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State Summary & Presentation (Philippines)



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Overview 1

OPERATORS:	No
Fixed Wing Operators:	833
Rotary Wing Operators:	240
International Airlines AOC Operators:	5
National Airlines AOC Operators:	4
HEMS Operators:	0
Search and Rescue Operators:	0
Non-Commercial Operators:	789



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Overview 1

Operators:	No
Cargo Operators AOC International:	3
Cargo Operators AOC National:	0
Turboprop AOC Seaplane Operators:	2
Other Commercial Operators:	6
Total International Operators:	5
Total National Operators:	4
Total Operators:	36



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Overview 2

Aircraft:	No
Airline Transport Passenger Jet aircraft registered:	291
Airline Transport Cargo only Jet aircraft registered:	
Airline Transport ME Turboprop Passenger aircraft registered:	61
Turboprop ME Cargo ONLY aircraft registered: (multi-engine)	
Turboprop SE aircraft registered:	22
Rotary Wing ME aircraft registered:	48
Rotary Wing SE aircraft registered:	192
Turboprop Seaplane aircraft registered:	3



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Overview 2

Aircraft:	No
Multi Engined piston fixed wing aircraft registered:	50
Single Engined piston fixed wing aircraft registered:	477
Non-Commercial fixed wing aircraft registered:	564



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Overview 3

Recreational Aviation & Flight Organizations	No
Ultralight Operators:	37
Paragliding Operators & Training Centres:	0
Sky Diving Training Centres:	0
Glider Training Centres:	0



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Overview 4

Maintenance:	No
Continuous Airworthiness Management Organizations CAMO	0
Approved Maintenance Organizations (AMO)	104
Validated Foreign AMO	122
Total Maintenance Organizations:	226



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Overview 5

Licensing:	No
CPL (A) Licences issued:	9886
CPL (H) Licences issued:	324
ATPL (A) Licences issued:	2908
ATPL (H) Licences issued:	34
AMT Licences issued:	19531
Dispatcher Licenses issued:	434
Flight Engineer Licenses issued:	6
Total Examiner Licenses issued (all categories)	33123



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Overview 6

Training Centres:	No
Approved Training Organizations (ATO):	75
Flying Training Organizations (FTO):	45
Authorized Training Providers:	N/A
Simulator Training Organization under FSTD Doc 9625:	5
Training Establishment (Regulatory)	1



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Overview 7

Civil Aviation Authority Structure	No
Flight Operations Inspectors:	35
Safety Management System Inspectors / Specialist:	6
Airworthiness Inspectors:	49
Personal Licencing Inspectors:	39
Aerodrome Inspectors:	14
Dangerous Goods Inspectors:	5
Air Navigation Services Inspectors	29
Cabin Safety Inspectors	9



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Overview 8

Oversight	No
How many Audits did the CAA complete in 2025:	277
How many Level 1 findings did the CAA record in 2025:	25
How many Incidents did the CAA record within the last 36 months:	17474
How many Accident did the CAA record within the last 36 months:	24
When was the last ICAO Audit:	2009
When was the last ICVM:	2022 (off-site validation)



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Overview 8

Airports:	No
No. of International Aerodromes	9
No. of Other Public-use Aerodromes	45
No. of Public-use Military Aerodromes	N/A
No. of Certified Heliports	N/A
No. of Certified Water Aerodromes	N/A
No. of Aerodromes/ Heliports to be certified.	N/A
No. of CNS Facilities	64



