be used in an emergency.

Section 2.7 AERONAUTICAL STUDIES

2.7.005 Purpose

An aeronautical study is conducted to assess the impact of deviations from the Manual of Standards for Aerodromes specified in Volume I to Annex 14 to the Convention on International Civil Aviation, and the national regulations, to present alternative means of ensuring the safety of aircraft operations, to estimate the effectiveness of each alternative and to recommend procedures to compensate for the deviation.

2.7.010 Applicability

An aeronautical study may be carried out when Manual of Standards for Aerodromes cannot be met as a result of development. Such a study is most frequently undertaken during the planning of a new airport or during the certification of an existing aerodrome.

Note: - Aeronautical studies may not be conducted in cases of deviations from the standards, if not specifically recommended in Annex 14, Volume I.

2.7.015 Definition

An aeronautical study is a study of an aeronautical problem to identify possible solutions and select a solution that is acceptable without degrading safety.

2.7.020 Technical Analysis

- (1) Technical analysis will provide justification for a deviation on the grounds that an equivalent level of safety can be attained by other means. It is generally applicable in situations where the cost of correcting a problem that violates a standard is excessive but where the unsafe effects of the problem can be overcome by some procedural means which offers both practical and reasonable solutions.
- (2) In conducting a technical analysis, inspectors will draw upon their practical experience and specialized knowledge. They may also consult other specialists in relevant areas. When considering alternative procedures in the deviation approval process, it is essential to bear in mind the safety objective of the aerodrome certification regulations and the applicable standards and recommend practices so that the intent of the regulations is not circumvented.

2.7.025 Approval of Deviations

- (1) In some instances, the only reasonable means of providing an equivalent level of safety is to adopt suitable procedures and to require, as a condition of certification, that cautionary advice be published in the appropriate AIS publications.
- (2) The determination to require caution will be primarily dependent on two considerations:

- (a) a pilot's need to be made aware of potentially hazardous conditions; and
- (b) the responsibility of the CAA to publish deviations from standards that would otherwise be assumed under certificate status.