



MEMORANDUM CIRCULAR NO. 069-2025

**SUBJECT :** AMENDMENTS TO THE PHILIPPINE CIVIL AVIATION  
REGULATIONS: ADOPTION OF ICAO ANNEX 8, AMENDMENT 109

**DATE :** 09 DEC 2025

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**REFERENCES:**

1. Republic Act No. 9497
2. Philippine Civil Aviation Regulations Parts 5, 6, and 9
3. Regulations and Standards Management Manual
4. Board Resolution No. 2025-33
5. ICAO State Letter AN 3/5.14-22/23

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 and Standards Management Manual with Board Resolution No. 2025-33, I hereby approve the amendments to the Philippine Civil Aviation Regulations Parts 5, 6, and 9:

**EXPLANATORY NOTE:**

These amendments to the Philippine Civil Aviation Regulations are being adopted to ensure alignment with the latest Standards and Recommended Practices (SARPs) of the International Civil Aviation Organization (ICAO) and to strengthen the Authority's regulatory oversight.

- **For Part 5 (Continued Airworthiness of Aircraft and Components)**, the revisions expand the responsibilities of the State of Registry to include Remotely Piloted Aircraft (RPA) effective 26 November 2026, reinforce compliance requirements following modifications, repairs, or replacement of parts, and mandate the proper receipt, assessment, and transmission of mandatory continuing airworthiness information between States and design organizations.
- **For Part 6 (Certification)**, a clarifying provision is introduced to confirm that an approved maintenance organization may perform maintenance on aircraft not under the responsibility of the approving State, including those not registered in a Contracting State, consistent with ICAO guidance and international practice.



- **For Part 9 (Cargo Compartment Safety)**, enhanced provisions are introduced requiring built-in fire detection and suppression systems in cargo compartments, stricter standards for inaccessible compartments, specific design requirements to address the risks of sudden or extensive fires in larger aircraft, and, for aircraft with certificates of airworthiness issued on or after 1 January 2025, the inclusion of cargo compartment fire protection design elements and standards in the required aircraft documentation.

The adoption of these amendments will ensure continued compliance with ICAO SARPs, strengthen the regulatory framework for continued airworthiness, clarify certification requirements for maintenance organizations, and enhance the safety of aircraft cargo operations in the Philippines.

## **AMENDMENT TEXT:**

### **PHILIPPINE CIVIL AVIATION REGULATIONS PART 5**

#### **5.5 CONTINUED AIRWORTHINESS OF AIRCRAFT AND COMPONENTS**

##### **5.5.1.1 APPLICABILITY**

...

(b) The Authority will, if it is the State of Registry for an aircraft, or as of 26 November 2026, an RPA, develop or adopt requirements to ensure the continuing airworthiness of the aircraft during its service life, including requirements to ensure that the aircraft:

(1) Continues to comply with the appropriate airworthiness requirements after a modification, a repair, or the installation of a replacement part;

(2) Is maintained in an airworthy condition and in compliance with the continuing airworthiness requirements.

(c) The Authority will, if it is the State of Registry, assess and take appropriate action upon receipt of mandatory continuing airworthiness information from the State of Design regarding registered aircraft, and as of 26 November 2026, an RPA.

##### **5.5.1.3 GENERAL**

...

- (e) The Authority shall ensure that all mandatory continuing airworthiness information which it, as the State of Registry, originated in respect of that aircraft, is transmitted to the appropriate State of Design and State of Design of Modification.

#### **5.5.1.4 REPORTING OF FAILURES, MALFUNCTIONS, AND DEFECTS**

...

- (f) Where a continuing airworthiness safety issue is associated with a modification or repair, the State of Registry shall ensure that there exists a system whereby the above information is transmitted to the individual or organization responsible for the design of the modification or repair.

### **PHILIPPINE CIVIL AVIATION REGULATIONS PART 6**

#### **6.2 CERTIFICATION**

*Note.— The provisions in this Section do not prevent the maintenance organization from performing maintenance on an aircraft which is not under the responsibility of the Contracting State issuing this approval, including aircraft not registered in any Contracting State. Additional information is provided in the Airworthiness Manual (Doc 9760).*

### **PHILIPPINE CIVIL AVIATION REGULATIONS PART 9**

#### **9.8 CARGO COMPARTMENT SAFETY**

##### **9.8.1.1 FIRE PROTECTION**

- (a) The following provisions shall apply to airplanes having a maximum certificated take-off mass exceeding 5 700 kg for which the application for certification was submitted on or after 2 March 2004:
  - (1) Each cargo compartment within aircraft operated by AOC holders shall be equipped with a built-in fire detection system, and a means to suppress a fire, except when the presence of a fire would be easily discovered by a crew member while at the crew member's station and the crew member has a means to extinguish it rapidly.
  - (2) The means to suppress a fire for each cargo compartment not accessible to a crew member shall include a built-in fire suppression system.

- (3) For aircraft of a maximum certificated take-off mass in excess of 45 000 kg or with a passenger seating capacity greater than 60, cargo compartment fire suppression systems, including their extinguishing agents, shall be designed so as to take into account a sudden and extensive fire such as could be caused by an explosive or incendiary device.
- (4) For those aircraft for which the individual certificate of airworthiness is first issued on or after 1 January 2025, the elements of the aircraft design associated with cargo compartment fire protection, and a summary of the demonstrated standards that were considered in the process of aircraft certification, shall be included in the required aircraft documentation and made available to the operator.

*Note: Guidance on the elements of cargo compartment fire protection and associated demonstrated standards is contained in ICAO Doc 10102, Guidance for Safe Operations Involving Aeroplane Cargo Compartments.*

## **FINAL TEXT:**

### **PHILIPPINE CIVIL AVIATION REGULATIONS PART 5**

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  - (1) Continues to comply with the appropriate airworthiness requirements after a modification, a repair, or the installation of a replacement part;
  - (2) Is maintained in an airworthy condition and in compliance with the continuing airworthiness requirements.
- (c) The Authority will, if it is the State of Registry, assess and take appropriate action upon receipt of mandatory continuing airworthiness information from the State of Design regarding registered aircraft, and as of 26 November 2026, an RPA.

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- (e) The Authority shall ensure that all mandatory continuing airworthiness information which it, as the State of Registry, originated in respect of that aircraft, is transmitted to the appropriate State of Design and State of Design of Modification.

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*"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:

Text deleted: ~~Text to be deleted is shown with a line through it.~~

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.* This Memorandum Circular shall take effect 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 into the Philippine CAR, series of 2024.

Signed this 01 day of DEC 2025, CAAP, Pasay City



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

*Director General*