

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

*Cebu, Philippines
14 to 18 October 2024*

AGENDA ITEM: 3 AVIATION SAFETY

(Please refer to the Provisional Agenda and insert appropriate Agenda Item above)

**UPDATE ON CAAP'S STATE SAFETY PROGRAMME
IMPLEMENTATION**

(Presented by [State/Administration/International Organization])

INFORMATION PAPER

SUMMARY

This paper presents the Philippines commitment to enhancing aviation safety through the updating and implementation of its State Safety Policy, State Safety Programme (SSP) and National Aviation Safety Plan. It summarizes the progress achieved in implementing an effective State Safety Programme. This includes an improved SSP governance structure and the involvement of the Philippines aviation industry in the SSP and development of the National Aviation Safety Plan.

UPDATE ON CAAP'S STATE SAFETY PROGRAMME IMPLEMENTATION

1. INTRODUCTION

1.1 The Philippines first implemented its SSP in 2014. It is recognized that SSP implementation is a long journey and bringing the SSP document to life is a challenge and will take time before it becomes effective. It does require the drive and ownership from the Director General and the need for it to be appropriately resourced and supported by the government and senior executives of all aviation stakeholders.

2. DISCUSSION

2.1 SSP Governance.

An SSP Implementation Working Group was established in 2014 with participants from different offices across CAAP and was tasked to develop and implement the SSP. The first edition of the SSP document was published in 2014. However, the lack of a dedicated office and personnel to perform the task has derailed its implementation.

In 2021, the CAAP Board of Directors approved the establishment of Safety and Quality Management Office (SQMO), a dedicated office to manage the Philippines State Safety Programme and establish an internal quality management system within the CAAP.

Over the years, the office has grown in size, in recognition of the importance of implementing and maintaining an effective State Safety Programme and to make better use of the safety data. Working closely with the safety team in SQMO, CAAP also has the Aviation Safety Analysis Division that is responsible for the collection and collation of safety data gathered from the mandatory and voluntary occurrence reporting system.

As part of our process to continuously enhance the program, a new SSP governance structure was created to ensure an effective implementation of the SSP.

The newly formed SSP Governance structure was implemented in early 2023 and included a high level SSP Coordination Group (SSP Steering Committee). This committee involved key aviation stakeholders including:

- CAAP Director General
- CAAP Senior Management
- Chief of AAIIB
- Safety and Quality Management Office
- Representatives of Government Agencies:
 - ❖ Department of Transportation (DOTr)
 - ❖ Philippine Air Force (PAF)
 - ❖ Office of Transportation Security (OTS)
 - ❖ Department of Environment and Natural Resources (DENR)
 - ❖ Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA)

In support of the SSP Steering Committee, a CAAP Safety Council was established with representatives from the heads of the CAAP oversight departments that would be more involved in high level technical and operational decisions.

In addition, 3 Safety Action Groups were established. The Flight Safety Inspectorate Services Safety Action Group (FSAG) and Aerodrome and Air Navigation Safety Oversight Office Safety Action Group (ANSAG) were created to sit within the existing CAAP organizational structure. An Industry Safety

Action Group (ISAG) was also established so that the Philippines aviation industry would have a voice and to contribute to aviation safety in the Philippines and support the SSP implementation and contribute towards the National Aviation Safety Plan.

The SSP Governance committees and safety action groups would be provided with a summary of the safety data analysis by the Safety Data Analysis Group.

The following diagram provides an overview of the SSP governance structure



2.2 SSP Document

A second edition of the SSP document was published in November 2021 to reflect the second edition of ICAO Annex 19. Further review of the SSP document and gap analysis resulted to another revision to better reflect what was being done to manage State aviation safety in the Philippines. In March 2024, SQMO finalized the third edition of the SSP including an updated State Safety Policy and new SSP Governance.

2.3 Safety Data Analysis

Safety data is collected by CAAP from mandatory and voluntary occurrence reports. This is initially inputted into a database by ASAD and then forwarded to the relevant oversight department as well as being provided to SQMO for more detailed analysis.

One of the challenges for CAAP is the quality and details included in the occurrence reports from industry. This makes it very difficult to analyze and a lot of assumptions are having to be applied to the data where there is insufficient details.

In 2023 there were approximately 4800 mandatory and voluntary occurrence reports received. This was an improvement of 23% compared to 2022 where we received 3900 occurrence reports. There is a CAAP project to improve the mandatory and voluntary reporting system to improve accessibility and the ease of use.

To improve the analysis of the safety data, SQMO and ASAD have been working together to improve the taxonomy and categorization of occurrences. In 2023, SQMO have also introduced the Event Risk Classification model to all occurrences. This will help to apply a risk factor to the analysis. This does require the SQMO safety team to be trained on the methodology and to gain experience in applying it.

2.4 National Aviation Safety Plan (NASP) development

The first NASP was developed and published in May 2022. This was based on the ICAO NASP template to meet the GASP action. SQMO have been working on the revision of the NASP with a significant input from the industry. Hazard identification workshops were held in March and September 2023 supported by DGAC France to engage with the industry and identify the specific aviation safety hazards and challenges faced in the Philippines.

The success of the workshop led to the establishment of the Industry Safety Action Group so that the Philippines aviation industry could contribute to the NASP both in identifying hazards and safety issues and also by suggesting the best strategies and actions to manage them.

The second edition of the NASP is being drafted and will be published by the end of 2024.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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