



Notice of Proposed Rulemaking Form

Notice of Proposed Rulemaking (NPRM)

Notice No.	NPRM 007-2026	Issuing Office: Regulatory Standards Development Division Flight Standards Inspectorate Service
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Related Reg.	PCAR Part 1, 3, 6, 9 and CAR-SM	
Status:	Amendments	

PROPOSED NEW/AMENDMENTS TO NATIONAL REGULATIONS/STANDARDS

The text of the new/amendments is arranged to show deleted text with a line through it and new text highlighted with grey shading, as shown below:

Text to be deleted is shown with a line through it.	text to be deleted
New text to be inserted is highlighted with grey shading.	new text to be inserted
Text to be deleted is shown with a line through it, followed by the replacement text which is highlighted with grey shading.	new text to replace existing text

EXPLANATORY NOTE:

The provisions on SMS currently contained in PCAR are deleted to avoid duplication and overlapping regulatory requirements.

All SMS requirements are provided under the Civil Aviation Regulations on Safety Management (CAR-SM), which serves as the primary and controlling regulation governing the establishment, implementation, and oversight of SMS.

Accordingly, SMS-related provisions in the PCAR are replaced with appropriate references to CAR-SM. This ensures consistency, regulatory clarity, and uniform application of SMS requirements.



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The removal of SMS provisions from the PCAR does not affect the obligation of regulated entities to comply with SMS requirements, which shall continue to be enforced in accordance with CAR-SM.

PHILIPPINE CIVIL AVIATION REGULATIONS PART 1

IS 1.5 — SAFETY MANAGEMENT SYSTEM

The following specifies the framework for the implementation and maintenance of a safety management system (SMS) by an AOC, ATO, AMO or International General Aviation Operators:

(1) Safety policy and objectives:

(i) Management commitment and responsibility:

(A) The AOC, ATO, AMO or International General Aviation Operators shall define the organization's safety policy which shall be:

- (aa) in accordance with international and national requirements, and
- (bb) signed by the accountable executive of the organization.

(B) The safety policy shall:

- (aa) reflect organizational commitments regarding safety;
- (bb) include a clear statement about the provision of the necessary resources for the implementation of the safety policy;
- (cc) be communicated with visible endorsement throughout the organization;
- (dd) include the safety reporting procedures;
- (ee) clearly indicate which types of operational behaviors are unacceptable;
- (ff) include the conditions under which disciplinary action would not apply; and
- (gg) be periodically reviewed to ensure it remains relevant and appropriate to the organization.

(ii) Safety accountabilities

(A) The AOC, ATO, AMO or International General Aviation Operators shall identify, with respect to the safety performance of the SMS:

- (aa) the accountable executive who, irrespective of other functions, shall have ultimate responsibility and accountability, on behalf of the AOC, ATO, AMO or International General Aviation Operators, for the implementation and maintenance of the SMS;



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- ~~(bb) the accountabilities of all members of the management, irrespective of other functions, and~~
- ~~(cc) the employees.~~
- ~~(B) The AOC, ATO, AMO or International – General Aviation Operators shall:~~
 - ~~(aa) document safety responsibilities, accountabilities and authorities;~~
 - ~~(bb) communicate these throughout the organization, and~~
 - ~~(cc) include a definition of the levels of management authority to make decisions regarding safety risk tolerability.~~
- ~~(iii) Appointment of key safety personnel~~
 - ~~(A) The AOC, ATO, AMO or International – General Aviation Operators shall identify a safety manager to be the responsible individual and focal point or the implementation and maintenance of an effective SMS.~~
- ~~(iv) Coordination of emergency response planning~~
 - ~~(A) The AOC, ATO, AMO or International – General Aviation Operators shall ensure that an emergency response plan that provides for the orderly and efficient transition from normal to emergency operations and the return to normal operations is properly coordinated with the emergency response plans of those organizations it must interface with during the provision of its services.~~
- ~~(v) SMS documentation~~
 - ~~(A) The AOC, ATO, AMO or International – General Aviation Operators shall develop and maintain:~~
 - ~~(aa) an SMS implementation plan:~~
 - ~~(aaa) endorsed by senior management of the organization, and~~
 - ~~(bbb) that defines the organization’s approach to the management of safety in a manner that meets the organization’s safety objectives.~~
 - ~~(bb) SMS documentation describing:~~
 - ~~(aaa) the safety policy and objectives,~~
 - ~~(bbb) the SMS requirements,~~
 - ~~(ccc) the SMS processes and procedures,~~
 - ~~(ddd) the accountabilities, responsibilities and authorities for processes and procedures and the SMS outputs~~



