

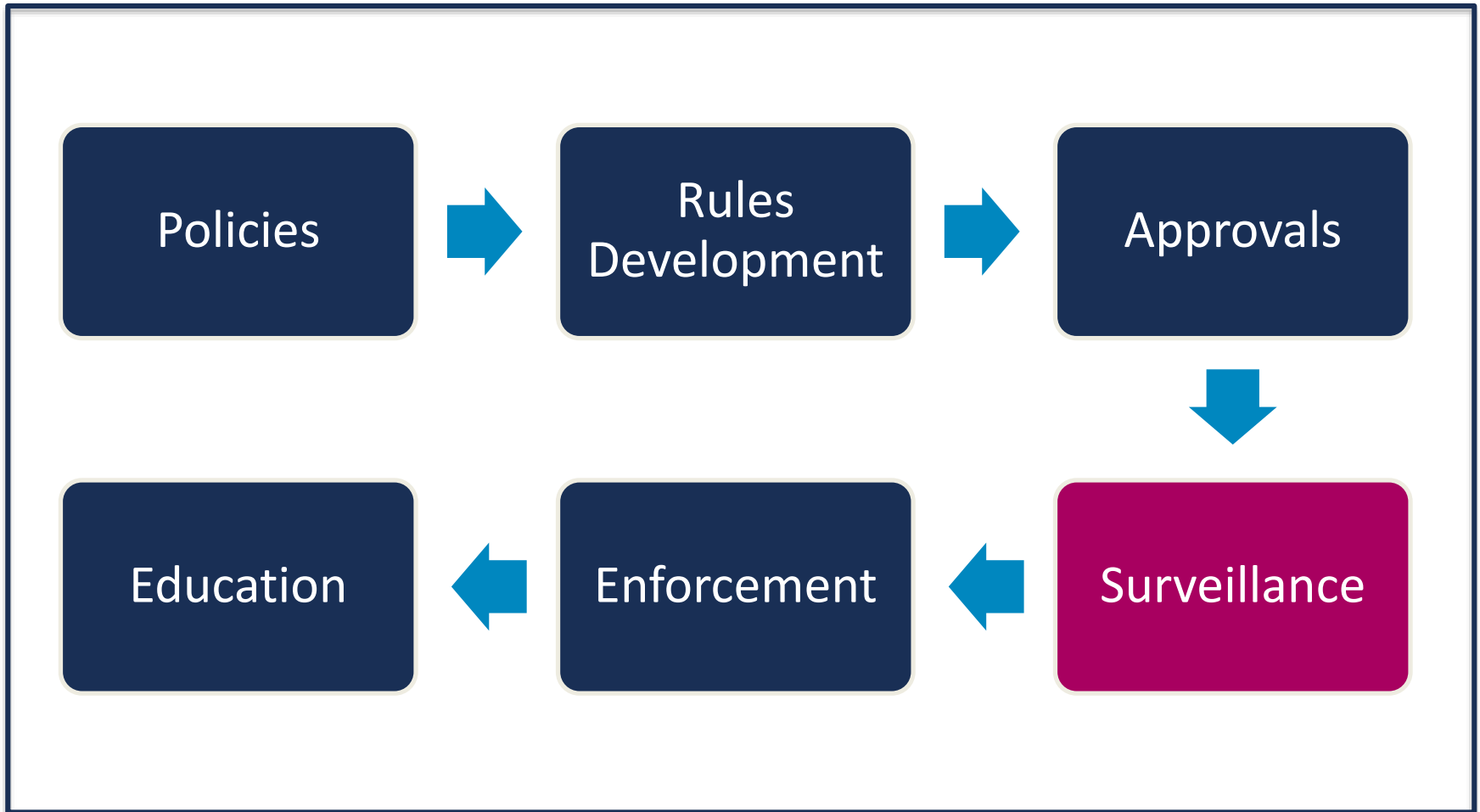


# CAAS Surveillance Follow-Up, Control, Measurement

ICAO Risk Based Surveillance Workshop  
Lima, Peru  
19-20 March 2018

# CAAS' Safety Oversight Approach

Surveillance is an important element in safety oversight



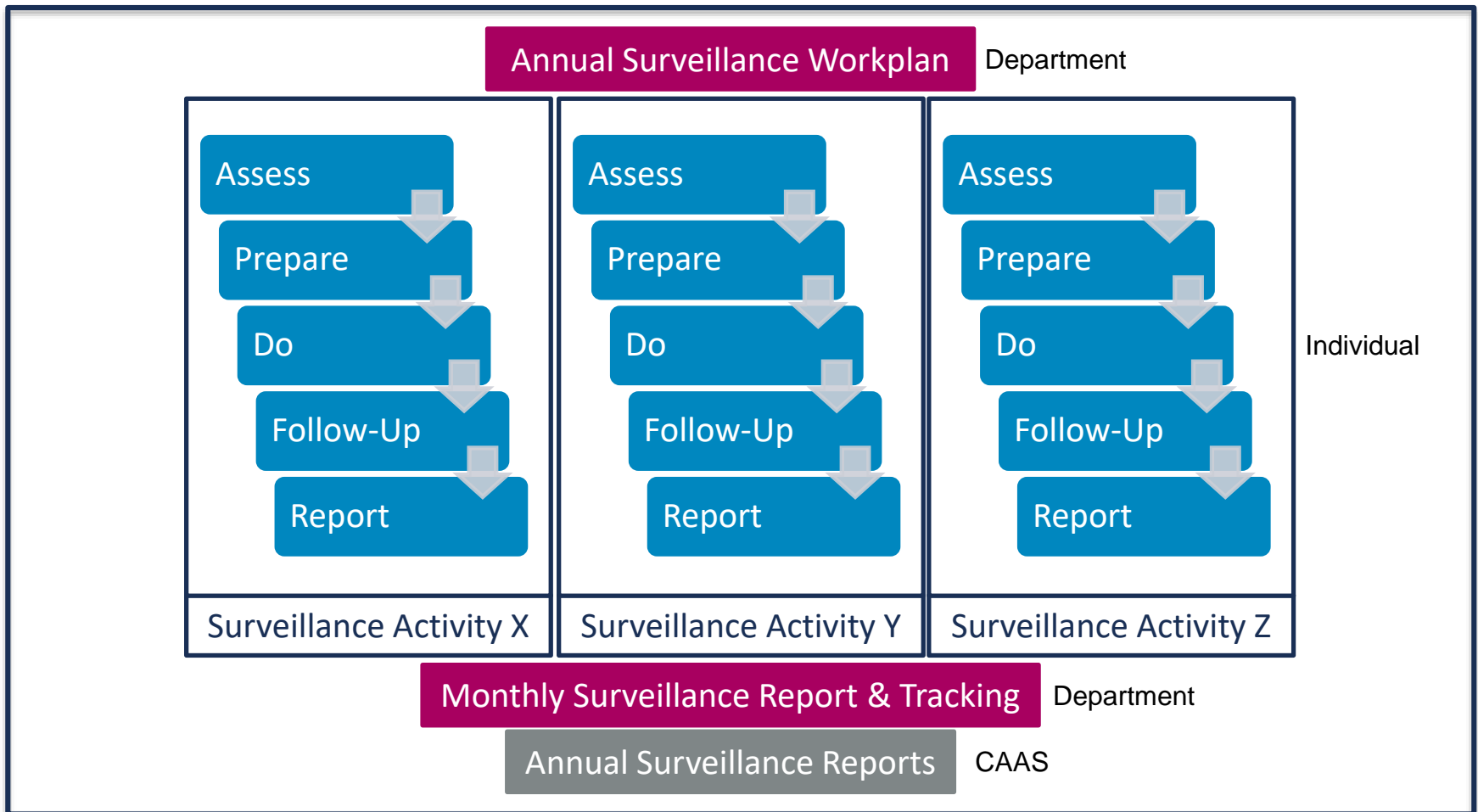
# Surveillance Toolbox

Surveillance is not only about audits and inspections



# Surveillance Policies and Procedures

Adherence is critical for consistency, control, and accountability



# Surveillance Follow-Up

Follow-up requires individual and departmental attention

Individual's responsibility to track responses to Corrective Action Notices

**L1 Finding**  
*Corrective Action Notice*

- Immediate corrective action

**L2 Finding**  
*Corrective Action Notice*

- Corrective action within 30 days

**Observation**

- No action required, but reply is needed

Monthly reporting at the departmental level



# Surveillance Follow-Up

Feedback mechanisms on safety issues identified through surveillance brings attention to actions required from all stakeholders



