

Philippines: Down The Permit Rabbit Hole

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Key Points

- **Charter/Non-Sched/Pt135 landings in the Philippines need a Foreign Air Operator Certificate (FAOC).**
- **It's a bit of a pain to get one. Takes 2-3 weeks, but local agents can help get a landing permit while the FAOC is in process.**
- **Read below for the latest on all Philippines Permits**

A Cautionary Tale

An OPSGROUP member recently reported the following:

- *To operate non-scheduled air services into the Philippines we were told that we need a **Foreign Air Operators Certificate**.*
- *We were also asked to supply an **ICAO Airline Three letter code**. This is not something as a non-scheduled operator that we believe we can get!*
- *We used a local agent as our Third Party. They supplied the FAOC application form.*
- *We were successful in getting a **one-off permit**, however we still had to complete everything in the application form.*
- *We haven't determined if what we have submitted now as a one-off will be sufficient for the entire FAOC application - we'll find out soon...*

The Application Form

You can download it here:

The image shows three pages of the application form. Page 1 is the main application form, Page 2 contains sections for applicant certification and CAAP certification, and Page 3 lists the requirements for validation of a foreign air operator certificate.

Click for PDF.

What are the Philippines Permit Requirements?

Here's some **utterly useless official stuff** to "help" start you on your journey.

The Philippines AIP

The screenshot shows the Aeronautical Information Services (AIS) website. The header includes the title 'AERONAUTICAL INFORMATION SERVICES' and a navigation menu with links for Home, eServices, NOTAM, Advisory, Weather, Database, and Login. A status bar indicates 'Today is Tuesday, April 30, 2024' and 'Time in UTC : 13:41:15'. The main content area features a 'PUBLICATION' section with a description: 'Publication Section reproduce, assembles and publish aeronautical information necessary for the international and Philippine Flight information'. A contact box for 'ats.caap.gov.ph' is overlaid, stating 'Please log-in to use this service. This site is a beta version and for testing purposes only.' Below this, a list of services is provided: Aeronautical Information Publication (AIP), Amendment Service to the AIP (AIP AMDT), Supplement to the AIP (AIP SUP), Aeronautical Information Circulars (AIC), and Checklists and NOTAM Summaries. The footer contains contact information: 'Any content-related questions? Email us at phil.aisops@gmail.com' and 'Any technical issue? Contact AeroInfodotCom.' and a copyright notice: 'Copyright 2008. Civil Aviation Authority of the Philippines. All Rights Reserved.'

Click for... a dead end.

Requires a log-in. Don't have one, and can't get one. Website doesn't even load most days.

I sent them an email and got a reply saying that even if you have a login, the site *doesn't actually have the eAIP on it*. But if you would like to pay them \$324 USD each year, they can send you a hard copy.

Nope.

Philippines CAA Website

The screenshot shows the top navigation bar of the Philippines Civil Aviation Authority (CAA) website. The navigation menu includes: GOVPH, Home, About Us, Governance, Downloadables, Career Opportunities, and Contact Us. A search bar on the right contains the text 'eAIP'. The main header features the CAA logo and the text 'REPUBLIC OF THE PHILIPPINES Civil Aviation Authority of the Philippines'. The date and time are shown as 'Philippine Standard Time: Tuesday, April 30, 2024, 8:54:14 PM'. Below the header, the search results section displays 'SEARCH RESULTS FOR: EAIP' and a breadcrumb trail 'YOU ARE HERE: HOME'. A large heading 'NOTHING FOUND' is followed by the message 'It seems we can't find what you're looking for. Perhaps searching can help.' A search bar at the bottom of the results section contains the text 'eAIP'.

Click for... nothing.

Searched for "eAIP". Nothing found. Moved on.

GEN 1.2

Backdoor access achieved via the EAD website! We have found the elusive AIP GEN 1.2!