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- ~~(cc) a safety management systems manual (SMSM) to communicate its approach to the management of safety throughout the organization.~~
- ~~(2) Safety risk management:~~
 - ~~(i) Hazard identification:~~
 - ~~(A) The AOC, ATO, AMO or International – General Aviation Operators shall develop and maintain a formal process that ensures that hazards in operations are identified.~~
 - ~~(B) The AOC, ATO, AMO or International – General Aviation Operators shall base its hazard identification on a combination of reactive, proactive and predictive methods of safety data collection.~~
 - ~~(ii) Safety risk assessment and mitigation:~~
 - ~~(A) The AOC, ATO, AMO or International – General Aviation Operators shall develop and maintain a formal process that ensures analysis, assessment and control of the safety risks in training operations.~~
- ~~(3) Safety assurance:~~
 - ~~(i) Safety performance monitoring and measurement:~~
 - ~~(A) The AOC, ATO, AMO or International – General Aviation Operators shall develop and maintain the means to:~~
 - ~~— (aa) verify the safety performance of the organization, and~~
 - ~~— (bb) validate the effectiveness of safety risk controls.~~
 - ~~(B) The AOC, ATO, AMO or International – General Aviation Operators shall verify the safety performance of the organization in reference to the safety performance indicators and safety performance targets of the SMS.~~
 - ~~(ii) The management of change~~
 - ~~(A) The AOC, ATO, AMO or International – General Aviation Operators shall develop and maintain a formal process to:~~
 - ~~(aa) identify changes within the organization which may affect established processes and services;~~
 - ~~(bb) describe the arrangements to ensure safety performance before implementing changes, and~~
 - ~~(cc) eliminate or modify safety risk controls that are no longer needed or effective due to changes in the operational environment.~~
 - ~~(iii) Continuous improvement of the SMS~~



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- ~~(A) The AOC, ATO, AMO or International – General Aviation Operators shall develop and maintain a formal process to:
 - ~~(aa) identify the causes of substandard performance of the SMS.~~
 - ~~(bb) determine the implications of substandard performance of the SMS in operations; and~~
 - ~~(cc) eliminate or mitigate such causes.~~~~
- ~~(4) Safety promotion:
 - ~~(i) Training and education.
 - ~~(A) The AOC, ATO, AMO or International – General Aviation Operators shall develop and maintain a safety training program that:
 - ~~(aa) ensures that all personnel are trained and competent to perform the SMS duties, and~~
 - ~~(bb) is appropriate to each individual’s involvement in the SMS.~~~~~~
 - ~~(ii) Safety communication.
 - ~~(A) The AOC, ATO, AMO or International – General Aviation Operators shall develop and maintain formal means for safety communication that:
 - ~~(aa) ensures all personnel are fully aware of the SMS;~~
 - ~~(bb) conveys safety-critical information;~~
 - ~~(cc) explains why particular safety actions are taken; and~~
 - ~~(dd) explains why safety procedures are introduced or changed.~~~~~~~~

PHILIPPINE CIVIL AVIATION REGULATIONS PART 3

3.2.10 SAFETY MANAGEMENT SYSTEM

- (a) The approved training organization that are exposed to safety risks related to aircraft operations shall implement a safety management system acceptable to the Authority.

Note: The regulations, guidance and framework for the implementation and maintenance of safety management system are contained in Civil Aviation Regulations – Safety Management.

PHILIPPINE CIVIL AVIATION REGULATIONS PART 6

6.6 SAFETY MANAGEMENT SYSTEM



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- (a) The approved maintenance organization shall implement a safety management system acceptable to the Authority.

Note: The regulations, guidance and framework for the implementation and maintenance of safety management system are contained in Civil Aviation Regulations – Safety Management.

