
GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. General

- 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 9 to the Convention on International Civil Aviation.
- 1.2 Aircraft flying into or departing from Philippine territory shall make their first landing at, or final departure from, an international aerodrome/heliport (see AIP Philippines, AD 1.3 and AD 2).
- 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 inimical 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 clearances, before operating such flights. For purpose of this procedures, 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.
- 1.4 All operators of Philippine registered aircraft being used for transport of passengers, especially tourists or cargo shall furnish the Flight Operations Briefing Stations 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 Certificates. 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.
- 1.5 All general aviation shall have a dual ADF and VOR instruments installed in their aircraft as requirement of IFR rating.
- 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.
- 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.
- 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 – two (2) hours reserve fuel.

2. Scheduled flights

2.1 General

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:

- a) the State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement wherein the Philippines is a party to both Agreements;
- 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;
- 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

2.2 Documentary requirements for clearance of aircraft

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.

2.2.2 *Aircraft documents required (arrival/ departure)*

<i>Required by</i>	<i>General Declaration</i>	<i>Passenger Manifest</i>	<i>Cargo Manifest</i>
a. Immigration	2	2	-
b. Customs	1	1	1
c. Health	1	1	-

NOTE:

- a) *One copy of the General Declaration is endorsed and returned by Customs, signifying clearance.*
- b) *If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents except copies of the General Declaration need be submitted to the above authorities.*

3. Non-scheduled flights

3.1 Procedures

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.

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:

- a) name of operator;
- b) type of aircraft and registration marks;

- c) date and time of arrival at, and departure from an aerodrome;
- d) place or places of embarkation or disembarkation abroad, as the case may be, of passengers and/or freight;
- e) purpose of flight and number of passengers and/or nature and amount of freight; and
- f) name, address and business of charterer, if any.

3.1.3 Military exit clearance for international non-scheduled commercial air carrier is no longer required.

3.2 *Documentary requirements for clearance of aircraft*

3.2.1 Same requirements as for SCHEDULED FLIGHTS.

4. Private flights

4.1 *Advance notification of arrival*

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.

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.

4.2 *Documentary requirements for clearance of aircraft*

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 "carnet de passages en douane" will be accepted in lieu of a bond or of any other financial guarantee.

5. Requirements for Diplomatic Flight Clearances

5.1 *Scope*

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.

5.1.2 Scheduled air carriers without CAB approved routes which will land on Philippine airports or will overfly through Philippine airspace.

5.1.3 Scheduled air carriers desiring to operate extra section and charter flights to the Philippines.

5.1.4 Supplemental and non-scheduled carrier of foreign countries desiring to operate charter or revenue flights to the Philippines.

5.1.5 Foreign registered aircraft desiring to land on Philippine airports for reasons of emergency. Emergency landing presuppose 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.

5.2 *Procedures*

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.

