



MEMORANDUM CIRCULAR NO. 019-2024

TO : ALL CONCERNED

FROM : DIRECTOR GENERAL

SUBJECT : AMENDMENT TO PHILIPPINE CIVIL AVIATION REGULATIONS – AIR NAVIGATION SERVICES (CAR-ANS) PART 12 ADOPTING AMENDMENT 19 TO ICAO ANNEX 12 – SEARCH AND RESCUE

REFERENCES

- 1) Philippine Civil Aviation Regulations- Air Navigation Services Part 12 Search and Rescue
- 2) ICAO Annex 12, Amendment 19
- 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 12 Amendment 19 to the Philippine Civil Aviation Regulations – Air Navigation Services (CAR-ANS) Part 12.

ORIGINAL REGULATIONS SUBJECT FOR REVIEW AND REVISION:

CAR-ANS PART 12 SEARCH AND RESCUE

...

12.2 ORGANIZATION

12.2.1 Search and Rescue Services

...

12.2.3 Rescue Coordination Center and Rescue Sub-centers

...

12.2.3.6 Each rescue coordination center and, as appropriate, rescue sub-center shall maintain up-to-date contact details in the OPS Control Directory.

12.2.3.7 Each rescue coordination center and, as appropriate, rescue sub-center shall subscribe and maintain access to the location of an aircraft in distress repository (LADR).

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



12.2.3.68 Rescue sub-centers (RSCs) may be established when necessary for the efficient execution of SAR operations. RSC's shall be in close cooperation and coordination with the PARCC facility located at the main CAAP offices.

12.2.3.79 CAAP-PARCC shall be in coordination with the following recognized rescue units who will provide the necessary SAR assets and act appropriately as:

...

12.2.3.810 Each rescue coordination center shall prepare appraisals of actual search and rescue operations in its region. These appraisals shall comprise any pertinent remarks on the procedures used and on the emergency and survival equipment, and any suggestions for improvement of those procedures and equipment. Those appraisals, which are likely to be of interest to other States, should be submitted to ICAO for information and dissemination, as appropriate.

...

12.2.6 Search and Rescue Equipment

...

12.2.6.5 Each search and rescue aircraft, when used for search and rescue over maritime areas, shall be equipped with communication systems to enable it to communicate with maritime vessels.

Note 1.— Until 25 November 2026, many vessels can communicate with aircraft on 2182 kHz, 4125 kHz and 121.5 MHz. However, these frequencies, and in particular 121.5 MHz, may not be routinely monitored by vessels.

Note 2.— As of 26 November 2026, many vessels can communicate with aircraft on 2182 kHz, 4125 kHz, 121.5 MHz and 123.1 MHz. However, these frequencies, and in particular 121.5 MHz and 123.1 MHz, may not be routinely monitored by vessels. Rather, vessels monitor Channel 16 (156.8 MHz), the international maritime distress, safety and calling frequency.

12.2.6.6 Each search and rescue aircraft, when used for search and rescue over maritime areas shall carry a copy of the International Code of Signals to enable it to overcome language difficulties that may be experienced in communicating with ships. Search and rescue signals are given in the Appendix.

Note.— The International Code of Signals is published in English, French and Spanish by the International Maritime Organization as documents 994E, 994F and 994S.

...

12.3 COOPERATION

...

12.3.2 Cooperation with Other Services

...

12.3.2.2 CAAP shall ensure the closest practicable coordination between PARCC, the 505th SRG, PAF, the Naval Air Group-Philippine Navy, and the PCG Aviation Group, local search and rescue organizations, aircraft operators to provide for the most

effective and efficient search and rescue services.

...

12.3.2.5a *Until 25 November 2026*, The SAR Point-of-Contact (SPOC) in the Philippine SRR to receive Cospas-Sarsat distress alerts shall be the Philippine Aeronautical RCC of CAAP.

12.3.2.5b *As of 26 November 2026*, The PARCC shall be the designated SAR SPOC available for the receipt and acknowledgement of Cospas-Sarsat distress alert data ensuring timely notification for the initiation of appropriate search and rescue response. Such service shall be provided on a 24-hour basis.