PHILIPPINE CIVIL AVIATION REGULATIONS PART 9

9.2.2.10 FLIGHT SAFETY DOCUMENT SYSTEM

- (a) An operator shall establish a flight safety document system, approved by the Authority, for the use and guidance of operational and maintenance personnel as part of its safety management system.

9.4.1.17 SAFETY MANAGEMENT

The operator shall implement the safety management requirements specified in Subpart 9.7 Civil Aviation Regulations – Safety Management for the maintenance of its aircraft.

9.7 SAFETY MANAGEMENT

9.7.1.1 APPLICABILITY

Subpart 9.7 provides the requirements that apply to safety management related to flight operations and maintenance of aircraft. An air operator shall implement a safety management system acceptable to the Authority.

Note: The regulations, guidance and framework for the implementation and maintenance of safety management system are contained in Civil Aviation Regulations – Safety Management.

9.7.1.2 SAFETY MANAGEMENT

- (a) Each operator of an aircraft and approved maintenance organization shall establish a safety program, in order to achieve an acceptable level of safety in the operation and maintenance of aircraft that shall be approved by the Authority.
- (b) The acceptable level of safety to be achieved shall be as prescribed by the Authority. [See IS 9.7.1.2 (b) for guidance.]
- (c) From 1 January 2009, as part of their safety program, that an operator/approved maintenance organization implements a safety management system acceptable



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to the Authority that, as a minimum:

- (1) — identifies safety hazards;
 - (2) — ensures that remedial action necessary to maintain an acceptable level of safety is implemented;
 - (3) — provides for continuous monitoring and regular assessment of the safety level achieved; and
 - (4) — aims to make continuous improvement to the overall level of safety.
- (d) — A safety management system shall clearly define lines of safety accountability throughout the organization of operator/approved maintenance organization, including a direct accountability for safety on the part of senior management.
- (e) — An operator/approved maintenance organization shall establish a flight safety documents system, for the use and guidance of operational and maintenance personnel, as part of its safety management system. (See IS: 9.2.2.10).
- (f) — An operator of an airplane of a certificated take-off mass in excess of 15,000 kg (and a helicopter of a certificated take-off mass in excess of 7,000 kg or having a passenger seating configuration of more than 9 and fitted with flight data recorder) should establish and maintain a flight data analysis program as part of its safety management system.
- (g) — An operator of an airplane of a maximum certificated take-off mass in excess of 27,000 kg shall establish and maintain a flight data analysis program as part of its safety management system.
- (h) — A flight data analysis program shall contain adequate safeguards to protect the source(s) of the data.

Note: Guidance on safety management system is contained in ICAO Doc 9859, ICAO Safety Management Manual.

Implementing Standards: IS 9.7.1.2 (a) Safety Management System IS 9.7.1.2 (b) Acceptable Level of Safety

- (i) — No person shall allow the use of recordings or transcript of CVR, CARS, Class A AIR and Class A AIRS for purposes other than the investigation of an accident or incident as per PCAR Part 13 except where the recordings or transcripts:
- (1) — are related to a safety-related event identified in the context of a safety management system; are restricted to the relevant portions of a de-identified transcript of the recording; and are subject to the protections accorded by CAR-SM;
 - (2) — are sought for use in criminal proceedings not related to an event involving an accident or incident investigation and are subject to the protections accorded by CAR-SM; or



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- ~~(3) are used for inspections of flight recorder systems as provided in Section 7, Appendix 8 of ICAO Annex 6 Part I.~~
- ~~(j) No person shall allow the use of recordings or transcripts of FDR, ADRS as well as Class B and Class C AIR and AIRS for purposes other than the investigation of an accident or incident as per PCAR Part 13, except where the recordings or transcripts are subject to the protections accorded by CAR-SM and:~~
- ~~(1) are used by the operator for airworthiness or maintenance purposes;~~
- ~~(2) are used by the operator in the operation of a flight data analysis program required in this Part;~~
- ~~(3) are sought for use in proceedings not related to an event involving an accident or incident investigation;~~
- ~~(4) are de-identified; or~~
- ~~(5) are disclosed under secure procedures.~~
- Note. — Provisions on the protection of safety data, safety information and related sources are contained in Appendix 3 of ICAO Annex 19.*
- ~~(k) All airplanes of a certificated take-off mass in excess of:~~
- ~~(1) 27,000 kg; or~~
- ~~(2) 15,000 kg with a passenger seating capacity greater than 19, and with a certificate of airworthiness first issued on or after 1 January 2027 shall be equipped with a means to support a flight data analysis program.~~
- ~~(l) The operator of an airplane equipped as described in 9.7.1.2(h) shall establish and maintain a flight data analysis program as part of its safety management system.~~

