



MEMORANDUM CIRCULAR NO. 018-2024

TO : ALL CONCERNED

FROM : DIRECTOR GENERAL

SUBJECT : AMENDMENT TO PHILIPPINE CIVIL AVIATION REGULATIONS – AIR NAVIGATION SERVICES (CAR-ANS) PART 11 ADOPTING AMENDMENT 53 TO ICAO ANNEX 11 – AIR TRAFFIC SERVICES

REFERENCES

- 1) Philippine Civil Aviation Regulations- Air Navigation Services Part 11 Air Traffic Services
- 2) ICAO Annex 11, Amendment 53
- 3) CAAP Regulations Amendment Procedures
- 4) Board Resolution No. 2012-054 dated 28 September 2012

Pursuant to the powers vested in me under the Republic Act 9497, otherwise known as the Civil Aviation Authority Act of 2008, and in accordance with the Regulations Amendment Procedure with Board Resolution No. 2012-054 dated 28 September 2012, I hereby approve the adoption of ICAO Annex 11 Amendment 53 to the Philippine Civil Aviation Regulations – Air Navigation Services (CAR-ANS) Part 11.

ORIGINAL REGULATIONS SUBJECT FOR REVIEW AND REVISION:

CAR-ANS PART 11 AIR TRAFFIC SERVICES

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CHAPTER 11.1 DEFINITIONS

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Current flight plan (CPL). The flight plan that reflects changes to the filed flight plan, if any, by subsequent ATC clearances.

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Flight plan. Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.

Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.

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CHAPTER 11.5. ALERTING SERVICE



11.5.1 Application

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11.5.1.3 The appropriate ATS authority shall maintain up-to-date contact details in the OPS Control Directory for flight information centers or area control centers referred to in 11.5.1.2.

11.5.1.3.1 The contact details to be maintained in the OPS Control Directory shall be those of the appropriate ATS duty supervisor position or equivalent.

Note.— Guidance on the use of the OPS Control Directory is contained in the Manual on Global Aeronautical Distress and Safety System (GADSS) (ICAO Document 10165).

11.5.1.3.4 In the event of a state of emergency arising to an aircraft while it is under the control of an aerodrome control tower or approach control unit, such unit shall notify immediately the flight information center or area control center responsible which shall in turn notify the rescue coordination center, except that notification of the area control center, flight information center, or rescue coordination center shall not be required when the nature of the emergency is such that the notification would be superfluous.

11.5.1.3.4.1 Nevertheless, whenever the urgency of the situation so requires, the aerodrome control tower or approach control unit responsible shall first alert and take other necessary steps to set in motion all appropriate local rescue and emergency organizations which can give the immediate assistance required.

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11.5.2 Notification of rescue coordination centers

11.5.2.1 Without prejudice to any other circumstances that may render such notification advisable, air traffic services units shall, except as prescribed in 11.5.5.1, notify rescue coordination centers immediately an aircraft is considered to be in a state of emergency in accordance with the following:

a) *Uncertainty phase* when:

...

b) *Alert phase* when:

...

3) information has been received which indicates that the operating efficiency of the aircraft has been impaired, but not to the extent that a forced landing is likely or where the likelihood of a forced landing has not been determined, except when evidence exists that would allay apprehension as to the safety of the aircraft and its occupants, or when

...

11.5.2.2.1 Such part of the information specified in 11.5.2.2, which is not available at the time notification is made to a rescue coordination center, shall be sought by an air traffic services unit prior to the declaration of a distress phase, if there is reasonable certainty that this phase will eventuate.

Note.— Information on the position of an aircraft in a distress condition may be accessible from the Location of an Aircraft in Distress Repository (LADR). Guidance on use of LADR is contained in the Manual on Global Aeronautical Distress and Safety System (GADSS) (ICAO Document 10165). For more information see Annex 6, Part I, Appendix 9.

NEW / AMENDED REGULATIONS:

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“End of Amendment”

Separability Clause. - If for any reason, any provision of this Memorandum Circular is declared invalid or unconstitutional, the other part or parts thereof which are not affected thereby shall continue to be in full force and effect.

Repealing Clause. - All orders, rules, regulations, and issuances, or parts thereof which are inconsistent with this Memorandum Circular are hereby repealed, superseded, or modified accordingly.

Determination of changes. - To highlight the amendments and/or revisions in the Memorandum Circular, the deleted text shall be shown with strikethrough and the

newly inserted text shall be highlighted with grey shading, as illustrated below:

1. Text deleted: ~~Text to be deleted is shown with a line through it.~~
2. New text inserted: **New text is highlighted with grey shading.**
3. New text replacing existing text: ~~Text to be deleted is shown with a line through it~~ followed by the replacement text which is highlighted with grey shading.

Effectivity Clause. - This Memorandum Circular shall take effect fifteen (15) days following completion of its publication in a newspaper of general circulation or the Official Gazette and a copy filed with the U.P. Law Center - Office of the National Administrative Register. These amendments shall be incorporated into the Philippine Civil Aviation Regulations – Air Navigation Services (CAR-ANS) Part 11.

Signed this 18 day of SEP 2024, at the Civil Aviation Authority of the Philippines, MIA Road, Pasay City.



CAPTAIN MANUEL ANTONIO L. TAMAYO
Director General