



# Republic of the Philippines CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

MEMORANDUM CIRCULAR NO. 024-2024

TO

**ALL CONCERNED** 

**FROM** 

**DIRECTOR GENERAL** 

SUBJECT

AMENDMENT TO PHILIPPINE CIVIL AVIATION REGULATIONS AIR **NAVIGATION SERVICES** (CAR-ANS) PART AMENDMENT 92 TO ICAO ANNEX 10 VOLUME III AERONAUTICAL TELECOMMUNICATIONS PART I - DIGITAL DATA

COMMUNICATION SYSTEMS

#### REFERENCE/S:

1) Philippine Civil Aviation Regulations- Air Navigation Services Part 7 Aeronautical Telecommunications Governing Digital Data Communication Systems

2) ICAO Annex 10 Volume III Part I, Amendment 92

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 10 Volume III Part I Amendment 92 to the Philippine Civil Aviation Regulations - Air Navigation Services (CAR-ANS) Part 7.

## ORIGINAL REGULATIONS SUBJECT FOR REVIEW AND REVISION:

### CAR-ANS PART 7 AERONAUTICAL TELECOMMUNICATIONS GOVERNING DIGITAL DATA COMMUNICATION SYSTEMS

#### 7.1 DEFINITIONS

Note 1. — All references to "Radio Regulations" are to the Radio Regulations published by the International Telecommunication Union (ITU). Radio Regulations are amended from time to time by the decisions embodied in the Final Acts of World Radiocommunication Conferences held normally every two to three years. Further information on the ITU processes as they relate to aeronautical radio system frequency use is contained in the Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including statement of approved ICAO policies (ICAO Document 9718).

Note 2.— CAR-ANS Part 7 includes Standards and Recommended Practices for certain forms of equipment for communication systems. CAAP will determine the necessity for specific installations in accordance with the conditions prescribed in the relevant Standard or Recommended Practice, review of the need for specific installation and the formulation of



ICAO opinion and recommendations to Contracting States concerned, is carried out periodically by Council, ordinarily on the basis of recommendations of Regional Air Navigation Meetings (ICAO Document 8144, Directives to Regional Air Navigation Meetings and Rules of Procedure for their Conduct).

Note 3.— This chapter contains general definitions relevant to communication systems. Definitions specific to each of the systems included in this regulation are contained in the relevant chapters.

Note 4.— Material on secondary power supply and guidance material concerning reliability and availability for communication systems is contained in CAR-ANS Part 6, 6.2.4 and Attachment 6F, respectively.

Note 5.— Provisions related to information security can be found in the Procedures for Air Navigation Services — Information Management (PANS-IM, ICAO Document 10199).

#### 7.5 SSR MODE S AIR-GROUND DATALINK

Table 7.5-24 Register number assignments

Transponder register No.	Assignment
0016	Not valid
01 <sub>16</sub>	Unassigned
02 <sub>16</sub>	Linked Comm-B, segment 2
03 <sub>16</sub>	Linked Comm-B, segment 3
04 <sub>16</sub>	Linked Comm-B, segment 4
0516	Extended squitter airborne position
0616	Extended squitter surface position
07 <sub>16</sub>	Extended squitter
08 <sub>16</sub>	Extended squitter identification and type
09 <sub>16</sub>	Extended squitter airborne velocity
0A <sub>16</sub>	Extended squitter event-driven information
0B <sub>16</sub>	Air/air information 1 (aircraft state)
0C <sub>16</sub>	Air/air information 2 (aircraft intent)
$0D_{16}_{-}0E_{16}$	Reserved for air/air state information
0F <sub>16</sub>	Reserved for ACAS
10 <sub>16</sub>	Data link capability report
11 <sub>16</sub> - 16 <sub>16</sub>	Reserved for extension to data link capability reports
17 <sub>16</sub>	Common usage GICB capability report
18 <sub>16</sub> - 1F <sub>16</sub>	Mode S specific services capability reports
20 <sub>16</sub>	Aircraft identification
21 <sub>16</sub>	Aircraft and airline registration markings
<b>22</b> <sub>16</sub>	Antenna positions
23 <sub>16</sub>	Reserved for antenna position
<b>24</b> <sub>16</sub>	Reserved for aircraft parameters
25 <sub>16</sub>	Aircraft type