9.9 FLIGHT DATA ANALYSIS PROGRAM

- (a) An operator of an airplane of a certificated take-off mass in excess of 15,000 kg (and a helicopter of a certificated take-off mass in excess of 7,000 kg or having a passenger seating configuration of more than 9 and fitted with flight data recorder) shall establish and maintain a flight data analysis program as part of its safety management system.
- (b) An operator of an airplane of a maximum certificated take-off mass in excess of 27,000 kg shall establish and maintain a flight data analysis program as part of its safety management system.
- (c) A flight data analysis program shall contain adequate safeguards to protect the source(s) of the data.

Note: Guidance on safety management system is contained in ICAO Doc 9859, ICAO



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Safety Management Manual.

- (d) No person shall allow the use of recordings or transcripts of CVR, CARS, Class A AIR and Class A AIRS for purposes other than the investigation of an accident or incident as per PCAR Part 13 except where the recordings or transcripts:
- (1) are related to a safety-related event identified in the context of a safety management system; are restricted to the relevant portions of a de-identified transcript of the recording; and are subject to the protections accorded by CAR-SM;
 - (2) are sought for use in criminal proceedings not related to an event involving an accident or incident investigation and are subject to the protections accorded by CAR-SM; or
 - (3) are used for inspections of flight recorder systems as provided in Section 7, Appendix 8 of ICAO Annex 6 Part I.

Note. – Provisions on the protection of safety data, safety information and related sources are contained in Appendix 3 of ICAO Annex 19. When an investigation under PCAR Part 13 is instituted, investigation records are subject to the protections accorded by PCAR Part 13.

- (e) No person shall allow the use of recordings or transcripts of FDR, ADRS as well as Class B and Class C AIR and AIRS for purposes other than the investigation of an accident or incident as per PCAR Part 13, except where the recordings or transcripts are subject to the protections accorded by CAR-SM and:
- (1) are used by the operator for airworthiness or maintenance purposes;
 - (2) are used by the operator in the operation of a flight data analysis program required in this Part;
 - (3) are sought for use in proceedings not related to an event involving an accident or incident investigation;
 - (4) are de-identified; or
 - (5) are disclosed under secure procedures

Note. – Provisions on the protection of safety data, safety information and related sources are contained in CAR-SM

- (f) All airplanes of a certificated take-off mass in excess of:
- (1) 27,000 kg; or
 - (2) 15,000 kg with a passenger seating capacity greater than 19, and with a certificate of airworthiness first issued on or after 1 January 2027 shall be equipped with a means to support a flight data analysis program.



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IS 9.7.1.2 (a) SAFETY MANAGEMENT SYSTEM

This Section outlines framework for the implementation and maintenance of a safety management system (SMS) by an operator or an approved maintenance organization. The framework consists of four components and thirteen elements, and its implementation shall be commensurate with the size of the organization and the complexity of the services provided. This Section also includes a brief description of each element of the framework. Each operator, maintenance organization and AOC applicant may submit and maintain its safety management program based on the following outline:

- 1 Safety policy and objectives
 - 1.1 Management commitment and responsibility
 - 1.2 Safety accountabilities of managers
 - 1.3 Appointment of key safety personnel
 - 1.4 SMS implementation plan
 - 1.5 Coordination of emergency response planning
 - 1.6 Documentation
- 2 Safety risk management
 - 2.1 Hazard identification process
 - 2.2 Risk assessment and mitigation process
- 3 Safety assurance
 - 3.1 Safety performance monitoring and measurement
 - 3.2 The management of change
 - 3.3 Continuous improvement of the SMS
- 4 Safety promotion
 - 4.1 Training and education
 - 4.2 Safety communication

