



Republic of the Philippines  
**CIVIL AVIATION AUTHORITY OF THE PHILIPPINES**

**MEMORANDUM CIRCULAR NO.: 15-19**

**TO : ALL CONCERNED**

**FROM : THE DIRECTOR GENERAL**

**SUBJECT : AMENDMENT TO PHILIPPINE CIVIL AVIATION REGULATION - AIR NAVIGATION SERVICES (CAR-ANS) PART 11 INCORPORATING AMENDMENT 51 TO ICAO ANNEX 11 - AIR TRAFFIC SERVICES**

**REFERENCE:**

1. Philippine Civil Aviation Regulations- Air Navigation Services Part 11 Air Traffic Services
2. ICAO Annex 11 – Air Traffic Services
3. ICAO Annex 11; Amendment 51
4. Regulations Amendment Procedures
5. 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 Board Resolution No.: 2012-054 dated 28 September 2012, I hereby approve the incorporation of ICAO Annex 11 Amendment No. 51 to the Philippine Civil Aviation Regulation - 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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**Data Accuracy.** A degree of conformance between the estimated or measured value and the true value.

*Note.* — *For measured positional data the accuracy is normally expressed in terms of a distance from a stated position within which there is a defined confidence of the true position falling.*

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**Data Integrity (aeronautical data assurance level).** A degree of assurance that an aeronautical data and its value has not been lost or altered since the data origination or authorized amendment.

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**Data quality.** A degree or level of confidence that the data provided meet the requirements of the data user in terms of accuracy, resolution, integrity (or equivalent assurance level), traceability, timeliness, completeness and format.

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**11.2 GENERAL**

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**11.2.20 Aeronautical data**

11.2.20.1 Determination and reporting of air traffic services-related aeronautical data shall be in accordance with the accuracy and integrity classification required to meet the needs of the end-user of aeronautical data requirements set forth in Tables 1 to 5 contained in Appendix 11.5 while taking into account the established quality system procedures. Accuracy requirements for aeronautical data are based upon a 95 per cent confidence level, and in that respect three types of positional data shall be identified: surveyed points (e.g. navigation aids positions), calculated points (mathematical calculations from the known surveyed points of points in space, fixes) and declared points (e.g. flight information region boundary points).

*Note.* — *Specifications concerning the accuracy and integrity classification of air traffic services-related aeronautical data are contained in PANS-AIM (Doc 10066), Appendix 1.*

11.2.20.2 The CAAP shall ensure that integrity of aeronautical data is maintained throughout the data process from survey/origin to the next intended user. Based on the applicable integrity classification, the validation procedure shall:

- a) for routine data: avoid corruption throughout the processing of the data;
- b) for essential data: assure corruption does not occur at any stage of the entire process and may include additional processes as needed to address potential risks in the overall system architecture to further assure data integrity at this level; and