...

12.4 PREPARATORY MEASURES

...

12.4.1.2 PARCC ~~needs to~~ shall have readily available all other information of interest to search and rescue, including information regarding:

...

c) locations where supplies of droppable emergency and survival equipment are stored; ~~and~~

d) known objects which might be mistaken for unmarked or unreported wreckage sites, particularly when viewed from ~~an altitude~~ the air.

e) *as of 26 November 2026*, the position, course and speed of aircraft that may be able to provide assistance to aircraft in distress; and

f) *as of 26 November 2026*, where the search and rescue region includes maritime areas, the position, course and speed of ships that may be able to provide assistance to aircraft in distress.

12.4.1.3 *Until 25 November 2026¹*, PARCC shall have ready access to information regarding the position, course and speed of ships that may be able to provide assistance to aircraft in distress and information on how to contact these vessels.

¹Paragraph 12.4.1.3 and the accompanying Note will be deleted *as of 26 November 2026*.

...

12.4.2.4 The search and rescue plans of operation shall contain details regarding actions to be taken by those persons engaged in search and rescue, including:

...

h) the methods for obtaining, from other rescue coordination centers, such assistance, including aircraft, vessels, persons or equipment, as may be needed;

i) *until 25 November 2026*, the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;

j) *until 25 November 2026*, the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress; and

k) *until 25 November 2026*, cooperative actions taken in conjunction with air traffic services units and other authorities concerned to assist aircraft known or believed to be subject to unlawful interference

i) as of 26 November 2026, the methods for obtaining approval to allow search and rescue units from an assisting State to enter into the territory of the State of the RCC;

j) as of 26 November 2026, the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;

k) as of 26 November 2026, the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress; and

l) as of 26 November 2026, cooperative actions to be taken in conjunction with air traffic services units and other authorities concerned to assist aircraft known or believed to be subject to unlawful interference.

...

12.4.4 Trainings and Exercises

Until 25 November 2026, ~~To~~ to achieve and maintain maximum efficiency in search and rescue, regular training of the search and rescue personnel shall be provided. Appropriate search and rescue exercises shall also be arranged for such personnel.

As of 26 November 2026, ~~To~~ to achieve and maintain maximum efficiency in search and rescue, regular training and exercises for ~~of~~ the search and rescue personnel shall be provided which include both land and maritime environments as appropriate, containing both search and rescue elements, remote from an aerodrome. ~~Appropriate search and rescue exercises shall also be arranged for such personnel.~~

Note.— The need for regular training and exercises may be moderated commensurate with the frequency of real search and rescue responses which demonstrate satisfactory and effective search and rescue performance.

...

12.4.5a Wreckage

(Applicable until 25 November 2026)

Wreckage resulting from aircraft accidents within the entire Philippine Territory including its territorial waters or, in the case of accidents on the high seas or in areas of undetermined sovereignty, falling within the search and rescue region shall be removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse subsequent search and rescue

operations.

12.4.5b Accident sites and wreckage Wreckage

(Applicable as of 26 November 2026)

12.4.5.1 Search and rescue personnel that may be required to respond to an aircraft accident site shall be trained in the management of related occupational health risks.

Note.— Guidance related to effective occupational health practices at aircraft accident sites is contained in the Manual of Aircraft Accident and Incident Investigation, Part I—Organization and Planning (ICAO Document 9756) and ICAO Circular 315 – Hazards at Aircraft Accident Sites.

12.4.5.2 Wreckage resulting from aircraft accidents within the entire Philippine Territory including its territorial waters or, in the case of accidents on the high seas or in areas of undetermined sovereignty, falling within the search and rescue region shall be removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse subsequent search and rescue operations.

12.5 OPERATING PROCEDURES

...

12.5.2 Procedures for Rescue Coordination Center during Emergency Phases

...