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## 2018 ISSUE 01

**THE LEADING EDGE**  
safety at the forefront

- 03 Inaugural Safety and Air Navigation Implementation Symposium
- 04 Encuring the Safe Operation of Terminal 4 Aerodrome Infrastructure
- 06 CAA 8 to Launch Safety Regulatory Approval E-portal in Q3 2018

**OPERATIONS**



**Encuring the Safe Operation of Terminal 4 Aerodrome Infrastructure**

The new Changi Terminal 4 commenced operations on 21 October 2017. Built on the site of former Budget Terminal which was closed on 25 September 2012, Terminal 4 comprises a new passenger terminal building that can handle up to 16 million passengers annually, passenger loading bridge (PLB) and 21 aircraft parking stands.

[Read more](#)

**NEWS**



**CAA 8 to Launch Safety Regulatory Approval E-portal in Q3 2018**

Technology is changing the way we interact with each other. Today, we communicate and share information on unprecedented speed and scale, and this has allowed us to work more productively. Hence, CAA 8 is developing an online portal to work more efficiently and effectively with our approval holders.

[Read more](#)

2017 was a busy but notable year. We marked a new milestone as more than 62 million passengers passed through Changi Airport. Our air passenger, air cargo traffic, aircraft movements and the number of commercial aircraft registered in Singapore continue to increase year-on-year.

[Read more](#)

For any enquiries, please email us at [cas@leadingedge@caa.gov.sg](mailto:cas@leadingedge@caa.gov.sg)

# Safety Oversight Management System (SOMS)

Information Technology is an enabler for surveillance follow-up and control

**CAAS** Enabling opportunities through aviation  
Civil Aviation Authority of Singapore

**Safety Oversight Management System**

**CAAS** Enabling opportunities through aviation  
Civil Aviation Authority of Singapore

AW Engineering | Continuing Airworthiness | Flight Ops | FOS | CAN Commons | Master Data | Integrated Systems | User Account | [Logout](#)

**Corrective Action Notice(CAN) POA**

Note

- The CAN is already overdue
- The CAN is overdue but action had been delayed by CAAS
- The CAN is due in next one week
- The CAN is not due immediately (more than one week)
- The CAN is closed

Please click on column headings to sort

CAN No	Audit Date	Issue Date	Due Date	Closed Date	Reference Doc	Level	Documents	Type	Status	Action
●	2017-10-26	2017-11-01	2017-12-01		SAR-21.1020(k)	L2		CAN	Saved As draft	<a href="#">View...</a> <a href="#">Edit</a> <a href="#">Print</a>
●	2017-10-26	2017-11-01	2017-12-01		SAR-21.1015(a)	L2		CAN	Saved As draft	<a href="#">View...</a> <a href="#">Edit</a> <a href="#">Print</a>
●	2017-12-14	2017-12-14	2018-05-14		SAR21.1020(g)			OBS	Saved As draft	<a href="#">View...</a> <a href="#">Edit</a> <a href="#">Print</a>
●	2017-10-09	2017-10-09	2017-11-02	2017-11-14	SAR-21.1020(b)	L2		CAN	Submitted	<a href="#">View...</a> <a href="#">Print</a>
●	2016-10-31	2016-10-31	2017-10-31	2016-11-24	SAR-21.1025(a)			OBS	Submitted	<a href="#">View...</a> <a href="#">Print</a>
●	2016-12-27	2016-12-27	2017-03-27	2017-01-26	SAR 21.1020(j)			OBS	Submitted	<a href="#">View...</a> <a href="#">Print</a>

How much surveillance is enough?  
given our limited resources?