1 SAFETY POLICY AND OBJECTIVES

1.1 MANAGEMENT COMMITMENT AND RESPONSIBILITY

The operator/approved maintenance organization shall define the organization's safety policy which shall be in accordance with international and national requirements, and which shall be signed by the accountable manager of the organization. The safety policy shall reflect organizational commitments regarding safety, including a clear statement about the provision of the necessary human and financial resources for its



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~~implementation, and be communicated, with visible endorsement, throughout the organization. The safety policy shall be periodically reviewed to ensure it remains relevant and appropriate to the organization.~~

~~1.2 SAFETY ACCOUNTABILITIES OF MANAGERS~~

~~The operator/approved maintenance organization shall identify the accountable manager who, irrespective of other functions, shall have ultimate responsibility and accountability, on behalf of the operator/approved maintenance organization, for the implementation and maintenance of the SMS. The operator/approved maintenance organization shall also identify the safety accountabilities of all members of senior management, irrespective of other functions. Safety accountabilities and authorities shall be documented and communicated throughout the organization.~~

~~1.3 APPOINTMENT OF KEY SAFETY PERSONNEL~~

~~The operator/approved maintenance organization shall identify a safety manager to be the responsible individual and focal point for the implementation and maintenance of the SMS.~~

~~1.4 SMS IMPLEMENTATION PLAN~~

~~The operator/approved maintenance organization shall develop and maintain an SMS implementation plan that defines the organization's approach to manage safety in a manner that meets the organization's safety needs. The SMS implementation plan of the operator/approved maintenance organization shall explicitly address the coordination between the SMS of the operator/approved maintenance organization and the SMS of other organizations, and other operator/approved maintenance organization must interface with during the provision of services. The SMS implementation plan shall be endorsed by senior management of the organization.~~

~~1.5 COORDINATION OF EMERGENCY RESPONSE PLANNING~~

~~The operator/approved maintenance organization shall develop, coordinate and maintain an emergency response plan that ensures orderly and efficient transition from normal to emergency operations, and return to normal operations.~~

~~1.6 DOCUMENTATION~~

~~The operator/approved maintenance organization shall develop and maintain SMS documentation to describe the safety policy and objectives, the SMS requirements, the SMS procedures and processes, the accountabilities, responsibilities and authorities for~~



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~~procedures and processes, and the SMS outputs. As part of the SMS documentation, the operator/approved maintenance organization shall develop and maintain a safety management manual (SMM), to communicate its approach to safety throughout the organization.~~

~~**2 SAFETY RISK MANAGEMENT**~~

~~**2.1 HAZARD IDENTIFICATION PROCESS**~~

~~The operator/approved maintenance organization shall develop and maintain a formal process of effectively collecting, recording, acting on and generating feedback about hazards in operation and maintenance activities, based on a combination of reactive, proactive and predictive methods of safety data collection.~~

~~**2.2 RISK ASSESSMENT AND MITIGATION PROCESS**~~

~~The operator/approved maintenance organization shall develop and maintain a formal risk management process that ensures analysis (in terms of probability and severity of occurrence), assessment (in terms of tolerability) and control (in terms of mitigation) of risk to an acceptable level. The operator/approved maintenance organization shall also define those levels of management with authority to make decisions regarding safety risks tolerability.~~

~~**3 SAFETY ASSURANCE**~~

~~**3.1 SAFETY PERFORMANCE MONITORING AND MEASUREMENT**~~

~~The operator/approved maintenance organization shall develop and maintain the means to verify the safety performance of the organization compared to the safety policy and objectives, and to validate the effectiveness of safety risks controls. The safety reporting procedures related to safety performance and monitoring shall clearly indicate which types of operational behaviors are acceptable or unacceptable, and include the conditions under which immunity from disciplinary action would be considered.~~

~~**3.2 THE MANAGEMENT OF CHANGE**~~

~~The operator/approved maintenance organization shall develop and maintain a formal process to identify changes within the organization which may affect the established processes and services, to describe the arrangements to ensure safety performance before implementing changes, and to eliminate or modify safety risk controls that are no longer needed or effective due to changes in the operational environment.~~



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~~3.3~~ ~~CONTINUOUS IMPROVEMENT OF THE SMS~~

~~The operator/approved maintenance organization shall develop and maintain a formal process to identify cause of sub-standard performance of the SMS, determine the implications of sub-standard performance in operations, and eliminate such causes.~~