12.5.2.3 Distress phase

Upon the occurrence of a distress phase, the rescue coordination center shall:

...

f) request at an early stage such aircraft, vessels, coastal stations and other services not specifically included in the appropriate emergency response plan of operation and are able to:

1) maintain a listening watch for transmissions from the aircraft in distress, survival radio equipment or an Emergency Locator Transmitter (ELT);

Note 1.— Until 25 November 2026, the The frequencies for ELTs given in CAR-ANS Part 8, are 121.5 MHz and 406 MHz, taking into consideration factors due to the phasing out of the frequency 121.5 MHz.

Note 2.— As of 26 November 2026, the frequencies for ELTs given in CAR-ANS Part 8, are 121.5 MHz and 406.0 to 406.1 MHz. The Cospas-Sarsat 406 MHz channel assignment plan is contained in Cospas-Sarsat Document C/S T.012.

...

12.5.6 Procedures at the Scene of an Accident²

...

12.5.6.2 When a pilot-in-command observes that either another aircraft or a surface

craft is in distress, the pilot shall, if possible and unless considered unreasonable or unnecessary:

...

c) as appropriate, report to the rescue coordination center or air traffic services unit as much of the following information as possible:

i. type of craft in distress, its identification and condition;

ii. its position, expressed in geographical or grid coordinates or in distance and true;

iii. bearing from a distinctive landmark or from a radio navigation aid;

iii ~~iv~~. time of observation expressed in hours and minutes Coordinated Universal Time (UTC);

iv ~~v~~. number of persons observed;

v. ~~vi~~. whether persons have been seen to abandon the craft in distress;

vi. *as of 26 November 2026*, whether any distress signals, including distress beacon transmissions, have been received or observed;

vii. on-scene weather conditions;

viii. apparent physical condition of survivors;

ix. *until 25 November 2026*, apparent best ground access route to the distress site; and

x. *as of 26 November 2026*, apparent best ground access route to the distress scene;

xi. *as of 26 November 2026*, position and description of any other craft in the area that may assist; and

d) act as instructed by the rescue coordination center or the air traffic services unit.

²As of 26 November 2026, section 12.5.6 will be titled:

12.5.6 Procedures at the distress scene

12.5.6.2.1a *Until 25 November 2026*, if ~~if~~ the first aircraft to reach the scene of an accident is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the scene of the accident. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination center or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft.

12.5.6.2.1b As of 26 November 2026, if the first aircraft to reach the scene of an accident distress scene is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the distress scene of the accident. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination center or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft.

12.5.6.3 When it is necessary for an aircraft to convey information to survivors or surface rescue units, and two-way communication is not available, it shall, if practicable, drop communication equipment that would enable direct contact to be established, or convey the information by dropping a hard copy message.

...

12.5.6.5 When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. If no radio communication can be established, the aircraft shall make the appropriate visual signal.

Note 1.— Until 25 November 2026, Air air-to-surface and surface-to-air visual signals are published in Volume III of ICAO Document 9731.

Note 2.— As of 26 November 2026, Air air-to-surface and surface-to-air visual signals are published in Volume III of ICAO Document 9731 the Appendix and in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, Volume III— Mobile Facilities (ICAO Document 9731).

...

12.5.6.6 As of 26 November 2026, when carrying a device for measuring actual surface drift in accordance with 12.2.6.9, a search and rescue aircraft shall drop the device as soon as it reaches the scene of an accident.

Note.— The deployment of such devices will assist with search area planning accuracy and, therefore, minimize search times.

12.5.7a Procedures for a Pilot-in-Command Intercepting a Distress Transmission (Applicable until 25 November 2026)

...

12.5.7b Procedures for a Pilot-in-Command Intercepting a Distress Transmission (Applicable as of 26 November 2026)

12.5.7.1 Whenever a distress transmission is intercepted by a pilot-in-command of an aircraft, the pilot shall, if feasible:

...

d) inform the appropriate rescue coordination center or air traffic services unit of the distress transmission, giving all available information; and

e) at the pilot's discretion, while awaiting instructions, proceed to the **distress** position given in the transmission; and

f) attempt to establish communications with the person(s) in distress.