26 <sub>16 -</sub> 2F <sub>16</sub>	Unassigned
30 <sub>16</sub>	ACAS active resolution advisory
31 <sub>16</sub> -3F <sub>16</sub>	Unassigned
40 <sub>16</sub>	Selected vertical intention
41 <sub>16</sub>	Next waypoint identifier
42 <sub>16</sub>	Next waypoint identifier  Next waypoint position
43 <sub>16</sub>	Next waypoint position
44 <sub>16</sub>	Meteorological routine air report
45 <sub>16</sub>	Meteorological hazard report
46 <sub>16</sub>	Reserved for flight management system Mode 1
47 <sub>16</sub>	Reserved for flight management system Mode 2
48 <sub>16</sub>	VHF channel report
49 <sub>16</sub> - 4F <sub>16</sub>	Unassigned
5016	Track and turn report
51 <sub>16</sub>	Position report coarse
52 <sub>16</sub>	Position report fine
53 <sub>16</sub>	Air-referenced state vector
54 <sub>16</sub>	Waypoint 1
55 <sub>16</sub>	Waypoint 2
56 <sub>16</sub>	Waypoint 3
57 <sub>16 -</sub> 5E <sub>16</sub>	Unassigned
5F <sub>16</sub>	Quasi-static parameter monitoring
60 <sub>16</sub>	Heading and speed report
61 <sub>16</sub>	Extended squitter emergency/priority status
62 <sub>16</sub>	Reserved for target state and status information
63 <sub>16</sub>	Reserved for extended squitter
64 <sub>16</sub>	Reserved for extended squitter
65 <sub>16</sub>	Aircraft operational status
66 <sub>16</sub> - 6F <sub>16</sub>	Reserved for extended squitter
70 <sub>16</sub> - 75 <sub>16</sub>	Reserved for future aircraft downlink parameters
76 <sub>16</sub> - E0 <sub>16</sub>	Unassigned
E1 <sub>16</sub> -E2 <sub>16</sub>	Reserved for Mode S BITE
E3 <sub>16</sub>	Transponder type/part number
E4 <sub>16</sub>	Transponder software revision number
E5 <sub>16</sub>	ACAS unit part number
E6 <sub>16</sub>	ACAS unit software revision number
E7 <sub>16</sub> -F3 <sub>16</sub>	Unassigned
F1 <sub>16</sub>	Military applications
F2 <sub>16</sub>	Military applications
F13 <sub>16</sub> -FF <sub>16</sub>	Unassigned

## 7.9 AIRCRAFT ADDRESSING SYSTEM

**APPENDIX TO CAR-ANS 7.9** 

# A WORLDWIDE SCHEME FOR THE ALLOCATION, ASSIGNMENT AND APPLICATION OF AIRCRAFT ADDRESSES

#### 2. DESCRIPTION OF THE SCHEME

2.1 Table 7.9-1 provides for blocks of consecutive addresses available to States for assignment to aircraft. Each block is defined by a fixed pattern of the first 4, 6, 9, 11, 12 or 14 13 bits of the 24-bit address. Thus, blocks of different sizes (1 048 576, 262 144, 32 768, 8 192, 4 096 and 1 024 2 048 consecutive addresses, respectively) are made available.

#### 4. ALLOCATION OF AIRCRAFT ADDRESSES

4.3 In the future management of the scheme, advantage shall be taken of the blocks of aircraft addresses not yet allocated. These spare blocks shall be distributed on the basis of the relevant ICAO region:

Addresses starting with bit combination 00100: AFI region

Addresses starting with bit combination 00101: SAM region

Addresses starting with bit combination 0101: EUR and NAT regions

Addresses starting with bit combination 01100: MID region

Addresses starting with bit combination 01101: ASIA region

Addresses starting with bit combination 1001: NAM and PAC regions

Addresses starting with bit combination 111011: CAR region

In addition, aircraft addresses starting with bit combinations 1011, 1101 and 1111 have been reserved for future use.