- 5.2.2 Requests for diplomatic flight clearances must be addressed and submitted directly to the Secretary, Department of Foreign Affairs (Attn: Assistant Secretary for Legal Affairs) at least seven (7) working days before time of penetration of Philippine airspace and which are then indorsed to the Commanding General, Philippine Air Force (Attn: 1st Air Division) for comment and recommendation. To expedite processing, simultaneous dispatch may be made by the requesting party by furnishing copies of the letter of request to CG, PAF, at the same time that the original request is submitted to Department of Foreign Affairs.
- 5.2.3 As a matter of policy, all other government agencies concerned with aviation receiving request for diplomatic flight clearances from aircraft operators covered under 5.1.1 and 5.1.2, must course such requests to the Department of Foreign Affairs. Exception to this policy may be invoked on VIP flights or in certain meritorious cases, however, such exception will be mutually agreed upon by the receiving agency and CG, PAF (through the 1st Air Division) and that the Department of Foreign Affairs be informed immediately.
- 5.2.4 Applications for revenue flights of all operators of aircraft covered under 5.1.3 and 5.1.4 shall be filed with the Civil Aeronautics Board at least seven (7) days before the operation of the flights, copy furnished the CG, PAF (Attn: 1st Air Division) and the Director General for Civil Aviation (Attn: Flight Safety Division). Foreign air carriers desiring to operate revenue flights to the Philippines for the first time shall submit their application through diplomatic channels.
- 5.2.5 Request for diplomatic flight clearances by operators of revenue flights, whether carrying passengers or cargoes, must attach thereto a copy of approval from the Civil Aeronautics Board for such flights.
- 5.2.6 Approved diplomatic flight clearances are valid for twenty-four (24) hours and could be extended up to seventy-two (72) hours, if a re-adjustment for the flight, changes in call sign, registry number, or type of aircraft is necessary due to inclement weather or technical difficulty. Such information, however, must be relayed to Philippine authority at least twenty-four (24) hours in advance.
- 5.2.7 For purposes of getting assured of POL (petroleum, oil and lubricants) servicing, requests for diplomatic flight clearances must specify the requirements for POL while in Philippine airports, specifying therein the type and quantity desired.
- 5.2.8 All requests for diplomatic flight clearances must be made with the Department of Foreign Affairs for their publication and dissemination.
- 5.2.9 Pilots of foreign registered aircraft desiring to land on Philippines airports due to emergency will notify the Manila Area Control Center of their intentions to land, stating therein the nature of their emergencies. As soon as received, Manila ACC will immediately notify the Air Movement and Information Section (AMIS) and render assistance to the aircraft in distress. AMIS will notify the Senior Controller, Philippine Air Defense Control Center (PADCC) of the emergency, who in turn will secure approval and will immediately be transmitted to the pilot of the aircraft through the same channel in the reverse order. Transmission of information on this nature will be given immediate priority. A-2 will notify DFA later of the emergency landing

5.3 Responsibilities

- 5.3.1 Office of Air Intelligence, HPAF, is tasked with receiving, processing and recommending to CG, PAF for approval or disapproval of all requests for diplomatic flight clearance received from DFA and CAB, their referral to the Aviation Fuel Allocation Committees, PAF, and the dissemination of approved requests.
- 5.3.2 The Aviation Fuel Allocation Committee, PAF is tasked with determining the availability of POL products needed by foreign aircraft landing in the Philippine airports.
- 5.3.3 1st Air Division will be responsible for the monitoring of the flights of foreign aircraft.

6. Public health measures applied to aircraft

- 6.1 All aircraft from foreign airports are subject to quarantine inspection upon landing in the Philippines.
- 6.2 Aircraft arriving from abroad shall land first at an airport of entry, unless permission to land elsewhere is first granted by the competent authorities, who upon granting such permission shall immediately notify the Director of Quarantine. It shall be the responsibility of any airline operating aircraft engaged in international flights to notify the National Quarantine Office on the arrival of its aircraft. The notice shall specify the type of aircraft, the registration marks and license number, the last airport of departure, the airport of entry and the number of persons on board. Notifications of arriving aircraft shall be given as to allow the Quarantine Medical Officer to be at the airport of entry on or before the time of its scheduled arrival.
- 6.3 No aircraft shall be allowed to leave any airport of the Philippines for foreign airports without procuring from the Quarantine Medical Officer an outgoing clearance.
- 6.4 In view of danger of the introduction of insects which are economic hazards or vectors of disease, any aircraft arriving from any foreign airport shall be disinfected prior to its departure from its last airport of call ("block away" disinsecting) using World Health Organization (WHO) approved formulations for aerosol.
- 6.5 The Director of Quarantine shall take all practicable measures:
- a) To prevent the departure of any infected person or suspect; and
 - b) To prevent the introduction on board an aircraft of possible agents of infection or vectors of a quarantineable disease.
- 6.6 The Director of Quarantine may require a valid certificate of vaccination from all departing travellers.