12.5.7.2 Whenever a pilot monitors 121.5 MHz, and intercepts a transmission from a distress beacon, the pilot shall also:

a) record, and report as soon as possible, the position where the transmission was first received;

b) not alter any settings for squelch on the aircraft's radio; and

c) if feasible, continue to monitor the frequency until such time as the signal ceases, and inform the appropriate rescue coordination center or air traffic services unit of such.

Note.— Retaining the existing settings for squelch from the time the transmission is first received until the signal ceases provides rescue coordination centers with the most accurate potential location of the distress beacon.

...

NEW / AMENDED REGULATIONS:

12.2 ORGANIZATION

12.2.1 Search and Rescue Services

...

12.2.3 Rescue Coordination Center and Rescue Sub-centers

...

12.2.3.6 Each rescue coordination center and, as appropriate, rescue sub-center shall maintain up-to-date contact details in the OPS Control Directory.

12.2.3.7 Each rescue coordination center and, as appropriate, rescue sub-center shall subscribe and maintain access to the location of an aircraft in distress repository (LADR).

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

12.2.3.8 Rescue sub-centers (RSCs) may be established when necessary for the efficient execution of SAR operations. RSC's shall be in close cooperation and coordination with the PARCC facility located at the main CAAP offices.

12.2.3.9 CAAP-PARCC shall be in coordination with the following recognized rescue units who will provide the necessary SAR assets and act appropriately as:

...

12.2.3.10 Each rescue coordination center shall prepare appraisals of actual search and rescue operations in its region. These appraisals shall comprise any pertinent remarks on the procedures used and on the emergency and survival equipment, and any suggestions for improvement of those procedures and equipment. Those appraisals, which are likely to be of interest to other States, should be submitted to ICAO for information and dissemination, as appropriate.

...

12.2.6 Search and Rescue Equipment

...

12.2.6.5 Each search and rescue aircraft, when used for search and rescue over maritime areas, shall be equipped with communication systems to enable it to communicate with maritime vessels.

Note 1.— Until 25 November 2026, many vessels can communicate with aircraft on 2182 kHz, 4125 kHz and 121.5 MHz. However, these frequencies, and in particular 121.5 MHz, may not be routinely monitored by vessels.

Note 2.— As of 26 November 2026, many vessels can communicate with aircraft on 2182 kHz, 4125 kHz, 121.5 MHz and 123.1 MHz. However, these frequencies, and in particular 121.5 MHz and 123.1 MHz, may not be routinely monitored by vessels. Rather, vessels monitor Channel 16 (156.8 MHz), the international maritime distress, safety and calling frequency.

12.2.6.6 Each search and rescue aircraft, when used for search and rescue over maritime areas shall carry a copy of the International Code of Signals to enable it to overcome language difficulties that may be experienced in communicating with ships. Search and rescue signals are given in the Appendix.

Note.— The International Code of Signals is published in English, French and Spanish by the International Maritime Organization as documents 994E, 994F and 994S.

...

12.3 COOPERATION

...

12.3.2 Cooperation with Other Services

...

12.3.2.2 CAAP shall ensure the closest practicable coordination between PARCC, the 505th SRG, PAF, the Naval Air Group-Philippine Navy, and the PCG Aviation Group, local search and rescue organizations, aircraft operators to provide for the most effective and efficient search and rescue services.

...

12.3.2.5a Until 25 November 2026, The SAR Point-of-Contact (SPOC) in the Philippine SRR to receive Cospas-Sarsat distress alerts shall be the Philippine Aeronautical RCC of

CAAP.

12.3.2.5b As of 26 November 2026, The PARCC shall be the designated SAR SPOC available for the receipt and acknowledgement of Cospas-Sarsat distress alert data ensuring timely notification for the initiation of appropriate search and rescue response. Such service shall be provided on a 24-hour basis.

...

12.4 PREPARATORY MEASURES

...