- 4.4 3 Any future requirement for additional aircraft addresses shall be accommodated through coordination between ICAO and the States of Registry or common mark registering authority concerned. A request for additional aircraft addresses shall only be made by a registering authority when at least 75 per cent of the number of addresses already allocated to that registering authority have been assigned to aircraft.
- 4.5 4 ICAO shall allocate blocks of aircraft addresses to non-Contracting States upon request.

#### 5. ASSIGNMENT OF AIRCRAFT ADDRESSES

5.1 During the registration process, uUsing its allocated block of addresses, the State of Registry or common mark registering authority shall assign an individual aircraft

address to each suitably equipped aircraft entered on a national or international register (Table 7.9-1).

5.2 Aircraft addresses shall be assigned to aircraft in accordance with the following principles:

b) only one address shall be assigned to an aircraft, irrespective of the composition of equipment on board. In the case when a removable transponder is shared by several light aviation aircraft such as balloons or gliders, it shall be possible to assign a unique address to the removable transponder. The rRegisters  $08_{16}$ , and  $20_{16}$ ,  $21_{16}$ ,  $22_{16}$  and  $25_{16}$  of the removable transponder shall be correctly updated each time the removable transponder is installed in any aircraft;

5.2.1 Any method used to assign aircraft addresses shall ensure efficient use of the entire address block that is allocated to that State.

#### 5.3 Assignment of aircraft addresses to unmanned aircraft (UA)

Note — The CAAP may need to consider withholding aircraft addresses to unmanned aircraft (UA) unless certain criteria have been met. Proper and efficient utilization of available bandwidth and capacity at 1 090 MHz is a key element to ensure the safe operation of aeronautical surveillance systems, including secondary surveillance radar (SSR), automatic dependent surveillance — broadcast (ADS-B) and airborne collision avoidance systems (ACAS). A large number of UA equipped with ADS-B OUT transmitters operating at 1 090 MHz may adversely affect the operation of surveillance systems in the area. Reference is made to the guidance material contained in the Aeronautical Surveillance Manual (ICAO Document 9924), intended to assist States when validating the utilization of 1 090 MHz.

## 6. ADMINISTRATION OF THE AIRCRAFT ADDRESS ASSIGNMENTS

6.1 The CAAP thru the Airworthiness Department shall administer the allocated block of aircraft addresses so that appropriate assignment of aircraft addresses within its allocated block can be maintained.

Note. — The aircraft address is an essential element that needs to be correctly configured in an aircraft to support operation of systems and functions, such as SSR Mode S, ADS-B, datalink, collision avoidance and emergency location.

6.2 The CAAP shall establish and publish an administrative procedure for requesting and assigning aircraft addresses.

Note. — An example of an effective administrative procedure, including the indication of the aircraft address in the certificate of registration, which can be used by the State of Registry or common mark registering authority, can be found in the Aeronautical Surveillance Manual (ICAO Document 9924).

6.3 The CAAP thru the Airworthiness Department shall put in place measures to ensure that aircraft registered under their responsibility are flying with a correct aircraft address.

Note. — Examples of such measures can be found in 2.1.7 of Appendix O of the Aeronautical Surveillance Manual (ICAO Document 9924).

#### **67. APPLICATION OF AIRCRAFT ADDRESSES**

6 7.1 The aircraft addresses shall be used in applications which require the routing of information to or from individual suitably equipped aircraft.

Note 1. — Examples of such applications are the aeronautical telecommunication network (ATN), SSR Mode S, ADS-B, emergency locator transmitter (ELT) and airborne collision avoidance system (ACAS).

