



MEMORANDUM CIRCULAR NO. 001-2025

TO : ALL CONCERNED

FROM : THE DIRECTOR GENERAL

SUBJECT : ADOPTION OF ICAO ANNEX 13, AMENDMENT 19 TO
PHILIPPINE CIVIL AVIATION REGULATIONS PARTS 1 AND 13

REFERENCE/S:

1. Philippine Civil Aviation Regulation Parts 1 and 13
2. Regulations Amendment/Revision Procedure
3. Board Resolution No. 2012-054 dated 28 September 2012

Pursuant to the powers vested on the Director General of the Civil Aviation Authority of the Philippines under Republic Act No. 9497, otherwise known as the Civil Aviation Authority Act of 2008 and in accordance with the Regulations Amendment/Revision Procedure with Board Resolution No. 2012-054 dated 28 September 2012, I hereby approve the incorporation of the following amendments to the Philippine Civil Aviation Regulations Parts 1 and 13.

AMENDED REGULATIONS:

PHILIPPINE CIVIL AVIATION REGULATIONS PART 1

APPENDIX A: DEFINITIONS

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C2 Link. The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight. *(Applicable as of 26 November 2026)*

Operator. The person, organization or enterprise engaged in or offering to engage in a manned or unmanned aircraft operation.

Note.— *In the context of remotely piloted aircraft, an aircraft operation refers to the operation of an RPAS.*

Remote pilot station (RPS). The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft. *(Applicable as of 26 November 2026)*

Remotely Piloted Aircraft (RPA). An unmanned aircraft which is piloted from a remote pilot station.



Remotely Piloted Aircraft System (RPAS). A remotely piloted aircraft, its associated remote pilot stations, the required command and control links and any other components as specified in the type design.

State of Manufacture. The State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller. *(Applicable until 25 November 2026)*

State of Manufacture. The State having jurisdiction over the organization responsible for the final assembly of the aircraft, remote pilot station, engine or propeller. *(Applicable as of 26 November 2026)*

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PHILIPPINE CIVIL AVIATION REGULATIONS PART 13

13.001 APPLICABILITY

(a) This Part contains requirements of the Republic of the Philippines pertaining to—

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(3) Unless otherwise stated, the specifications in this Part apply to activities following accidents and incidents involving:

(i) manned aircraft; or

(ii) remotely piloted aircraft (RPA) certificated in accordance with Annex 8 — Airworthiness of Aircraft and/or operated under an operator authorization in accordance with ICAO Annex 6 — Operation of Aircraft, Part IV — International Operations — Remotely Piloted Aircraft Systems. *(Applicable as of 26 November 2026)*

Note.— The regulations in this Part are not intended to preclude the Republic of the Philippines from instituting an investigation in other circumstances where it expects to draw safety lessons for the operation of manned and unmanned aircraft (remotely piloted aircraft are a subset of unmanned aircraft).

(3)(4) Conformance to the international Standards for accident and incident reporting.

13.005 RESERVED DEFINITIONS AND APPLICATION

Note. – Refer to PCAR Part 1, Appendix A, for the applicable definitions of this Part.

13.015 PURPOSE OF INVESTIGATION

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(c) The accident investigation authority shall have independence in the conduct of the investigation and have unrestricted authority over its conduct, consistent with the provisions of this Part. The investigation shall include –

(3) timely, public dissemination of factual information, as appropriate;

- (3) (4) if possible, the determination of the causes and/or contributing factors; and
(5) if appropriate, the issuance of safety recommendations; and
(4) (6) the completion of the Final Report.

Note 1. - For accidents or incidents that draw heightened public attention, the Chairman should publicly release relevant factual information within the early days of the investigation.

Note 2.— The provision of factual information in the early days of the investigation is intended to address the substantial public interest in the accident or incident and to help ensure that the information in the public domain is as accurate as possible. Guidance on accidents and incidents, that draw heightened public attention, and various formats and methods for the provision of information is contained in the Manual of Aircraft Accident and Incident Investigation (ICAO Doc 9756), Part II — Procedures and Checklists.