12.4.1.2 PARCC shall have readily available all other information of interest to search and rescue, including information regarding:

...

c) locations where supplies of droppable emergency and survival equipment are stored;

d) known objects which might be mistaken for unmarked or unreported wreckage sites, particularly when viewed from the air.

e) as of 26 November 2026, the position, course and speed of aircraft that may be able to provide assistance to aircraft in distress; and

f) as of 26 November 2026, where the search and rescue region includes maritime areas, the position, course and speed of ships that may be able to provide assistance to aircraft in distress.

12.4.1.3 *Until 25 November 2026¹*, PARCC shall have ready access to information regarding the position, course and speed of ships that may be able to provide assistance to aircraft in distress and information on how to contact these vessels.

¹Paragraph 12.4.1.3 and the accompanying Note will be deleted as of 26 November 2026.

...

12.4.2.4 The search and rescue plans of operation shall contain details regarding actions to be taken by those persons engaged in search and rescue, including:

...

h) the methods for obtaining, from other rescue coordination centers, such assistance, including aircraft, vessels, persons or equipment, as may be needed;

i) *until 25 November 2026*, the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;

j) *until 25 November 2026*, the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress; and

k) *until 25 November 2026*, cooperative actions taken in conjunction with air traffic services units and other authorities concerned to assist aircraft known or believed to

be subject to unlawful interference

i) as of 26 November 2026, the methods for obtaining approval to allow search and rescue units from an assisting State to enter into the territory of the State of the RCC;

j) *as of 26 November 2026*, the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;

k) *as of 26 November 2026*, the methods for assisting search and rescue or other aircraft to proceed to aircraft in distress;
and

l) *as of 26 November 2026*, cooperative actions to be taken in conjunction with air traffic services units and other authorities concerned to assist aircraft known or believed to be subject to unlawful interference.

...

12.4.4 Trainings and Exercises

Until 25 November 2026, to achieve and maintain maximum efficiency in search and rescue, regular training of the search and rescue personnel shall be provided. Appropriate search and rescue exercises shall also be arranged for such personnel.

As of 26 November 2026, to achieve and maintain maximum efficiency in search and rescue, regular training and exercises for the search and rescue personnel shall be provided which include both land and maritime environments as appropriate, containing both search and rescue elements, remote from an aerodrome.

Note.— The need for regular training and exercises may be moderated commensurate with the frequency of real search and rescue responses which demonstrate satisfactory and effective search and rescue performance.

...

12.4.5a Wreckage

(Applicable until 25 November 2026)

Wreckage resulting from aircraft accidents within the entire Philippine Territory including its territorial waters or, in the case of accidents on the high seas or in areas of undetermined sovereignty, falling within the search and rescue region shall be removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse subsequent search and rescue operations.

12.4.5b Accident sites and wreckage

(Applicable as of 26 November 2026)

12.4.5.1 Search and rescue personnel that may be required to respond to an aircraft

accident site shall be trained in the management of related occupational health risks.

Note.— *Guidance related to effective occupational health practices at aircraft accident sites is contained in the Manual of Aircraft Accident and Incident Investigation, Part I— Organization and Planning (ICAO Document 9756) and ICAO Circular 315 – Hazards at Aircraft Accident Sites.*

12.4.5.2 Wreckage resulting from aircraft accidents within the entire Philippine Territory including its territorial waters or, in the case of accidents on the high seas or in areas of undetermined sovereignty, falling within the search and rescue region shall be removed, obliterated or charted following completion of the accident investigation, if its presence might constitute a hazard or confuse subsequent search and rescue operations.

12.5 OPERATING PROCEDURES

...

12.5.2 Procedures for Rescue Coordination Center during Emergency Phases

...

12.5.2.3 Distress phase

Upon the occurrence of a distress phase, the rescue coordination center shall:

...

f) request at an early stage such aircraft, vessels, coastal stations and other services not specifically included in the appropriate emergency response plan of operation and are able to:

1) maintain a listening watch for transmissions from the aircraft in distress, survival radio equipment or an Emergency Locator Transmitter (ELT);

Note 1.— *Until 25 November 2026, the frequencies for ELTs given in CAR-ANS Part 8, are 121.5 MHz and 406 MHz.*

Note 2.— *As of 26 November 2026, the frequencies for ELTs given in CAR-ANS Part 8, are 121.5 MHz and 406.0 to 406.1 MHz. The Cospas-Sarsat 406 MHz channel assignment plan is contained in Cospas-Sarsat Document C/S T.012.*

...