Note 2. — This Standard does not preclude assigning the aircraft addresses for special applications associated with the general applications defined therein. Examples An example of such a special application is are the utilization of the 24-bit address in a pseudo-aeronautical earth station to monitor the aeronautical mobile-satellite service ground earth station and in the fixed Mode S transponders (reporting the on-the-ground status as specified in CAR-ANS Part 9, 9.3.1.2.6.10.1.2) to monitor the Mode S ground station operation. Address assignments for special applications are to be carried out in conformance with the procedure established by the State to manage the 24-bit address assignments to aircraft.

67.2 An address consisting of 24 ZEROs shall not be used for any application.

# 78. ADMINISTRATION OF THE TEMPORARY AIRCRAFT ADDRESS ASSIGNMENTS

7 8.1 Temporary addresses shall be assigned to aircraft in exceptional circumstances, such as when operators have been unable to obtain an address from their individual States of Registry or Common Mark Registering Authority common mark registering authority in a timely manner. ICAO shall assign temporary addresses from the block "ICAO1" shown in Table 7.9-1.

Editorial Note: - Renumbering subsequent provisions.

Note.— The left-hand column of the 24-bit address patterns represents the most significant bit (MSB) of the address.

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#### **NEW / AMENDED REGULATIONS:**

#### 7. 1 DEFINITIONS

Note 1. — All references to "Radio Regulations" are to the Radio Regulations published by the International Telecommunication Union (ITU). Radio Regulations are amended from time to time by the decisions embodied in the Final Acts of World Radiocommunication Conferences held normally every two to three years. Further information on the ITU processes as they relate to aeronautical radio system frequency use is contained in the Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including statement of approved ICAO policies (ICAO Document 9718).

Note 2.— CAR-ANS Part 7 includes Standards and Recommended Practices for certain forms of equipment for communication systems. While the Contracting State will determine the necessity for specific installations in accordance with the conditions prescribed in the relevant Standard or Recommended Practice, review of the need for specific installation and the formulation of ICAO opinion and recommendations to Contracting States concerned, is carried out periodically by Council, ordinarily on the basis of recommendations of Regional Air Navigation Meetings (ICAO Document 8144, Directives to Regional Air Navigation Meetings and Rules of Procedure for their Conduct).

Block allocated for special use in the interest of flight safety

Note 3. — This chapter contains general definitions relevant to communication systems. Definitions specific to each of the systems included in this regulation are contained in the relevant chapters.

Note 4.— Material on secondary power supply and guidance material concerning reliability and availability for communication systems is contained in CAR-ANS Part 6, 6.2.4 and Attachment 6F, respectively.

Note 5.— Provisions related to information security can be found in the Procedures for Air Navigation Services — Information Management (PANS-IM, ICAO Document 10199).

Table 7.5-24 Register number assignments

Transponder register No.	Assignment
0016	Not valid
01 <sub>16</sub>	Unassigned
02 <sub>16</sub>	Linked Comm-B, segment 2
03 <sub>16</sub>	Linked Comm-B, segment 3
04 <sub>16</sub>	Linked Comm-B, segment 4
05 <sub>16</sub>	Extended squitter airborne position
0616	Extended squitter surface position
07 <sub>16</sub>	Extended squitter
08 <sub>16</sub>	Extended squitter identification and type
0916	Extended squitter airborne velocity
0A <sub>16</sub>	Extended squitter event-driven information
0B <sub>16</sub>	Air/air information 1 (aircraft state)
0C <sub>16</sub>	Air/air information 2 (aircraft intent)
$0D_{16}_{-}0E_{16}$	Reserved for air/air state information
0F <sub>16</sub>	Reserved for ACAS
10 <sub>16</sub>	Data link capability report
11 <sub>16</sub> -16 <sub>16</sub>	Reserved for extension to data link capability reports
17 <sub>16</sub>	Common usage GICB capability report
18 <sub>16</sub> -1F <sub>16</sub>	Mode S specific services capability reports
20 <sub>16</sub>	Aircraft identification
21 <sub>16</sub>	Aircraft and airline registration markings
22 <sub>16</sub>	Antenna positions
23 <sub>16</sub>	Reserved for antenna position
24 <sub>16</sub>	Reserved for aircraft parameters
25 <sub>16</sub>	Aircraft type
26 <sub>16</sub> - 2F <sub>16</sub>	Unassigned
30 <sub>16</sub>	ACAS active resolution advisory
31 <sub>16</sub> - 3F <sub>16</sub>	Unassigned
40 <sub>16</sub>	Selected vertical intention
41 <sub>16</sub>	Next waypoint identifier
42 <sub>16</sub> 43 <sub>16</sub>	Next waypoint position