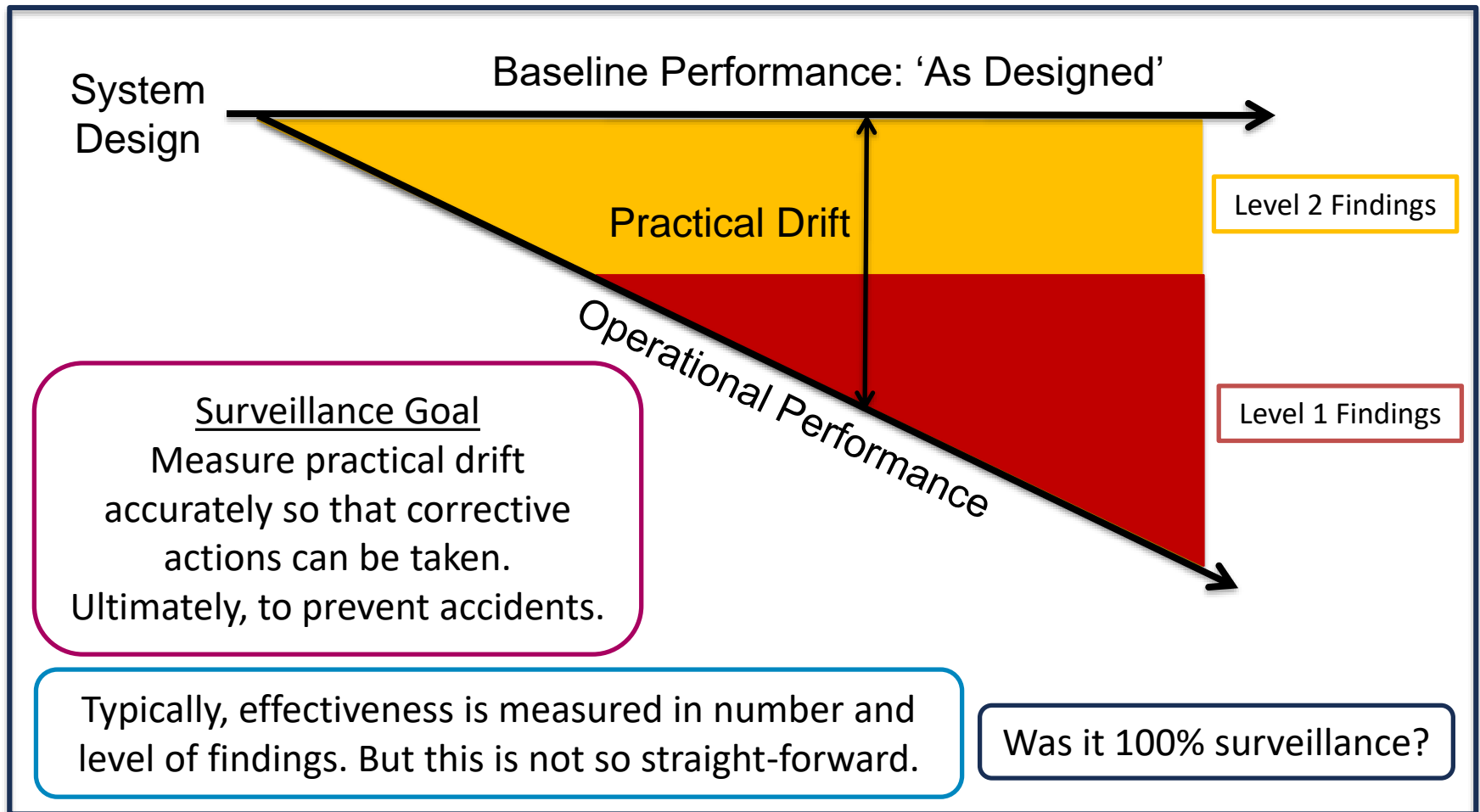


How do we know if this year's surveillance is better than last year's?