~~4~~ ~~SAFETY PROMOTION~~

~~4.1~~ ~~TRAINING AND EDUCATION~~

~~The operator/approved maintenance organization shall develop and maintain a safety training program that ensures that personnel are trained and competent to perform the SMS duties. The scope of the safety training shall be appropriate to each individual's involvement in the SMS.~~

~~4.2~~ ~~SAFETY COMMUNICATION~~

~~The operator/approved maintenance organization shall develop and maintain formal means of safety communication that ensures that all personnel are fully aware of the SMS; conveys safety critical information; and explains why particular safety actions are taken and why safety procedures are introduced or changed.~~

IS 9.7.1.2 (b) SAFETY MANAGEMENT SYSTEM

~~This Section outlines the acceptable level of a safety related to safety management system (SMS) of an operator, an approved maintenance organization (AMO), or a service provider.~~

~~1~~ ~~INTRODUCTION~~

~~1.1 The introduction of the concept of acceptable level of safety responds to the need to complement the prevailing approach to the management of safety based upon regulatory compliance, with a performance based approach that aims for continuous improvement to the overall level of safety.~~

~~1.2 Acceptable level of safety expresses the safety goals of an oversight authority, an operator, an AMO, or service provider. From the perspective of the relationship between oversight authorities and operators/AMOs/service providers, it provides the minimum safety objective(s) acceptable to the oversight authority to be achieved by the operators/AMOs/service providers while conducting their core business functions. It is a reference against which the oversight authority can measure safety performance.~~



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~~1.3 Establishing acceptable level(s) of safety for the safety program does not replace legal, regulatory, or other established requirements, nor does it relieve the Authority from its obligations regarding the Convention on International Civil Aviation and its related provisions.~~

~~1.4 Establishing acceptable level(s) of safety for the safety management system does not relieve operators/AMO/service providers from their obligations under these Regulations and the Convention on International Civil Aviation.~~

2 SCOPE

~~2.1 Different acceptable levels of safety may be established between the Authority and individual operators/service providers.~~

~~2.2 Each agreed established level of safety should be commensurate with the complexity of individual operator/AMO/service provider operational contexts, and the level to which safety deficiencies can be tolerated and realistically addressed.~~

3 IMPLEMENTATION

~~3.1 The concept of acceptable level of safety is expressed in terms of safety performance indicators and safety performance targets, and implemented through safety requirements.~~

~~3.2 The relationship between acceptable level of safety, safety performance indicators, safety performance targets and safety requirements is as follows:~~

- ~~- acceptable level of safety is the overarching concept;~~
- ~~- safety performance indicators are the measures or metrics to determine if the acceptable level of safety has been achieved;~~
- ~~- safety performance targets are the quantified objectives pertinent to the acceptable level of safety; and~~
- ~~- safety requirements are the tools or means required to achieve the safety performance targets.~~

~~3.3 The safety performance indicators of an acceptable level of safety should be uncomplicated and linked to major components of State safety program, or an operator/AMO/service provider safety management system (SMS). They are generally expressed in numerical terms.~~

~~3.4 The safety performance targets of an acceptable level of safety should be determined after weighing what is desirable and what is realistic for individual operators/AMOs/service providers. Safety performance targets should be~~



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~~measurable, acceptable to the parties involved, and consistent with the acceptable level of safety.~~

~~3.5 The safety requirements to achieve the safety performance targets of an acceptable level of safety should be expressed in terms of operational procedures, technology an systems, programs, contingency arrangements and so forth, to which measure of reliability, availability and/or accuracy may be added.~~

~~3.6 An acceptable level of safety should be expressed by several safety performance indicators and translated into several safety performance targets, rather by single ones.~~

PHILIPPINE CIVIL AVIATION REGULATIONS PART 3

3.2.10 SAFETY MANAGEMENT SYSTEM

- (a) The approved training organization that are exposed to safety risks related to aircraft operations shall implement a safety management system acceptable to the Authority.

Note: The regulations, guidance and framework for the implementation and maintenance of safety management system are contained in Civil Aviation Regulations - Safety Management.

