



MEMORANDUM CIRCULAR NO. 043-2025

TO: ALL CONCERNED

FROM: DIRECTOR GENERAL

SUBJECT: AMENDMENT TO PHILIPPINE CIVIL AVIATION REGULATIONS –AIR NAVIGATION SERVICES (CAR-ANS) PART 11 ADOPTING AMENDMENT 54 TO ANNEX 11 – AIR TRAFFIC SERVICES

REFERENCE/S:

- 1.) Philippine Civil Aviation Regulations – Air Navigation Services Part 11 AIR TRAFFIC SERVICES
- 2.) ICAO State Letter re: Adoption of amendment 54 to Annex 11 Air Traffic Services
- 3.) CAAP Regulations and Standards Management Manual
- 4) CAAP Board Resolution No. 2025-33 dated 28 May 2025

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. 2025-33 dated 28 May 2025, I hereby approve the adoption of Amendment 54 to Annex 11 – AIR TRAFFIC SERVICES.

ORIGINAL REGULATIONS SUBJECT FOR REVIEW AND REVISION:

CAR-ANS PART 11 – AIR TRAFFIC SERVICES

11.1 DEFINITIONS:

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Meteorological service provider. The relevant entity designated to provide meteorological service for international air navigation on behalf of a Contracting State.

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CHAPTER 11.2. GENERAL

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11.2.21 Coordination between meteorological service provider and appropriate air traffic services authorities authority

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AMENDMENT TO PHILIPPINE CIVIL AVIATION REGULATIONS –AIR NAVIGATION SERVICES (CAR-ANS) PART 11 ADOPTING AMENDMENT 54 TO ANNEX 11 – AIR TRAFFIC SERVICES

11.2.21.1 To ensure that aircraft receive the most up-to-date meteorological information for aircraft operations, arrangements shall be made, where necessary, between the meteorological service provider and air traffic services authorities the appropriate ATS authority for air traffic services personnel:

a) in addition to using indicating instruments, to report, if observed by air traffic services personnel or communicated by aircraft, such other meteorological elements as may be agreed upon;

b) to report as soon as possible to the associated meteorological office meteorological phenomena of operational significance, if observed by air traffic services personnel or communicated by aircraft, which have not been included in the aerodrome meteorological report;

c) to report as soon as possible to the associated meteorological office pertinent information concerning pre- eruption volcanic activity, volcanic eruptions and information concerning volcanic ash cloud. In addition, area control centers and flight information centers shall report the information to the associated meteorological watch office and volcanic ash advisory centers (VAACs).

11.2.21.2 Close coordination shall be maintained between area control centers, flight information centers and associated meteorological watch offices to ensure that information on volcanic ash included in NOTAM and SIGMET messages information is consistent.

11.2.22 Coordination between aeronautical information services and appropriate air traffic services authorities

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11.2.22.4 The air traffic services responsible for the provision of raw aeronautical information/data to the aeronautical information services shall do so while taking into account accuracy and integrity requirements required to meet the needs of the end-user of aeronautical data.

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Note 3.- Reports of volcanic activity comprise the information detailed in CAR-ANS PART 3 (3.4), Section 3.4.8, and LOA among Phivolcs PHIVOLCS, PagasaPAGASA, & CAAP.

CHAPTER 11.4 FLIGHT INFORMATION SERVICE

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AMENDMENT TO PHILIPPINE CIVIL AVIATION REGULATIONS –AIR NAVIGATION SERVICES (CAR-ANS) PART 11 ADOPTING AMENDMENT 54 TO ANNEX 11 – AIR TRAFFIC SERVICES

11.4.2 Scope of flight information service

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11.4.2.3 ATS units shall transmit, as soon as practicable, special air reports to other aircraft concerned, to the associated meteorological office, and to other ATS units concerned. Transmissions to aircraft shall be continued for a period to be determined by agreement between the meteorological service provider and air-traffic-services authorities-concerned-appropriate ATS authorities

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11.4.3 Operational flight information service broadcasts

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11.4.3.2 HF operational flight information service (OFIS) broadcasts

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11.4.3.2.5 HF operational flight information service broadcast messages shall contain the following information in the sequence indicated or as determined by regional air navigation agreements:

a) En-route weather information

Information on significant en-route weather phenomena shall be in the form of available SIGMET as prescribed in CAR-ANS PART 3, Chapter 3.7.

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11.4.3.3 VHF operational flight information service (OFIS) broadcasts

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11.4.3.3.5 VHF operational flight information service broadcast messages shall contain the following information in the sequence indicated:

a) name of aerodrome;

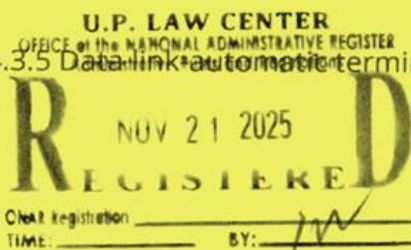
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o) trend forecast, when available; and

p) notice of current SIGMET messages information.