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Overview 8

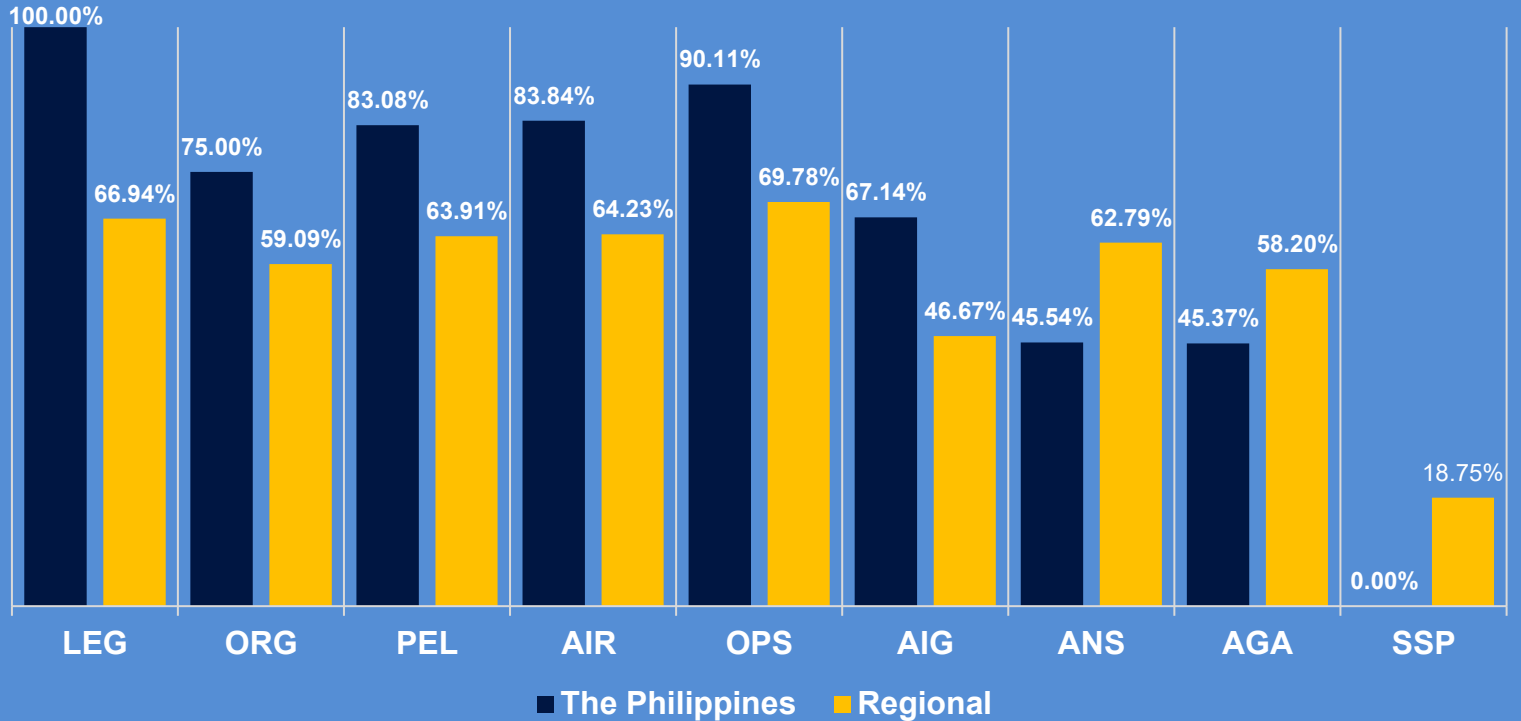
Challenges & Difficulties:	No
Top Challenges in Flight Operations (FW/ RW) - if any,	
1. Increasing Operational Complexity	
2. Inspector Capacity & Competency Gaps	
3. Inconsistent Surveillance & Rbo Maturity	
4. Safety Data & Reporting Limitations	
5. Human Factors & Fatigue Management	
6. Oversight Of Emerging Operations	
7. Operational Environment Constraints	



