Republic of the Philippines
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

**MEMORANDUM CIRCULAR NO.** 032-2025

**TO** : **ALL CONCERNED**

**FROM** : **THE DIRECTOR GENERAL**

**SUBJECT** : **AMENDMENT TO PHILIPPINE CIVIL AVIATION REGULATIONS PART I – GENERAL POLICIES, PROCEDURES AND DEFINITIONS AND REMOVAL OF SAFETY MANAGEMENT SYSTEM PROVISIONS**

**REFERENCES:**

1. Philippine Civil Aviation Regulations Part I.
2. Republic Act No. 9497.
3. Regulations Amendment/Revision Procedure.
4. 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 (PCAR) Part 1.

**AMENDED REGULATIONS:**

**PHILIPPINE CIVIL AVIATION REGULATIONS PART I**

**1.3.3.2 SUBSTANCE OF THE REQUEST FOR EXEMPTION**

(a) Applications must contain the following:

...

(8) The person requesting relief shall prove that the current requirement places an undue burden upon the certificate holder.

(9) A risk assessment conducted by the applicant to ensure that the exemption sought will not cause an adverse impact towards safety.

**1.5 SAFETY MANAGEMENT SYSTEM**

~~The holder of an AOC, ATOC, AMOC, Certificate of Authorization and International – General Aviation Operators shall implement a safety management system acceptable to the Authority that as a minimum:~~

~~(1) Identifies safety hazards;~~

~~(2) Ensures the implementation of remedial action necessary to maintain agreed safety performance;~~

~~(3) Provides for continuous monitoring and regular assessment of the safety performance; and~~

~~(4) Aims at a continuous improvement of the overall performance of the safety management system.~~

~~The safety management system shall clearly define lines of safety accountability throughout the approved training organization, including a direct accountability for safety on the part of senior management.~~

~~The safety management system shall contain the components and elements listed in IS: 1.5.~~

~~Note 1: Guidance on defining safety performance is contained in ICAO Doc 9859 Safety Management Manual.~~

~~Note 2: The framework for the implementation and maintenance of a safety management system is contained in ICAO Doc 9859 Safety Management Manual, Appendix 4.~~

~~Note 3: The framework for a STATE Safety Program (SSP) is contained in ICAO Annex 1: Attachment C and ICAO Annex 6, Part I: Attachment I.~~

*Note: All regulations related to Safety Management System (SMS) shall refer to CAR-SM 2nd Edition (2019).*

## APPENDIX A: DEFINITIONS

**Aircraft.** Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

*Note. †† - When the word aircraft is used, it includes the remotely piloted aircraft.*

**Airworthy.†** The status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation. *(effective until 25 November 2026)*

**Airworthy. ††** The status of an aircraft, remote pilot station, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation. *(effective as of 26 November 2026)*

**Anticipated operating conditions.** † Those conditions which are known from experience or which can be reasonably envisaged to occur during the operational life of the aircraft taking into account the operations for which the aircraft is made eligible, the conditions so considered being relative to the meteorological state of the atmosphere, to the configuration of terrain, to the functioning of the aircraft, to the efficiency of personnel and to all the factors affecting safety in flight. Anticipated operating conditions do not include: *(effective until 25 November 2026)*

a) those extremes which can be effectively avoided by means of operating procedures; and

b) those extremes which occur so infrequently that to require the Standards to be met in such extremes would give a higher level of airworthiness than experience has shown to be necessary and practical.

**Anticipated operating conditions.††** Those conditions which are known from experience or which can be reasonably envisaged to occur during the operational life of the aircraft and remote pilot station taking into account the operations for which the aircraft or remote pilot station is made eligible, the conditions so considered being relative to the meteorological state of the atmosphere, to the configuration of terrain, to the functioning of the aircraft and remote pilot station, to the efficiency of personnel and to all the factors affecting safety in flight. Anticipated operating conditions do not include: *(effective as of 26 November 2026)*

a) those extremes which can be effectively avoided by means of operating procedures; and

b) those extremes which occur so infrequently that to require the Standards to be met in such extremes would give a higher level of airworthiness than experience has shown to be necessary and practical.

**Appropriate airworthiness requirements.†** The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration. (*effective until 25 November 2026)*

**Appropriate airworthiness requirements.††** The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, remote pilot station, engine or propeller under consideration. (*effective as of 26 November 2026)*

**Approved.** ~~Means approved by or on behalf of the Civil Aviation Authority in accordance with the pertinent requirements of national regulations~~ Accepted by a Contracting State as suitable for a particular purpose.

**C2 Link.††** The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.

**C2 Link interruption.††** Any temporary situation where the C2 Link is unavailable, discontinuous, introduces too much delay, or has inadequate integrity; but where the lost C2 Link decision time has not been exceeded.

**C2 Link specification.††** The minimum performance to be achieved by the C2 Link equipment in conformity with the applicable airworthiness system design requirements.

