

**59th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Cebu, Philippines
14 to 18 October 2024*

AGENDA ITEM 1 THEME TOPIC

**THE PHILIPPINE CIVIL AVIATION RESILIENCE PROGRAM
(PCARP)**

(Presented by the Philippines)

SUMMARY

ICAO Member States have the primary role of developing their own air transport system, which should be resilient to future crises and underpinned by effective regulatory oversight capability and capacity¹. In the development of Member States' air transport ecosystem, prime consideration should be given to the harmonization of the State's targets and goals with ICAO's plans and policies (including extension of the scope of ICAO Annex 19, State Safety Programme on a more integrated risk management process) as well with relevant national, regional and industry standards.

Ensuring resilience in Philippine Air Transport will require the engagement and commitment of the CAAP, other aviation stakeholders, and relevant national agencies. With these in mind, the CAA Philippines has developed the **Philippine Civil Aviation Resilience Program (PCARP)**.

The PCARP aims to address the CAAP's commitment to ICAO and other international regulations as well as national directives tasking government agencies to develop their respective plans to ensure continuity of operations regardless of disruptions to normal operations. It aims to integrate different action plans to manage risks and respond to unforeseen situations by establishing coordination, communication and response mechanisms at all levels.

This paper presents the Philippine Civil Aviation Resilience Program (PCARP).

THE PHILIPPINE CIVIL AVIATION RESILIENCE PROGRAM (PCARP)

1. INTRODUCTION

1.1 The COVID-19 Pandemic has been considered to be an unparalleled disruption across all industries all over the world even more than the Global Financial Crisis of 2009. The impact of the pandemic strongly affected the aviation industry, leading to an unprecedented decline in World Passenger Traffic since it began in 2020 until 2022 with a decline of 60% in 2020, 49% in 2021 and 29% in 2022 (against 2019 statistics)² respectively. The pandemic along with other emergencies have brought to the forefront the need for the aviation industry to enhance its resilience and recovery measures in times of crises as the industry is considered to be one of the primary drivers for economic growth.

1.2 The ICAO, in recognition of the sector's contribution in the implementation of the 2030 Agenda and the UN SDGs, with Resolution A41-24, encourages Member States to “ensure that frameworks and capabilities are developed and implemented as necessary and that structures for partnerships and collaboration at national, regional and international levels are put in place to ensure resilience of the civil aviation sector to future global challenges in order to ensure continued contribution of aviation attainment of the SDGs.”³

1.3 Same resolution also “encourages Member States to enhance the resilience of their aviation systems through including crisis preparedness plans and risk management measures in their aviation policies, planning and operations in order to help to maintain essential mobility for air passenger and the transport of critical goods in the face of crises while ensuring the safety aviation workforce.”³

2. DISCUSSION

2.1 In light of these, the Philippines has initiated the Philippine Civil Aviation Resilience Program (PCARP). The PCARP is an overarching National Resilience Program in compliance with ICAO and national directives⁴. It is an all-hazards approach to preparedness and resiliency and incorporates various action plans, i.e., Security and Safety Plan, Incident Action Plan, Service Continuity Plan and Rehabilitation and Recovery Plan to ensure seamless risk management and response before, during and after an emergency or other potential risks that might disrupt operations.

2.2 The PCARP's primary components include harmonized contingency plans, programs and policies for aviation security, safety and resilience, an institutional framework, a robust risk management system and provision for safety, security and resilience capacity building programs involving CAA Philippines, aviation stakeholders and concerned national agencies.

2.3 The program aims to ensure service continuity, minimize adverse impacts to CAA Philippines and stakeholders, ensure safety and protection of aviation personnel while sustaining organizational viability with clear, identified processes and mechanisms. The program framework is phased, covering project initiation, development, implementation, and monitoring and is project development is expected to last around 12-18 months.

2.4 The Program is not without challenges. Conflicting schedules and responsibilities may be hindrances in ensuring effective coordination and collaboration between CAAP, other aviation stakeholders and national agencies - integral components in the formulation and harmonization of the different contingency plans. A Memorandum of Understanding shall be signed to ensure successful collaboration, execution and implementation of the program. Despite the challenges, the benefits of having the collaboration and cooperation among stakeholders far outweighs the challenges and will ensure better disaster management response and continuity of operations in the Philippine aviation sector in the future.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) Note the information in the paper;

— END —

Note:

1. <https://www.icao.int/covid/cart/Pages/CART-Report---Building-Resistance.aspx>
2. https://www.icao.int/sustainability/Documents/COVID-19/ICAO%20COVID-19%20Economic%20Impact_2023%2004%2027.pdf
3. ICAO Resolution A41-24
4. NDRRMC Memorandum no. 33, s. 2018