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Effective Implementation

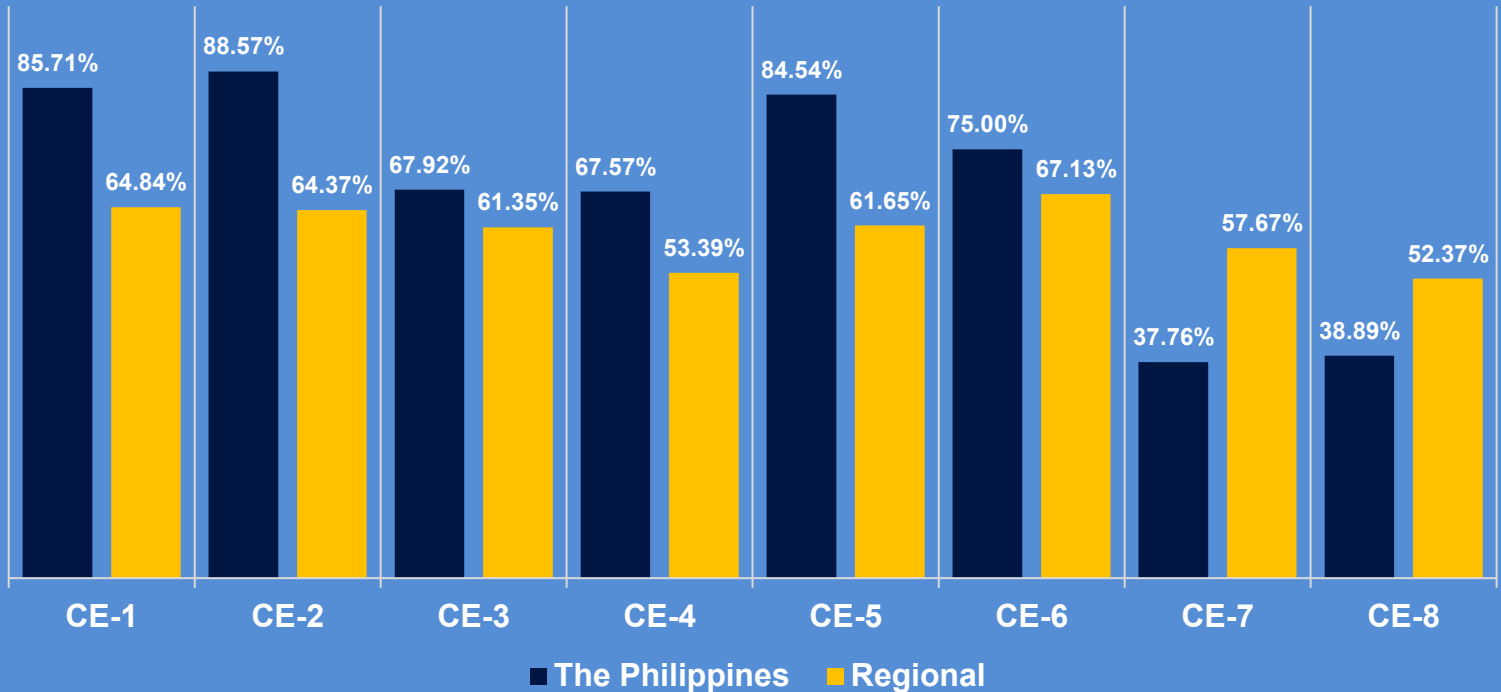




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Effective
Implementation





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State Safety Programme

- On 27 October 2025, the SSP Steering Committee (SSP-SC) reviewed and approved the 4th Edition of the State Safety Program (SSP) along with the Philippine Aviation Safety Plan (PASP) for CY 2025–2027. In the same meeting, the Committee likewise endorsed and formally approved the State Safety Policy, Safety Objectives, and the State Safety Performance Indicators/Targets.

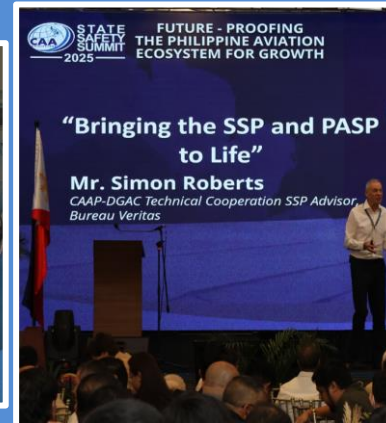


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State Safety Programme

- *From 05 to 07 November 2025, CAAP hosted the **State Safety Program Summit** to formally launch the latest revision of the State Safety Program and the Philippine Aviation Safety Plan.*
 - Note: The three-day event brought together about 350 participants from industry and government stakeholders not only for the official launch, but also to advance aviation safety through expert talks and panel discussions led by aviation professionals.





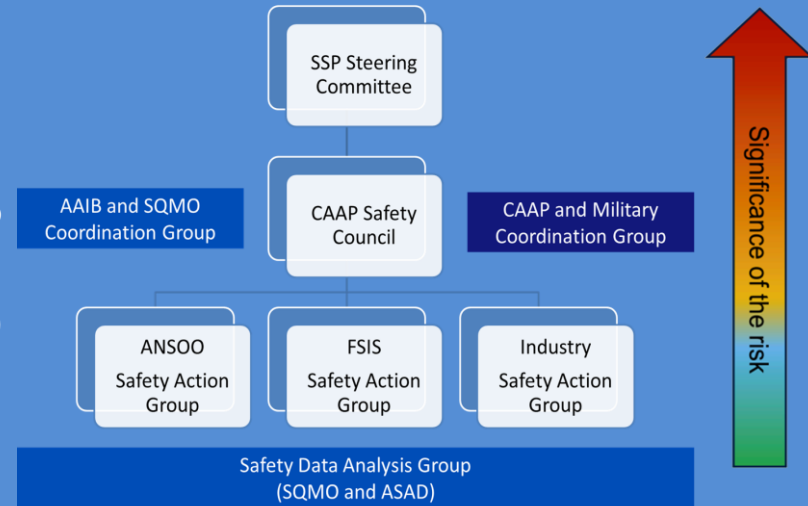
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State Safety Programme

□ **Activities under SSP Governance:**

- **Monthly:** Safety Data Action Group
- **Quarterly:**
 - Safety Action Groups
 - AANSOO Safety Action Group (ANSAG)
 - FSIS Safety Action Group (FSAG)
 - Industry Safety Action Group
 - CAAP Safety Council
- **Bi-Annual:** SSP Steering Committee





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National Aviation Safety Plan

- The actions detailed in the **Philippine Aviation Safety Plan (PASP)** shall be monitored through the defined set of State Safety Performance Indicators, as specified in Appendix 1 of the PASP.
- The results of this monitoring shall be reviewed annually by the State Safety Program Steering Committee (SSP-SC). An annual safety report shall be published to stakeholders, summarizing the safety data analyzed by CAAP.