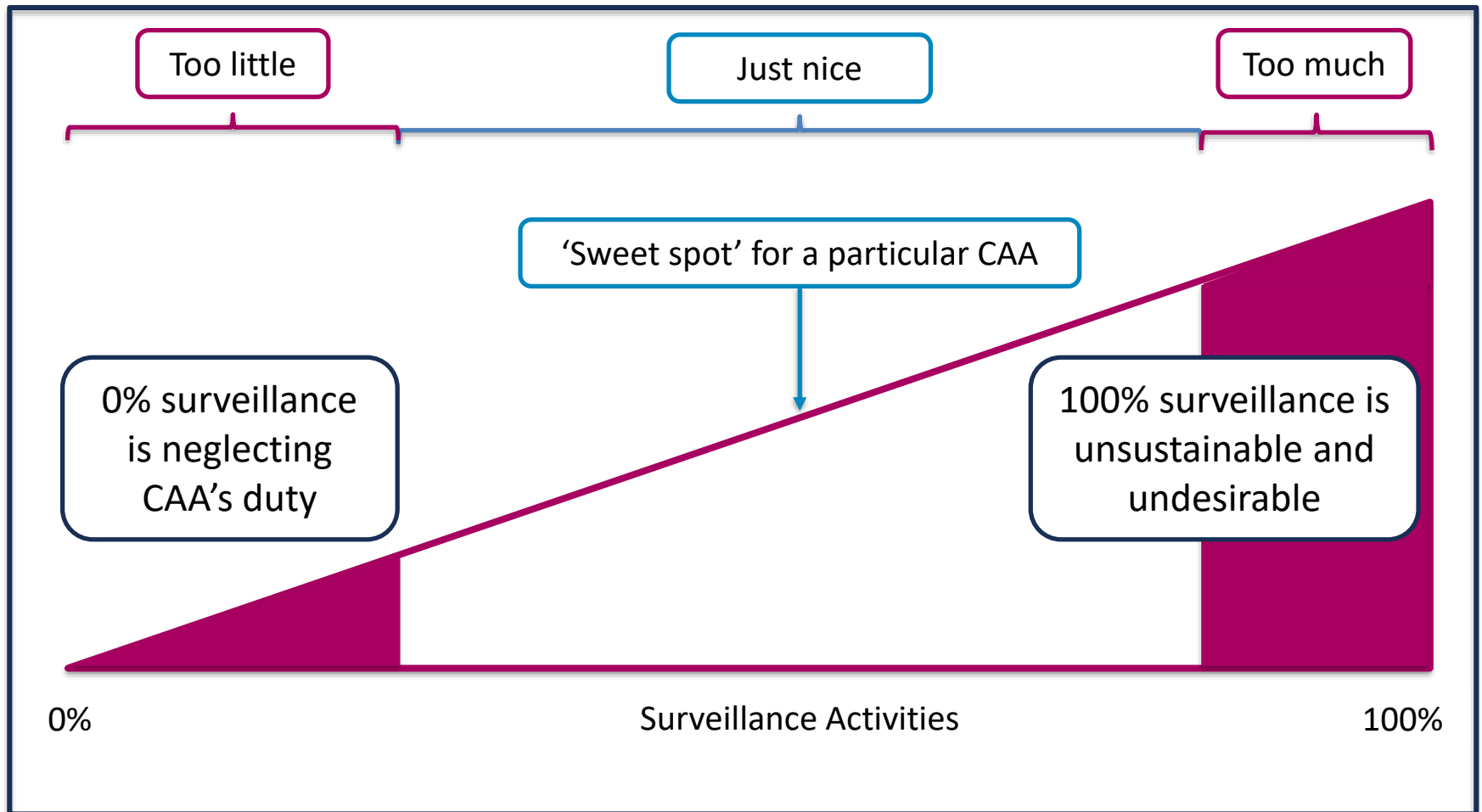
# Surveillance Effectiveness

Surveillance measures practical drift, which can be L2 or L1



