2.2 Philippines Aviation
Key airport information may also be found at:

Website of WorldAerodata on the Philippines

The Philippines Civil Aviation Authority (CAAP), formerly the Air Transportation Office (ATO), is an agency of the Philippine government under the Department of Transportation and Communications responsible for implementing policies on civil aviation to assure safe, economic and efficient air travel. Based in Pasay City, the agency, which also has the responsibility of accident investigation, was created on December 3, 2007 through the filing of Senate bill number 1932.

Note: Special provisions for aircraft engaged in non-commercial activities, mercy and humanitarian missions, or government sponsored missions, subject to approval of the Civil Aviation Authority of the Philippines

Further information on civil aviation can be found in the following document:

Philippines Aviation Additional Information

Fees and Charges

Based on the below listed General Provisions (D.O. 99E-02 and D.O. 98-1178) the payment of fees and charges applicable to aircraft on international, domestic and general aviation operations flying into and out of the airports in the Republic of the Philippines, and aircraft overflying the Manila Flight Information Region without landing at any airport in the Republic of the Philippines for the use of air navigation facilities provided at those airports and / or associated en-route point shall not apply unless otherwise specifically provided.

General Provisions (D.O. 98-1178)

Revised Schedule of Fees and Charges for Air Navigation Facilities

Applicability

The fees and charges prescribed herein shall apply for the use of the alternate international airports such as Zamboanga, Davao, Puerto Princesa, Laoag and National Airports, their facilities, services, utilities and properties under the management control of the Civil Aviation Authority of the Philippines.

The fees and charges herein prescribed shall be applied as follows:
1. Landing for Domestic Flight Operation at national airports other than alternate international airports.

- 100% for trunkline airports
- 75% for secondary airports
- 50% for feeder airports

2. Other Fees / Charges

- 100% for alternate International and Trunkline
- 75% for secondary airports
- 50% for feeder airports

**Effects on existing contract**

The fees and charges prescribed herein shall not affect contract, leases or concession permits executed or approved prior to the effectivity of this Department Order, except when otherwise provided in said contract, leases or permits.

**Exemptions**

Unless otherwise specifically provided, the fees and charges provided herein shall not apply to the following:

1. Aircraft registered and / or operated by the government of the Republic of the Philippines solely for the governmental functions;
2. State-owned aircraft exclusively used by diplomatic and consular representatives of foreign governments; (Civil registered aircraft other than state-owned aircraft, which are chartered or hired by representatives, or personnel of foreign governments are not exempted by this provision);
3. Aircraft engaged in humanitarian mission for the particular flight;
4. Aircraft which, by provisions of existing laws or treaties, are exempted from the payment of fees and other charges; and
5. Other non-revenue flights as may be exempted by the Director General - CAAP.

**Reductions**

Unless otherwise specifically provided herein, aircraft operating under the following categories shall be charged fifty percent (50%) of the prescribed rates:

- Ferry flight of aircraft, aircraft parts or crews.
- Flights diverted due to in-flight emergency.
- Airmen flight proficiency training or test flight.
- Technical landing by non-scheduled flights.
- Aircraft demonstration flights.
- Other flights as may be authorized by the Director General - CAAP.

**Other Fees and Charges**

The fees and charges prescribed herein shall not prejudice the right of the Civil Aviation Authority of the Philippines to impose and collect such other reasonable charges as maybe determined by the Director General - CAAP for the use of such properties, facilities, utilities and services in national airports not covered herein.

**Improvements on buildings, building spaces and areas**

Physical improvements on all buildings, building spaces and areas, owned by the Civil Aviation Authority of the Philippines may be undertaken by and at the expense of the tenants. However, no improvement may be commenced without prior approval of the plans by the Director General - CAAP, and whenever deemed necessary, a cash deposit shall be made in favour of the Civil Aviation Authority of the Philippines, which shall be equivalent to the cost of restoration of any portion of the property affected by such alteration or improvements.

**General Provisions (D.O. 99E-02)**

Revised Schedule of Fees and Charges for Air Navigation Facilities

**Applicability**

The charges prescribed herein shall be applicable to aircraft on international, domestic and general aviation operations flying into and out of the airports in the Republic of the Philippines, and aircraft overflying the Manila Flight Information Region without landing at any Philippine airport, for the use of air navigation facilities provided at this airports and/or associated en-route points.

**Exemptions**

Unless otherwise specifically provided, the payment of fees and charges prescribed herein shall not apply to the following:

1. Aircraft registered in the name of and operated by the Republic of the Philippines;
2. Aircraft exclusively used by head of states and diplomatic and consular representatives of foreign governments, (Civil registered aircraft's other than state owned aircraft, which are chartered or hired by or for representatives or personnel of foreign governments are not exempted by this provision);
3. Aircraft engaged in non-commercial activities, mercy and humanitarian missions, or government-sponsored missions, subject to the approval of the Civil Aviation Authority of the Philippines.
4. Aircraft's which, by provision of existing laws or treaties, is exempted from payment of fees and other charges;
5. Military aircraft's of foreign government where such governments provide similar exemptions to military aircraft of the Republic of the Philippines;
6. Aircraft's diverted from its planned route or forced to return to the airport of departure due to emergency.

4.1 Philippines Government Contact List

For further information on the Roles and Services of the CAA of the Philippines, please select the following document:
Philippines Aviation Additional Information

4.4 Philippines Airport Company Contact List

Procedures for Foreign Registered Aircraft

In this country, the following requirements need to be applied, presented and approved before preposition of foreign registered aircraft:

- Procedure for the Entry, Transit, Exit of Foreign Registered Aircraft
- Hire the services of a Philippine ground handler
- Request for flight operations clearance through the Philippine ground handler

Basic requirements:

International traffic

Overfly:
1. Letter request for overfly permit
2. Letter request must have billing address

Entry/Exit:
1. Letter request for entry/exit permit
2. Copy of airworthiness certificate of the aircraft
3. Copy of pilots’ licenses
4. Copy of pilots’ latest medical certificates

Note: Only thru International Airports or non-International Airports with available CIQ services

Local (Philippine) Operations

After securing entry/exit permit:

- Letter request for entry/exit permit

Entry/Exit due medevac:
1. Letter request for entry/exit permit, with names of doctor/s and patient
2. Copy of airworthiness certificate of the aircraft
3. Copy of pilots’ licenses
4. Copy of pilots’ latest medical certificates

Note: Only thru International Airports or non-International Airports with available CIQ services

- Flights will be billed for air navigation fees, permit fee, parking fee, others (please check the AIP)
- Humanitarian Flights

The basic requirements for these flights still apply, but some fees and charges are waived. If possible, clearance from the Department of Foreign Affairs may be obtained to confirm the purpose of the flight.