AP PHILIPPINES GEN 1.2-1 25 AUG 11	GEN 1.2-2 25 AUG 11	AP PHILIPPINES GEN 1.2-3 25 AUG 11																
<p>1. General</p> <p>1.1 International flights into, from or over Philippine territory shall be subject to the current Philippine regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 8 to the Convention on International Civil Aviation.</p> <p>1.2 Aircraft flying into or departing from Philippine territory shall make their first landing at, or final departure from, an international aerodrome/airport (see ICAO Philippines, AD 1.3 and AD 2.1).</p> <p>1.3 For reasons of national security, all aircraft flights originating from foreign countries which will overfly or land on Philippine territory are monitored to ensure that such flight will not be harmful or injurious to national security. Thus, as a standing policy, all aircraft of foreign registry, except scheduled air carriers desiring to overfly Philippine airspace, or to land in Philippine territory are required to secure diplomatic clearance, before operating such flights. For purpose of this procedure, Philippine airspace is not considered according to its legal definition as internationally accepted but is meant to be the airspace covered by the Philippine Air Defense Identification Zone (PADIZ) and, in the case of Mindanao, Palawan and the Sulu archipelago, the airspace within the Philippine treaty boundaries.</p> <p>1.4 All operators of Philippine registered aircraft being used for transport of passengers, especially tourists or cargo shall furnish the Flight Operations Briefing Station or appropriate Civil Aviation Authority of the Philippines facilities at their base of operation a copy of their current CAB certificate of Public Convenience and Necessity and CAAP Air Carrier Operating Certificate. In the absence of said certificates, the CAAP office concerned shall require the operator to show proof that his aircraft is not operated for lease, charter or remuneration and that they are transporting only their company personnel or cargo.</p> <p>1.5 All general aviation shall have a dual ADF and VOR instruments installed in their aircraft as requirement of FR rating.</p> <p>1.6 Subject to the observance of the applicable rules, conditions and limitations set forth in this document and in legislation described in GEN 1.6, foreign civil aircraft registered in any foreign country which at the time is a member of the ICAO may be navigated in the Philippines.</p> <p>1.7 Aircraft registered under the laws of foreign countries, not members of the ICAO, which grant reciprocal treatment to the Philippine aircraft and airmen may be navigated in the Philippines, subject to the observance of same rules, conditions and limitations applicable in the case of aircraft of ICAO member states.</p> <p>1.8 Commercial air transport operators in the Philippines must adhere to Annex 6 (Operation of Aircraft) and/or to corresponding national regulations with the provision that aircraft which have no operator's local representative available to them will be required to carry a fixed fuel reserve of not less than 45 minutes at the approved fuel consumption rate, plus a variable reserve equivalent to 15% of the fuel required from departure to destination and to an alternate. If an alternate is required or when the reserve calculated in accordance with the above exceeds two (2) hours of the approved fuel consumption rate - less (2) hours reserve fuel.</p>	<p>2. Scheduled flights</p> <p>2.1 General</p> <p>2.1.1 For regular international scheduled flights operated by foreign airlines into or in transit across the Philippines, the following requirements must be met:</p> <p>a) The State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement when the Philippines is a party to both Agreements;</p> <p>b) The airline must be eligible to make the flights under the provision of a bilateral or multilateral agreement to which the State of the airline and the Philippines are contracting parties;</p> <p>c) and the airline must have a permit to operate into or in transit across the Philippines. Applications for such permits shall be submitted to the Civil Aeronautics Board, copy furnished the Department of Foreign Affairs with address found on AIP page GEN 1.1.1</p> <p>2.2 Documentary requirements for clearance of aircraft</p> <p>2.2.1 It is necessary that the undermentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from the Philippines. All documents listed below must follow the ICAO Standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in English only and completed in legible handwriting. No visas are required in connection with such documents.</p> <p>2.2.2 Aircraft documents required (arrival/ departure)</p> <table border="1"> <thead> <tr> <th>Required by</th> <th>General Declaration</th> <th>Passenger Manifest</th> <th>Cargo Manifest</th> </tr> </thead> <tbody> <tr> <td>a. Immigration</td> <td>2</td> <td>2</td> <td>-</td> </tr> <tr> <td>b. Customs</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>c. Health</td> <td>1</td> <td>1</td> <td>-</td> </tr> </tbody> </table> <p>NOTE:</p> <p>a) One copy of the General Declaration is endorsed and returned by Customs, signifying clearance.</p> <p>b) If no passengers are embarking (disembarking) and no articles are taken (sent); no aircraft documents except copies of the General Declaration need be submitted to the above authorities.</p> <p>3. Non-scheduled flights</p> <p>3.1 Procedures</p> <p>3.1.1 If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in the territory of the Philippines, it is necessary for the operator to obtain prior permission.</p> <p>3.1.2 If an operator intends to perform a (series of) non-scheduled flight(s) into the Philippines for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to Civil Aeronautics Board for permission to carry out such operations not less than twenty-four hours in advance of the intended landing. The application must include the following information in the order shown hereunder:</p> <p>a) name of operator;</p> <p>b) type of aircraft and registration marks;</p>	Required by	General Declaration	Passenger Manifest	Cargo Manifest	a. Immigration	2	2	-	b. Customs	1	1	1	c. Health	1	1	-	<p>c) date and time of arrival at, and departure from an aerodrome;</p> <p>d) place or places of embarkation or disembarkation airmen, as the case may be, of passengers and/or freight;</p> <p>e) purpose of flight and number of passengers and/or nature and amount of freight; and</p> <p>f) name, address and business of charterer, if any.</p> <p>3.1.3 Military exit clearance for international non-scheduled commercial air carrier is no longer required.</p> <p>3.2 Documentary requirements for clearance of aircraft</p> <p>3.2.1 Same requirements as for SCHEDULED FLIGHTS.</p> <p>4. Private flights</p> <p>4.1 Advance notification of arrival</p> <p>4.1.1 The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft, such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out on a previously designated international aerodrome.</p> <p>4.1.2 Application for special permission must be submitted to the Civil Aviation Authority of the Philippines at least seven (7) days prior to entry over Philippine airspace.</p> <p>4.2 Documentary requirements for clearance of aircraft</p> <p>4.2.1 No documents, in addition to those mentioned under 2.2.2 above, are required in the case of an aircraft remaining within the Philippines for less than seven (7) days. For a stay beyond seven (7) days after the date of arrival, a "comet de passages en double" will be accepted in lieu of a bond or of any other financial guarantee.</p> <p>5. Requirements for Diplomatic Flight Clearances</p> <p>5.1 Scope</p> <p>5.1.1 Non-scheduled foreign air carrier, civilian or military desiring to land on Philippine airports on non-revenue flights or to overfly through Philippine airspace.</p> <p>5.1.2 Scheduled air carriers without CAB approved routes which will land on Philippine airports or will overfly through Philippine airspace.</p> <p>5.1.3 Scheduled air carriers desiring to operate extra section and charter flights to the Philippines.</p> <p>5.1.4 Supplemental and non-scheduled carrier of foreign countries desiring to operate charter or revenue flights to the Philippines.</p> <p>5.1.5 Foreign registered aircraft desiring to land on Philippine airports for reasons of emergency. Emergency landing presupposes that on take-off of the aircraft from its point of origin abroad, no landing in Philippine airports was planned or intended but that such landing was caused by circumstances beyond the control of aircraft's crew.</p> <p>5.2 Procedures</p> <p>5.2.1 All operators of aircraft under 5.1.1, 5.1.2 above, including those making technical landings only, must request diplomatic flight clearances from the Department of Foreign Affairs (DFA), Manila, either through their respective diplomatic or consular representatives in the Philippines, through representing or servicing local firms or through Philippine diplomatic or consular offices abroad.</p>
Required by	General Declaration	Passenger Manifest	Cargo Manifest															
a. Immigration	2	2	-															
b. Customs	1	1	1															
c. Health	1	1	-															
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES AIRAC AIP AMOY 04471	AIRAC AIP AMOY 04471	CIVIL AVIATION AUTHORITY OF THE PHILIPPINES AIRAC AIP AMOY 04471																

