



MEMORANDUM CIRCULAR NO. 009-2026

**SUBJECT : AMENDMENTS TO PHILIPPINE CIVIL AVIATION REGULATIONS
PART 2**

RE: LANGUAGE PROFICIENCY

DATE : 30 JAN 2026

REFERENCES:

1. Republic Act No. 9497
2. Philippine Civil Aviation Regulation Part 2
3. Regulations and Standards Management Manual
4. Board Resolution No. 2025-33 dated 09 September 2025

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 dated 09 September 2025, I hereby approve the amendments to the Philippine Civil Aviation Regulations Part 2.

EXPLANATORY NOTE:

This Memorandum Circular introduces amendments to the Philippine Civil Aviation Regulations (PCAR) Part 2 pertaining to Language Proficiency. The revisions to PCAR Part 2 are essential to ensure that the State's language proficiency system and processes remain fully aligned with ICAO Annex 1 and its associated guidance material, thereby addressing a Protocol Question from the ICAO Universal Safety Oversight Audit Programme (USOAP).

The amendments strengthen both the evaluation and re-evaluation procedures for licensed personnel, while also expanding coverage to include rotorcraft, powered-lift, or free balloon remote pilots alongside existing categories like airplane, airship, and powered-lift pilots, flight engineers, flight navigators, air traffic controllers, and aeronautical station operators required to use radiotelephony. Furthermore, the amendments streamline the regulations by removing redundancies related to radiotelephony communication requirements, resulting in a clearer and more comprehensive framework for aviation language proficiency oversight.

AMENDED TEXT:

PHILIPPINE CIVIL AVIATION REGULATIONS PART 2



2.2.7

LANGUAGE PROFICIENCY

- (a) Airplane, airship, and powered-lift pilots; glider, rotorcraft, and powered-lift or free balloon remote pilots; flight engineers; flight navigators required to use the radiotelephone aboard an aircraft; air traffic controllers, and aeronautical station operators shall demonstrate the ability to speak, read and understand the English language used for radiotelephony communications to the level specified in the language proficiency requirements in IS 2.2.7.
- (b) ~~All airplane,~~ The language proficiency of airplane, airship, helicopter and powered-lift pilots; glider, rotorcraft, and powered-lift or free balloon remote pilots; flight engineers; flight navigators required to use the radiotelephone aboard an aircraft; air traffic controllers; and aeronautical station operators shall who demonstrates the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements. proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level as follows:
- (c) ~~All airplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements as follows:~~
- (1) those demonstrating language proficiency at the Operational Level (Level 4) shall no longer be evaluated at least once every three years.
 - (2) those demonstrating language proficiency at the Extended Level (Level 5) shall no longer be evaluated at least once every six years.
 - (3) those demonstrating language proficiency at the Expert Level (Level 6) shall be exempted from further language evaluation.
- (d) ~~Flight engineers, and glider and free balloon pilots should have the ability to speak and understand the language used for radiotelephony communications.~~
- (e) ~~Implementing Standard IS 2.2.7 contains the detailed requirements for language proficiency.~~

Note 1. - Formal evaluation is not required for applicants who demonstrate expert language proficiency, e.g. native and very proficient non-native speakers with a dialect or accent intelligible to the international aeronautical community.

Note 2. - The provisions of 1.2.9 refer to Annex 10, Volume II, Chapter 5, whereby the language used for radiotelephony communications may be the language normally used by the station on the ground or English. In practice, therefore, there

will be situations whereby flight crew members and remote flight crew members will only need to speak the language normally used by the station on the ground.

Note 3: ICAO DOC 9835, Manual on the Implementation of ICAO Language Proficiency Requirements, is a guide to the implementation of provides guidance on applying the ICAO Language Proficiency Requirements Standards.

FINAL TEXT:

PHILIPPINE CIVIL AVIATION REGULATIONS PART 2

2.2.7 LANGUAGE PROFICIENCY

- (a) Airplane, airship, and powered-lift pilots; glider, rotorcraft, and powered-lift or free balloon remote pilots; flight engineers; flight navigators required to use the radiotelephone aboard an aircraft; air traffic controllers; and aeronautical station operators shall demonstrate the ability to speak and understand the English language used for radiotelephony communications to the level specified in the language proficiency requirements in IS 2.2.7.
- (b) The language proficiency of airplane, airship, and powered-lift pilots; glider, rotorcraft, and powered-lift or free balloon remote pilots; flight engineers; flight navigators required to use the radiotelephone aboard an aircraft; air traffic controllers; and aeronautical station operators who demonstrates proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level as follows:
- (1) those demonstrating language proficiency at the Operational Level (Level 4) shall be evaluated at least once every three years.
 - (2) those demonstrating language proficiency at the Extended Level (Level 5) shall be evaluated at least once every six years.

Note 1. – Formal evaluation is not required for applicants who demonstrate expert language proficiency, e.g. native and very proficient non-native speakers with a dialect or accent intelligible to the international aeronautical community.

Note 2. – The provisions of 1.2.9 refer to Annex 10, Volume II, Chapter 5, whereby the language used for radiotelephony communications may be the language normally used by the station on the ground or English. In practice, therefore, there will be situations whereby flight crew members and remote flight crew members will only need to speak the language normally used by the station on the ground.

Note 3: ICAO DOC 9835, Manual on the Implementation of ICAO Language Proficiency Requirements, provides guidance on applying the ICAO Language Proficiency Standards.

"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 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 into the Philippine CAR, series of 2026.

Signed this 30 day of JAN, CAAP, Pasay City


LT GEN RAUL L. DEL ROSARIO AFP (RET)
Director General