Note 3. - For accidents or incidents that draw heightened public attention, the accident investigation authority should publish a written Preliminary Report within thirty days of the accident or incident containing established factual information and indicating the progress of the investigation.

Note 4.— Guidance on the purpose, format, and content of the written Preliminary Report is contained in the Manual of Aircraft Accident and Incident Investigation (ICAO Doc 9756), Part IV — Reporting.

Note 5.— Note 3 does not intend to preclude the Republic of the Philippines from consulting States participating in the investigation before publishing the written Preliminary Report.

13.095 OBLIGATION TO INVESTIGATE

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- (c) The Chairman shall institute an investigation into the circumstances of the accident and serious incident be responsible for the conduct of the investigation, but it may delegate the whole or any part of the conducting of such investigation to another State or a regional accident and incident investigation organization (RAIO) by mutual arrangement and consent. In any event, the State of Occurrence shall use every means to facilitate the investigation.

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- (f) If the Chairman does not institute and conduct an investigation, and does not delegate the investigation to another State or a regional accident and incident investigation organization as indicated in (c) and (d), the State of the Registry or, in the following order, the State of the Operator, the State of Design or the State of Manufacture is entitled to request in writing the State of Occurrence to delegate the conducting of such investigation. If the Chairman gives express consent or does not reply to such a request within 30 days, the State making the request should institute and conduct the investigation with such information as is available.

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Note 3.— In the case of investigation of an unmanned aircraft system, only aircraft with a design and/or operational approval are to be considered.

13.110 POWERS OF INVESTIGATOR-IN-CHARGE

(a) xxx

(b) The investigator-in-charge shall –

- (1) have free and unhampered access to the site of the accident or incident as well as to the aircraft, its contents or its wreckage;
- (2) have immediate and unrestricted access to and use of the contents of the flight recorders, ATS records and any other recordings;

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(6) have unrestricted access to all available evidential material without delay.

Note.— In the case of a remotely piloted aircraft system, relevant material in Part 13.110 (b) includes the remotely piloted aircraft, its associated remote pilot station(s), the required C2 Link(s), any other components as specified in the type design, and any associated recordings and documents.

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(g) Without prejudice to the generality of sub-paragraph (c)(12), the investigator-in-charge may request another Contracting State to provide such information, facilities or experts as he may consider necessary for the purposes of an investigation.

Note. 1 – In the event that the State conducting the investigation of an accident or an incident does not have adequate facilities to read out the flight recorders, it should use the facilities made available to it by other States, giving consideration to the following:

- (i) *the capabilities of the read-out facility;*
- (ii) *the timeliness of the read-out; and*
- (iii) *the location of the read-out facility.*

Note 2. – The requirements for the recording of flight data are contained in ICAO Annex 6 – Operation of Aircraft, Parts I, II, and III and IV.

Note 3. – The requirements for the recording of surveillance data and ATS communications are contained in ICAO Annex 11 – Air Traffic Services, Chapter 6.

13.140 ACTIONS OF INVESTIGATOR-IN-CHARGE

(a) The investigator-in-charge of the State conducting the investigation shall, as soon as possible after the completion of an investigation into an accident, do the following:

- (1) send a copy of the draft Final Report to the Contracting State that instituted the investigation and all the Contracting States that participated in the

investigation, inviting their significant and substantiated comments on the draft Final Report;

~~(2) if any such comments are received within 60 days of the date on which the draft Final Report is sent out, amend the draft Final Report to include the substance of the comments received or, if desired by the Contracting State that provided the comments, append the comments to the Final Report;~~

(2) The usual consultation period shall be thirty (30) days from the date of the transmittal correspondence. The consultation period shall be extended to sixty (60) days if it is notified of the need for additional time by the State invited to comment.