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State Safety Programme

□ Activities under SSP Governance:

- **Monthly meetings of the Safety Data Analysis Group (SDAG)** are held between Safety & Quality Management Office (SQMO) and Aviation Safety Analysis Division (ASAD) processing collected safety data.
- The data processed by the group is then utilized for the following purposes:
 - Reference Materials for other activities in support of the SSP
 - Setting and Monitoring of State Safety Objectives and State SPI/T
 - Formulating Safety Intelligence Report



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State Safety Programme

□ Activities under SSP Governance:

□ Quarterly Meetings: Safety Action Groups (SAGs)

□ Safety Action Groups (SAGs) for specific services, such as the **AANSOO Safety Action Group (ANSAG)** and the **FSIS Safety Action Group (FSAG)**, shall convene quarterly. These meetings will review the status of identified safety issues arising from reports and surveillance activities, and address any new or emerging safety concerns within their respective domains.

□ Meanwhile, the **Industry Safety Action Group (ISAG)**, conducted jointly by CAAP and industry stakeholders, shall provide a forum for the industry to raise safety issues observed in operations. ISAG will also review the analysis of safety data to ensure that industry perspectives are integrated into the safety management process.



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State Safety Programme

- ❑ **Activities under SSP Governance:**
 - ❑ **Quarterly: CAAP Safety Council** to convene quarterly to review the results submitted by the Safety Action Groups (SAGs). Based on these outcomes, the Council shall provide guidance and direction for the effective implementation of the State Safety Program (SSP).
 - ❑ **Bi-annual Meetings: State Safety Program – Steering Committee (SSP-SC)** to convene bi-annually to provide guidance and strategic direction for the SSP. The Committee shall ensure continuous improvement of the SSP through the periodic review of the SSP Document and supporting procedures, including the PASP, State Safety Policy, Objectives and Indicators.



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Performance Based
Navigation (PBN)

Performance Based Navigation (PBN):	No
Please provide the current status of PBN implementation in your State, with reference to the following:	
1. Total number of instrument runway ends	20
2. Number of runway ends with APV procedures	17
3. Number of runway ends with LNAV-only minima	2
4. Year/target by which full implementation (100%) is expected, Considered full implementation at 95% (NAIA RWY 13 would require AR due RP-P1, no operational benefit, equipped with VOR/DME App)	
5. Any key challenges or support needed	N/A



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Safety improvement

Safety Improvement:	No
TOP actions which improved SAFETY in last 5 years.:	
<p>1. Operationalized SSP and PASP: Ensured that the State Safety Program (SSP) and Philippine Aviation Safety Plan (PASP) were not just policy documents but actively implemented across aviation stakeholders.</p> <ul style="list-style-type: none">• Convened SC and SAG: Regularly brought together the Safety Committee (SC) and Safety Action Groups (SAG) to align priorities, share safety data, and coordinate responses.• Industry Collaboration: Established continuous engagement with airlines, airports, and service providers to harmonize safety practices and encourage proactive hazard reporting.• Training to regulatory personnel: Delivered SSP & PASP training sessions to regulatory staff.	



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Safety improvement

Safety Improvement:	No
TOP actions which improved SAFETY in last 5 years.:	
1. Continuous surveillance of CNS facilities	
2. Workshops on Hazards and Risks: Conducted structured workshops focusing on systemic hazards within Philippine aviation, applying ICAO risk assessment frameworks.	
3. WHMP Monitoring: Oversaw the Wildlife and Hazard Monitoring Program (WHMP), ensuring occupational safety standards were met and tracked. <ul style="list-style-type: none"> • Airport Personnel Capacity Building: Rolled out training and support programs for airport staff related to wildlife and hazard monitoring. • Support Functions: Provided continuous technical assistance and follow-up to sustain improvements. 	



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COSCAP SA in general	No
What are the possible three areas where collaboration between Member States and COSCAP-SEA could be further strengthened over the next Phase?	
1. Assistance in the provision of training on identified gaps.	
2. Technical assistance among member states.	
3. State Oversight	
4. Safety Improvements	