PHILIPPINE CIVIL AVIATION REGULATIONS PART 6

6.6 SAFETY MANAGEMENT SYSTEM

- (a) The approved maintenance organization shall implement a safety management system acceptable to the Authority.

Note: The regulations, guidance and framework for the implementation and maintenance of safety management system are contained in Civil Aviation Regulations - Safety Management.

PHILIPPINE CIVIL AVIATION REGULATIONS PART 9

9.2.2.10 FLIGHT SAFETY DOCUMENT SYSTEM

- (a) An operator shall establish a flight safety document system, approved by the Authority, for the use and guidance of operational and maintenance personnel as part of its safety management system.



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9.4.1.17 SAFETY MANAGEMENT

The operator shall implement the safety management requirements specified in Civil Aviation Regulations – Safety Management for the maintenance of its aircraft.

9.7 SAFETY MANAGEMENT

An air operator shall implement a safety management system acceptable to the Authority.

Note: The regulations, guidance and framework for the implementation and maintenance of safety management system are contained in Civil Aviation Regulations – Safety Management.

9.9 FLIGHT DATA ANALYSIS PROGRAM

- (a) An operator of an airplane of a certificated take-off mass in excess of 15,000 kg (and a helicopter of a certificated take-off mass in excess of 7,000 kg or having a passenger seating configuration of more than 9 and fitted with flight data recorder) shall establish and maintain a flight data analysis program as part of its safety management system.
- (b) An operator of an airplane of a maximum certificated take-off mass in excess of 27,000 kg shall establish and maintain a flight data analysis program as part of its safety management system.
- (c) A flight data analysis program shall contain adequate safeguards to protect the source(s) of the data.

Note: Guidance on safety management system is contained in ICAO Doc 9859, ICAO Safety Management Manual.

- (d) No person shall allow the use of recordings or transcripts of CVR, CARS, Class A AIR and Class A AIRS for purposes other than the investigation of an accident or incident as per PCAR Part 13 except where the recordings or transcripts:
 - (1) are related to a safety-related event identified in the context of a safety management system; are restricted to the relevant portions of a de-identified transcript of the recording; and are subject to the protections accorded by CAR-SM;
 - (2) are sought for use in criminal proceedings not related to an event involving an accident or incident investigation and are subject to the protections accorded by CAR-SM; or
 - (3) are used for inspections of flight recorder systems as provided in Section 7, Appendix 8 of ICAO Annex 6 Part I.



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Note. – Provisions on the protection of safety data, safety information and related sources are contained in Appendix 3 of ICAO Annex 19. When an investigation under PCAR Part 13 is instituted, investigation records are subject to the protections accorded by PCAR Part 13.

- (e) No person shall allow the use of recordings or transcripts of FDR, ADRS as well as Class B and Class C AIR and AIRS for purposes other than the investigation of an accident or incident as per PCAR Part 13, except where the recordings or transcripts are subject to the protections accorded by CAR-SM and:
- (1) are used by the operator for airworthiness or maintenance purposes;
 - (2) are used by the operator in the operation of a flight data analysis program required in this Part;
 - (3) are sought for use in proceedings not related to an event involving an accident or incident investigation;
 - (4) are de-identified; or
 - (5) are disclosed under secure procedures

Note. – Provisions on the protection of safety data, safety information and related sources are contained in CAR-SM

- (f) All airplanes of a certificated take-off mass in excess of:
- (1) 27,000 kg; or
 - (2) 15,000 kg with a passenger seating capacity greater than 19, and with a certificate of airworthiness first issued on or after 1 January 2027 shall be equipped with a means to support a flight data analysis program.

“End of Text”



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INSTRUCTION

- a. This form can be accomplished through handwritten or computerized.

ITEM	DESCRIPTION
Notice No.	Indicate the Notice No. starting with number 1 then followed by the year issued.
Issue Date.	Indicate the date of uploading in the CAAP official website.
Publication Date.	Indicate the date of the proposed publication date.
Expiry Date.	Indicate the deadline of submission of comments.
Related Re.	Indicate the related regulations/standards affected by the new/amendments.
Status	Indicate whether new issue or amendment to the regulations/standards.
Issuing Office	Indicate the name of the issuing office.
Text	Indicate the text of the new/amendments is arranged to show deleted text with a line through it and new text highlighted with grey shading.