	[2011] 12 : 아이는 12 : 12 : 12 : 12 : 12 : 12 : 12 : 12
44 <sub>16</sub>	Meteorological routine air report
45 <sub>16</sub>	Meteorological hazard report
4616	Reserved for flight management system Mode 1
<b>47</b> <sub>16</sub>	Reserved for flight management system Mode 2
48 <sub>16</sub>	VHF channel report
49 <sub>16 -</sub> 4F <sub>16</sub>	Unassigned
50 <sub>16</sub>	Track and turn report
51 <sub>16</sub>	Position report coarse
52 <sub>16</sub>	Position report fine
53 <sub>16</sub>	Air-referenced state vector
54 <sub>16</sub>	Waypoint 1
55 <sub>16</sub>	Waypoint 2
56 <sub>16</sub>	Waypoint 3
57 <sub>16 -</sub> 5E <sub>16</sub>	Unassigned
5F <sub>16</sub>	Quasi-static parameter monitoring
60 <sub>16</sub>	Heading and speed report
61 <sub>16</sub>	Extended squitter emergency/priority status
62 <sub>16</sub>	Reserved for target state and status information
63 <sub>16</sub>	Reserved for extended squitter
64 <sub>16</sub>	Reserved for extended squitter
65 <sub>16</sub>	Aircraft operational status
66 <sub>16 -</sub> 6F <sub>16</sub>	Reserved for extended squitter
70 <sub>16</sub> - 75 <sub>16</sub>	Reserved for future aircraft downlink parameters
76 <sub>16</sub> - E0 <sub>16</sub>	Unassigned
E1 <sub>16</sub> -E2 <sub>16</sub>	Reserved for Mode S BITE
E3 <sub>16</sub>	Transponder type/part number
E4 <sub>16</sub>	Transponder software revision number
E5 <sub>16</sub>	ACAS unit part number
E6 <sub>16</sub>	ACAS unit software revision number
E7 <sub>16</sub> F3 <sub>16</sub>	Unassigned
F1 <sub>16</sub> -FF <sub>16</sub>	Unassigned

#### 7.9 AIRCRAFT ADDRESSING SYSTEM

**APPENDIX TO CAR-ANS 7.9** 

# A WORLDWIDE SCHEME FOR THE ALLOCATION, ASSIGNMENT AND APPLICATION OF AIRCRAFT ADDRESSES

## 2. DESCRIPTION OF THE SCHEME

2.1 Table 7.9-1 provides for blocks of consecutive addresses available to States for assignment to aircraft. Each block is defined by a fixed pattern of the first 4, 6, 9, 11, 12 or 13 bits of the 24-bit address. Thus, blocks of different sizes (1 048 576, 262 144, 32 768, 8 192, 4 096 and 2 048 consecutive addresses, respectively) are made available.

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#### 4. ALLOCATION OF THE AIRCRAFT ADDRESSES

4.3 Any future requirement for additional aircraft addresses shall be accommodated through coordination between ICAO and the States of Registry or common mark registering authority concerned. A request for additional aircraft addresses shall only be made by a registering authority when at least 75 per cent of the number of addresses already allocated to that registering authority have been assigned to aircraft.