12.5.6 Procedures at the Scene of an Accident²

...

12.5.6.2 When a pilot-in-command observes that either another aircraft or a surface craft is in distress, the pilot shall, if possible and unless considered unreasonable or unnecessary:

...

c) as appropriate, report to the rescue coordination center or air traffic services unit as much of the following information as possible:

i. type of craft in distress, its identification and condition;

- ii. its position, expressed in geographical or grid coordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aid;
 - iii. time of observation expressed in hours and minutes Coordinated Universal Time (UTC);
 - iv. number of persons observed;
 - v. whether persons have been seen to abandon the craft in distress;
 - vi. *as of 26 November 2026*, whether any distress signals, including distress beacon transmissions, have been received or observed;
 - vii. on-scene weather conditions;
 - viii. apparent physical condition of survivors;
 - ix. *until 25 November 2026*, apparent best ground access route to the distress site; and
 - x. *as of 26 November 2026*, apparent best ground access route to the distress scene;
 - xi. *as of 26 November 2026*, position and description of any other craft in the area that may assist; and
- d) act as instructed by the rescue coordination center or the air traffic services unit.

²As of 26 November 2026, section 12.5.6 will be titled:
12.5.6 Procedures at the distress scene

12.5.6.2.1a Until 25 November 2026, if the first aircraft to reach the scene of an accident is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the scene of the accident. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination center or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft.

12.5.6.2.1b As of 26 November 2026, if the first aircraft to reach the distress scene is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the distress scene. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination center or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining

such communications until the arrival of the first search and rescue aircraft.

12.5.6.3 When it is necessary for an aircraft to convey information to survivors or surface rescue units, and two-way communication is not available, it shall, if practicable, drop communication equipment that would enable direct contact to be established, or convey the information by dropping a hard copy message.

...

12.5.6.5 When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. If no radio communication can be established, the aircraft shall make the appropriate visual signal.

Note 1.— Until 25 November 2026, air-to-surface and surface-to-air visual signals are published in Volume III of ICAO Document 9731.

Note 2.— As of 26 November 2026, air-to-surface and surface-to-air visual signals are published in the Appendix and in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, Volume III — Mobile Facilities (ICAO Document 9731).

...

12.5.6.6 As of 26 November 2026, when carrying a device for measuring actual surface drift in accordance with 12.2.6.9, a search and rescue aircraft shall drop the device as soon as it reaches the scene of an accident.

Note.— The deployment of such devices will assist with search area planning accuracy and, therefore, minimize search times.

12.5.7a Procedures for a Pilot-in-Command Intercepting a Distress Transmission (Applicable until 25 November 2026)

...

12.5.7b Procedures for a Pilot-in-Command Intercepting a Distress Transmission (Applicable as of 26 November 2026)

12.5.7.1 Whenever a distress transmission is intercepted by a pilot-in-command of an aircraft, the pilot shall, if feasible:

...

d) inform the appropriate rescue coordination center or air traffic services unit of the distress transmission, giving all available information;

e) at the pilot's discretion, while awaiting instructions, proceed to the distress position; and

f) attempt to establish communications with the person(s) in distress.

12.5.7.2 Whenever a pilot monitors 121.5 MHz, and intercepts a transmission from a distress beacon, the pilot shall also:

a) record, and report as soon as possible, the position where the transmission was first received;

b) not alter any settings for squelch on the aircraft's radio; and

c) if feasible, continue to monitor the frequency until such time as the signal ceases, and inform the appropriate rescue coordination center or air traffic services unit of such.

Note.— Retaining the existing settings for squelch from the time the transmission is first received until the signal ceases provides rescue coordination centers with the most accurate potential location of the distress beacon.

...

xxx

"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 12.

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