**Continuing airworthiness.†** The set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life. *(effective until 25 November 2026)*

**Continuing airworthiness.††** The set of processes by which an aircraft, remote pilot station, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life. *(effective as of 26 November 2026)*

**Critical engine(s).** Any engine whose failure gives the most adverse effect on the aircraft characteristics relative to the case under consideration.

*Note.— On some aircraft there may be more than one equally critical engine. In this case, the expression "the critical engine" means one of those critical engines.*

**Handover.††** The act of passing piloting control from one remote pilot station to another.

**Lost C2 Link decision time.††** The maximum length of time permitted before declaring a lost C2 Link state during which the C2 Link performance is not sufficient to allow the remote pilot to actively manage the flight in a safe and timely manner appropriate to the airspace and operational conditions.

**Lost C2 Link state.††** The state of the RPAS in which the C2 Link performance has degraded, as a result of a C2 Link interruption that is longer than the lost C2 Link decision time, to a point where it is not sufficient to allow the remote pilot to actively manage the flight in a safe and timely manner.

**Maintenance.†** The performance of tasks on an aircraft, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft, engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect, rectification, and the embodiment of a modification or repair. *(effective until 25 November 2026)*

**Maintenance.††** The performance of tasks on an aircraft, remote pilot station, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft, remote pilot station, engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair. *(effective as of 26 November 2026)*

**Maintenance records.** Records that set out the details of the maintenance carried out on an aircraft, engine, propeller or associated part.

**Maintenance release.** A document which contains a certification confirming that the maintenance work to which it relates has been ~~complied with in accordance with the applicable standards of airworthiness using approved data.~~ completed in a satisfactory manner in accordance with appropriate airworthiness requirements

**Modification.** ~~The alteration of an aircraft/aeronautical product in conformity with an approved standard.~~ A change to the type design of an aircraft, engine or propeller.

*Note.— A modification may also include the embodiment of the modification which is a maintenance task subject to a maintenance release. Further guidance on aircraft maintenance, modification and repair is contained in the Airworthiness Manual (Doc 9760).*

**Nominal C2 Link state.††** The state of the RPAS when the C2 Link performance is sufficient to allow the remote pilot to actively manage the flight of the RPA in a safe and timely manner appropriate to the airspace and operational conditions.

**Organization responsible for the type design.†** The organization that holds the type certificate, or equivalent document, for an aircraft, engine or propeller type, issued by a Contracting State. *(effective until 25 November 2026)*

**Organization responsible for the type design.††** The organization that holds the type certificate, or equivalent document, for an aircraft, remote pilot station, engine or propeller type, issued by a Contracting State. *(effective as of 26 November 2026)*

**Orphan aircraft type.** An aircraft which has its Type Certificate revoked by the State of Design, and no longer has a designated State of Design in accordance with Annex 8. These aircraft do not meet the Standards of Annex 8.

**Quality of service delivered (QoSD).††** A statement of the QoS achieved or delivered to the RPAS operator by the C2CSP.

**Quality of service required (QoSR).† †** A statement of the QoS requirements of the RPAS operator to the C2CSP.

*Note.— The QoSR may be expressed in descriptive terms (criteria) listed in the order of priority, with preferred performance value for each criterion. The C2CSP then translates these into parameters and metrics pertinent to the service.*

**Remote pilot station (RPS).††**The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.

**Remotely Piloted Aircraft System (RPAS).** A remotely piloted aircraft, its associated remote pilot station(s), the required ~~command and control~~ C2 Llink(s) and any other components as specified in the type design.

**Repair.** The restoration of an ~~aeronautical product~~ aircraft, engine, propeller or associated part to an airworthy condition ~~to ensure that the aircraft continues to comply with the design aspects~~ in accordance with the ~~of the~~ appropriate airworthiness requirements ~~used for the issuance of the type certificate for the respective aircraft type,~~ after it has been damaged or subjected to wear.

**State of Design of Modification.** The State having jurisdiction over the individual or organization responsible for the design of the modification or repair of an aircraft, engine or propeller.

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

**Switchover.††** The act of transferring the active datalink path between the RPS and the RPA from one of the links or networks that constitutes the C2 Link to another link or network that constitutes the C2 Link.

**Minor modification**. A minor modification is a design change that has a negligible, or no appreciable, effect on the mass, balance, structural strength, reliability, operational characteristics or other characteristics affecting the airworthiness of the aeronautical product. The accomplishment of minor modifications normally involves use of standard or generally accepted practices.

**Minor repair.** A minor repair involves any repair that does not fall under the major repair category, meaning the repair has a negligible effect on the airworthiness of the affected aeronautical product. The accomplishment of minor repairs normally involves use of standard or generally accepted practices.

**Type Certificate Validation.** Type Certificate validation is the terminology used by CAAP for the extended acceptance of Type Certificates issued by the State of Design for aircraft intended to be entered on the Republic of the Philippines civil aircraft register for the first time.

*"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** – This Memorandum Circular shall take effect 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 05 day of JUN, CAAP, Pasay City.

**LTGEN RAUL L DEL ROSARIO AFP (RET)**
Director General