4.4 ICAO shall allocate blocks of aircraft addresses to non-Contracting States upon request.

#### 5. ASSIGNMENT OF AIRCRAFT ADDRESSES

- 5.1 During the registration process, using its allocated block of addresses, the State of Registry or common mark registering authority shall assign an individual aircraft address to each suitably equipped aircraft entered on a national or international register (Table 7.9-1).
- 5.2 Aircraft addresses shall be assigned to aircraft in accordance with the following principles:
- b) only one address shall be assigned to an aircraft, irrespective of the composition of equipment on board. In the case when a removable transponder is shared by several light aviation aircraft such as balloons or gliders, it shall be possible to assign a unique address to the removable transponder. Registers 08<sub>16</sub> and 20<sub>16</sub> of the removable transponder shall be correctly updated each time the removable transponder is installed in any aircraft;
- 5.2.1 Any method used to assign aircraft addresses should ensure efficient use of the entire address block that is allocated to that State.
- 5.3 Assignment of aircraft addresses to Unmanned Aircraft (UA)

Note — The CAAP may need to consider withholding aircraft addresses to unmanned aircraft (UA) unless certain criteria have been met. Proper and efficient utilization of available bandwidth and capacity at 1 090 MHz is a key element to ensure the safe operation of aeronautical surveillance systems, including secondary surveillance radar (SSR), automatic dependent surveillance — broadcast (ADS-B) and airborne collision avoidance systems (ACAS). A large number of UA equipped with ADS-B OUT transmitters operating at 1 090 MHz may adversely affect the operation of surveillance systems in the area. Reference is made to the guidance material contained in the Aeronautical Surveillance Manual (ICAO Document 9924), intended to assist States when validating the utilization of 1 090 MHz.

#### 6. ADMINISTRATION OF THE AIRCRAFT ADDRESS ASSIGNMENTS

6.1 The CAAP thru the Airworthiness Department shall administer the allocated block of aircraft addresses so that appropriate assignment of aircraft addresses within its allocated block can be maintained.

Note. — The aircraft address is an essential element that needs to be correctly configured in an aircraft to support operation of systems and functions, such as SSR Mode S, ADS-B, datalink, collision avoidance and emergency location.

6.2 The CAAP shall establish and publish an administrative procedure for requesting and assigning aircraft addresses.

Note. — An example of an effective administrative procedure, including the indication of the aircraft address in the certificate of registration, which can be used by the State of Registry or common mark registering authority, can be found in the Aeronautical Surveillance Manual (ICAO Document 9924).

6.3 The CAAP thru the Airworthiness Department shall put in place measures to ensure that aircraft registered under their responsibility are flying with a correct aircraft address.

Note. — Examples of such measures can be found in 2.1.7 of Appendix O of the Aeronautical Surveillance Manual (ICAO Document 9924).

#### 7. APPLICATION OF AIRCRAFT ADDRESSES

- 7.1 The aircraft addresses shall be used in applications which require the routing of information to or from individual suitably equipped aircraft.
- Note 1. Examples of such applications are the aeronautical telecommunication network (ATN), SSR Mode S, ADS-B, emergency locator transmitter (ELT) and airborne collision avoidance system (ACAS).
- Note 2. This Standard does not preclude assigning the aircraft addresses for special applications associated with the general applications defined therein. An example of such a special application is the fixed Mode S transponders (reporting the on-the-ground status as specified in CAR-ANS Part 9, 9.3.1.2.6.10.1.2) to monitor the Mode S ground station operation. Address assignments for special applications are to be carried out in conformance with the procedure established by the State to manage the 24-bit address assignments to aircraft.
- 7.2 An address consisting of 24 ZEROs shall not be used for any application.

#### 8. ADMINISTRATION OF THE TEMPORARY AIRCRAFT ADDRESS ASSIGNMENTS

8.1 Temporary addresses shall be assigned to aircraft in exceptional circumstances, such as when operators have been unable to obtain an address from their individual States of Registry or common mark registering authority in a timely manner. ICAO shall assign temporary addresses from the block "ICAO1" shown in Table 7.9-1.

Editorial Note: - Renumbering of subsequent provisions.

## Table 7.9-1. Allocation of aircraft addresses to States

Note.— The left-hand column of the 24-bit address patterns represents the most significant bit (MSB) of the address.

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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.
- 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 7.

Signed this 28th day of October 2024, at the Civil Aviation Authority of the Philippines, MIA Road, Pasay City.

Director General