~~(3) If if no comments are received within 60 days of the date on which the draft Final Report is sent out and no extension of time has been agreed upon with the Contracting State to whom it was sent, issue and send out the Final Report with a minimum delay to the following parties —~~

~~(i) the Contracting States referred to in 13.135 (a);~~

~~(ii) any Contracting State that has suffered fatalities or serious injuries to its citizens; and~~

~~(iii) where the accident involves an aircraft of a maximum certificated take-off mass of more than 5,700 kg, the International Civil Aviation Organization;~~

(3) If the State conducting the investigation receives comments within the consultation period, it shall either amend the draft Final Report to include the substance of the comments received or, if desired by the State that provided comments, append the comments to the Final Report.

(4) If the State conducting the investigation receives no comments within the consultation period, it shall issue the Final Report with the minimum delay to the following parties unless further extension of that period has been agreed by the States concerned.

(i) the Contracting States referred to in 13.135 (a);

(ii) any Contracting State that has suffered fatalities or serious injuries to its citizens; and

(iii) where the accident involves an aircraft of a maximum certificated take-off mass of more than 5,700 kg, the International Civil Aviation Organization;

(4) (5) where the accident involves an aircraft of a maximum certificated take-off mass of more than 2,250 kg, send the Accident Data Report to the International Civil Aviation Organization.

(b) The investigator-in-charge shall, where an investigation is carried out into an incident involving an aircraft of a maximum certificated take-off mass of more than 5,700 kg, send to the International Civil Aviation Organization after the completion of the investigation into the incident —

(1) the Final Report of the incident, if the Final Report has been released; and

(2) the Incident Data Report.

Note 1.— Whenever practicable, the Final Report sent to ICAO is to be prepared in one of the working languages of the Organization.

Note 2.— The copy of the Final Report sent to ICAO is preferably prepared in an electronic format to facilitate its upload onto the e-Library of Final Reports.

13.221 INFORMATION – ACCIDENTS AND INCIDENTS

(a) If the Republic of the Philippines has any data available from a flight recorder of an aircraft involved in an accident or incident, the Chairman shall:

(1) without delay, provide the State conducting the investigation with all such data that is available; and

(2) not divulge such data without the express consent of the State conducting the investigation.

Note. – The Authority may determine the limitations on disclosure or use that will apply to information before it is exchanged between them for the purposes of an accident or incident investigation.

IS: 13.030 LIST OF EXAMPLES OF SERIOUS INCIDENTS

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(d) The incidents listed are examples of incidents that may be serious incidents. However, the list is not exhaustive and, depending on the context, items on the list may not be classified as serious incidents if effective defences remained between the incident and the credible scenario.

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(24) In the case of an unmanned aircraft, consider whether the most credible outcome, had the incident escalated into an accident, could have resulted in a person being fatally or seriously injured. Fatal and serious injuries are more likely to justify an investigation than those occurrences where the most credible outcome was merely damage to or loss of the unmanned aircraft. The risk of fatal or serious injury may also influence the extent of the investigation to be conducted.

Editorial Note. – Adjust numbering.

“End of Text”

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.

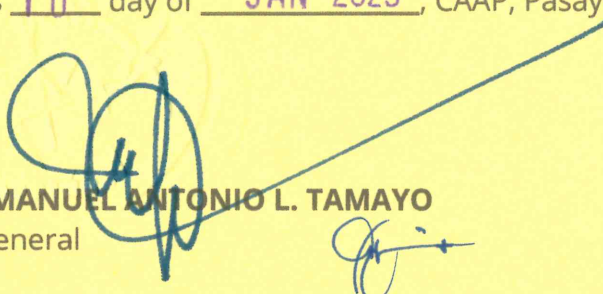
Repealing Clause - All orders, rules, regulations and issuances, or parts thereof which are inconsistent with this Memorandum Circular are hereby repealed, superseded, or modified accordingly.

Determination of Changes - To highlight the amendments and/or revisions in the Memorandum Circular, the deleted text shall be shown with strikethrough and the new 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 - Fifteen (15) days after compliance with the requisite publication in a single newspaper of general circulation and a copy filed with the U.P. Law Center – Office of the National Administrative Register, these amendments shall be incorporated to the Philippine CAR, series of 2025.

Signed this 10 day of JAN 2025, CAAP, Pasay City


CAPTAIN MANUEL ANTONIO L. TAMAYO
Director General