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11.4.3.5 Data link automatic terminal information service (D-ATIS)



AMENDMENT TO PHILIPPINE CIVIL AVIATION REGULATIONS –AIR NAVIGATION SERVICES (CAR-ANS) PART 11 ADOPTING AMENDMENT 54 TO ANNEX 11 – AIR TRAFFIC SERVICES

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11.4.3.5.1.1 Where real-time meteorological information is included but the data remains within the parameters of the significant change criteria, the content, for the purpose of maintaining the same designator, shall be considered identical.

Note.- Significant change criteria are specified in CAR-ANS Part 3, 3.2.3 the MOS-MET, 2.1.2.2.1.

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11.4.3.6 Automatic terminal information service (voice and/or data link)

11.4.3.6.1 Whenever Voice-ATIS and/or D-ATIS is provided:

a) the information communicated shall relate to a single aerodrome;

...

g) the meteorological information shall be extracted from the local meteorological routine or special report.

Note.— In accordance with Sections 4.1 and 4.3 of Appendix 3 to Annex 3 the PANS-MET (Doc 10157) the MOS-MET Sections 2.2.1 and 2.2.3,, the surface wind direction and speed and runway visual range (RVR) are to be averaged over 2 minutes and 1 minute, respectively; and the wind information is to refer to conditions along the runway for departing aircraft and to conditions at the touchdown zone for arriving aircraft. A template for the local meteorological report, including the corresponding ranges and resolutions of each element are is in the MOS-MET Appendix 32, Table A2-1 to Annex-3. Additional criteria for the local meteorological report are contained in the PANS-MET (Doc-10157), MOS-MET Chapter 4 2 of, and in Attachment D C to Annex-3.

11.4.4 VOLMET broadcasts and D-VOLMET service

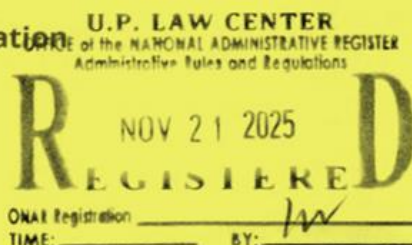
11.4.1 4.1 HF and/or VHF VOLMET broadcasts and/or D-VOLMET service shall be provided when it has been determined by regional air navigation agreements that a requirement exists.

Note.— CAR-ANS PART 3, 3.11.5 4 and 3.11.6.5 provide details of VOLMET broadcasts and D-VOLMET service.

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11.7 AIR TRAFFIC SERVICES REQUIREMENTS FOR INFORMATION

11.7.1 Meteorological information



AMENDMENT TO PHILIPPINE CIVIL AVIATION REGULATIONS –AIR NAVIGATION SERVICES (CAR-ANS) PART 11 ADOPTING AMENDMENT 54 TO ANNEX 11 – AIR TRAFFIC SERVICES

11.7.1.1 General

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11.7.1.1.3 When computer-processed upper-air data are made available to air traffic services units in digital form for use by air traffic services computers, the contents, format and transmission arrangements shall be as agreed between the Meteorological Authority meteorological service provider and the appropriate ATS Authority.

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11.7.1.2 Flight information centers and area control centers

11.7.1.2.1 Flight information centers and area control centers shall be supplied with meteorological information as described in CAR-ANS Part 3, Appendix 3.9, 1.3, particular emphasis being given to the occurrence or expected occurrence of weather deterioration as soon as this can be determined. These reports and forecasts shall cover the flight information region or control area and such other areas as may be determined on the basis of regional air navigation agreements.

Note 1.- The list of meteorological information to be supplied to flight information centres and area control centres is contained in the MOS-MET,9.1.3. For the purpose of this provision, certain changes in weather are construed as weather deterioration, although they are not ordinarily considered as such. An increase in temperature may, for example, adversely affect the operation of certain types of aircraft.

Note 2.- For the purpose of this provision, certain changes in weather are construed as weather deterioration, although they are not ordinarily considered as such. An increase in temperature may, for example, adversely affect the operation of certain types of aircraft.

11.7.1.3 Units providing approach control service

11.7.1.3.1 Units providing approach control service shall be supplied with meteorological information as described in CAR-ANS Part 3, Appendix 3.9, 1.2 for the airspace and the aerodromes with which they are concerned. Special reports and amendments to forecasts shall be communicated to the units providing approach control service as soon as they are necessary in accordance with established criteria, without waiting for the next routine report or forecast. Where multiple anemometers are used, the indicators to which they are related shall be clearly marked to identify the runway and section of the runway monitored by each anemometer.

Note 1. - See Note following 11.7.1.2.1.

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Note 2.— The list of meteorological information to be supplied to units providing approach control service is contained in the MOS-MET, 9.1.2.