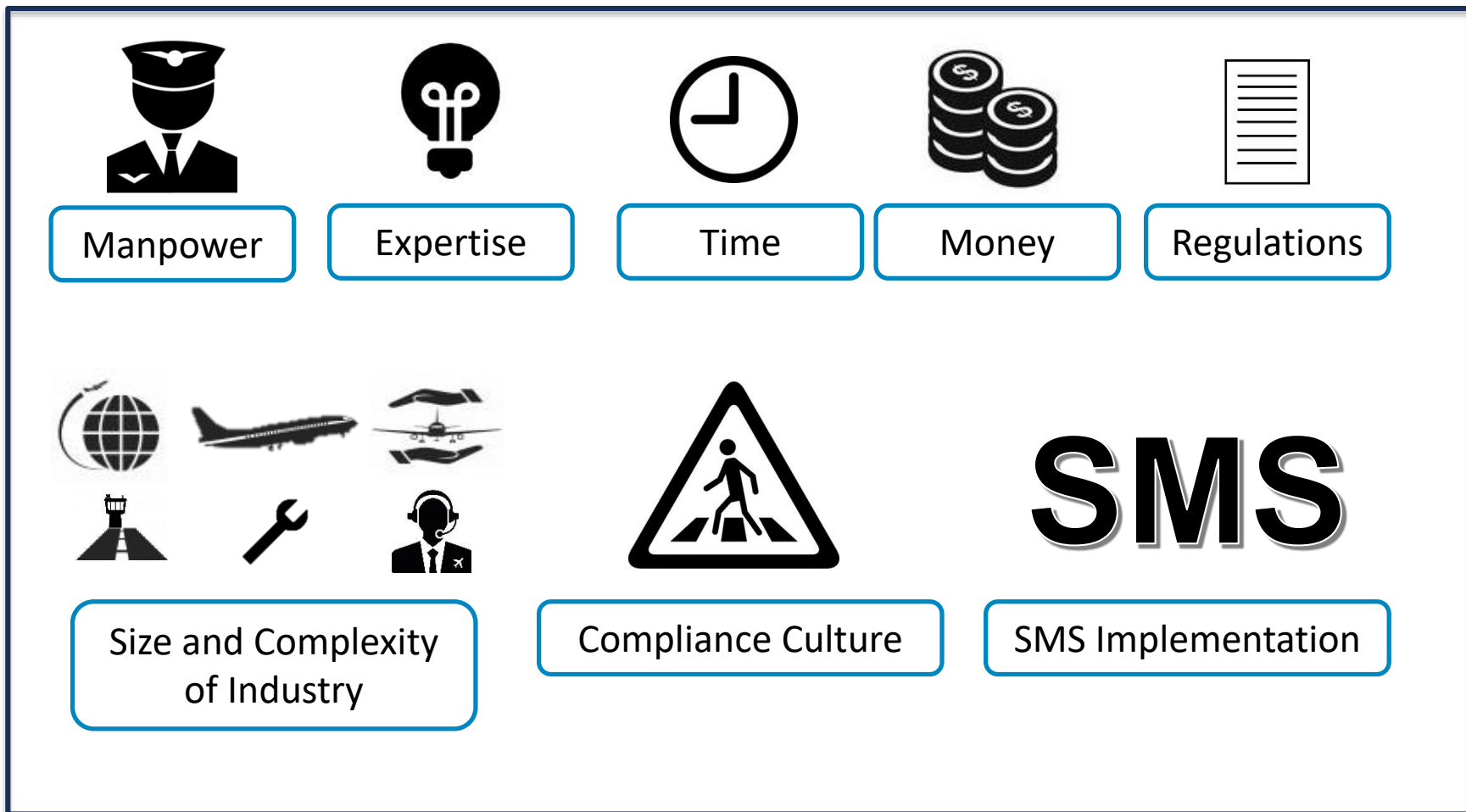
# Surveillance Effectiveness

Each CAA will have its own 'sweet spot' for surveillance quantity given its own limited resources