Click for... words and numbers, passed through the digestive tract of a bird, and then re-arranged into some vague semblance of order.

But wait... it's dated 2011, and is an enraging mix of INCORRECT INFO and NOTHING PAP.

The quest continues...

Ask An Expert

We asked Jeff at Airmach Aviation for help - a local agent in the Philippines who knows **all the answers**:

- **All flights need a permit.** Landings, overflights, private, charter, scheduled, weird non-standard airworthiness... whatever you're doing, if you enter Philippines airspace, you need a permit.
- You'll want to use an agent here, as **Navigation Fees** and **CAA fees** must be paid prior to getting any permit.
- Permit approvals take anywhere between **48-72 hours**.
- They require the routing you'll use to calculate the **navigation fees**.
- **Permit fees** can add up, especially for Charter flights as there are different permits you need to get - one from CAAP (the CAA) and another from CAB (Civil Aeronautics Board).
- Scheduled and Charter landings will need a **Foreign Air Operator Certificate**.

OPSGROUP members can access all this info via the **Permit Helper** app on the Dashboard. This tool has **permit info for every country in the world** - what's required, and who to contact to get your permit.

The screenshot shows the OPSGROUP mobile application interface. The top bar is blue with the OPSGROUP logo and the name 'David Mumford'. The sidebar menu on the left includes options like 'Dashboard home', 'Briefings & Guides', 'Airport Spy', 'Safe Airspace', 'Community', 'WhatsApp us', 'File Spy report', 'APPS', 'Search', 'Ops Contacts', 'Doc Library', 'Route Check', and 'Permit Helper'. The main content area is titled 'Philippines' and 'Permits'. It features a table with columns for 'Who needs a permit?', 'OVERFLIGHT', and 'LANDING'. The table indicates that both Private and Commercial flights require permits for both Overflight and Landing. Below the table, there is a section titled 'Getting a permit:' which provides instructions on how to obtain a permit, mentioning the need for an agent and the Civil Aviation Authority (CAA).

Who needs a permit?	OVERFLIGHT	LANDING
Private	REQUIRED	REQUIRED
Commercial	REQUIRED	REQUIRED

Getting a permit:
 You'll want to use an agent here, as Navigation Fees and CAA fees must be paid prior to getting any permit. Work with Jeff at Airmach Aviation and you can expect permit approval in 48-72 hours. They require the routing you'll use to calculate the navigation fees. CAA Fees can add up, they'll add costs for permits with more than 40 passengers, for domestic legs, other items. Scheduled and Charter landings will need a Foreign Air Operator Certificate. Download the form [here](#). This can take 2-3 weeks, but the local agent can help get a landing permit while the FAOC is in process.

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 (costs do not include CAA fees)

Click for... clarity.

Tell me about the Foreign Air Operator Certificate one more time

- This is required for Non-Scheduled (i.e. Charter/Pt135 landings) as well as Scheduled (i.e. Airline) flights landing in the Philippines.
- The application form is [here](#).
- Download it, fill it in, gather together the required docs listed in the form, and ask a local agent in the Philippines to get it for you. We recommend Airmach Aviation. Other agents are out there.
- Yes, you could try going direct to the authorities instead (CAAP: odg@caap.gov.ph). We once knew some people who tried. Their bodies have never been found.

Have you been through this FAOC process? **Got any extra tips to share?** Or maybe you've operated a flight to the Philippines recently and have some stories to share? Let us know!