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11.7.1.3.6 Units providing approach control service for final approach, landing and take-off shall be supplied with information on wind shear which could adversely affect aircraft on the approach or take-off paths or during circling approach.

Note.— Provisions concerning the issuance of wind shear warnings and alerts and ATS requirements for meteorological information are given in Annex 3, Chapter 7 CAR-ANS Part 3 Chapter 3.7 and Appendices in the MOS-MET, Chapters 6 and 9.

11.7.1.4 Aerodrome control towers

11.7.1.4.1 Aerodrome control towers shall be supplied with meteorological information as described in CAR-ANS Part 3, Appendix 3.9, 1.1 for the aerodrome with which they are concerned. Special reports and amendments to forecasts shall be communicated to the aerodrome control towers as soon as they are necessary in accordance with established criteria, without waiting for the next routine report or forecast.

Note 1.- See Note following 11.7.1.2.1.

Note 2.— The list of meteorological information to be supplied to aerodrome control towers is contained in the PANS-MET (Doc 10157) MOS-MET, 9.1.1.

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11.7.1.4.7 Aerodrome control towers and/or other appropriate units shall be supplied with aerodrome warnings.

Note.- The meteorological conditions for which aerodrome warnings are issued are listed in CAR-ANS Part 3, Appendix 3.6, 5.1.3 3.7.6.1.2.

NEW/AMENDED REGULATIONS

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11.1 DEFINITIONS:

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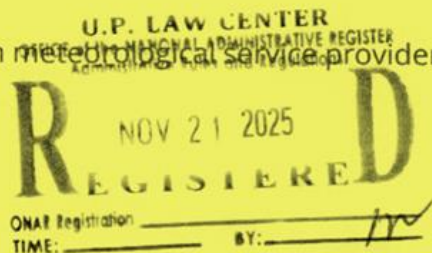
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CHAPTER 11.2. GENERAL

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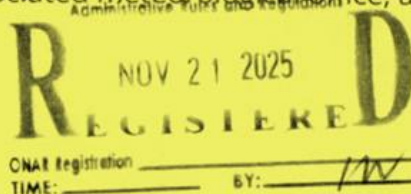
CHAPTER 11.4 FLIGHT INFORMATION SERVICE

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11.4.3.5 Data link-automatic terminal information service (D-ATIS)

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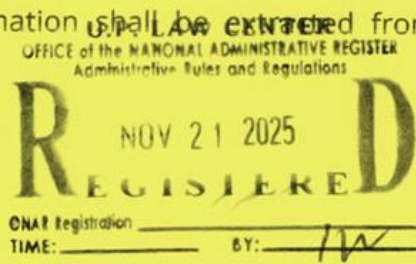
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Note.— In accordance with the MOS-MET Sections 2.2.1 and 2.2.3,, the surface wind direction and speed and runway visual range (RVR) are to be averaged over 2 minutes and 1 minute, respectively; and the wind information is to refer to conditions along the runway for departing aircraft and to conditions at the touchdown zone for arriving aircraft. A template for the local meteorological report, including the corresponding ranges and resolutions of each element, is in the MOS-MET Appendix 2, Table A2-1. Additional criteria for the local meteorological report are contained in the MOS-MET, Chapter 2 , and in Attachment C.

11.4.4 VOLMET broadcasts and D-VOLMET service

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Note.—CAR-ANS PART 3, 3.11.4 and 3.11.5 provide details of VOLMET broadcasts and D - VOLMET service.

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11.7.1 Meteorological information

11.7.1.1 General

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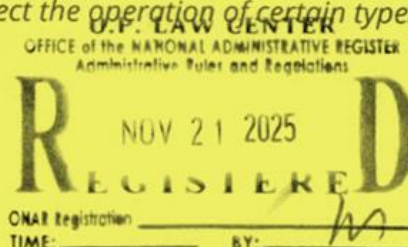
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11.7.1.3 Units providing approach control service

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Note.— Provisions concerning the issuance of wind shear warnings and alerts and ATS requirements for meteorological information are given in CAR-ANS Part 3 Chapter 3.7 and in the; MOS-MET , Chapters 6 and 9.

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Note 1. - See Note following 11.7.1.2.1.

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11.7.1.4.7 Aerodrome control towers and/or other appropriate units shall be supplied with aerodrome warnings.

Note.- The meteorological conditions for which aerodrome warnings are issued are listed in CAR-ANS Part 3, 3.7.6.1.2.

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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.

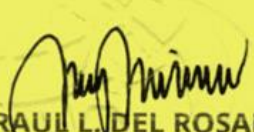
Repealing Clause. - All orders, rules, regulations and issuances, or parts thereof which are inconsistent with this Memorandum Circular are hereby repealed, superseded, or modified accordingly.

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 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 11.

Signed this 15 day of OCT 2025, at the Civil Aviation Authority of the Philippines, MIA Road, Pasay City.


LTGEN RAUL L. DEL ROSARIO AFP (RET)
DIRECTOR GENERAL

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