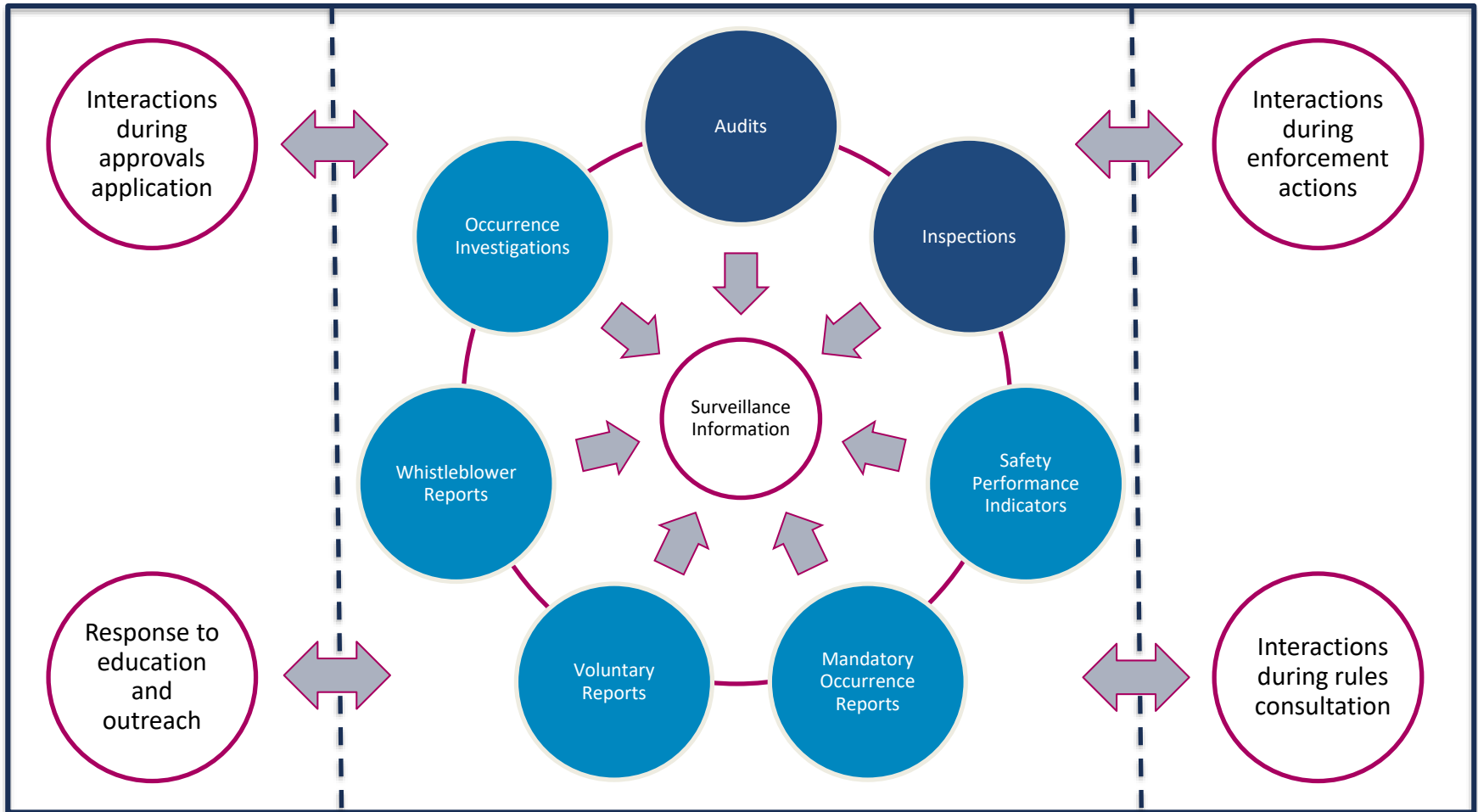
# Surveillance Effectiveness

'Sweet spot' depends on internal and external factors



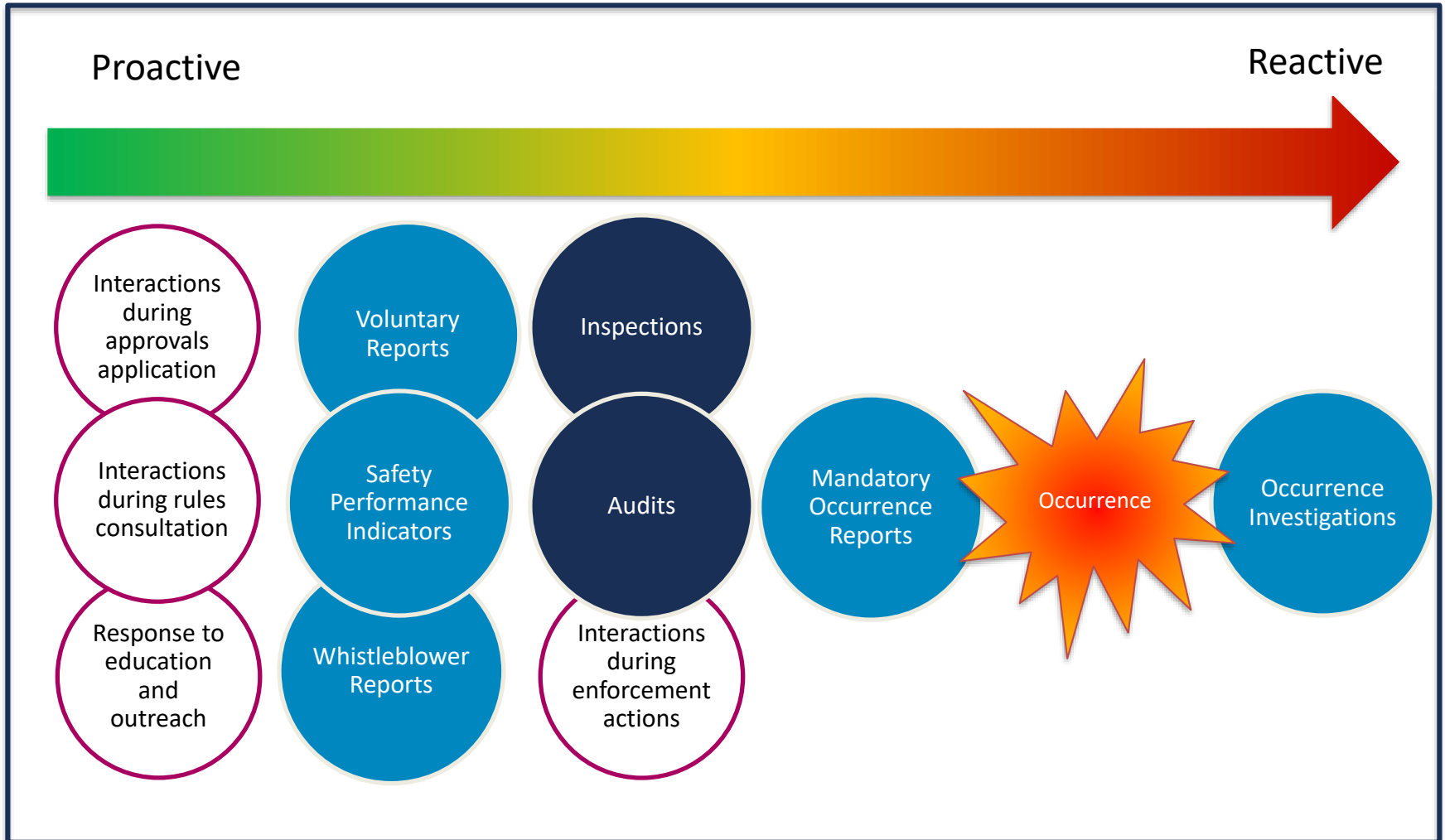
# Safety Oversight Effectiveness

Maximise surveillance information available sources to provide accurate picture of 'practical drift'



# Safety Oversight Effectiveness

Integration of all available information on entire spectrum gives clearer picture of safety oversight effectiveness



Thank you